BOARD OF COMMISSIONERS

BOARD OF COUNTY COMMISSIONERS MEETING

1:30 PM, WEDNESDAY, MARCH 18, 2026
Barnes Sawyer Rooms - Deschutes Services Building - 1300 NW Wall Street – Bend
(541) 388-6570 | www.deschutes.org

AGENDA

MEETING FORMAT: In accordance with Oregon state law, this meeting is open to the public and can be accessed and attended in person or remotely, with the exception of any executive session.

Members of the public may view the meeting in real time via YouTube using this link: http://bit.ly/3mmlnzy. ***To attend the meeting virtually via Zoom, see below.***

Citizen Input: The Board of Commissioners provides time during its public meetings for Citizen Input. Alternatively, comments may be submitted on any topic at any time by emailing or leaving a voice message at 541-385-1734.

When in-person comment from the public is allowed at the meeting, public comment will also be allowed via computer, phone or other virtual means.

Zoom Meeting Information: This meeting may be accessed via Zoom using a phone or computer.

- To join the meeting via Zoom from a computer, use this link: http://bit.ly/3h3oqdD.

- To join by phone, call 253-215-8782 and enter webinar ID # 899 4635 9970 followed by the passcode 013510.

- If joining by a browser, use the raise hand icon to indicate you would like to provide public comment, if and when allowed. If using a phone, press *9 to indicate you would like to speak and *6 to unmute yourself when you are called on.

- When it is your turn to provide testimony, you will be promoted from an attendee to a panelist. You may experience a brief pause as your meeting status changes. Once you have joined as a panelist, you will be able to turn on your camera, if you would like to.

***Time estimates**: The times listed on agenda items are estimates only. Generally, items will be heard in sequential order and items, including public hearings, may be heard before or after their listed times.*

CALL TO ORDER

PLEDGE OF ALLEGIANCE

CITIZEN INPUT

The Board of Commissioners provides time during its public meetings for Citizen Input. This is an opportunity for citizens to communicate to the Commissioners. Citizen Input is not available for matters that have closed records, are presently scheduled for a quasi-judicial public hearing, or are anticipated or likely to come before the Commissioners as a future quasi-judicial public hearing. Time is limited to 3 minutes.

The Citizen Input platform is not available for and may not be utilized to communicate obscene or defamatory material.

Note: *In addition to the option of providing in-person comments at the meeting, citizen input comments may be emailed to citizeninput@deschutes.org or you may leave a brief voicemail at 541.385.1734.*

COMMISSIONER ANNOUNCEMENTS

CONSENT AGENDA

1. Approval of Document No. 2026-0188, an agreement accepting a Criminal Justice Commission Restorative Justice Grant
2. Approval of Resolution No. 2026-009, increasing appropriations and FTE in association with the receipt of a Restorative Justice Grant
3. Approval of Resolution No. 2026-010 extending 0.80 limited duration FTE Community Health Specialist position
4. Approval of two change orders for the Courthouse expansion project relating to parking lot improvements at 221 Layfayette
5. Fourth Amendment to Ground Lease with Mountain View Community Development for Redmond Safe Parking program
6. Approval of the minutes of the BOCC meetings of February 18 and 25, 2026
7. Approval of the minutes of the March 5, 2026 BOCC Legislative Update

ACTION ITEMS

8. **1:30 PM** Public Hearing: Ordinance No. 2026-008, adopting Chapter 2.35 to Title 2 of the Deschutes County Code regarding contested case procedures

9. **1:40 PM** Consideration of first reading of Ordinance 2026-007 – Tumalo RV Park Text Amendment

10. **1:55 PM** Consideration of Resolution No. 2026-011, adopting the Deschutes County Transportation Safety Action Plan

11. **2:25 PM** Update on the S Century Drive: Sunriver Corridor Intersections Improvement Project

12. **2:55 PM** Appointments to the Fair Board

OTHER ITEMS

These can be any items not included on the agenda that the Commissioners wish to discuss as part of the meeting, pursuant to ORS 192.640.

EXECUTIVE SESSION

At any time during the meeting, an executive session could be called to address issues relating to ORS 192.660(2)(e), real property negotiations; ORS 192.660(2)(h), litigation; ORS 192.660(2)(d), labor negotiations; ORS 192.660(2)(b), personnel issues; or other executive session categories.

Executive sessions are closed to the public; however, with few exceptions and under specific guidelines, are open to the media.

ADJOURN

Deschutes County encourages persons with disabilities to participate in all programs and activities. This meeting/event is accessible. Accommodations including sign and other language interpreter services, assistive listening devices, materials in alternate formats such as Braille, large print, electronic formats, or language translations are available upon advance request at no cost. Please make a request at least 24 hours in advance of the meeting/event by calling Brenda Fritsvold at (541) 388-6572 or send an email to brenda.fritsvold@deschutes.org.

El condado de Deschutes anima a las personas con discapacidad a participar en todos los programas y actividades. Esta reunión/evento es accesible. Hay disponibles servicios de intérprete de lengua de señas y de otros idiomas, dispositivos de escucha asistida, materiales en formatos alternativos como braille, letra grande, formatos electrónicos, traducciones o cualquier otra adaptación, con solicitud previa y sin ningún costo. Haga su solicitud al menos 24 horas antes de la reunión/el evento llamando a Brenda Fritsvold al (541) 388-6572 o envíe un correo electrónico a brenda.fritsvold@deschutes.org.

BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: March 18, 2026

SUBJECT: Approval of Document No. 2026-0188, an agreement accepting a Criminal Justice Commission Restorative Justice Grant

RECOMMENDED MOTIONS:
Move approval of Document No. 2026-0188, an agreement accepting a Criminal Justice Commission for the Restorative Justice Grant.

BACKGROUND AND POLICY IMPLICATIONS:
The District Attorney's Office seeks Board authorization to accept the Criminal Justice Commission's (CJC) Restorative Justice grant for the purpose of continuing the Emerging Adult Program (EAP). The EAP is a partnership between the District Attorney's Office, Thrive Central Oregon (Thrive), and Restorative Justice & Equity (RJ&E). The initiative redirects young adults out of the criminal justice system into a restorative justice program that ensures accountability by addressing the harm caused. The program aims to reduce the number of cases going into our court system by connecting young adults and their victims to community services to improve life stability and to allow participants the opportunity to amend for their actions while avoiding the unintended consequences of a criminal charge.

The CJC's Restorative Justice Grant program has supported the EAP program since fall 2022, allowing Deschutes County to grow the initiative from serving 13 pilot participants to over 100 individuals. EAP has an 82% graduation rate and a 17.5% arrest-recidivism rate. We anticipate enrolling an additional 40 young adults into the program during this grant cycle.

Grant funds will be used to cover service contracts with Thrive, RJ&E, and Restorative Justice Coalition of Oregon (RJCO). Thrive will provide a 0.5 FTE case manager/support specialist to work directly with the young adults and their victims, connecting them to local services and resources. RJ&E will facilitate the program's restorative circles, employ an RJ specialist and program coordinator, coordinate team training, and provide the location for program activities. RJCO will provide restorative justice technical assistance and training. Funds will also support personnel expenses for two limited-duration 0.5 FTEs at the DA's Office, evaluation, as well as team training and travel.

The grant period is October 1, 2025 to August 31, 2027.

BUDGET IMPACTS:
$943,436 in total revenue.

Approximately a third of the award will remain with the DA's Office for program expenses, and the remainder will be passed through to our partners/sub-awardees– Thrive, RJ&E and RJCO.

Funds were accounted for in the FY26 Budget.

ATTENDANCE:
Kathleen Meehan Coop, Management Analyst

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RJ-27-04 GRANT AGREEMENT

CRIMINAL JUSTICE COMMISSION

RESTORATIVE JUSTICE GRANT PROGRAM

Agreement Number: RJ-27-04

This grant agreement ("Agreement"), dated as of the date the Agreement is fully executed, is between the State of Oregon, acting through its Oregon Criminal Justice Commission ("CJC" or "State"), and **Deschutes County Oregon** ("Recipient"). This Agreement becomes effective only when fully signed and approved as required by applicable law ("Effective Date"). Unless extended or terminated earlier in accordance with its terms, this Agreement shall expire **November 30, 2027**.

This Agreement consists of this document and the following documents, all of which are attached hereto and incorporated herein by reference:

Exhibit A: Contact Information, Project Description and Reporting Requirements

In the event of a conflict between two or more of the documents comprising this Agreement, the language in the document with the highest precedent shall control. The precedence of each of the following documents comprising this Agreement is as follows, listed from highest precedence to lowest precedence: this Agreement without Exhibits; Exhibit A.

SECTION 1: KEY GRANT TERMS

The following capitalized terms have the meanings assigned below.

Grant Amount: $943,436

Completion Deadline: August 31, 2027

SECTION 2: FINANCIAL ASSISTANCE

CJC shall provide Recipient, and Recipient shall accept from CJC, a grant (the "Grant") in an aggregate amount not to exceed the Grant Amount.

CJC's obligations are subject to the receipt of the following items, in form and substance satisfactory to CJC and its Counsel:

(1) This Agreement duly signed by an authorized officer of Recipient; and

(2) Such other certificates, documents, and information as CJC may reasonably require.

SECTION 3: DISBURSEMENT

A. Disbursement. Upon execution of this Agreement and satisfaction of all conditions precedent, CJC shall disburse Grant funds to Recipient in installments as listed:

(1) $471,718 by March 31, 2026;

(2) $235,859 by September 30, 2026; and

(3) $235,859 by March 31, 2027.

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B. Conditions to Disbursements.

(1) CJC has no obligation to disburse Grant funds unless:

i. CJC has sufficient funds currently available for this Agreement;

ii. CJC has received appropriations, limitations, allotments or other expenditure authority sufficient to allow CJC, in the exercise of its reasonable administrative discretion, to make payment. Notwithstanding any other provision of this Agreement, CJC's determination not to disburse funds due to lack of appropriations, allotments, or expenditure authority will not constitute an Event of Default; and

iii. Recipient is in compliance with the terms of this Agreement.

(2) CJC may amend this Agreement to remove the final disbursement of Grant funds in subsection A of this section if Recipient has not expended at least 60 percent of the Grant Amount by December 31, 2026. Notwithstanding any other provision of this Agreement, CJC's determination not to disburse funds under this subsection will not constitute an Event of Default.

SECTION 4: USE OF GRANT

As more particularly described in Exhibit A, Recipient will use the Grant to fund Restorative Justice programs (the "Project"). Recipient may only use Grant funds to cover reasonable and necessary Project costs incurred by Recipient during the period beginning July 1, 2025, and ending on the Completion Deadline, and that are allocable thereto and that are not excluded by CJC as set forth in the *Grant Administration Guide* published by CJC ("Eligible Costs"). Recipient must expend the entire Grant Amount on Eligible Costs. Such expenditure must occur no later than the Completion Deadline.

SECTION 5: REPRESENTATIONS AND WARRANTIES OF RECIPIENT

Recipient represents and warrants to CJC as follows:

A. Organization and Authority.

(1) Recipient is validly organized and existing under the laws of the State of Oregon.

(2) Recipient has all necessary right, power and authority under its organizational documents and applicable Oregon law to execute and deliver this Agreement and incur and perform its obligations under this Agreement.

(3) This Agreement has been authorized by an ordinance, order or resolution of Recipient's governing body if required by its organizational documents or applicable law.

(4) This Agreement has been duly executed by Recipient, and when executed by CJC, is legal, valid and binding, and enforceable in accordance with this Agreement's terms.

B. Full Disclosure. Recipient has disclosed in writing to CJC all facts that materially adversely affect the Grant, or the ability of Recipient to perform all obligations required by this Agreement. Recipient has made no false statements of fact, nor omitted information necessary to prevent any statements from being misleading. The information contained in this Agreement, including Exhibit A, is true and accurate in all respects.

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C. Pending Litigation. Recipient has disclosed in writing to CJC all proceedings pending (or to the knowledge of Recipient, threatened) against or affecting Recipient, in any court or before any governmental authority or arbitration board or tribunal, that, if adversely determined, would materially adversely affect the Grant or the ability of Recipient to perform all obligations required by this Agreement.

SECTION 6: COVENANTS OF RECIPIENT

Recipient covenants as follows:

A. Notice of Adverse Change. Recipient shall promptly notify CJC of any adverse change in the activities, prospects or condition (financial or otherwise) of Recipient related to the ability of Recipient to perform all obligations required by this Agreement.

B. Compliance with Laws.

(1) Recipient will comply with the requirements of all applicable federal, state and local laws, rules, regulations, and orders of any governmental authority, except to the extent an order of a governmental authority is contested in good faith and by proper proceedings.

(2) Recipient is responsible for all federal or state tax laws applicable to its implementation of the Project and its use of the Grant or compensation or payments paid with the Grant.

C. Worker's Compensation Insurance. All employers, including Recipient, that employ subject workers who provide services in the State of Oregon shall comply with ORS 656.017 and provide the required Workers' Compensation coverage, unless such employers are exempt under ORS 656.126. Employer's liability insurance with coverage limits of not less than $500,000 must be included. Recipient shall ensure that each of its subcontractors and subrecipients complies with these requirements.

D. Return of Misexpended or Unexpended Grant Funds. Any Grant funds disbursed to Recipient, or any interest earned by Recipient on the Grant funds, under this Agreement that are not used in accordance with this Agreement ("misexpended Grant funds") or remain unexpended on the earlier of termination of this Agreement, completion of the Project, or the Completion Deadline ("unexpended Grant funds"), must be returned to CJC. Recipient shall return all misexpended Grant funds to CJC immediately unless directed otherwise in writing by CJC. Recipient shall return all unexpended Grant funds to CJC within 30 days after the earlier of termination of this Agreement, completion of the Project, or the Completion Deadline.

E. Financial Records. Recipient will cooperate with CJC to provide all necessary financial information and records to comply with reporting required in Exhibit A. Recipient will keep proper books of account and records on all activities associated with the Grant, including, but not limited to, invoices, cancelled checks, payroll records, instruments, agreements and other supporting financial records documenting the use of the Grant. Recipient will maintain these books of account and records in accordance with generally accepted accounting principles. Recipient will retain these books of account and records until six years after the Completion Deadline or the date that all disputes, if any, arising under this Agreement have been resolved, whichever is later.

F. Inspection. Recipient shall permit CJC, and any party designated by CJC, the Oregon Secretary of State's Office, and their duly authorized representatives, at any reasonable time, to inspect

and make copies of any accounts, books and records related to the administration of this Agreement. Recipient shall supply any Agreement-related information as CJC may reasonably require, with the exception of materials protected by attorney-client privilege or the attorney work product doctrine. Further, Recipient shall neither supply, nor permit inspection of, (1) any information protected by HIPAA, ORS 192.553, or related regulations or rules, or (2) the personnel files of Recipient's employees, absent appropriate confidentiality protections, including exemption from disclosure under the Public Records Law, ORS ch. 192.

G. Notice of Event of Default. Recipient shall give CJC prompt written notice of any Event of Default, or any circumstance that with notice or the lapse of time, or both, may become an Event of Default, as soon as Recipient becomes aware of its existence or reasonably believes an Event of Default is likely.

H. Recipient Subagreements, Insurance and Procurements.

(1) Subagreements. Recipient may enter into agreements with subcontractors and subrecipients ("Subagreements") for implementation of portions of the Project. Recipient shall notify CJC of each Subagreement and provide CJC with a copy of a Subagreement upon request by CJC. Any material breach of a term or condition of a Subagreement relating to Grant funds provided under this Agreement must be reported by Recipient to CJC within ten (10) days of its discovery.

(2) Subagreement indemnity.

Each Recipient Subagreement shall require each other party to such Subagreement, that is not a unit of local government as defined in ORS 190.003, or a unit of state government as defined in ORS 174.111, to indemnify, defend, save and hold harmless the CJC and its officers, employees and agents from and against any and all claims, actions, liabilities, damages, losses, or expenses, including attorneys' fees, arising from a tort, as now or hereafter defined in ORS 30.260, caused, or alleged to be caused, in whole or in part, by the negligent or willful acts or omissions of the other party to the Subagreement or any of such party's officers, agents, employees or contractors ("Claims"). It is the specific intention of the Parties that CJC shall, in all instances, except for Claims arising solely from the negligent or willful acts or omissions of the CJC, be indemnified by the other party to the Subagreement from and against any and all Claims.

Any such indemnification shall also provide that neither the other party to such Subagreement nor any attorney engaged by such party shall defend a Claim in the name of the State of Oregon or an agency of the State of Oregon, nor purport to act as legal representative of the State of Oregon or any of its agencies, without the prior written consent of the Oregon Attorney General. The State may, at any time at its election, assume its own defense and settlement in the event that it determines that the other party to such Subagreement is prohibited from defending State or that such other party is not adequately defending State's interests, or that an important governmental principle is at issue or that it is in the best interests of State to do so. State reserves all rights to pursue claims it may have against the other party to such Subagreement if State elects to assume its own defense.

(3) Insurance.

Recipient shall maintain, or cause to be maintained, insurance policies with responsible insurers or self-insurance programs, insuring against liability and risk of direct physical loss, damage or destruction of the Project, at least to the extent that similar insurance is customarily carried by similar entities engaged in similar activities. Upon request, Recipient shall provide to CJC a Certificate(s) of Insurance required under this Agreement or, as applicable, require each subrecipient to, upon request, provide to CJC a Certificate(s) of Insurance required under this Agreement. Nothing in this provision precludes Recipient from exerting a defense against any party other than CJC, including a defense of immunity.

(4) Procurements.

Recipient shall make purchases of any equipment, materials, or services for the Project under procedures that comply with Oregon law, including all applicable provisions of the Oregon Public Contracting Code, ORS chapters 279A, 279B and 279C.

SECTION 7: DEFAULT

A. Recipient Default. Any of the following constitutes an "Event of Default" of Recipient:

(1) Misleading Statement. Any materially false or misleading representation is made by Recipient or a person authorized to speak on its behalf, in this Agreement or in any document provided by Recipient related to this Grant.

(2) Failure to Perform. Recipient fails to perform, observe or discharge any of its covenants, agreements, or obligations under this Agreement, other than those referred to in subsection (1) of this section, and that failure continues for a period of 30 calendar days after written notice specifying such failure is given to Recipient by CJC. CJC may agree in writing to an extension of time if it determines Recipient instituted and has diligently pursued corrective action. Acts or omissions of subgrantees shall not constitute an Event of Default unless ratified or knowingly induced by Recipient.

B. CJC Default. CJC will be in default under this Agreement if it fails to perform, observe or discharge any of its covenants, agreements, or obligations under this Agreement.

SECTION 8: REMEDIES

A. CJC Remedies. Upon the occurrence of an Event of Default, CJC may pursue any remedies available under this Agreement, at law or in equity. Such remedies include, but are not limited to, termination of CJC's obligations to provide Grant funds or further disbursements, return of all or a portion of the Grant Amount, payment of interest earned on the Grant Amount, and declaration of ineligibility for the receipt of future awards from CJC. If, because of an Event of Default, CJC demands return of all or a portion of the Grant Amount or payment of interest earned on the Grant Amount, Recipient shall pay the amount upon CJC's demand.

CJC may also recover all or a portion of any amount due from Recipient by deducting that amount from any payment due to Recipient from the State of Oregon under any other contract or agreement, present or future, unless prohibited by state or federal law.

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CJC reserves the right to turn over any unpaid debt under this Section 8 to the Oregon Department of Revenue or a collection agency and may publicly report any delinquency or default. These remedies are cumulative and not exclusive of any other remedies provided by law.

B. Recipient Remedies. In the event of default by CJC, Recipient's sole remedy will be for disbursement of Grant funds for Eligible Costs of the Project, not to exceed the total Grant Amount, less any claims CJC has against Recipient.

SECTION 9: TERMINATION

A. Mutual Termination. This Agreement may be terminated at any time by mutual written consent of the parties.

B. Termination by CJC. In addition to terminating this Agreement upon an Event of Default as provided in Section 8, CJC may terminate this Agreement with notice to Recipient under any of the following circumstances:

(1) If CJC anticipates a shortfall in applicable revenues or CJC fails to receive sufficient funding, appropriations or other expenditure authorizations to allow CJC, in its reasonable discretion, to continue making payments under this Agreement.

(2) There is a change in federal or state laws, rules, regulations or guidelines so that the uses of the Grant are no longer eligible for funding.

C. Termination by Recipient. Recipient may terminate this Agreement with notice to CJC under any of the following circumstances:

(1) After conferring with CJC, Recipient has determined that the requisite local funding to continue the Project is unavailable to Recipient or Recipient is unable to continue implementation of the Project as a result of circumstances not reasonably anticipated by Recipient at the time it executed this Agreement and that are beyond Recipient's reasonable control.

(2) There is a change in federal or state laws, rules, regulations or guidelines so that the uses of the Grant are no longer eligible for funding.

SECTION 10: MISCELLANEOUS

A. Contribution.

(1) If any third party makes any claim or brings any action, suit or proceeding alleging a tort as now or hereafter defined in ORS 30.260 ("Third Party Claim") against CJC or Recipient relating to this Agreement or the Project and with respect to which the other Party may have liability, the notified Party must promptly notify the other Party in writing of the Third Party Claim and deliver to the other Party a copy of the claim, process, and all legal pleadings with respect to the Third Party Claim. Each Party is entitled to participate in the defense of a Third Party Claim, and to defend a Third Party Claim with counsel of its own choosing. Receipt by a Party of the notice and copies required in this paragraph and meaningful opportunity for the Party to participate in the investigation, defense and settlement of the Third Party Claim with counsel of its own choosing are conditions precedent to that Party's contribution obligation with respect to the Third Party Claim.

(2) With respect to a Third Party Claim for which CJC is jointly liable with Recipient (or would be if joined in the Third Party Claim), CJC shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable by Recipient in such proportion as is appropriate to reflect the relative fault of the CJC on the one hand and of Recipient on the other hand in connection with the events which resulted in such expenses, judgments, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of CJC on the one hand and of Recipient on the other hand shall be determined by reference to, among other things, the Parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines or settlement amounts. CJC's contribution amount in any instance is capped to the same extent it would have been capped under Oregon law, including the Oregon Tort Claims Act, ORS 30.260 to 30.300, if CJC had sole liability in the proceeding.

(3) With respect to a Third Party Claim for which Recipient is jointly liable with CJC (or would be if joined in the Third Party Claim), Recipient shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable by CJC in such proportion as is appropriate to reflect the relative fault of Recipient on the one hand and of CJC on the other hand in connection with the events which resulted in such expenses, judgments, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of Recipient on the one hand and of CJC on the other hand shall be determined by reference to, among other things, the Parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines or settlement amounts. Recipient's contribution amount in any instance is capped to the same extent it would have been capped under Oregon law, including the Oregon Tort Claims Act, ORS 30.260 to 30.300, if it had sole liability in the proceeding.

B. No Implied Waiver. No failure or delay on the part of CJC to exercise any right, power, or privilege under this Agreement will operate as a waiver thereof, nor will any single or partial exercise of any right, power, or privilege under this Agreement preclude any other or further exercise thereof or the exercise of any other such right, power, or privilege.

C. Choice of Law; Designation of Forum; Federal Forum. The laws of the State of Oregon (without giving effect to its conflicts of law principles) govern all matters arising out of or relating to this Agreement, including, without limitation, its validity, interpretation, construction, performance, and enforcement.

Any party bringing a legal action or proceeding against any other party arising out of or relating to this Agreement shall bring the legal action or proceeding in the Circuit Court of the State of Oregon for Marion County (unless Oregon law requires that it be brought and conducted in another county). Each party hereby consents to the exclusive jurisdiction of such court, waives any objection to venue, and waives any claim that such forum is an inconvenient forum.

Notwithstanding the prior paragraph, if a claim must be brought in a federal forum, then it must be brought and adjudicated solely and exclusively within the United States District Court for the District of Oregon. This paragraph applies to a claim brought against the State of Oregon only to

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the extent Congress has appropriately abrogated the State of Oregon's sovereign immunity and is not consent by the State of Oregon to be sued in federal court. This paragraph is also not a waiver by the State of Oregon of any form of defense or immunity, including but not limited to sovereign immunity and immunity based on the Eleventh Amendment to the Constitution of the United States.

D. Notices and Communication. Except as otherwise expressly provided in this Agreement, any communication between the parties or notices required or permitted must be given in writing by personal delivery, email, or by mailing the same, postage prepaid, to Recipient or CJC at the addresses listed in Exhibit A, or to such other persons or addresses that either party may subsequently indicate pursuant to this Section.

Any communication or notice by personal delivery will be deemed effective when actually delivered to the addressee. Any communication or notice so addressed and mailed will be deemed to be received and effective five days after mailing. Any communication or notice given by email becomes effective 1) upon the sender's receipt of confirmation generated by the recipient's email system that the notice has been received by the recipient's email system or 2) the recipient's confirmation of receipt, whichever is earlier. Notwithstanding this provision, the following notices may not be given by email: notice of default or notice of termination.

E. Amendments. This Agreement may not be altered, modified, supplemented, or amended in any manner except by written instrument signed by both parties.

F. Work Product. To the extent it has the necessary rights, Recipient hereby grants to CJC a non-exclusive, irrevocable, perpetual, royalty-free, license to use, reproduce, prepare derivative works based upon, distribute copies of, perform and display for governmental purposes, all documents, reports and works of authorship created, produced or obtained as part of or in connection with the Project ("Work Product"). Recipient shall deliver copies of Work Product to CJC upon request. In addition, if applicable law requires that CJC own such intellectual property, then Recipient shall execute such further documents and instruments as CJC may reasonably request in order to assign ownership in the intellectual property to CJC.

G. Independent Contractor. Recipient shall implement the Project as an independent contractor and not as an agent or employee of CJC. Recipient has no right or authority to incur or create any obligation for or legally bind CJC in any way. CJC cannot and will not control the means or manner by which Recipient implements the Project, except as specifically set forth in this Agreement. Recipient is responsible for determining the appropriate means and manner of implementing the Project. Recipient acknowledges and agrees that Recipient is not an "officer", "employee", or "agent" of CJC, as those terms are used in ORS 30.265, and shall not make representations to third parties to the contrary.

H. Severability. If any provision of this Agreement will be held invalid or unenforceable by any court of competent jurisdiction, such holding will not invalidate or render unenforceable any other provision.

I. Successors and Assigns. This Agreement will be binding upon and inure to the benefit of CJC, Recipient, and their respective successors and assigns, except that Recipient may not assign or transfer its rights, obligations or any interest without the prior written consent of CJC.

J. Counterparts. This Agreement may be signed in several counterparts, each of which is an original and all of which constitute one and the same instrument.

K. Integration. This Agreement (including all exhibits, schedules or attachments) constitutes the entire agreement between the parties on the subject matter. There are no unspecified understandings, agreements or representations, oral or written, regarding this Agreement.

L. No Third-Party Beneficiaries. CJC and Recipient are the only parties to this Agreement and are the only parties entitled to enforce the terms of this Agreement. Nothing in this Agreement gives or provides, or is intended to give or provide, to third persons any benefit or right not held by or made generally available to the public, whether directly, indirectly or otherwise, unless such third persons are individually identified by name herein and expressly described as intended beneficiaries of the terms of this Agreement. Notwithstanding the foregoing, CJC acknowledges, agrees, and intends that Recipient will expend the Grant consistent with the Project.

M. Survival. The following provisions, including this one, survive expiration or termination of this Agreement: Sections 6.D through 6.F, 7, 8, 10.A, 10.C, 10.D, and 10.O.

N. Time is of the Essence. The parties agree that time is of the essence under this Agreement.

O. Public Records. CJC's obligations under this Agreement are subject to the Oregon Public Records Laws.

The signatures of the parties follow on the next page.

Recipient, by its signature below, acknowledges that it has read this Agreement, understands it, and agrees to be bound by its terms and conditions.

STATE OF OREGON
acting by and through its
Criminal Justice Commission

By: Ryan Keck
Ryan Keck, Interim Executive Director

Date: 3/3/2026

DESCHUTES COUNTY OREGON

By: _____

Date: _____

Approved as to Legal Sufficiency in accordance with ORS 291.047:

Approved by email dated 1/7/26
Nina Englander, Senior Assistant Attorney General

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EXHIBIT A:
CONTACT INFORMATION, PROJECT DESCRIPTION AND REPORTING REQUIREMENTS

Contact Information:

CJC	**Recipient**
State of Oregon, acting by and through its Criminal Justice Commission	Deschutes County Oregon 1160 NW Bond St. Bend, OR 97703
Grant Administrator: Amani Brown	**Contact:** Kathleen Meehan Coop
Telephone: (971) 493-9357	**Telephone:** (541) 317-3175
Email: amani.brown@cjc.oregon.gov	**Email:** kathleen.meehancoop@dcda.us

Project Description:

Pursuant to House Bill 2204 (2021), the purpose of the Restorative Justice Grant Program is to financially support public and private entities offering restorative justice programs. A *restorative justice program* is defined in OAR 213-040-0030(8) as a community-based alternative to the criminal and juvenile legal systems that aims to center the needs of the harmed party and foster accountability within the responsible party without resorting to incarceration or criminal conviction.

This Grant requires the Recipient to:

- Coordinate with a community-based organization(s);
- Demonstrate the ability to work collaboratively with system partners, including local law enforcement entities, courts, district attorneys and defense attorneys;
- Center the experiences of those harmed, encourage those who have caused harm to take responsibility and repair the harm, and support persons who have been harmed, impacted community members and responsible parties in identifying solutions that promote healing, including promoting dialogue and mutual agreement; and
- Collect and submit to CJC program information, including but not limited to expenditures, outcome measures, program evaluations, demographic information pertaining to eligible and enrolled participants, satisfaction metrics for both the responsible and harmed parties, and data collected in partnership with a researcher or research entity.

Recipient shall use Grant funds to support efforts toward the goals stated above. Specifically, Recipient shall use Grant funds to operate a program that uses evidence-based practices such as restorative dialogues to divert young adult cases from traditional prosecution, strengthen restorative practices, improve participant preparedness, and increase participation of the harmed party. Young adults, ages 18-25, are screened for eligibility based on case criteria. The program will intervene pre-charge.

Docusign Envelope ID: 5BDDA438-0D38-48FB-ADC3-7F964AC598F1

Project Period:

Start Date: July 1, 2025

End Date: August 31, 2027

Requirements:

Schedule

Recipient must submit to CJC quarterly expenditure reports, beginning April 25, 2026, until the earlier of thirty (30) days after Grant funds are fully expended or thirty (30) days after the Completion Deadline.

Recipient must submit to CJC quarterly progress reports, beginning April 25, 2026, until the earlier of thirty (30) days after Grant funds are fully expended or thirty (30) days after the Completion Deadline.

Recipient must submit to CJC semi-annual progress reports on January 25 and July 25 of each year of the Project Period.

Recipient must receive prior approval from CJC to submit any required report after its due date.

Report Contents

Required reports must be submitted through CJC's grant administration system and contain all the requested information.

1. CJC Quarterly Expenditure Report (https://cjc-grants.smapply.io)
   a. Grant funds spent during the prior calendar quarter, with brief description.

2. CJC Quarterly Progress Report (https://cjc-grants.smapply.io)
   a. Data and information related to the Recipient's provision of restorative justice services during the prior calendar quarter; and
   b. Any other Project information as CJC may reasonably request.

3. CJC Semi-Annual Progress Report (https://cjc-grants.smapply.io)
   a. In a narrative fashion, Recipient's progress in meeting the Project's objectives during the six-month period preceding the report date, and remedial actions necessary if those objectives have not been met in any respect.

BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: March 18, 2026

SUBJECT: Approval of Resolution No. 2026-009, increasing appropriations and FTE in association with the receipt of a Restorative Justice Grant

RECOMMENDED MOTIONS:
Move approval of Resolution No. 2026-009 increasing 1.00 total Limited Duration FTE from March 1, 2026 to August 31, 2027.

BACKGROUND AND POLICY IMPLICATIONS:
On March 3, 2026, the Criminal Justice Commission (CJC) approved a Restorative Justice Grant award for the District Attorney (DA) Office's Emerging Adult Program. The BOCC is being asked to authorize acceptance of this award of $943,436 in grant funds.

Resolution No. 2026-009 would add two new 0.5 FTE limited duration positions to the DA's Office:

- Deputy District Attorney: 0.5 Limited Duration FTE
- Victim Advocate: 0.5 Limited Duration FTE

BUDGET IMPACTS:
The resolution would authorize two part-time limited duration positions that support the Emerging Adult Program until August 31, 2027.

Approximately $471,700 of the grant funds are anticipated to be received in FY 2026, and of those $374,700 are anticipated to be spent in FY 2026. No budget adjustment is required since appropriations for these positions were included in the FY 2026 budget.

ATTENDANCE:
Kathleen Meehan Coop, Management Analyst
Cam Sparks, Budget & Finance Planning Manager

REVIEWED

_____

LEGAL COUNSEL

For Recording Stamp Only

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON

A Resolution Adding FTE * * * RESOLUTION NO. 2026-009

WHEREAS, on March 18, 2026, the District Attorney's Office presented to the Board of County Commissioners regarding an award agreement for the Restorative Justice Grant - Emerging Adult Program (EAP). This grant will fund 1.00 FTE limited duration positions within the District Attorney's Office and the Victim's Assistance Fund, and

WHEREAS, Deschutes County Policy HR-1 requires that the creation or increase of FTE outside the adopted budget be approved by the Board of County Commissioners; now, therefore,

BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON, as follows:

Section 1. That the following positions be added:

Job Class	Position Number	Type	Duration
Victims' Advocate (1125)	TBD	0.50 LTD	3/1/2026 – 8/31/2027
Deputy District Atty I (9346)	TBD	0.50 LTD	3/1/2026 – 8/31/2027
Total FTE		**1.00 LTD**	

Section 2. That the Human Resources Director make the appropriate entries in the Deschutes County FTE Authorized Positions Roster to reflect the above FTE changes.

DATED this_____ day of March, 2026.

BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON

PHIL CHANG, Chair

ATTEST:

ANTHONY DEBONE, Vice-Chair

Recording Secretary

PATTI ADAIR, Commissioner

BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: March 18, 2026

SUBJECT: Approval of Resolution No. 2026-010 extending 0.80 limited duration FTE Community Health Specialist position

RECOMMENDED MOTION:
Move approval of Resolution No. 2026-010 extending limited duration FTE.

BACKGROUND AND POLICY IMPLICATIONS:
On February 25, 2026, the Board of County Commissioners approved the extension of a 0.80 limited duration FTE Community Health Specialist II through June 30, 2027. This resolution authorizes that the County position roster be updated to reflect the extension.

BUDGET IMPACTS:
The Health Services Fund has identified resources and budget appropriations to pay for extending this position. As a result, no budget adjustment is required.

ATTENDANCE:
Cam Sparks – Budget & Financial Planning Manager

REVIEWED

_____

LEGAL COUNSEL

For Recording Stamp Only

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON

A Resolution Extending Limited Duration FTE * RESOLUTION NO. 2026-010

WHEREAS, on February 25, 2026, the Board of County Commissioners approved a request to extend a 0.80 FTE limited duration Community Health Specialist II position in Health Services, and

WHEREAS, Deschutes County Policy HR-1 requires that the creation or increase of FTE outside the adopted budget be approved by the Board of County Commissioners; now, therefore,

BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON, as follows:

Section 1. That the duration of the following position be extended:

Job Class	Position Number	Type	Duration
Comm Health Spec II (1158)	2351	0.80 LTD	9/30/2026 – 6/30/2027
Total FTE		**0.80 LTD**	

Section 2. That the Human Resources Director make the appropriate entries in the Deschutes County FTE Authorized Positions Roster to reflect the above FTE changes.

DATED this_____ day of March, 2026.

BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON

PHIL CHANG, Chair

ATTEST:

ANTHONY DEBONE, Vice-Chair

Recording Secretary

PATTI ADAIR, Commissioner

BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: March 18, 2026

SUBJECT: Approval of two change orders for the Courthouse expansion project relating to parking lot improvements at 221 Layfayette

RECOMMENDED MOTION:
Move approval of Document No. 2026-189, a change order for Pence Constractors (COR) 080 and approval of Document No. 2026-190, an Owner Change Order (OCO) 0013 for parking lot improvements at 221 Lafayette in association with the Courthouse expansion project.

BACKGROUND AND POLICY IMPLICATIONS:.
The vacant lot at 221 Lafayette is currently being used by Pence Contractors as a laydown yard and mock-up site for the Courthouse expansion project. A new parking lot at that location is budgeted as part of the downtown campus parking project. The parking lot improvements are already designed and permitted and include new pavement, striping, storm water controls and site lighting.

Staff recommend completing the parking lot improvements through a change order to the contract with Pence Contractors, paid for through funds previously allocated for the parking lot. These improvements will allow the County to utilize 221 Lafayette with additional parking on the downtown campus at the completion of the Courthouse expansion project.

BUDGET IMPACTS:
Project costs for construction services are budgeted in Campus Improvement Fund 463 for Fiscal Year 2026.

ATTENDANCE:
Lee Randall, Facilities Director
Eric Nielsen, Facilities Capital Improvement Manager

Pence CONTRACTORS

LAKE OSWEGO 5400 Meadows Road, Suite 410, Lake Oswego, OR 97035
BEND 1051 NW Bond Street, Suite 310, Bend, OR 97701

pence.net, CCB: OR 239463

DOCUMENT 2026-0189

Change Order Request

COR No. 080/EXT0109

TO: Eric Nielsen
Deschutes County
14 NW Kearney Ave.
Bend, OR

Date: March 8th, 2026
Job: 3122-018

1. Contract time being extended () Calendar days.
2. Acceptance of COR is required prior to () to avoid additional cost/time impact.

Project: Deschutes County Courthouse Expansion
COR Title: COR 080- Lafayette Improvements

With execution of this Change Order Request, Pence is authorized to make the following changes in the contract drawings and/or specifications for this project in accordance with the revisions specified below, or attached hereto.

This COR captures the costs associated with the HHPR- 221 Lafayette Parking On-Site Improvements design package as noted in the attached.

Execution of this COR is not a waiver of other 'unsubmitted' impacts that may arise as a result of these changes. Though we will endeavor to capture all impacts during these primary submissions, Pence reserves the right to submit additional changes at a future date should they arise.

Itemized Description Amount

Description	Subcontractor	
General Conditions	Pence	$36,846.00
General Requirements	Pence	$80,363.00
Railings	Sunburst Fabrications	$28,180.00
Electrical	Elite Electric	$22,700.00
Earthwork, Concrete, Paving	Wilson Curb	$177,771.00
Landscaping	Andres Landscape	$27,700.00
Allowance- Soils	Pence	$5,000.00
Allowance- Signage	Pence	$1,500.00
Allowance- Stump Grind	Pence	$750.00
Allowance- ROW Landscape	Pence	$6,000.00
SDI	Pence	$3,325.00
Construction Contingency	Pence	$19,340.00
P&P Bonds	Pence	$4,017.00
Liability Insurance	Pence	$4,017.00
Fee	Pence	$8,225.00

Pence CONTRACTORS

LAKE OSWEGO 5400 Meadows Road, Suite 410, Lake Oswego, OR 97035
BEND 1051 NW Bond Street, Suite 310, Bend, OR 97701

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CAT Tax	Pence	$1,875.00
Preconstruction	Pence	$18,715.00

Total Cost: $446,324.00

Execution Workflow

1. **Pence Contractors**

By: _____

Digitally signed by Cory Loomis
Date: 2026.03.10 08:03:10-07'00'

Cory Loomis
Project Executive
Initialed (Not Executed)

Date: _____

2. **Cumming Group**

By: Wayne Powderly

Digitally signed by Wayne Powderly
DN: C=US, E=wayne.powderly@cumming-group.com, O=Cumming Management Group, OU=Director Project Management, CN=Wayne Powderly
Date: 2026.03.09 16:06:03-07'00'

Date: _____

3. **Deschutes County**

By: _____

Date: _____

Pence CONTRACTORS

LAKE OSWEGO 5400 Meadows Road, Suite 410, Lake Oswego, OR 97035
BEND 1051 NW Bond Street, Suite 310, Bend, OR 97701

pence.net, CCB: OR 239463

February 20th, 2026

Eric Nielsen
Deschutes County Facilities
14 NW Kearney Avenue
Bend, OR 97703

RE: 221 Lafayette Parking – Guaranteed Maximum Price (GMP)

Dear Eric,

Based on the project documents provided, and the clarifications in this narrative, Pence is pleased to present the GMP per the summary below.

Description	area	unit	unit cost	total
221 Lafayette Parking GMP	5,777	gsf	$ 77.26	$ 446,324
Total Construction Cost				$ 446,324

The follow reports are attached.

1. CSI Standard Format 33 Division Detail Report by Category/location.
2. Allowances (including markups):
    a. Includes an allowance of $5,000 for removal and haul off of unsuitable soils at previously demolished structure.
    b. Includes an allowance of $1,500 for additional county signage not shown.
    c. Includes an allowance of $750 to grind existing tree stump that has been left onsite.
    d. Includes an allowance of $6,000 for right of way landscaping.

01 – General

1. The GMP is based on the following documents:
    - Deschutes County 221 Lafayette Parking On-Site Improvements, PRSIMP202406073, PRROW202500408 by HHPR dated 10.23.2025
    - Special Provisions to the OSS Technical Specification
    - Oregon Standard Specifications for Construction 2024
    - Pence Narrative and Clarifications (this document)
2. The GMP is based on a schedule duration of three months from notice to proceed and receipt of the main SIMP and ROW permits, April 2026 through June 2026.
3. The GMP includes a Construction Contingency of 5% of the cost of the work for Contractor's exclusive use. The Owner should carry additional contingency for design changes and unanticipated conditions.
4. The General Liability Insurance program shall be a cost of the work at a fixed rate of 0.9% of the Contract value.
5. The Payment and Performance bond, Workers' Compensation, and auto insurance shall be a cost of the work at a fixed rate of 0.9% of the Contract value.

Pence CONTRACTORS
LAKE OSWEGO 5400 Meadows Road, Suite 410, Lake Oswego, OR 97035
BEND 1051 NW Bond Street, Suite 310, Bend, OR 97701
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6. Subcontractor Default Mitigation is included as a cost of the work and shall be reimbursed at a fixed rate of 1.25% of the total sum of the Subcontractor values.
7. This GMP does not include the cost of tariffs or taxes that are not enacted at the time of the issuance of the GMP. These costs, if any will be the responsibility of the Owner and will require the GMP to be increased by Change Order.
8. Builder's Risk is not included in the estimate and is provided by the Owner. If a claim against Builder's risk is opened, all deductibles will be paid by the Owner.
9. Corporate Activity Tax is included.
10. Prevailing wage rates are included.

26- Electrical

1. E0.1 feeder schedule for Pacific Power notes to PP1 4" conduit per ESR manual table #16. Table #16 is to be utilized for three phase electrical service. The service designed for this project is single phase and thus table #15 of the ESR manual has been included for Pacific Power conduit and wire sizing and is applicable to the conduit called out per flagnote 4 / E1.0.
2. Flagnote 4 / E1.0 calls out (1) conduit run to Pacific Power transformer. Subcontractors have noted Pacific Power will require (2) conduits and this is what has been included.
3. A 400 amp meterbase has been included with commercial bypass that feeds into a 400 amp electrical panel to be mounted on a freestanding structural rack.
4. Flagnote 2 / E1.0 notes (6) conduit runs to future EV chargers, but only (4) EV chargers are called out. (4) dedicated conduit runs have been included with pull strings, conduit caps, and B12 Christy junction boxes.
5. Luminaires per schedule on Photometrics E2.0 with factory installed photocells.
6. Concrete pole bases have been included to be flush mounted. Calculations and PE stamp for structural design of pole bases is included.

31- Earthwork and Utilities

1. Traffic control for demolition and cap existing sewer service per demolition note 7 / C2.0 is included.
2. Demolition note 6 / C2.0 states to coordinate striping removal with City of Bend. Assume Pence to perform the demolition and not strictly coordinate. Striping removal is included.
3. Note 7 for the concrete retaining wall detail / C5.2 states to excavate six inches and replace with compacted aggregate base course where shallow bedrock is present. This is not included nor is any other form of hard rock boring or drilling. This will be addressed via Owner change order should any bedrock excavation, boring, or drilling be required.
4. Erosion & Sediment Control Note 4 / C1.0 calls for earthwork constructed concrete truck washout. Washout will be included via Eco-Pan by concrete flatwork subcontractor.
5. Removal and hauloff of unsuitable soils is not included outside of what is shown in the stated allowance in section 40 below.
6. Alternate to demolish & repave entire alleyway between NW Bond St. and NW Lafayette Ave. is included.

32- Site Improvements

1. Irrigation controller per specifications will require a 120v power supply. This has been included as hard-wired to a junction box.

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2. 7/L2.0 calls for a 6" tall footing for the staple bike rack to be flush-mounted with adjacent finish grade. Assume 1' width and flush with adjacent asphalt.
3. C3.0 calls for an island with 4" deep 1-3" rock mulch. There is no callout for the curb around this island. Assume 12" concrete curb per COB std dwg R-3 / C5.1 to match the curb called out at the sidewalk per Note 2 / C3.0.
4. Asphalt for the main parking lot per C3.0 included as 3" thickness per AC pavement section on C5.0. Asphalt for alleyway per C3.1 included as 4" thickness per COB std dwg R-11/C5.1.
5. CSS-1 tack coat and asphalt compaction testing are included. Prime coat assumed not required and is not included.
6. Landscape maintenance after installation is assumed not required and is not included.
7. Irrigation trench backfill is included as native material only.

General Clarifications

1. System development fees, permit and plan review fees, utility engineering fees, utility aid-to-construction fees, City or County utility connection and improvement fees, or any franchise utility and development fees are not included as these are provided by the Owner.
2. Special inspection costs, geotechnical observation costs, any other inspection costs, and any job specific bonds are not included as they are assumed to be by Owner. Should they be required, the cost shall be added to the contract via Owner change order.
3. Utility company fees and charges associated with moving phone or cable and power underground are not included as they are assumed to be by Owner. Should they be required, the cost shall be added to the contract via Owner change order.
4. Temporary utility fees for temporary water, natural gas, or electrical are not included as they are assumed to be by Owner. Should they be required, the cost shall be added to the contract via Owner change order.
5. Deferred submittals & associated costs are not included as they are assumed to be by Owner. Should they be required, the cost shall be added to the contract via Owner change order.
6. LEED requirements or fees are not included as they are assumed not required. Should they be required, they are assumed to be by Owner, and the cost shall be added to the contract via Owner change order.
7. Bringing existing conditions up to current code is not included other than what is indicated in the plans.

Thank you for the opportunity to present this GMP. Please feel free to call with any questions you may have.

Sincerely,

Cory Loomis
Project Executive
Pence Contractors, LLC

Pence CONTRACTORS

CSI Standard Detail Report

221 Lafayette Parking

Bend, OR

GMP v01d

Spreadsheet Level	Quantity	Unit Cost	Total
01.0000 GENERAL REQUIREMENTS			
01.3100 Project Management and Coordination			
general conditions	3.00 mnth	12,282.00 /mnth	36,846
general requirements	3.00 mnth	26,787.67 /mnth	80,363
01.3100 Project Management and Coordination	**3.00 mnth**	**39,069.67 /mnth**	**117,209**
01.0000 GENERAL REQUIREMENTS	***3.00 mnth***	***39,069.67 /mnth***	***117,209***
02.0000 EXISTING CONDITIONS			
02.2100 Surveying & Documentation			
site & building surveying, private, by others	5,777.00 gsa	0.78 /gsa	4,500
02.2100 Surveying & Documentation	**5,777.00 gsa**	**0.78 /gsa**	**4,500**
02.0000 EXISTING CONDITIONS	***5,777.00 gsa***	***0.78 /gsa***	***4,500***
26.0000 ELECTRICAL			
26.1000 Electrical Systems			
site electrical	5,777.00 gsa	3.93 /gsa	22,700
26.1000 Electrical Systems	**5,777.00 gsa**	**3.93 /gsa**	**22,700**
26.0000 ELECTRICAL	***5,777.00 gsa***	***3.93 /gsa***	***22,700***
31.0000 EARTHWORK			
31.2000 Earth Moving			
site demo, earthwork, and utilities (incl electrical trenching)	5,777.00 gsa	14.00 /gsa	80,859
31.2000 Earth Moving	**5,777.00 gsa**	**14.00 /gsa**	**80,859**
31.0000 EARTHWORK	***5,777.00 gsa***	***14.00 /gsa***	***80,859***
32.0000 EXTERIOR IMPROVEMENTS			
32.1200 Flexible Paving			
ac paving - 3" onsite, 4" offsite	2,898.00 sqft	11.94 /sqft	34,592
32.1200 Flexible Paving	**2,898.00 sqft**	**11.94 /sqft**	**34,592**
32.1300 Rigid Paving			
site concrete	1,169.00 sqft	46.47 /sqft	54,320
32.1300 Rigid Paving	**1,169.00 unit**	**46.47 /unit**	**54,320**
32.1700 Paving Specialties			
new striping & signage, wheelstops	2,898.00 sqft	1.21 /sqft	3,500
32.1700 Paving Specialties	**2,898.00 sqft**	**1.21 /sqft**	**3,500**
32.3000 Site Furnishings			
bike rack, single-loop, supply and install	1.00 each	425.00 /each	425
site handrail at ramp, supply and install	117.00 lnft	206.22 /lnft	24,128
core drill and grout holes at railing	20.00 each	181.33 /each	3,627
32.3000 Site Furnishings	**5,777.00 gsa**	**4.88 /gsa**	**28,180**
32.9000 Landscaping			

Spreadsheet Level	Quantity		Unit Cost		Total
32.9000 Landscaping					
landscaping & irrigation	1,019.00	sqft	27.18	/sqft	27,700
32.9000 Landscaping	**1,019.00**	**sqft**	**27.18**	**/sqft**	**27,700**
32.0000 EXTERIOR IMPROVEMENTS	***5,777.00***	***gsa***	***25.67***	***/gsa***	***148,292***
41.0000 ALLOWANCES					
01.2100 Allowances					
unsuitable soils at existing structure	1.00	allow	5,000.00	/allow	5,000
county signage	1.00	allow	1,500.00	/allow	1,500
grind stump of tree previously demo'd	1.00	allow	750.00	/allow	750
right of way landscaping	1.00	allow	6,000.00	/allow	6,000
01.2100 Allowances	**1.00**	**allow**	**13,250.00**	**/allow**	**13,250**
41.0000 ALLOWANCES	***5,777.00***	***gsa***	***2.29***	***/gsa***	***13,250***

CSI Standard Detail Report

221 Lafayette Parking

Bend, OR

GMP v01d

Estimate Totals

Description	Amount	Totals	Hours	Rate	Cost per Unit
Subtotal Construction	**386,810**	**386,810**			**66.957 /gsa**
Sub Default Insurance	3,325			1.250 %	0.576 /gsa
Construction Contingency	19,340			5.000 %	3.348 /gsa
P&P Bonds	4,017			0.900 %	0.695 /gsa
Liability Insurance	4,017			0.900 %	0.695 /gsa
Builders Risk Insurance - NIC					
	30,699	**417,509**			**72.271 /gsa**
Contractor Fee	8,225			1.970 %	1.424 /gsa
	8,225	**425,734**			**73.695 /gsa**
Corporate Activity Tax	1,875			0.420 %	0.324 /gsa
Total Construction	**1,875**	**427,609**			**74.019 /gsa**
Preconstruction	18,715				3.240 /gsa
Total		***446,324***			***77.259 /gsa***

Management/General Conditions- Summary

Project Name:	Deschutes County Courthouse
Job #:	3122-018
Project Type:	Public/Civic/CM-GC
Date of Estimate:	2/1/2026
Constr Start Date:	4/1/2026
Constr Duration (mo):	3

Management/General Conditions- Summary

Standard Cost Code	Category	Description	Unit	Count 2026	Unit Price 2026	Comments on Basis of Estimate	TOTAL
013104	L	Senior Project Manager- Cory	hrs	52	203	Write SPOs, manage billings, coordinate the work	$ 10,468
013107	L	Senior Project Engineer- Alexis	hrs	0	108	Change Mgmt	$ -
013107	L	Project Intern- Trystan	hrs	69	42	Site documentation and closeout documents	$ 2,857
013109	L	Project Admin- Rese	hrs	103	82	Invoicing	$ 8,454
013124	L	Project Superintendent- Kurt	hrs	26	227	Scheduling	$ 5,852
015216	M	First Aid Supplies	mo	3	50		$ 150
015219	M	Chemical Toilets	mo	3	500		$ 1,500
015433	M	Fuel	mo	3	500		$ 1,500
015651	L	Safety Manager	hrs	26	130		$ 3,364
015651	M	Safety Manager (Travel)	mo	3	250		$ 750
015813	M	Construction Signage	mo	3	150		$ 450
017836	M	Post Closeout Services	ls	1	1,500		$ 1,500
Management/General Conditions- Summary							**$ 36,846**

Management/General Conditions-

Daily	1	2	4	6	8	10	12	14	15	16	20	30	40					
Weekly	4.3	8.6	17.2	25.8	34.4	43	51.6	60.2	64.5	68.8	86	129	172					

Orig. GMP Had This Time as 'Ramp Down'

Lafayette

Description	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	
Senior Project Manager	Covered In Budget During This Time, but Working on Lafayette			17.2	17.2	17.2							
Senior Project Engineer	Covered In Budget During This Time, but Working on Lafayette												
Project Intern	Not Working On Lafayette At This Time			17.2	17.2	17.2	17.2						
Project Admin	Not Working On Lafayette At This Time			25.8	25.8	25.8	25.8						
Project Superintendent	Covered In Budget During This Time, but Working on Lafayette			8.6	8.6	8.6							
Field Safety Manager	Not Working On Lafayette At This Time			8.6	8.6	8.6							

General Requirements- Logistics- Summary

Project Name: Deschutes County Courthouse
Job #: 3122-018
Project Type: Public/Civic/CM-GC
Date of Estimate: 2/1/2026
Constr Start Date: 4/1/2026
Constr Duration (mo): 3

General Requirements- Logistics- Summary

Standard Cost Code	Category	Description	Unit	Count 2026	Unit Price 2026		Totals
060150	L	Asst/Logistics Superintendent- Tyson	hrs	0	160		$ -
060160	L	Field Engineer- Jorge	hrs	77	108		$ 8,389
060260	L	Temp Fence (other than jersey barriers)	hrs	26	93		$ 2,387
060260	M	Temp Fence (other than jersey barriers)	mo	3	1,500		$ 4,500
060170	L	Foreman- Mackenzie	hrs	181	126		$ 22,754
060330	L	Forklift Operator	hrs	77	93		$ 7,161
060330	E	Forklift Rental	mo	3	4,200		$ 12,600
060400	M	Small Tools	mo	3	500		$ 1,500
060460	L	Temp Protection Finishes	hrs	26	93		$ 2,387
060460	M	Temp Protection Finishes	mo	3	500		$ 1,500
060530	L	Safety Barriers / Railings	hrs	52	93		$ 4,774
060530	M	Safety Barriers / Railings	mo	3	500		$ 1,500
060550	L	Continuous cleanup	hrs	77	93		$ 7,161
060550	M	Continuous cleanup	mo	3	250		$ 750
060560	M	Dropboxes/Dumpsters	mo	3	1,000		$ 3,000
General Requirements- Logistics- Summary							**$ 80,363**

General Requirements- Logistics- Hours

Daily	1	2	4	6	8	10	12	14	15	16	20	30	40
Weekly	4.3	8.6	17.2	25.8	34.4	43	51.6	60.2	64.5	68.8	86	129	172

Description	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27
Asst/Logistics Superintendent	Covered In Budget During This Time, but Working on Lafayette												
Field Engineer	Covered In Budget During This Time, but Working on Lafayette			25.8	25.8	25.8							
Temp Fence- 2 hrs/wk				8.6	8.6	8.6							
Foreman- Field Supervision- 14 hrs/wk				60.2	60.2	60.2							
Forklift Operator- 6 hrs/wk				25.8	25.8	25.8							
Temp Protection Finishes- 2 hrs/wk				8.6	8.6	8.6							
Safety Barriers / Railings- 4 hrs/wk				17.2	17.2	17.2							
Continuous cleanup- 6 hrs/wk				25.8	25.8	25.8							

DCC- Lafayette- Estimating/Bid Package Effort

Post Date	Category	Source Description	Amount	Reference Date	Quantity	Uom	Py Trx Description
2/11/2026	L	Jeffrey Soukup	414.3	2/12/2026	2.5	HOURS	Regular Time
2/10/2026	L	Jeffrey Soukup	248.58	2/11/2026	1.5	HOURS	Regular Time
2025-12-02	L	Fletcher Hunt	878.08	2025-12-02	8	HOURS	Regular Time
2025-12-01	L	Fletcher Hunt	878.08	2025-12-01	8	HOURS	Regular Time
2025-11-25	L	Fletcher Hunt	878.08	2025-11-25	8	HOURS	Regular Time
2025-11-24	L	Fletcher Hunt	878.08	2025-11-24	8	HOURS	Regular Time
2025-11-21	L	Fletcher Hunt	878.08	2025-11-21	8	HOURS	Regular Time
2025-11-20	L	Fletcher Hunt	878.08	2025-11-20	8	HOURS	Regular Time
2025-11-19	L	Fletcher Hunt	878.08	2025-11-19	8	HOURS	Regular Time
2025-11-18	L	Fletcher Hunt	878.08	2025-11-18	8	HOURS	Regular Time
2025-11-17	L	Fletcher Hunt	878.08	2025-11-17	8	HOURS	Regular Time
2025-11-14	L	Fletcher Hunt	439.04	2025-11-14	4	HOURS	Regular Time
2025-11-13	L	Fletcher Hunt	439.04	2025-11-13	4	HOURS	Regular Time
2025-11-12	L	Fletcher Hunt	439.04	2025-11-12	4	HOURS	Regular Time
2025-11-11	L	Fletcher Hunt	439.04	2025-11-11	4	HOURS	Regular Time
2025-11-06	L	Fletcher Hunt	439.04	2025-11-06	4	HOURS	Regular Time
2025-11-05	L	Fletcher Hunt	439.04	2025-11-05	4	HOURS	Regular Time
2025-11-04	L	Fletcher Hunt	439.04	2025-11-04	4	HOURS	Regular Time
2025-10-31	L	Fletcher Hunt	439.04	2025-10-31	4	HOURS	Regular Time
2025-10-30	L	Fletcher Hunt	439.04	2025-10-30	4	HOURS	Regular Time
2025-10-29	L	Fletcher Hunt	219.52	2025-10-29	2	HOURS	Regular Time
2025-10-27	L	Kayla Bonn	67.73	2025-10-27	1	HOURS	Regular Time
2025-10-24	L	Fletcher Hunt	878.08	2025-10-24	8	HOURS	Regular Time
2025-10-23	L	Fletcher Hunt	878.08	2025-10-23	8	HOURS	Regular Time
2025-10-22	L	Fletcher Hunt	219.52	2025-10-22	2	HOURS	Regular Time
2025-10-21	L	Fletcher Hunt	219.52	2025-10-21	2	HOURS	Regular Time
2025-10-14	L	Fletcher Hunt	439.04	2025-10-14	4	HOURS	Regular Time
2025-10-13	L	Fletcher Hunt	878.08	2025-10-13	8	HOURS	Regular Time
2025-10-10	L	Fletcher Hunt	878.08	2025-10-10	8	HOURS	Regular Time
2025-10-09	L	Fletcher Hunt	878.08	2025-10-09	8	HOURS	Regular Time
2025-10-08	L	Kayla Bonn	135.46	2025-10-08	2	HOURS	Regular Time
2025-10-08	L	Fletcher Hunt	439.04	2025-10-08	4	HOURS	Regular Time
2025-10-07	L	Kayla Bonn	67.73	2025-10-07	1	HOURS	Regular Time
			18,714.92				

Pence CONTRACTORS

Subcontractor Comparison & Award Recommendation

Bid Date: **11/17/2025** BID SUMMARY FORM

Architect: HHPR

Plan Version Date: 10/23/2025

Project: **221 Lafayette Parking** Scope: 02-01 - Surveying

Spec/Div	Description	Pence Budget	Wilson Curb Brent Wilson 541-480-0420	HWA Dan Hendricks 541-410-0370	Subcontractor Contact Name Phone #	Subcontractor Contact Name Phone #	Subcontractor Contact Name Phone #
	Base Scope						
	survey staking		4,500	6,000			
	coordination		incl	incl			
	data processing & calculations		incl	incl			
	project control		incl	incl			
	sawcuts		incl	incl			
	water		incl	incl			
	storm swales		incl	incl			
	lightpoles		incl	incl			
	retaining wall		incl	incl			
	curb and sidewalk		incl	incl			
	materials/expenses		incl	incl			
	EVR stubups		incl	incl			
	electrical panel/meter housekeeping pad		incl	incl			
	Prevailing Wage		yes	yes			
	Pence Scope form + Bid form		yes	yes			
	Addendums (acknowledge)		n/a	n/a			
	Schedule (acknowledge)		yes	yes			
	Total Base Bid	**$ -**	**$ 4,500**	**$ 6,000**	**$ -**	**$ -**	**$ -**
	Bond		n/a	n/a	n/a	n/a	n/a
	Total Combined Price		**4,500**	**6,000**	**0**	**0**	**0**
	MWESB						

We recommend this work be awarded to:	Wilson Curb
Subcontract / Purchase Agreement Amount:	$ 4,500
We recommend this work be bonded:	N/A
Estimated Bond Cost:	N/A
Pence Contractors by:	Cory Loomis

Jeff Soukup

From: Brent Wilson <Wilsoncurb@outlook.com>
Sent: Wednesday, February 11, 2026 11:04 AM
To: Jeff Soukup
Subject: RE: 221 Lafayette - Survey Questions

[EXTERNAL] *Use Caution*

That is correct all scope is included.

Brent Wilson
Wilson Curb Inc.

Mobile: 541-480-0420
Email:brent@wilsoncurb.com

21315 Bear Creek Rd
Bend, OR 97701

www.wilsoncurb.com

From: Jeff Soukup <jeffso@pence.net>
Sent: Wednesday, February 11, 2026 11:03 AM
To: Brent Wilson <Wilsoncurb@outlook.com>
Subject: RE: 221 Lafayette - Survey Questions

Meaning he has all the scope listed below?

JEFF SOUKUP
Senior Estimator

Pence CONTRACTORS

T : 541.323.2336
C : 503.949.6375
E: jeffso@pence.net

1051 NW Bond St., Suite 310
Bend, OR 97701
www.pence.net

OR CCB# 239463

From: Brent Wilson <Wilsoncurb@outlook.com>
Sent: Wednesday, February 11, 2026 11:00 AM
To: Jeff Soukup <jeffso@pence.net>
Subject: RE: 221 Lafayette - Survey Questions

[EXTERNAL] *Use Caution*

Greg Hopper just confirmed that those numbers are all good for this project

Brent Wilson
Wilson Curb Inc.

Mobile: 541-480-0420
Email:brent@wilsoncurb.com

21315 Bear Creek Rd
Bend, OR 97701

www.wilsoncurb.com

From: Jeff Soukup <jeffso@pence.net>
Sent: Wednesday, February 11, 2026 10:31 AM
To: Brent Wilson <Wilsoncurb@outlook.com>
Subject: 221 Lafayette - Survey Questions

Brent,

As discussed, please confirm you included the scope listed blank below. Trying to ensure you are covered. If you could get back to me by 11 AM, that would be helpful:

Description	Wilson Curb Brent Wilson 541-480-0420
Base Scope	
survey staking	4,500
coordination	
data processing & calculations	
project control	
sawcuts	
water	
storm swales	
lightpoles	
retaining wall	
curb and sidewalk	
materials/expenses	
EVR stubups	
electrical panel/meter housekeeping pad	
Prevailing Wage	yes
Pence Scope form + Bid form	yes
Addendums (acknowledge)	n/a
Schedule (acknowledge)	yes

Thanks,

JEFF SOUKUP
Senior Estimator

Pence CONTRACTORS

T : 541.323.2336
C : 503.949.6375
E: jeffso@pence.net

1051 NW Bond St., Suite 310
Bend, OR 97701
www.pence.net

OR CCB# 239463

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11-17-2025 TIME: 2PM

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: Wilson Curb Inc (Bidder) 541-480-0420 (Phone)
21315 Bear Creek Rd. (Address) 541-389-4918 (Mobile)
Bend OR, 97701 (City/State/Zip) wilsoncurb@outlook.com (E-Mail)
Brent Wilson (Authorized Signer) _____ (E-Mail)

Operating as (strike out conditions that do not apply) an individual, a company, a corporation organized and existing under the laws of the State of Oregon, or a proprietorship, a partnership, or joint venture consisting of: S Corp .

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
#2	Electrical excavation Detail in SOV	$12,250.00
#3	Earthwork, excavation Detail in SOV	$63,166.00
#4	Asphalt patching Detail in SOV	$12,773.00
#5	Site Concrete Detail in SOV	$52,570.00
#6	Pavement markings and signage and bumpers Detail in SOV	$3500.00
#		

SUBTOTAL: $ 144,259.00

Alternate	Description	Amount
1	Surveying if needed	$4,500.00
2		
3		
4		
5		
6		

SECTION 00 41 00
BID FORM

ADDENDA ACKNOWLEDGEMENT

The undersigned acknowledges receipt of the following Addenda:

Addendum No. ____ dated _____ Addendum No. _____ dated _____

Addendum No. _____ dated _____ Addendum No. _____ dated _____

Cost of Performance and Payment Bond: For this bid price: $ $3000.00 LS As a percentage: 2.10 %

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: Markel Surety Company

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) .82

Minimum Bidder Qualifications Acknowledgement:	**Initial Below**
Bidder has reviewed and acknowledged all scope of work clarifications provided in Exhibit 1 attachment.	BW
The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	BW
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	BW
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	BW
The bidder attests that they have included any local taxes and fees in their pricing.	BW

Cost Reduction Concepts (attach additional documentation as necessary) $ 0.00

Submitted this 17th day of November, 2025.

Firm: Wilson Curb Inc.

Signature: Brent Wilson Typed name: Brent Wilson, President

Oregon CCB No.: 55987

COBID: MBE ____ WBE ____ ESB ____ DBE ____ SDVOB ____ NONE

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? NONE

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

					Total Estimate	Total Billed to Date		Total $ left to bill	$ 148,759.00
	0				$ 148,759.00	$ -			
#	Description	Bid QTY	Units	Rates	Total Dollar Amount	Dollar Billed to Date	Total QTY billed to date	Dollar Amount left to bill	Quantity Left to bill
0	Bid Schedule of values	0	0		$ -	$ -	0	$ -	0
0	0	0	0		$ -	$ -	0	$ -	0
#2	Electrical Work Excavation only	0	0		$ -	$ -	0	$ -	0
1	Excavation of electrical trenching Ln Ft of trenching.From electrial panel to Ev charging and Light pole	180	Ln Ft	$ 20.00	$ 3,600.00	$ -	0	$ 3,600.00	180
2	Light pole base Concrete only. Includes excavtion	2	Each	$ 2,000.00	$ 4,000.00	$ -	0	$ 4,000.00	2
3	New housekeeping pad at electrical panel This is under site concrete.	50	Sq Ft	$ 15.00	$ 750.00	$ -	0	$ 750.00	50
4	Excavation of electrical trench from new panel to pacific power Transformer does not include conduit	78	Ln Ft	$ 50.00	$ 3,900.00	$ -	0	$ 3,900.00	78
0	0	0	0		$ -	$ -	0	$ -	0
#3	Earthwork Bid Breakdown	0	0		$ -	$ -	0	$ -	0
1	Mob	1	Each	$ 4,000.00	$ 4,000.00	$ -	0	$ 4,000.00	1
2	Gravel entrance 3 to 6 inch drain rock.	1	Each	$ 1,500.00	$ 1,500.00	$ -	0	$ 1,500.00	1
3	Erosion control silt fence and inlet protection	1	Each	$ 1,500.00	$ 1,500.00	$ -	0	$ 1,500.00	1
3	Sawcutting of all concret and asphalt	350	Ln Ft	$ 10.00	$ 3,500.00	$ -	0	$ 3,500.00	350
5	Removal of asphalt and concrete on site plan.	3427	Sq Ft	$ 2.00	$ 6,854.00	$ -	0	$ 6,854.00	3427
6	Excavation for wall, clear and grub wall area	125	Ln Ft	$ 50.00	$ 6,250.00	$ -	0	$ 6,250.00	125
7	Excavation for swale at wall and parking lot. Chip down 3 ft plus for guarantee drainage	1	Each	$ 8,000.00	$ 8,000.00	$ -	0	$ 8,000.00	1
8	Swale material, 9 inches drain rock, 3 inch peagravel, 18 inches of amended soile	100	CY	$ 35.00	$ 3,500.00	$ -	0	$ 3,500.00	100
9	Testing For swale	2	Each	$ 1,400.00	$ 2,800.00	$ -	0	$ 2,800.00	2
10	Prep for Curb	219	Ln Ft	$ 10.00	$ 2,190.00	$ -	0	$ 2,190.00	219
11	Prep for Sidewalk	875	Sq Ft	$ 2.25	$ 1,968.75	$ -	0	$ 1,968.75	875
12	Prep for asphalt paving parking lot.	3359	Sq Ft	$ 1.75	$ 5,878.25	$ -	0	$ 5,878.25	3359
13	0	0	0		$ -	$ -	0	$ -	0
14	Removal of existing Stormwater facility	1	Each	$ 1,000.00	$ 1,000.00	$ -	0	$ 1,000.00	1
15	Removal of Existing sign base	1	Each	$ 750.00	$ 750.00	$ -	0	$ 750.00	1
16	New water meter double check valve. Installed By BYP plumbing	1	Each	$ 2,500.00	$ 2,500.00	$ -	0	$ 2,500.00	1
17	0	0	0		$ -	$ -	0	$ -	0
18	Sewer abandondment Traffic plan.	1	Each	$ 500.00	$ 500.00	$ -	0	$ 500.00	1
19	Sewer abandondment road closure set up . Wilson Curb Inc is approved with city of Bend	1	Each	$ 2,500.00	$ 2,500.00	$ -	0	$ 2,500.00	1
20	Sewer abandondment Excavtion and abandondment	1	Each	$ 5,400.00	$ 5,400.00	$ -	0	$ 5,400.00	1
21	Sewer abandonment paving listed in #3 Asphalt section	0	Sq Ft	$ -	$ -	$ -	0	$ -	0
22	0	0	0		$ -	$ -	0	$ -	0
23	Topsoil and backfill	1234	Sq Ft	$ 1.50	$ 1,851.00	$ -	0	$ 1,851.00	1234
24	Rock mulch for around tree.	112	Sq Ft	$ 2.00	$ 224.00	$ -	0	$ 224.00	112
25	landscaping sleeves	1	LS	$ 500.00	$ 500.00	$ -	0	$ 500.00	1

0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
#4	Asphalt		0	0		$ -	$ -	0	$ -	0
1	3 inch Asphalt paving at parking lot.		2685	Sq Ft	$ 3.00	$ 8,055.00	$ -	0	$ 8,055.00	2685
2	4 inch asphalt At sewer abandondment		320	Sq Ft	$ 7.00	$ 2,240.00	$ -	0	$ 2,240.00	320
3	4 inch asphalt in parking area		354	Sq Ft	$ 7.00	$ 2,478.00	$ -	0	$ 2,478.00	354
0		0	0	0		$ -	$ -	0	$ -	0
#5	Site Concrete		0	0		$ -	$ -	0	$ -	0
1	4 ft retaining wall and footing.		125	Ln Ft	$ 250.00	$ 31,250.00	$ -	0	$ 31,250.00	125
2	12 inch standard curb.		219	Ln Ft	$ 30.00	$ 6,570.00	$ -	0	$ 6,570.00	219
3	4 inch concrete sidewalk		875	Sq Ft	$ 12.00	$ 10,500.00	$ -	0	$ 10,500.00	875
4	ada domes		1	Each	$ 750.00	$ 750.00	$ -	0	$ 750.00	1
5	washout pan		1	Each	$ 3,000.00	$ 3,000.00	$ -	0	$ 3,000.00	1
6	Bike rack footings		1	Each	$ 500.00	$ 500.00	$ -	0	$ 500.00	1
#6	Pavement markings		0	0		$ -	$ -	0	$ -	0
0	Striping and parking bumpers and signage		1	LS	$ 3,500.00	$ 3,500.00	$ -	0	$ 3,500.00	1
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
#A	Surveying if needed.		1	LS	$ 4,500.00	$ 4,500.00	$ -	0	$ 4,500.00	1
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0	Prices exclude all Materials testing, electrical installationHandrails, bike racks		0	0		$ -	$ -	0	$ -	0
0	landscaping, Landscape boulders, permits, City of bend traffic control fees.		0	0		$ -	$ -	0	$ -	0
0		0

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11-19-25 TIME: 11:00 AM

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: HWA (Bidder) 541-389-9351 (Phone)

62930 O.B. Riley Road Suite 100 (Address) _____ (Mobile)

Bend, OR 97703 (City/State/Zip) _____ (E-Mail)

Dan Hendricks (Authorized Signer) danh@hwa-inc.org (E-Mail)

Operating as (strike out conditions that do not apply) an individual, a company, a corporation organized and existing under the laws of the State of Oregon, or a proprietorship, a partnership, or joint venture consisting of:

_____.

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount

SUBTOTAL: $ 6,000.00

Alternate	Description	Amount
1		
2		
3		
4		
5		
6		

SECTION 00 41 00
BID FORM

ADDENDA ACKNOWLEDGEMENT

The undersigned acknowledges receipt of the following Addenda:

Addendum No. ____ dated _____ Addendum No. _____ dated _____

Addendum No. _____ dated _____ Addendum No. _____ dated _____

Cost of Performance and Payment Bond: For this bid price: $_____LS As a percentage: _____%

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: _____

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) _____

Minimum Bidder Qualifications Acknowledgement:	**Initial Below**
Bidder has reviewed and acknowledged all scope of work clarifications provided in Exhibit 1 attachment.	DH
The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	DH
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	DH
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	DH
The bidder attests that they have included any local taxes and fees in their pricing.	DH

Cost Reduction Concepts (attach additional documentation as necessary) $_____

Submitted this 19 day of November, 2025.

Firm: HWA

Signature: _____ Typed name: Dan Hendricks

Oregon CCB No.: NA

COBID: MBE ____ WBE ____ ESB ____ DBE ____ SDVOB ____

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? 0

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

Exhibit "A"

Scope of Work and Fee Proposal

221 LAFAYETTE AVE.
Construction Staking

November 12, 2025

EV stubups and electrical panel/meter housekeeping pad is incl in price attached email from Dan - FH 11/12/25

Task 1	Construction Staking - Site Work	$ 6,000
a	Coordination	
b	Data Processing and Calculations	
c	Establish Project Control	
d	saw cuts	
e	water	
f	storm swail	
g	light poles	
h	retaining wall	
i	Curb and Sidewalk	
j	Materials/Expenses	
	Total Fee Estimate:	**$ 6,000**

Assumptions and Understandings:

- This fee proposal valid for 30 days.
- Please see Construction Staking General Conditions for staking procedures and details.

62930 O.B. Riley Road, Suite 100, Bend, OR 97703
(541) 389-9351 tel (541) 388-5416 fax

CONSTRUCTION STAKING
GENERAL CONDITIONS

1. This Construction Staking Proposal is based on the information shown on the Plans and Specifications. Minor modifications to staking methods and requirements can be made under the Project Fee. Changes to the Project Fee for substantial changes, additive or deductive, can be negotiated prior to beginning the work.
2. The Project Fee is limited to the specific items identified in this quote (see Exhibit A). Any item not included in this quote will be considered "Extra Work." It is assumed that this includes all staking required for the complete construction of this project based on commonly accepted industry standards. Changes can be accommodated as identified above.
3. Any additional staking made necessary by additions or modifications to the Plans and Specifications, or other "extras" as delineated herein, will be charged on a time and materials basis at current HWA billing rates. It will be the contractor's responsibility to keep HWA informed of revisions or additions to the original bid set plans, otherwise HWA will not be responsible for said changes either staked or constructed.
4. The Project Fee accounts for the single setting of each specified stake. Restaking shall be considered extra according to the HWA Fee Schedule.
5. Any claim against HWA for losses resulting from errors in staking (either horizontal or vertical) must be accompanied by proof of the actual location of the stake and information written on the lath (i.e., stakes must still be in place in the field when the claim is made).
6. The contractor is cautioned that the stakes are a guide for construction. The construction plans and specifications are to hold superior. If a discrepancy is noted between stakes set and the plans, the contractor is obligated to notify HWA of the discrepancy, otherwise HWA will not be liable for the work.
7. It will be the contractor's responsibility to discuss offsets for stakes in a pre-construction meeting with HWA before the calculations are made, otherwise offsets will be chosen by HWA according to standard practice in Deschutes County and any changes made after calculations are done will be billed to the contractor as an extra.
8. Following the setting of stakes, cut sheets can be provided by HWA at the Contractor's request. "Cut sheets" will be provided in an 8½" x 11" format from handwritten field notes.
9. The contractor has sole responsibility for preservation of construction stakes after stakes have been set. Any and all disturbance of the construction stakes will be the sole responsibility of the contractor.
10. Please note that HWA will not be solving or establishing rights of ways or any other positions to define property boundaries as part of this project.

Fletcher Hunt

From: Dan Hendricks <DanH@hwa-inc.org>
Sent: Wednesday, November 12, 2025 11:06 AM
To: Fletcher Hunt
Subject: RE: Project Name: 221 Lafayette Parking and On-Site Improvements (11-12-2025)

Categories: Bid Questions - Answers

[EXTERNAL] *Use Caution*

The EV locations and the pad are included in the price and yes prevailing wage rates were used to calculate site work time.

Thanks,

From: Fletcher Hunt <fletcherh@pence.net>
Sent: Wednesday, November 12, 2025 10:30 AM
To: Dan Hendricks <DanH@hwa-inc.org>
Subject: Project Name: 221 Lafayette Parking and On-Site Improvements (11-12-2025)

Dan,

Thanks for sending this in. Just had a few quick questions:

1. There are (4) stubups shown on the electrical plan for future EV chargers. Would these require survey typically? If so, can you provide an adder cost (via email reply is OK)?
2. There's a housekeeping pad in the NE corner for the electrical panel/meter, same question as above.
3. Are prevailing wage rates included?

Regards,

Fletcher Hunt
Estimator II

Pence

T : 503.252.3802
C : 971.284.4124
E: fletcherh@pence.net

5400 Meadows Road, Fourth Floor
Lake Oswego, OR 97035
www.pence.net

Subcontractor Comparison & Award Recommendation

Bid Date: **11/17/2025**

BID SUMMARY FORM

Architect: HHPR
Plan Version Date: 10/23/2025

Project: **221 Lafayette Parking** Scope: 26-01 - Electrical

Spec/Div	Description	Pence Budget	Elite Electric Jon Colombo 503-901-3924	Kronsberg Electric Tim Hansen 541-668-4051	Kuenzi Electric Jared Neukomm 541-903-8532	Tomco Electric Terry Milbert 541-419-0523	Bend Electric	Bright Services	Central Oregon Electric
	Base Scope		19,100	25,391	21,100	37,847			
	lightpole, 18' Hapso SSS18D4-4 x2		incl	incl	incl	incl	Declined to Bid	Declined to Bid	Declined to Bid
	pole mounted luminaire, Lithonia x2		incl	incl	incl	incl			
	lightpole bases		1,600	incl	4,990	incl			
	structural engineering for light > 16'		1,500	1,000	*1,500*	*1,500*			
	junction boxes at EV		500	1,116	850	*500*			
	ESR table 15 conduit sizing		-300	*-300*	*-300*	*-300*			
	service panel & utility meter		incl	incl	incl	incl			
	conduit, 1" to lightpoles		incl	incl	incl	incl			
	conduit, 1-1/4" to EV chargers		incl	incl	incl	incl			
	conduit x2, 3" grey sch. 40		incl	incl	540	incl			
	electrical permitting fees		300	incl	incl	*300*			
	Prevailing Wage		yes	yes	yes	yes			
	Pence Scope form + Bid form		yes	yes	yes	yes			
	Addendums (acknowledge)		n/a	n/a	n/a	n/a			
	Schedule (acknowledge)		yes	yes	yes	yes			
	Total Base Bid	**$ -**	**$ 22,700**	**$ 27,207**	**$ 28,680**	**$ 39,847**	**$ -**	**$ -**	**$ -**
	Bond		n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Total Combined Price		**$ 22,700**	**$ 27,207**	**$ 28,680**	**$ 39,847**	**0**	**0**	**0**
	MWESB								

We recommend this work be awarded to:	Elite Electric
Subcontract / Purchase Agreement Amount:	22,700
We recommend this work be bonded:	N/A
Estimated Bond Cost:	N/A
Pence Contractors by:	Cory Loomis

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11/17/25 TIME: 12:00pm

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: Elite Electric (Bidder) 541-330-9750 (Phone)
20657 NE Brinson BLVD (Address) 503-901-3924 (Mobile)
Bend, Oregon 97701 (City/State/Zip) jonc@elitebend.com (E-Mail)
Jon Colombo (Authorized Signer) jason@elitebend.com (E-Mail)

Operating as (strike out conditions that do not apply) an individual, a company, a corporation organized and existing under the laws of the State of Oregon, or a proprietorship, a partnership, or joint venture consisting of: _____ .

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
00961	Electrical Labor and Materials **$11,000**	~~$10,500.00~~
00961	Electrical Service Gear	$3,900.00
00961	Electrical Fixture Package	$4,200.00

SUBTOTAL: **$19,100** $ ~~18,600.00~~

Alternate	Description	Amount
1		
2		
3		
4		
5		
6		

SECTION 00 41 00
BID FORM

ADDENDA ACKNOWLEDGEMENT
The undersigned acknowledges receipt of the following Addenda:

Addendum No. NA dated NA Addendum No. NA dated NA

Addendum No. NA dated NA Addendum No. NA dated NA

Cost of Performance and Payment Bond: For this bid price: $18,600.00 LS As a percentage: 3 %

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: NA

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) _____

Minimum Bidder Qualifications Acknowledgement:	**Initial Below**
Bidder has reviewed and acknowledged all scope of work clarifications provided in Exhibit 1 attachment.	JC
The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	JC
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	JC
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	JC
The bidder attests that they have included any local taxes and fees in their pricing.	JC

Cost Reduction Concepts (attach additional documentation as necessary) $ _____

Submitted this 17th day of November, 2025.

Firm: Elite Electric

Signature: Jon Colombo Digitally signed by Jon Colombo DN: C=US, E=jonc@elitebend.com, O="Elite Electric ", OU="Elite Electric ", CN=Jon Colombo Date: 2025.11.17 12:22:49-08'00' Typed name: Jon Colombo

Oregon CCB No.: 172058

COBID: MBE NA WBE NA ESB NA DBE NA SDVOB NA

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? NA

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

Pence Contractors
Attn: Fletcher Hunt

REV#0 – 11/17/25
REV#1 – 11-18-25
REV#2 – 11/21/25

Subject: Electrical Design and Construction Proposal

Pence Contractors
Thank you for giving us the chance to present our proposal for the referenced project.

PROJECT DETAILS

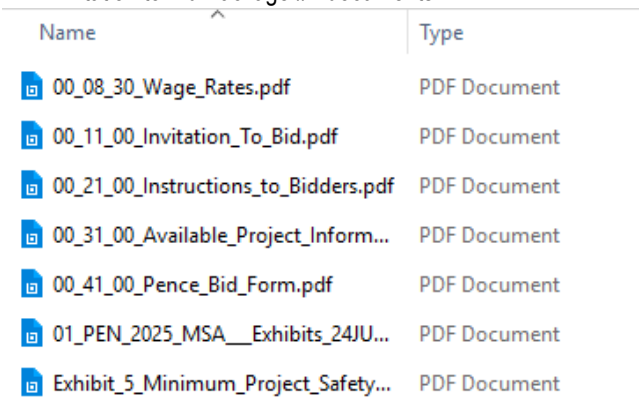
Project Name
Lafayette Parking Improvement

Project Location
221 NW Lafayette Ave Bend, Or

Project Description
New electrical service and distributed power for parking lot improvement

PROPOSAL INFORMATION SOURCE

- Invitation to Bid Package #1 documents



Name	Type
00_08_30_Wage_Rates.pdf	PDF Document
00_11_00_Invitation_To_Bid.pdf	PDF Document
00_21_00_Instructions_to_Bidders.pdf	PDF Document
00_31_00_Available_Project_Inform...	PDF Document
00_41_00_Pence_Bid_Form.pdf	PDF Document
01_PEN_2025_MSA___Exhibits_24JU...	PDF Document
Exhibit_5_Minimum_Project_Safety...	PDF Document

- Based on a set of electrical drawings dated 3/25/25

INCLUDED IN PROPOSAL

General Electrical

- Provide permit application and all required documentation to secure electrical permit .
- Provide adequate manpower and supervision for all work related to the project.
- Provide labor wage rates in compliance with Document 00 83 00.
- Coordinate and schedule all inspections for our scope of work. Have Elite Electric staff member present for all inspections and provide Pence a copy of all inspection reports.
- Assist with coordination of Pacific Power for new service to site.

Electrical Underground

- Provide and install utility conduit from new PPL transformer to electrical service.

The drawings show reference the utility conduit in two locations. Confirming we have conduits per Table 16 of the ESR as not on the the single line drawing. This includes (2) 4" conduits. Since we are single phase, we agree the power company would allow Table 15 of the ESR to be used and we could offer a credit of ($300.00)

Panel Ampacity	Maximum Conduit Length	Max Degree of Bends	120/208		277/480	
			Number of Conduit Runs	Conduit Trade Size	Number of Conduit Runs	Conduit Trade Size
200 or less	150	270	1	3"	1	3"
400	150	270	2	4"	2	3"
600	100	270	2	4"	2	4"
800	100	270	3	4"	3	4"

Please note the single line drawing shows a vault pad mounted transformer. The electrical and civil drawings are not showing a new vault placement and we suspect that the power company will just plan to upgrade the existing overhead transformer however we have provided and add option for a vault in the event it is needed.

- Provide and install 1" underground conduit to new light poles per plan E1.0
- Provide and install 1.25" underground conduits to EV charger locations. EV charger locations are for future. Conduits not to exceed 26" stubs at locations

Electrical Power Installation

- Provide and install 400A Panel H 120/240v single-phase panel. ~~free-standing gear with utility pull section~~
  This is proposed to be a 400amp meterbase with commercial bypass that feeds into a 400amp
  Electrical panel to be mounted on a freestanding rack.
- Provide and install 1.25" conduit stubs for future EV chargers
  Drawings indicate these will be conduit stubs.
  Provide and Install B12 Christy Boxes, Conduit caps, and pull strings for all (4) 1.25" future EV charger pipes.

Electrical Lighting Installation

- Provide and install 1" underground conduit to feed parking lot poles
- Provide and install parking lot lights per sheet E1.0
  Our supplier states these lights are still available and we can provide factory installed photo sensors.
  In the event these lights become un-available, confirming we will supply the equivilant replacement with no cost impact.

SUMMARY OF COST

• Electrical Labor and Materials	$11,000.00
• Electrical Service Gear	$3,900.00
• Electrical Fixture Package	$4,200.00

TOTAL PROPOSAL AMOUNT $19,100.00

ADD OPTIONS:

- The proposed light poles are 18' tall. The City of Bend requires structural engineering for all lights >16'. Please include **$1,500.00** if Elite Electric needs to provide structural engineering. We assume this will be a City issued permit and the City will require this however they could grant the County a variance,
- Electrical drawings defer concrete light bases to structural engineer so we have elected to place these as an add option in case they are being handled by the Civil Contractor. Please include **$1,600.00** for Elite Electric to supply and install concrete bases. Concrete Light bases can be supplied at flush grade or up to 36" above grade, no cost impacts
- Electrical permit fees- Add **$300.00** to include
- Supply Power Co Vault for new transformer (we suspect this will be an overhead transformer and likely not needed) Add **$1,600.00** to include.

EXCLUSIONS AND CLARIFICATIONS

- All work not stated above
- All AHJ permit fees, all Power Utility fees, and all Telecommunication Utility fees.
- All Trench, backfilling, sidewalk repair, and permit fees.
- All additional scope as a result from plan review or AHJ inspection requirements.
- All demolition. Unless otherwise noted above.
- Concrete saw cutting and repair.

Sincerely,
Jon Colombo
Elite Electric
503-901-3924

THANK YOU FOR GIVING US THE OPPORTUNITY TO BID THIS PROJECT FOR YOU!

All wiring will be done in a complete and workmanlike manner. All work will be done in compliance with the latest edition of the NEC, or any applicable local codes. All money is due upon receipt of the invoice. Overdue if not paid by the 10th of the month. Add 1.5% per month on unpaid amount.

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11/17/25 TIME: 12:00pm

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: Elite Electric (Bidder) 541-330-9750 (Phone)
20657 NE Brinson BLVD (Address) 503-901-3924 (Mobile)
Bend, Oregon 97701 (City/State/Zip) jonc@elitebend.com (E-Mail)
Jon Colombo (Authorized Signer) jason@elitebend.com (E-Mail)

Operating as (strike out conditions that do not apply) an individual, a company, a corporation organized and existing under the laws of the State of Oregon, or a proprietorship, a partnership, or joint venture consisting of: _____ .

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
00961	Electrical Labor and Materials	$10,500.00
00961	Electrical Service Gear	$3,900.00
00961	Electrical Fixture Package	$4,200.00

SUBTOTAL: $ 18,600.00

Alternate	Description	Amount
1		
2		
3		
4		
5		
6		

ADDENDA ACKNOWLEDGEMENT

The undersigned acknowledges receipt of the following Addenda:

Addendum No. NA dated NA Addendum No. NA dated NA

Addendum No. NA dated NA Addendum No. NA dated NA

Cost of Performance and Payment Bond: For this bid price: $18,600.00 LS As a percentage: 3 %

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: NA

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) _____

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The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	JC
The bidder attests that they have included any local taxes and fees in their pricing.	JC

Cost Reduction Concepts (attach additional documentation as necessary) $ _____

Submitted this 17th day of November, 2025.

Firm: Elite Electric

Signature: Jon Colombo Digitally signed by Jon Colombo DN: C=US, E=jonc@elitebend.com, O="Elite Electric ", OU="Elite Electric ", CN=Jon Colombo Date: 2025.11.17 12:22:49-08'00' Typed name: Jon Colombo

Oregon CCB No.: 172058

COBID: MBE NA WBE NA ESB NA DBE NA SDVOB NA

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? NA

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

Pence Contractors
Attn: Fletcher Hunt

REV#0 – 11/17/25
REV#1 – 11-18-25

Subject: Electrical Design and Construction Proposal

Pence Contractors
Thank you for giving us the chance to present our proposal for the referenced project.

PROJECT DETAILS

Project Name
Lafayette Parking Improvement

Project Location
221 NW Lafayette Ave Bend, Or

Project Description
New electrical service and distributed power for parking lot improvement

PROPOSAL INFORMATION SOURCE

- Invitation to Bid Package #1 documents

Name	Type
00_08_30_Wage_Rates.pdf	PDF Document
00_11_00_Invitation_To_Bid.pdf	PDF Document
00_21_00_Instructions_to_Bidders.pdf	PDF Document
00_31_00_Available_Project_Inform...	PDF Document
00_41_00_Pence_Bid_Form.pdf	PDF Document
01_PEN_2025_MSA___Exhibits_24JU...	PDF Document
Exhibit_5_Minimum_Project_Safety...	PDF Document

- Based on a set of electrical drawings dated 3/25/25

INCLUDED IN PROPOSAL

General Electrical

- Provide permit application and all required documentation to secure electrical permit .
- Provide adequate manpower and supervision for all work related to the project.
- Provide labor wage rates in compliance with Document 00 83 00.
- Coordinate and schedule all inspections for our scope of work. Have Elite Electric staff member present for all inspections and provide Pence a copy of all inspection reports.
- Assist with coordination of Pacific Power for new service to site.

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The drawings show reference the utility conduit in two locations. Confirming we have conduits per Table 16 of the ESR as not on the the single line drawing. This includes (2) 4" conduits. Since we are single phase, we agree the power company would allow Table 15 of the ESR to be used and we could offer a credit of ($300.00)

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			Number of Conduit Runs	Conduit Trade Size	Number of Conduit Runs	Conduit Trade Size
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Please note the single line drawing shows a vault pad mounted transformer. The electrical and civil drawings are not showing a new vault placement and we suspect that the power company will just plan to upgrade the existing overhead transformer however we have provided and add option for a vault in the event it is needed.

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- Provide and install 400A Panel H 120/240v single-phase panel. ~~free-standing gear with utility pull section~~
  This is proposed to be a 400amp meterbase with commercial bypass that feeds into a 400amp
  Electrical panel to be mounted on a freestanding rack.
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  Drawings indicate these will be conduit stubs. We will provide pull strings and caps. If junction boxes are desired, please provide specification and we can price.

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- Provide and install 1" underground conduit to feed parking lot poles
- Provide and install parking lot lights per sheet E1.0
  Our supplier states these lights are still available and we can provide factory installed photo sensors.
  In the event these lights become un-available, confirming we will supply the equivilant replacement with no cost impact.

SUMMARY OF COST

- Electrical Labor and Materials $10,500.00

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- Electrical Fixture Package $4,200.00

TOTAL PROPOSAL AMOUNT $18,600.00

ADD OPTIONS:

- The proposed light poles are 18' tall. The City of Bend requires structural engineering for all lights >16'. Please include **$1,500.00** if Elite Electric needs to provide structural engineering. We assume this will be a City issued permit and the City will require this however they could grant the County a variance,
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- Electrical permit fees- Add **$300.00** to include
- Supply Power Co Vault for new transformer (we suspect this will be an overhead transformer and likely not needed) Add **$1,600.00** to include.

EXCLUSIONS AND CLARIFICATIONS

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- All AHJ permit fees, all Power Utility fees, and all Telecommunication Utility fees.
- All Trench, backfilling, sidewalk repair, and permit fees
- All additional scope as a result from plan review or AHJ inspection requirements.
- All demolition. Unless otherwise noted above.
- Concrete saw cutting and repair.

Sincerely,
Jon Colombo
Elite Electric
503-901-3924

THANK YOU FOR GIVING US THE OPPORTUNITY TO BID THIS PROJECT FOR YOU!

All wiring will be done in a complete and workmanlike manner. All work will be done in compliance with the latest edition of the NEC, or any applicable local codes. All money is due upon receipt of the invoice. Overdue if not paid by the 10th of the month. Add 1.5% per month on unpaid amount.

Fletcher Hunt

From: Jon Colombo <jonc@elitebend.com>
Sent: Tuesday, November 18, 2025 3:09 PM
To: Fletcher Hunt
Cc: Jason Bethers
Subject: Re: 221 Lafayette bid clarifications
Attachments: 251118 Lafayette Parking Lot Improvement Proposal REV 1.pdf

You don't often get email from jonc@elitebend.com. Learn why this is important

[EXTERNAL] *Use Caution*

Fletcher,

See the attached revised proposal with all questions answered in Yellow.

Let me know if you have any questions.

Thanks,

Jon Colombo
Project Manager

503-901-3924 | jonc@elitebend.com

From: Fletcher Hunt <fletcherh@pence.net>
Sent: Tuesday, November 18, 2025 2:20 PM
To: Jon Colombo <jonc@elitebend.com>
Cc: Jason Bethers <jason@elitebend.com>
Subject: 221 Lafayette bid clarifications

Jon,

Trying to make sure we're apples to apples between all bidders and I had a few items I wanted to clarify on your bid for 221 Lafayette. No bid revision necessary, email responses with amounts or no change indication will be OK:

1. In reviewing the photometrics plan with another bidder, it sounds like the luminaires they call out have been discontinued. We're asking the design team to look at providing a new product with factory installed photosensors on both lights. Are you able to provide an add cost to go to the closest equivalent product by Lithonia that would accomplish this so we are covered?
2. Are you figuring pole base to be above ground or flush with finish surface? Not sure if this would affect cost or not. If it would, please let me know which option you selected and what cost would be to go to the other option.
3. It was also noted by another bidder that PP&L will require (2) – 3" conduits rather than the (1) that is called out in the plans. Can you provide an add cost to provide a 2nd conduit for the PP&L transformer?
4. E0.1 feeder schedule notes to use table PP&L #16 for sizing. Table #16 is for 3-phase service, but we have single phase service which would utilize table #15. Can you verify correct table was used and provide a cost adjustment if this changes anything on your end?
5. I read your verbiage regarding the structural engineering for CoB pole lights over 16'. Do you know if the County has similar requirements? Since these are on County property, I'm not sure the CoB requirements will apply, but we're looking into it.
6. Is the way you currently have this quoted that there is a meter base separate from power panel on freestanding rack? This is the way we'd like it priced in lieu of having them both in a single enclosure. If not, please provide price adjustment to go this route.
7. Can you confirm 4x EVR locations are conduits and pull strings only, no junction boxes?

Let me know if you have any questions.

Regards,

Fletcher Hunt
Estimator II

Pence

T : 503.252.3802
C : 971.284.4124
E: fletcherh@pence.net

5400 Meadows Road, Fourth Floor
Lake Oswego, OR 97035
www.pence.net

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11/17/25 TIME: 12:00pm

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: Elite Electric (Bidder) 541-330-9750 (Phone)
20657 NE Brinson BLVD (Address) 503-901-3924 (Mobile)
Bend, Oregon 97701 (City/State/Zip) jonc@elitebend.com (E-Mail)
Jon Colombo (Authorized Signer) jason@elitebend.com (E-Mail)

Operating as (strike out conditions that do not apply) an individual, a company, a corporation organized and existing under the laws of the State of Oregon, or a proprietorship, a partnership, or joint venture consisting of: _____ .

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
00961	Electrical Labor and Materials	$10,500.00
00961	Electrical Service Gear	$3,900.00
00961	Electrical Fixture Package	$4,200.00

SUBTOTAL: $ 18,600.00

Alternate	Description	Amount
1		
2		
3		
4		
5		
6		

SECTION 00 41 00
BID FORM

ADDENDA ACKNOWLEDGEMENT
The undersigned acknowledges receipt of the following Addenda:

Addendum No. NA dated NA Addendum No. NA dated NA

Addendum No. NA dated NA Addendum No. NA dated NA

Cost of Performance and Payment Bond: For this bid price: $18,600.00 LS As a percentage: 3 %

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: NA

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) _____

Minimum Bidder Qualifications Acknowledgement:	**Initial Below**
Bidder has reviewed and acknowledged all scope of work clarifications provided in Exhibit 1 attachment.	JC
The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	JC
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	JC
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	JC
The bidder attests that they have included any local taxes and fees in their pricing.	JC

Cost Reduction Concepts (attach additional documentation as necessary) $ _____

Submitted this 17th day of November, 2025.

Firm: Elite Electric

Signature: Jon Colombo Digitally signed by Jon Colombo DN: C=US, E=jonc@elitebend.com, O="Elite Electric ", OU="Elite Electric ", CN=Jon Colombo Date: 2025.11.17 12:22:49-08'00' Typed name: Jon Colombo

Oregon CCB No.: 172058

COBID: MBE NA WBE NA ESB NA DBE NA SDVOB NA

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? NA

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

Pence Contractors
Attn: Fletcher Hunt

REV#0 – 11/17/25

Subject: Electrical Design and Construction Proposal

Pence Contractors
Thank you for giving us the chance to present our proposal for the referenced project.

PROJECT DETAILS

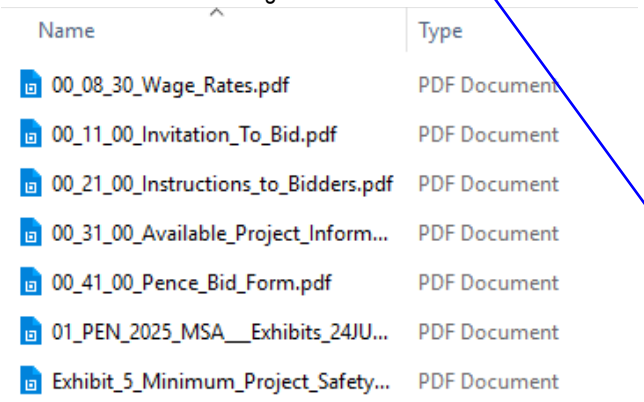
Project Name
Lafayette Parking Improvement

Project Location
221 NW Lafayette Ave Bend, Or

Project Description
New electrical service and distributed power for parking lot improvement

PROPOSAL INFORMATION SOURCE

- Invitation to Bid Package #1 documents



- Based on a set of electrical drawings dated 3/25/25

INCLUDED IN PROPOSAL

General Electrical

- Provide permit application and all required documentation to secure electrical permit .
- Provide adequate manpower and supervision for all work related to the project.
- Provide labor wage rates in compliance with Document 00 83 00.
- Coordinate and schedule all inspections for our scope of work. Have Elite Electric staff member present for all inspections and provide Pence a copy of all inspection reports.
- Assist with coordination of Pacific Power for new service to site.

Electrical Underground

- Provide and install utility conduit from new PPL transformer to electrical service.
  Please note the single line drawing shows a vault pad mounted transformer. The electrical and civil drawings are not

showing a new vault placement and we suspect that the power company will just plan to upgrade the existing overhead transformer however we have provided and add option for a vault in the event it is needed.

- Provide and install 1" underground conduit to new light poles per plan E1.0
- Provide and install 1.25" underground conduits to EV charger locations. EV charger locations are for future. Conduits not to exceed 26" stubs at locations

Electrical Power Installation

- Provide and install 400A Panel H 120/240v single-phase free-standing gear with utility pull section
- Provide and install 1.25" conduit stubs for future EV chargers

Electrical Lighting Installation

- Provide and install 1" underground conduit to feed parking lot poles
- Provide and install parking lot lights per sheet E1.0

SUMMARY OF COST

• Electrical Labor and Materials	$10,500.00
• Electrical Service Gear	$3,900.00
• Electrical Fixture Package	$4,200.00
TOTAL PROPOSAL AMOUNT	$18,600.00

ADD OPTIONS:

- The proposed light poles are 18' tall. The City of Bend requires structural engineering for all lights >16'. Please include **$1,500.00** if Elite Electric needs to provide structural engineering.
- Electrical drawings defer concrete light bases to structural engineer so we have elected to place these as an add option in case they are being handled by the Civil Contractor. Please include **$1,600.00** for Elite Electric to supply and install concrete bases.
- Electrical permit fees- Add **$300.00** to include
- Supply Power Co Vault for new transformer (we suspect this will be an overhead transformer and likely not needed) Add **$1,600.00** to include.

EXCLUSIONS AND CLARIFICATIONS

- All work not stated above
- All AHJ permit fees, all Power Utility fees, and all Telecommunication Utility fees.
- All Trench, backfilling, sidewalk repair, and permit fees.
- All additional scope as a result from plan review or AHJ inspection requirements.
- All demolition. Unless otherwise noted above.
- Concrete saw cutting and repair.

Sincerely,
Jon Colombo
Elite Electric
503-901-3924

THANK YOU FOR GIVING US THE OPPORTUNITY TO BID THIS PROJECT FOR YOU!

All wiring will be done in a complete and workmanlike manner. All work will be done in compliance with the latest edition of the NEC, or any applicable local codes. All money is due upon receipt of the invoice. Overdue if not paid by the 10th of the month. Add 1.5% per month on unpaid amount.

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11/17/2025 TIME: 2:00 PM
TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: Kronsberg Electric, Inc. (Bidder) (541) 923-4664 (Phone)
P.O. Box 1416 (Address) (541) 668-4051 (Mobile)
Redmond, Oregon 97756 (City/State/Zip) Timh@kronsbergelectric.com (E-Mail)
Tim Hansen (Authorized Signer) Timh@kronsbergelectric.com (E-Mail)

Operating as (strike out conditions that do not apply) an individual, a company, a corporation organized and existing under the laws of the State of Oregon, or a proprietorship, a partnership, or joint venture consisting of: _____ .

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Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
Electrical	Electrical Base Materials & BOLI 2025 Labor Rates	$22,534.00
Electrical	Precast Concrete Site Lighting Pole Bases	$2,537.00
Electrical	Electrical Permit Fees	$320.00
	See attached Kronsberg Proposal Form For Inclusions	
	And Exclusions	

SUBTOTAL: $ $25,391.00

Alternate	Description	Amount
1	N/A	
2		
3		
4		
5		
6		

SECTION 00 41 00
BID FORM

ADDENDA ACKNOWLEDGEMENT

The undersigned acknowledges receipt of the following Addenda:

Addendum No. ____ dated N/A Addendum No. _____ dated _____

Addendum No. _____ dated _____ Addendum No. _____ dated _____

Cost of Performance and Payment Bond: For this bid price: $1,253.55 LS As a percentage: 5 %
Rates may very when application is made

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: N/A

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) 2024 / .83

Minimum Bidder Qualifications Acknowledgement:	**Initial Below**
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The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	Yes
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	Yes
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	Yes
The bidder attests that they have included any local taxes and fees in their pricing.	Yes

Cost Reduction Concepts (attach additional documentation as necessary) $ N/A

Submitted this 17th day of November, 2025.

Firm: Kronsberg Electric, Inc

Signature: Tim Hansen Digitally signed by Tim Hansen DN: C=US, E=timh@kronsbergelectric.com, O="Kronsberg Electric, Inc.", OU=Estimator/PM, CN=Tim Hansen Date: 2025.11.18 12:11:58-08'00' Typed name: Tim Hansen

Oregon CCB No.: 121874

COBID: MBE ____ WBE ____ ESB ____ DBE ____ SDVOB ____

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END OF SECTION

KRONSBERG ELECTRIC, INC.

Quality Commercial Electrical Construction

P.O. Box 1416
Redmond, OR 97756
Phone: 541-923-4664
Fax: 541-504-4644

REV-1 Proposal Deschutes Campus (Lafayette Parking Lot) KEI #25123 **11/21/2025**
221 NW Lafayette Ave, Bend, Oregon

Pence Contractors
5400 Meadows Road, Fourth Floor
Lake Oswego, Or. 97035
ATTN: Fletcher Hunt Cell (971) 284-4124

1) Electrical Base	**$23,650.00**
2) F & I (2) Site Concrete Lighting Pole Bases (Minus Excavation)	**$2,537.00**
TOTAL ELECTRICAL PROPOSAL (Price good for 30 Days)	**$26,187.00**

INCLUSIONS:
1. Concrete Pole Lighting Bases
2. Separate Meterbase And Power Panel Mounted On Free Standing Struct Rack
3. F&I HDPE 14"X19"X12" Pull Box, 1-1/4" PVC Conduit, String, PVC Cap For Future EV Chargers
4. Using BOLI July 1st 2025 PWR Rates
5. Dedicated (4) 1-1/4" PVC Conduits Stubbed Above Ground At The (4) Future EV Charger Locations
6. Factory Installed PE Cells On Each Pole Light
7. Installing (2) 3" PVC Conduits For the PP&L Secondary Power Conduits.
8. Used GRC Exposed Conduits From Underground To Bottom Of Power Panel

EXCLUSIONS:
1. Permit Cost, Plan Review Fees Or Power Company Fees
2. Temp Power
3. All Excavation & Backfill And The Drilling Of Lighting Concrete Base Holes / EV Pull Boxes
4. Concrete Houskeeping Pad For The Power Panel And Meter Free Standing Strut Rack

Tim Hansen
Kronsberg Electric, Inc
Timh@kronsbergelectric.com

Fletcher Hunt

From: Beau Batts <Beau@advancedprecast.com>
Sent: Tuesday, November 18, 2025 2:30 PM
To: Tim Hansen
Cc: Fletcher Hunt; Rob Kronsberg; Keith Kronsberg; Kurt Prewitt
Subject: Re: pole base engineered stamp

You don't often get email from beau@advancedprecast.com. Learn why this is important

[EXTERNAL] *Use Caution*

Tim,

That is correct. I believe it is around $1000 for engineering.

Thanks
Beau

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Sent: Tuesday, November 18, 2025 2:27 PM
To: Beau Batts <Beau@advancedprecast.com>
Cc: Fletcher Hunt <fletcherh@pence.net>; Rob Kronsberg <rob@kronsbergelectric.com>; Keith Kronsberg <keith@kronsbergelectric.com>
Subject: Re: pole base engineered stamp

Beau

Am I understanding correctly that Advance Precast can provide a stamped pole base detail if I can get you the information you requested in the below email?

Is there an added cost for this stamp?

KRONSBERG ELECTRIC, INC.
Quality Commercial, Industrial, and Residential Electrical Construction

Tim Hansen
Electrical Estimator
Project Manager
Electrical Designer

Phone: 541-923-4664
Fax: 541-504-4644
Cell: 541-668-4051
Email:TimH@kronsbergelectric.com___
P.O. Box 1416
Redmond, OR 97756

www.kronsbergelectric.com

Fletcher Hunt

From: Tim Hansen <TimH@kronsbergelectric.com>
Sent: Friday, November 14, 2025 10:55 AM
To: Fletcher Hunt
Subject: Lafayette Parking Lot

Categories: Sub bid clarifications

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This should be the last correction

The plans show the wrong size of conduit from the PP&L transformer to the new Meter Base

The plans call for (1) 3" PVC conduits but PP&L requirements require (2) 3" PVC conduits.

I am going to make this correction so please consider that when you review my proposal

Tim Hansen
Electrical Estimator
Project Manager
Electrical Designer

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Fax: 541-504-4644
Cell: 541-668-4051
Email:TimH@kronsbergelectric.com___
P.O. Box 1416
Redmond, OR 97756

www.kronsbergelectric.com

Fletcher Hunt

From: Tim Hansen <TimH@kronsbergelectric.com>
Sent: Friday, November 14, 2025 12:16 PM
To: Fletcher Hunt
Subject: Re: Lafayette Parking Lot

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Another clarification about the 3" conduit

On sheet E0.1 in the feeder schedule tag # "PP1" it says to use PP&L table #16 for sizing. The problem is table #16 is for a three phase electrical service but we have a single phase service so we need to use table #15

I am done with take off so there will be no more questions.

KRONSBERG ELECTRIC, INC.
Quality Commercial, Industrial, and Residential Electrical Construction

Tim Hansen
Electrical Estimator
Project Manager
Electrical Designer

Phone: 541-923-4664
Fax: 541-504-4644
Cell: 541-668-4051
Email:TimH@kronsbergelectric.com___
P.O. Box 1416
Redmond, OR 97756

www.kronsbergelectric.com

From: Tim Hansen <TimH@kronsbergelectric.com>
Sent: Friday, November 14, 2025 11:23 AM
To: Fletcher Hunt <fletcherh@pence.net>
Subject: Re: Lafayette Parking Lot

It is the quantity of conduits that is wrong

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11/17/2025 TIME: 2:00 PM

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: Kronsberg Electric, Inc. (Bidder) (541) 923-4664 (Phone)

P.O. Box 1416 (Address) (541) 668-4051 (Mobile)

Redmond, Oregon 97756 (City/State/Zip) Timh@kronsbergelectric.com (E-Mail)

Tim Hansen (Authorized Signer) Timh@kronsbergelectric.com (E-Mail)

Operating as (strike out conditions that do not apply) an individual, a company, a corporation organized and existing under the laws of the State of Oregon, or a proprietorship, a partnership, or joint venture consisting of: _____ .

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Electrical	Electrical Permit Fees	$320.00
	See attached Kronsberg Proposal Form For Inclusions	
	And Exclusions	

SUBTOTAL: $ $25,391.00

Alternate	Description	Amount
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2		
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BID FORM

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Rates may very when application is made
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Signature: Tim Hansen Digitally signed by Tim Hansen DN: C=US, E=timh@kronsbergelectric.com, O="Kronsberg Electric, Inc.", OU=Estimator/PM, CN=Tim Hansen Date: 2025.11.18 12:11:58-08'00' Typed name: Tim Hansen

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Quality Commercial Electrical Construction

P.O. Box 1416
Redmond, OR 97756
Phone: 541-923-4664
Fax: 541-504-4644

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221 NW Lafayette Ave, Bend, Oregon

Pence Contractors
5400 Meadows Road, Fourth Floor
Lake Oswego, Or. 97035
ATTN: Fletcher Hunt Cell (971) 284-4124

1) Electrical Base	**$22,534.00**
2) F & I (2) Site Concrete Lighting Pole Bases (Minus Excavation)	**$2,537.00**
TOTAL ELECTRICAL PROPOSAL (Price good for 30 Days)	**$25,071.00**

INCLUSIONS:
1. Concrete Pole Lighting Bases
2. Separate Meterbase And Power Panel Mounted On Free Standing Struct Rack
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5. Dedicated (4) 1-1/4" PVC Conduits Stubbed Above Ground At The (4) Future EV Charger Locations
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Subject: Re: Lafayette Parking Lot

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SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11/17/25 TIME: 9:00 AM
TO: Pence Contractors, LLC **Phone:** 503-252-3802
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035 **Email:** fletcherh@pence.net

FROM: Kuenzi Electric- Jared Neukomm (Bidder) 541.903.8532 (Phone)
1425 NW Murphy Ct. (Address) 503.457.1321 (Mobile)
Prineville, OR 97754 (City/State/Zip) jared@kuenzielectricinc.com (E-Mail)
Jared Neukomm (Authorized Signer) _____ (E-Mail)

Operating as (strike out conditions that do not apply) ~~an individual~~, a company, a ~~corporation~~ organized and existing under the laws of the State of _____, or a ~~proprietorship~~, a ~~partnership,~~ or ~~joint venture~~ consisting of:
_____ .

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Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
00961	Electrical Service, Light Poles, and EV Charger Conduits	$21,100

SUBTOTAL: **$** $21,100

Alternate	Description	Amount
1	Provide and Install Concrete Pole Foundations	$4,900
2		
3		
4		
5		
6		

SECTION 00 41 00
BID FORM

ADDENDA ACKNOWLEDGEMENT

The undersigned acknowledges receipt of the following Addenda:

Addendum No. ____ dated _____ Addendum No. _____ dated _____

Addendum No. _____ dated _____ Addendum No. _____ dated _____

Cost of Performance and Payment Bond: For this bid price: $ N/A LS As a percentage: _____%

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: _____

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) .87

Minimum Bidder Qualifications Acknowledgement:	**Initial Below**
Bidder has reviewed and acknowledged all scope of work clarifications provided in Exhibit 1 attachment.	JN
The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	JN
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	JN
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	JN
The bidder attests that they have included any local taxes and fees in their pricing.	JN

Cost Reduction Concepts (attach additional documentation as necessary) $ _____

Submitted this 17th day of November, 2025.

Firm: Kuenzi Electric Inc.

Signature: _____ Typed name: Jared Neukomm

Oregon CCB No.: 151895

COBID: MBE ____ WBE ____ ESB ____ DBE ____ SDVOB ____

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? _____

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

Kuenzi Electric Inc.
Silverton 503-873-4908 Prineville 541-903-8532

ESTIMATE #82148

SENT ON:
11/17/25

RECIPIENT:

Pence Construction

221 Lafayette Parking & On-Site Improvements
221 NW Lafayette Ave
Bend, Oregon 97703

Kuenzi Electric
1035 Commerce Ct
Silverton, OR 97381

Product/Service	Description
Project Summary	This proposal provides the cost of the electrical scope of work for the Lafayette Parking Lot project based on the plans dated 3-25-2025 Proposal Acknowledgements: • Permit Fees • Prevailing Wage Rate
Service	This proposal includes installing an H-frame mounted electrical service. • Install (1) 3" PVC conduit from utility transformer location to new electrical service approx. 75'. (Wiring provided and installed by utility) • Build service H-frame • Provide and install (1) 320amp continuous meter base • Provide and install (1) 400 amp 3R rated panel enclosure
Pole Lights	• Provide and install (2) light poles complete with LED fixtures. The light closest to the service will contain a photocell which will control the lights on both poles. • Install (1) 1" PVC conduit between all light poles and extend to electrical service. • Install #10 XHHW and make connections. * If Pence Construction does not have a concrete contractor installing pole bases, we have listed an add alternate at the end of this proposal to provide and install concrete bases. NOTE: This proposal does not include inground junction boxes as the plans don't indicate any to be installed. Conduits will run in and out of light poles.
Future EV Charger Conduit	• Install (1) 1 1/2" PVC conduit from service to each future EV Charger location - (4) total. • Conduits to be terminated at sidewalk grade with a female threaded coupler and make threaded plug. • Conduits and pull strings only, EV chargers and wiring excluded. NOTE: Specification 2.3 lists how to terminate the conduits at EV charger locations. Junction boxes for EV chargers are not included in this proposal.

Kuenzi Electric Inc.
Silverton 503-873-4908 Prineville 541-903-8532

ESTIMATE #82148

SENT ON:
11/17/25

Product/Service	Description	
		PRICE NOT INCLUDED IN TOTAL
Alternate Add- Concrete Light Pole Foundations	• Provide and install (2) 8' deep x 2' wide concrete pole bases. * Excavator contractor to provide holes for pole bases.	$4,990.00
EXCAVATION NOT INCLUDED	170'- 18" deep x 24" Wide Trench 75'- 36" deep x 24" Wide Trench (2)- 8' deep x 36" Wide Pole Base Holes	
Exclusions	• Trenching and backfill • Vacuum/auger excavating for light pole bases • Utility installations or fees • Utility transformer • In-ground junction boxes • EV charging equipment • Concrete Pads	
PROPOSAL DISCLAIMER	The prices quoted in this proposal are based on current tariff rates. Should any new tariffs be imposed or existing tariffs be increased, Kuenzi Electric reserves the right to adjust the pricing the affected goods to account for the increased cost. All waste created by the electrical contractor will be removed to a specific area on the construction site as instructed by the owner/contractor. Warranty shall only apply to the electrical installation of the material, fixtures, equipment, and other items supplied by the electrical contractor. Warranty shall not apply to material, fixtures, equipment, and other items supplied by others. Warranty shall not apply to extensions or additions to the original installation if made by others. Warranty shall commence from the final electrical inspection date for a maximum period of one year. No warranty work shall be performed if any invoice is past due, including change orders. Our pricing structure is based upon payment of invoices within thirty (30) days. Any payments not received within 30 days of invoice date should be considered past due and will accrue an additional interest charge at 1.5% per month of the unpaid balance until paid in full. No work shall be performed (including warranty) if any invoice is past due (including change orders). In addition, no release of lien shall be signed unless all payments are paid in full. All work to be performed during normal business hours based on a standard of 7:00am to 4:00pm. No over-time or weekends without additional charges.	

Total **$21,100.00**

This quote is valid for the next 30 days, after which values may be subject to change.

Kuenzi Electric Inc.
Silverton 503-873-4908 Prineville 541-903-8532

ESTIMATE #82148

SENT ON:
11/17/25

Signature: _____ **Date:** _____

Fletcher Hunt

From: Jared Neukomm <Jared@kuenzielectricinc.com>
Sent: Tuesday, November 18, 2025 4:27 PM
To: Fletcher Hunt
Subject: Re: 221 Lafayette bid clarifications

You don't often get email from jared@kuenzielectricinc.com. Learn why this is important

[EXTERNAL] *Use Caution*

Hi Fletcher,

Please see my responses in red-

1. In reviewing the photometrics plan with another bidder, it sounds like the luminaires they call out have been discontinued. We're asking the design team to look at providing a new product with factory installed photosensors on both lights. Are you able to provide an add cost to go to the closest equivalent product by Lithonia that would accomplish this so we are covered? My supplier has verified that the DSXO LED P1 30K 70CRI fixtures that are called out on the plans are available. I quoted the first fixture with an integral photocell to control both lights. I can add a photocell to the second so that they are control by individual photocell if preffered. Is the light that I have listed the same one that you are being told is disconntinued?

2. In your add alt for pole bases, are you figuring them to be above ground or flush with finish surface? Not sure if this would affect cost or not. If it would, please let me know which option you selected and what cost would be to go to the other option. Since they still need to be approoved by an engineer, I have them figured for 8' total (5' below grade and 3' above grade). If we remove 3' and include (2) 5' bases below grade only, this reduces the add alt $350 to $4,640.00

3. It was also noted by another bidder that PP&L will require (2) – 3" conduits rather than the (1) that is called out in the plans. Can you provide an add cost to provide a 2nd conduit for the PP&L transformer? The second 3" run of 75' will cost $540.

4. E0.1 feeder schedule notes to use table PP&L #16 for sizing. Table #16 is for 3-phase service, but we have single phase service which would utilize table #15. Can you verify correct table was used and provide a cost adjustment if this changes anything on your end?

   Looks like Pacific Power will be doing this one rather than PP&L. Only conduit between the transformer and the meter is required. Pacific Power pulls their own conductors to the meter.

5. Apparently, CoB requires structural engineering on pole lights over 16'. Since these are on County property, I'm not sure the CoB requirements will apply, but we're looking into it. Are you able to provide an add cost to get PE stamps for the pole bases? I would recommened installing precast bases for these poles. That way they are already engineered. I can dig into a budget cost for engineering just in case.

6. Is the way you currently have this quoted that there is a meter base separate from power panel on freestanding rack within its own enclosure? This is the way we'd like it priced in lieu of having them both in a single enclosure. If not, please provide price adjustment to go this route. I read through multiple times but couldn't figure out if they were separate or together in the enclosure you listed. My quote has (1) 320amp continous meter base and (1) 400 amp panel enclosure. These are seperate enclosures and will be installed on an H-frame that we will provide and install.

Thank you,

Jared Neukomm, Estimator/Project Manager
Cell: 503.457.1321
1035 Commerce Ct. Silverton OR 97381 - 503.873.4908
1425 NW Murphy Ct. Prineville OR 97754 - 541.903.8532

Kuenzi Electric Inc.
Silverton 503-873-4908 Prineville 541-903-8532

From: Fletcher Hunt <fletcherh@pence.net>
Sent: Tuesday, November 18, 2025 2:33 PM
To: Jared Neukomm <Jared@kuenzielectricinc.com>
Subject: 221 Lafayette bid clarifications

Jared,

Trying to make sure we're apples to apples between all bidders and I had a few items I wanted to clarify on your bid for 221 Lafayette. No bid revision necessary, email responses with amounts or no change indication will be OK:

1. In reviewing the photometrics plan with another bidder, it sounds like the luminaires they call out have been discontinued. We're asking the design team to look at providing a new product with factory installed photosensors on both lights. Are you able to provide an add cost to go to the closest equivalent product by Lithonia that would accomplish this so we are covered?
2. In your add alt for pole bases, are you figuring them to be above ground or flush with finish surface? Not sure if this would affect cost or not. If it would, please let me know which option you selected and what cost would be to go to the other option.

Fletcher Hunt

From: Jared Neukomm <Jared@kuenzielectricinc.com>
Sent: Wednesday, November 19, 2025 8:48 AM
To: Fletcher Hunt
Subject: Re: 221 Lafayette bid clarifications

[EXTERNAL] *Use Caution*

Fletcher,

My base bid covers photocell control on both lights.

Thank you,

Jared Neukomm, Estimator/Project Manager
Cell: 503.457.1321
1035 Commerce Ct. Silverton OR 97381 - 503.873.4908
1425 NW Murphy Ct. Prineville OR 97754 - 541.903.8532

Kuenzi Electric Inc.
Silverton 503-873-4908 Prineville 541-903-8532

From: Fletcher Hunt <fletcherh@pence.net>
Sent: Wednesday, November 19, 2025 8:08 AM
To: Jared Neukomm <Jared@kuenzielectricinc.com>
Subject: RE: 221 Lafayette bid clarifications

Jared, yes that is the fixture we thought was discontinued. Must have been a mistake. I'd still prefer pricing to reflect factory installed photocells on both just so all bidders are pricing the same thing. Please provide cost adjustment as necessary.

Good with all other items. Thanks for the response.

Regards,

Fletcher Hunt
Estimator II

Pence

Fletcher Hunt

From: Jared Neukomm <Jared@kuenzielectricinc.com>
Sent: Friday, November 21, 2025 9:16 AM
To: Fletcher Hunt
Subject: Re: 221 Lafayette - EV conduit runs
Attachments: Christy_B12.pdf

[EXTERNAL] *Use Caution*

I've attached the Christy B12 junction box spec sheet that I carried for this number. To provide and install (4) Christy B12 in-ground junction boxes, the added cost would be $850. If you would like, I can send an updated proposal with this adjustment included.

The pull string and caps for the EV charger conduits are already included in our base bid.

Thank you,

Jared Neukomm, Estimator/Project Manager
Cell: 503.457.1321
1035 Commerce Ct. Silverton OR 97381 - 503.873.4908
1425 NW Murphy Ct. Prineville OR 97754 - 541.903.8532

Kuenzi Electric Inc.
Silverton 503-873-4908 Prineville 541-903-8532

From: Fletcher Hunt <fletcherh@pence.net>
Sent: Friday, November 21, 2025 7:54 AM
To: Jared Neukomm <Jared@kuenzielectricinc.com>
Subject: 221 Lafayette - EV conduit runs

Jared,

The Owner came back on question about the conduit runs to the EV chargers. Can you please adjust pricing so that all 4 locations have conduit cap, pull string, and junction box (Christy B12)?

Regards,

Fletcher Hunt
Estimator II

Pence

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11/19/2025 TIME: 11:48 AM

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: Tomco Electric Inc (Bidder) (541) 389-5424 (Phone)

PO Box 6388 (Address) (541) 419-0523 (Mobile)

Bend, OR 97708-6388 (City/State/Zip) terry.m@tomcoelectric.com (E-Mail)

Terrence D Milbert (Authorized Signer) _____ (E-Mail)

Digitally signed by Terrence D Milbert
DN: C=US, E=terry.m@tomcoelectric.com, O="Tomco Electric, Inc", CN=Terrence D Milbert
Date: 2025.11.19 11:51:27-08'00'

Operating as (strike out conditions that do not apply) an individual, a company, a corporation organized and existing under the laws of the State of _____, or a proprietorship, a partnership, or joint venture consisting of: _____ .

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
	Electrical	$37,847

SUBTOTAL: $ 37,847

Alternate	Description	Amount
1		
2		
3		
4		
5		
6		

SECTION 00 41 00
BID FORM

ADDENDA ACKNOWLEDGEMENT

The undersigned acknowledges receipt of the following Addenda:

Addendum No. ____ dated _____ Addendum No. _____ dated _____

Addendum No. _____ dated _____ Addendum No. _____ dated _____

Cost of Performance and Payment Bond: For this bid price: $_____LS As a percentage: _____%

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: _____

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) _____

Minimum Bidder Qualifications Acknowledgement:	**Initial Below**
Bidder has reviewed and acknowledged all scope of work clarifications provided in Exhibit 1 attachment.	TM
The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	TM
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	TM
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	TM
The bidder attests that they have included any local taxes and fees in their pricing.	TM

Cost Reduction Concepts (attach additional documentation as necessary) $_____

Submitted this 19th day of November, 2025.

Firm: Tomco Electric Inc

Signature: Terrence D Milbert Digitally signed by Terrence D Milbert DN: C=US, E=terry.m@tomcoelectric.com, O=Tomco Electric, Inc", CN=Terrence D Milbert Date: 2025.11.19 12:32:52-08'00' Typed name: Terrence Dean Milbert

Oregon CCB No.: 33844

COBID: MBE ____ WBE ____ ESB ____ DBE ____ SDVOB ____

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? _____

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

Proposal

Date: 11/18/2025

To: Pense Construction - Estimating

Reference: Deschutes Campus Parking

WE are pleased to offer our proposal for the above referenced project as specified below:

Conditions of Proposal:

- This proposal is subject to the successful negotiation of a mutually agreeable contract.
- One year warranty.
- Drawings by Solera dated 25-March-2025.
- Addenda acknowledged **0**.

Exclusions:

- Permit fees.
- Utility fees/charges.
- Relocation/removal of existing utilities.
- Utility vaults.
- Electric vehicle chargers.
- Primary raceways.
- Excavation, trenching, backfill, and removal of spoils.
- Temporary power, lighting, heat and related components.
- Protective bollards.
- Hard surface removal, restoration, or replacement.
- Surveying/staking
- Traffic and pedestrian control.

Inclusions:

- Free standing NEMA 3R service panel, and utility meter.
- Concrete pad for service panel and utility meter.
- Underground conduits with pull string for electric vehicle chargers.
- Concrete bases for electric vehicle chargers.
- Underground conduits, conductors, and terminations for light poles.
- Concrete bases for light poles.

Clarifications:

- Short circuit, coordination study, arc-flash hazard analysis and labels not specified or included, add **$2,916.00** if desired.

mail P.O. Box 6388 • Bend OR • 97708
office 850 NE First Street • Bend OR • 97701
541.389.5424 541.317.0494 tomcoelectric.com

Proposal ……$ 37,847.00

Regards,

Terrence (Terry) Milbert
Project Manager

Proposal No.: PP7111

This quote is good for 30 days from this date. Terms are net 30 days. Interest will accrue at the rate of 1.5% or the maximum allowed by law. The purchaser agrees to pay all costs incurred by Tomco Electric, Inc. in p This quote is good for 30 days from this date. Terms are net 30 days. Interest will accrue at the rate of 1.5% or the maximum allowed by law. The purchaser agrees to pay all costs incurred by Tomco Electric, Inc. in pursuit of payments that are past due including, but not limited to collection agency commissions and attorney's fees. **MATERIALS PRICE ESCALATION.** The proposal sum was calculated using current pricing for component building materials. The market for building materials is volatile, and sudden price increases can occur. Contractor will use their best efforts to obtain the lowest possible prices from available building material suppliers. If the prices of materials purchased after execution of this agreement for use in this project increase more than 10% over the cost as of the date of this proposal, Customer agrees that Contractor shall be entitled an adjustment of the contract sum to cover the difference. In the event of such a cost increase, Contractor shall deliver a written change request to Customer stating the increased cost, the building material or materials in question, and the source of supply, along with invoices or bills of sale and any other documents supporting the change request. **STORAGE** Owner shall provide safe secure storage of materials and equipment at the jobsite without charge. If onsite storage is inadequate or if owner directs Contractor to order materials early due to material price escalation or for other reasons, then Contractor shall be entitled to an increase in Contract Sum to account for unforeseen storage costs, security, and insurance.

Fletcher Hunt

From: Terry Milbert <terry.m@tomcoelectric.com>
Sent: Friday, November 21, 2025 8:56 AM
To: Fletcher Hunt
Subject: Re: Deschutes Campus Parking - Proposal
Attachments: Outlook-xxytk1y0

[EXTERNAL] *Use Caution*

Fletcher,
Please see below,

Terry Milbert CTSI ESCM

Project Manager/Estimator

P (541) 389-5424

F (541) 317-0494

C (541) 419-0523

www.tomcoelectric.com

From: Fletcher Hunt <fletcherh@pence.net>
Sent: Friday, November 21, 2025 7:56 AM
To: Terry Milbert <terry.m@tomcoelectric.com>
Subject: FW: Deschutes Campus Parking - Proposal

Terry, wanted to follow up on the below items.

Also, the Owner came back on my question about the conduit runs to the EV chargers, so they will actually require pull string, conduit cap, junction box (Christy B12) at each of the four. Can you please update pricing to reflect?
We have installed a number of these, our proposal included pull string, we can revise to add conduit caps, the conduits would extend thru the concrete base for the EV charger, we question the use of a junction box, this just adds a point to steal power.

Regards,

Fletcher Hunt
Estimator II

Pence

T : 503.252.3802
C : 971.284.4124
E: fletcherh@pence.net

5400 Meadows Road, Fourth Floor
Lake Oswego, OR 97035
www.pence.net

From: Fletcher Hunt
Sent: Thursday, November 20, 2025 2:50 PM
To: 'terry.m@tomcoelectric.com' <terry.m@tomcoelectric.com>
Subject: RE: Deschutes Campus Parking - Proposal

Terry, I had some clarifications I wanted to ask to make sure we're apples to apples between all the bidders. Can you review the below items and let me know if there are any pricing adjustments? No formal bid revision required, just response to the email is OK.

1. Factory installed photocells on both lights rather than just 1 post-installed photocell at the Northern lightpole as shown on the plans. Our proposal included a master photocell and contactor in the electrical panel.
2. PE stamp for precast conc pole bases since CoB sometimes requires engineering on bases for lightpoles over 16'. In our experience this is not required, we can reach out to our supplier and inquire.
3. Can you remove the housekeeping pad for the electrical panel? This will be by the site concrete subcontractor. Yes, there will be some coordination involved as we have a ground box in the slab.
4. Can you include an add cost to carry over the counter the permit fees?
   Based on the city of Bend's fee schedule there are fees based on total construction costs that we have no way of knowing.
5. Add a second conduit run for the 3" grey sch. 40 Pacific Power transformer.
   Yes
6. Assuming you included only 4 conduit runs for the EV locations and now the 6 they call out for in the plans? If not, can you reduce to 4? Our proposal included 4 EV charger locations.

Subcontractor Comparison & Award Recommendation

Bid Date: **11/17/2025** BID SUMMARY FORM

Architect: HHPR

Plan Version Date: 10/23/2025

Project: **221 Lafayette Parking** Scope: 31-01 - Earthwork & Utilities

Spec/Div	Description	Pence Budget	**Wilson Curb** **Brent Wilson** **541-480-0420**	**Grizzly Mountain Excavation** **Clint Loveday** **541-410-8978**	**Vic Russell** **Brian Burgess** **541-210-3739**	**Barlett Excavation**	**Censor Commercial Construction**	**7 Peaks Paving**
	Base Scope		63,166	See below	217,339			
					refused to provide breakout betweens scopes			
	Site Demo		Incl	6,750	incl	Declined to Bid	Declined to Bid	Declined to Bid
	demo & cap sewer service		Incl	incl	incl			
	demo AC paving		Incl	incl	incl			
	demo sidewalk		Incl	incl	incl			
	demo signage		Incl	incl	incl			
	demo stormwater facility		Incl	*1,000*	incl			
	sawcutting		Incl	1,152	incl			
	Earthwork		Incl	16,500	incl			
	mobilization		Incl	20,100	incl			
	erosion control		Incl	10,250	incl			
	construction entrance		Incl	incl	incl			
	clear & grub		Incl	3,321	incl			
	cut to fill		Incl	incl	incl			
	import fill		Incl	incl	incl			
	rough grade		Incl	incl	incl			
	fine grade		Incl	incl	incl			
	agg base		Incl	8,995	incl			
	swales		Incl	10,125	incl			
	excavation for demo & cap sewer		Incl	9,750	incl			
	traffic control for demo sewer service		Incl	*3,000*	incl			
	excavate retaining wall footing		Incl	6,975	incl			
	excavate for DCVA, and stub water main		Incl	*2,500*	incl			
	Electrical excavation		12,250	10,560	10,726			
	excavate lightpole bases x2		Incl	700	incl			
	trenching for electrical conduits		Incl	19,620	incl			
	New housekeeping pad for electrical panel - by site concrete		-750	N/A	N/A			
ALT	demo City AC for drive aisle replacement		4,676	*4,676*	*4,676*			
ALT	prep for replaced City AC drive aisle		3,117	*3,117*	*3,117*			
ALT	delete sawcutting (not needed w/ alt)		-1,600	*-1,600*	*-1,600*			
	Prevailing Wage		yes	yes	yes			
	Pence Scope form + Bid form		yes	no	no			
	Addendums (acknowledge)		n/a	n/a	n/a			
	Schedule (acknowledge)		yes	no	no			
	Total Base Bid	**$ -**	**$ 80,859**	**$ 137,491**	**$ 234,258**	**$ -**		**$ -**
	Bond			n/a	n/a	n/a		n/a
	Total Combined Price		**80,859**	**137,491**	**234,258**	**0**		**0**
	MWESB							

We recommend this work be awarded to:	Wilson Curb
Subcontract/ Purchase Agreement Amount:	$ 80,859.00
We recommend this work be bonded:	N/A
Estimated Bond Cost:	N/A
Pence Contractors by:	Cory Loomis

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11-17-2025 TIME: 2PM

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: Wilson Curb Inc (Bidder) 541-480-0420 (Phone)
21315 Bear Creek Rd. (Address) 541-389-4918 (Mobile)
Bend OR, 97701 (City/State/Zip) wilsoncurb@outlook.com (E-Mail)
Brent Wilson (Authorized Signer) _____ (E-Mail)

Operating as (strike out conditions that do not apply) an individual, a company, a corporation organized and existing under the laws of the State of Oregon, or a proprietorship, a partnership, or joint venture consisting of: S Corp .

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
#2	Electrical excavation Detail in SOV	$12,250.00
#3	Earthwork, excavation Detail in SOV	$63,166.00
#4	Asphalt patching Detail in SOV	$12,773.00
#5	Site Concrete Detail in SOV	$52,570.00
#6	Pavement markings and signage and bumpers Detail in SOV	$3500.00
#		

SUBTOTAL: $ 144,259.00

Alternate	Description	Amount
1	Surveying if needed	$4,500.00
2		
3		
4		
5		
6		

SECTION 00 41 00
BID FORM

ADDENDA ACKNOWLEDGEMENT

The undersigned acknowledges receipt of the following Addenda:

Addendum No. ____ dated _____ Addendum No. _____ dated _____

Addendum No. _____ dated _____ Addendum No. _____ dated _____

Cost of Performance and Payment Bond: For this bid price: $ $3000.00 LS As a percentage: 2.10 %

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: Markel Surety Company

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) .82

Minimum Bidder Qualifications Acknowledgement: **Initial Below**

Bidder has reviewed and acknowledged all scope of work clarifications provided in Exhibit 1 attachment.	BW
The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	BW
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	BW
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	BW
The bidder attests that they have included any local taxes and fees in their pricing.	BW

Cost Reduction Concepts (attach additional documentation as necessary) $ 0.00

Submitted this 17th day of November, 2025.

Firm: Wilson Curb Inc.

Signature: Brent Wilson Typed name: Brent Wilson, President

Oregon CCB No.: 55987

COBID: MBE ____ WBE ____ ESB ____ DBE ____ SDVOB ____ NONE

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? NONE

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

					Total Estimate	Total Billed to Date		Total $ left to bill	$ 148,759.00
	0				$ 148,759.00	$ -			
#	Description	Bid QTY	Units	Rates	Total Dollar Amount	Dollar Billed to Date	Total QTY billed to date	Dollar Amount left to bill	Quantity Left to bill
0	Bid Schedule of values	0	0		$ -	$ -	0	$ -	0
0	0	0	0		$ -	$ -	0	$ -	0
#2	Electrical Work Excavation only	0	0		$ -	$ -	0	$ -	0
1	Excavation of electrical trenching Ln Ft of trenching.From electrial panel to Ev charging and Light pole	180	Ln Ft	$ 20.00	$ 3,600.00	$ -	0	$ 3,600.00	180
2	Light pole base Concrete only. Includes excavtion	2	Each	$ 2,000.00	$ 4,000.00	$ -	0	$ 4,000.00	2
3	New housekeeping pad at electrical panel This is under site concrete.	50	Sq Ft	$ 15.00	$ 750.00	$ -	0	$ 750.00	50
4	Excavation of electrical trench from new panel to pacific power Transformer does not include conduit	78	Ln Ft	$ 50.00	$ 3,900.00	$ -	0	$ 3,900.00	78
0	0	0	0		$ -	$ -	0	$ -	0
#3	Earthwork Bid Breakdown	0	0		$ -	$ -	0	$ -	0
1	Mob	1	Each	$ 4,000.00	$ 4,000.00	$ -	0	$ 4,000.00	1
2	Gravel entrance 3 to 6 inch drain rock.	1	Each	$ 1,500.00	$ 1,500.00	$ -	0	$ 1,500.00	1
3	Erosion control silt fence and inlet protection	1	Each	$ 1,500.00	$ 1,500.00	$ -	0	$ 1,500.00	1
3	Sawcutting of all concret and asphalt	350	Ln Ft	$ 10.00	$ 3,500.00	$ -	0	$ 3,500.00	350
5	Removal of asphalt and concrete on site plan.	3427	Sq Ft	$ 2.00	$ 6,854.00	$ -	0	$ 6,854.00	3427
6	Excavation for wall, clear and grub wall area	125	Ln Ft	$ 50.00	$ 6,250.00	$ -	0	$ 6,250.00	125
7	Excavation for swale at wall and parking lot. Chip down 3 ft plus for guarantee drainage	1	Each	$ 8,000.00	$ 8,000.00	$ -	0	$ 8,000.00	1
8	Swale material, 9 inches drain rock, 3 inch peagravel, 18 inches of amended soile	100	CY	$ 35.00	$ 3,500.00	$ -	0	$ 3,500.00	100
9	Testing For swale	2	Each	$ 1,400.00	$ 2,800.00	$ -	0	$ 2,800.00	2
10	Prep for Curb	219	Ln Ft	$ 10.00	$ 2,190.00	$ -	0	$ 2,190.00	219
11	Prep for Sidewalk	875	Sq Ft	$ 2.25	$ 1,968.75	$ -	0	$ 1,968.75	875
12	Prep for asphalt paving parking lot.	3359	Sq Ft	$ 1.75	$ 5,878.25	$ -	0	$ 5,878.25	3359
13	0	0	0		$ -	$ -	0	$ -	0
14	Removal of existing Stormwater facility	1	Each	$ 1,000.00	$ 1,000.00	$ -	0	$ 1,000.00	1
15	Removal of Existing sign base	1	Each	$ 750.00	$ 750.00	$ -	0	$ 750.00	1
16	New water meter double check valve. Installed By BYP plumbing	1	Each	$ 2,500.00	$ 2,500.00	$ -	0	$ 2,500.00	1
17	0	0	0		$ -	$ -	0	$ -	0
18	Sewer abandondment Traffic plan.	1	Each	$ 500.00	$ 500.00	$ -	0	$ 500.00	1
19	Sewer abandondment road closure set up . Wilson Curb Inc is approved with city of Bend	1	Each	$ 2,500.00	$ 2,500.00	$ -	0	$ 2,500.00	1
20	Sewer abandondment Excavtion and abandondment	1	Each	$ 5,400.00	$ 5,400.00	$ -	0	$ 5,400.00	1
21	Sewer abandonment paving listed in #3 Asphalt section	0	Sq Ft	$ -	$ -	$ -	0	$ -	0
22	0	0	0		$ -	$ -	0	$ -	0
23	Topsoil and backfill	1234	Sq Ft	$ 1.50	$ 1,851.00	$ -	0	$ 1,851.00	1234
24	Rock mulch for around tree.	112	Sq Ft	$ 2.00	$ 224.00	$ -	0	$ 224.00	112
25	landscaping sleeves	1	LS	$ 500.00	$ 500.00	$ -	0	$ 500.00	1

0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
#4	Asphalt		0	0		$ -	$ -	0	$ -	0
1	3 inch Asphalt paving at parking lot.		2685	Sq Ft	$ 3.00	$ 8,055.00	$ -	0	$ 8,055.00	2685
2	4 inch asphalt At sewer abandondment		320	Sq Ft	$ 7.00	$ 2,240.00	$ -	0	$ 2,240.00	320
3	4 inch asphalt in parking area		354	Sq Ft	$ 7.00	$ 2,478.00	$ -	0	$ 2,478.00	354
0		0	0	0		$ -	$ -	0	$ -	0
#5	Site Concrete		0	0		$ -	$ -	0	$ -	0
1	4 ft retaining wall and footing.		125	Ln Ft	$ 250.00	$ 31,250.00	$ -	0	$ 31,250.00	125
2	12 inch standard curb.		219	Ln Ft	$ 30.00	$ 6,570.00	$ -	0	$ 6,570.00	219
3	4 inch concrete sidewalk		875	Sq Ft	$ 12.00	$ 10,500.00	$ -	0	$ 10,500.00	875
4	ada domes		1	Each	$ 750.00	$ 750.00	$ -	0	$ 750.00	1
5	washout pan		1	Each	$ 3,000.00	$ 3,000.00	$ -	0	$ 3,000.00	1
6	Bike rack footings		1	Each	$ 500.00	$ 500.00	$ -	0	$ 500.00	1
#6	Pavement markings		0	0		$ -	$ -	0	$ -	0
0	Striping and parking bumpers and signage		1	LS	$ 3,500.00	$ 3,500.00	$ -	0	$ 3,500.00	1
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
#A	Surveying if needed. N/A - see survey		1	LS	$ 4,500.00	$ 4,500.00	$ -	0	$ 4,500.00	1
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0	Prices exclude all Materials testing, electrical installationHandrails, bike racks		0	0		$ -	$ -	0	$ -	0
0	landscaping, Landscape boulders, permits, City of bend traffic control fees.		0	0		$ -	$ -	0	$ -	0
0		0

Fletcher Hunt

From: Brent Wilson <Wilsoncurb@outlook.com>
Sent: Monday, November 17, 2025 5:03 PM
To: Fletcher Hunt
Subject: Re: Deschutes county 221 Lafayette parking lot

Categories: Bid Questions - Answers

[EXTERNAL] *Use Caution*

Fletcher

1. Is pricing contingent on award of all scopes you quoted? I would like to do the concrete and excavation together. The asphalt, striping, electrical excavation, surveying. can be removed.

2. Earthwork
    1. Are you able to perform the abandon/cap sewer service called out in the plans? If so, can you provide an adder? I can and will add a line item
    2. Can you provide an adder to demo signage they call out in the demo plans? I can get that included
    3. Your gravel 3” to 6” line item, is this for the swales? Is the construction entrance included in this? If not, can you provide an adder? that is for the entrance however i donthave much. I have this project built in phases so i will leave the asphalt as long as possible to work from. I will remove for the wall and the curb first then work my way out removing the asphalt last to keep a clean site.
        i. I will add the 3 inch rock for the swale . i dont know how i missed that.
    4. Your prep line items (for curb, sidewalk, asphalt), does this include fine grade / agg base? My price includes all prep lined item out.
    5. Can you provide an adder to excavate for the 2 light pole bases? i have it broken down on the SOV my bid was for the excavation for trenchs and light poles not the install of electrical
    6. Are you able to perform supply & install of the double check valve assembly shown at North end of the site for water service? If so, can you provide an adder? I will add that to the pricing.
    7. Can you provide an adder to do electrical trenching? I have broken down on the SOV
3. Site concrete
    1. Does your retaining wall line item include footing? If not, can you please provide an adder? Yes it does include the footing.
    2. Can you provide adder for the curb around the rock mulch median in the parking lot? I’m assuming same curb that goes in adjacent to the sidewalk. Let me look at the quantity i think thats included
    3. Can you provide an adder for the housekeeping pad at the electrical panel? Yes
    4. Can you provide adders for the footing at the bike rack? Yes
4. AC Paving
    1. Do you currently have 3” for the onsite (main parking lot) per section on C5.0 and 4” per R-11 / C5.1? If not, can you please update pricing? Yes that is for 3 inch paving. i did not mark up the subcontractors price

2. Do you have joint seal included between new & existing AC? If not, can you provide an adder? Yes they cover joint sealing in that price for the cold joint.
3. Do you have CSS-1 tack coat and compaction testing included? If not, can you please provide adders? Yes they tack coat against the curb prior to paving

Let me know if you have any questions.
I will get you these clarifications by tomorrow moning.
Thank you
Brent Wilson

Regards,

Fletcher Hunt
Estimator II

Pence

T : 503.252.3802
C : 971.284.4124
E: fletcherh@pence.net

5400 Meadows Road, Fourth Floor
Lake Oswego, OR 97035
www.pence.net

From: Brent Wilson <Wilsoncurb@outlook.com>
Sent: Monday, November 17, 2025 7:32 AM
To: Fletcher Hunt <fletcherh@pence.net>; Jorge Olivera <jorge.olivera@pence.net>
Subject: Deschutes county 221 Lafayette parking lot

[EXTERNAL] *Use Caution*

Guys
attached is your bid form and my schedule of valued break down.
Let me know when you get the numbers figured out.

Est. 1964 Wilson Curb CONSTRUCTION Bend, Oregon 389-4918 CCB# 55967

Brent Wilson

Wilson Curb Inc.

Mobile: 541-480-0420

Email:brent@wilsoncurb.com

21315 Bear Creek Rd

					Total Estimate	Total Billed to Date		Total $ left to bill	$ 177,540.50
	0				$ 177,540.50	$ -			
#	Description	Bid QTY	Units	Rates	Total Dollar Amount	Dollar Billed to Date	Total QTY billed to date	Dollar Amount left to bill	Quantity Left to bill
0	Bid Schedule of values	0	0		$ -	$ -	0	$ -	0
0	0	0	0		$ -	$ -	0	$ -	0
#2	Electrical Work Excavation only	0	0		$ -	$ -	0	$ -	0
1	Excavation of electrical trenching Ln Ft of trenching.From electrial panel to Ev charging and Light pole	180	Ln Ft	$ 20.00	$ 3,600.00	$ -	0	$ 3,600.00	180
2	Light pole base Concrete only. Includes excavtion	2	Each	$ 2,000.00	$ 4,000.00	$ -	0	$ 4,000.00	2
3	New housekeeping pad at electrical panel	50	Sq Ft	$ 15.00	$ 750.00	$ -	0	$ 750.00	50
4	Excavation of electrical trench from new panel to pacific power Transformer does not include conduit	78	Ln Ft	$ 50.00	$ 3,900.00	$ -	0	$ 3,900.00	78
0	0	0	0		$ -	$ -	0	$ -	0
#3	Earthwork Bid Breakdown	0	0		$ -	$ -	0	$ -	0
1	Mob	1	Each	$ 4,000.00	$ 4,000.00	$ -	0	$ 4,000.00	1
2	Gravel entrance 3 to 6 inch drain rock.	1	Each	$ 1,500.00	$ 1,500.00	$ -	0	$ 1,500.00	1
3	Erosion control silt fence and inlet protection	1	Each	$ 1,500.00	$ 1,500.00	$ -	0	$ 1,500.00	1
3	Sawcutting of all concret and asphalt	350	Ln Ft	$ 10.00	$ 3,500.00	$ -	0	$ 3,500.00	350
5	Removal of asphalt and concrete on site plan.	3427	Sq Ft	$ 2.00	$ 6,854.00	$ -	0	$ 6,854.00	3427
6	Excavation for wall, clear and grub wall area	125	Ln Ft	$ 50.00	$ 6,250.00	$ -	0	$ 6,250.00	125
7	Excavation for swale at wall and parking lot. Chip down 3 ft plus for guarantee drainage	1	Each	$ 8,000.00	$ 8,000.00	$ -	0	$ 8,000.00	1
8	Swale material, 9 inches drain rock, 3 inch peagravel, 18 inches of amended soile	100	CY	$ 35.00	$ 3,500.00	$ -	0	$ 3,500.00	100
9	Testing For swale	2	Each	$ 1,400.00	$ 2,800.00	$ -	0	$ 2,800.00	2
10	Prep for Curb	219	Ln Ft	$ 10.00	$ 2,190.00	$ -	0	$ 2,190.00	219
11	Prep for Sidewalk	875	Sq Ft	$ 2.25	$ 1,968.75	$ -	0	$ 1,968.75	875
12	Prep for asphalt paving parking lot.	3359	Sq Ft	$ 1.75	$ 5,878.25	$ -	0	$ 5,878.25	3359
13	0	0	0		$ -	$ -	0	$ -	0
14	Removal of existing Stormwater facility	1	Each	$ 1,000.00	$ 1,000.00	$ -	0	$ 1,000.00	1
15	Removal of Existing sign base	1	Each	$ 750.00	$ 750.00	$ -	0	$ 750.00	1
16	New water meter double check valve. Installed By BYP plumbing	1	Each	$ 2,500.00	$ 2,500.00	$ -	0	$ 2,500.00	1
17	0	0	0		$ -	$ -	0	$ -	0
18	Sewer abandondment Traffic plan.	1	Each	$ 500.00	$ 500.00	$ -	0	$ 500.00	1
19	Sewer abandondment road closure set up . Wilson Curb Inc is approved with city of Bend	1	Each	$ 2,500.00	$ 2,500.00	$ -	0	$ 2,500.00	1
20	Sewer abandondment Excavtion and abandondment	1	Each	$ 5,400.00	$ 5,400.00	$ -	0	$ 5,400.00	1
21	Sewer abandonment paving listed in #3 Asphalt section	0	Sq Ft	$ -	$ -	$ -	0	$ -	0
22	0	0	0		$ -	$ -	0	$ -	0
23	Topsoil and backfill	1234	Sq Ft	$ 1.50	$ 1,851.00	$ -	0	$ 1,851.00	1234
24	Rock mulch for around tree.	112	Sq Ft	$ 2.00	$ 224.00	$ -	0	$ 224.00	112
25	landscaping sleeves	1	LS	$ 500.00	$ 500.00	$ -	0	$ 500.00	1

0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
#4	Asphalt		0	0		$ -	$ -	0	$ -	0
1	3 inch Asphalt paving at parking lot.		2685	Sq Ft	$ 3.00	$ 8,055.00	$ -	0	$ 8,055.00	2685
2	4 inch asphalt At sewer abandondment		320	Sq Ft	$ 7.00	$ 2,240.00	$ -	0	$ 2,240.00	320
3	4 inch asphalt in parking area		354	Sq Ft	$ 7.00	$ 2,478.00	$ -	0	$ 2,478.00	354
0		0	0	0		$ -	$ -	0	$ -	0
#5	Site Concrete		0	0		$ -	$ -	0	$ -	0
1	4 ft retaining wall and footing.		125	Ln Ft	$ 250.00	$ 31,250.00	$ -	0	$ 31,250.00	125
2	12 inch standard curb.		219	Ln Ft	$ 30.00	$ 6,570.00	$ -	0	$ 6,570.00	219
3	4 inch concrete sidewalk		875	Sq Ft	$ 12.00	$ 10,500.00	$ -	0	$ 10,500.00	875
4	ada domes		1	Each	$ 750.00	$ 750.00	$ -	0	$ 750.00	1
5	washout pan		1	Each	$ 3,000.00	$ 3,000.00	$ -	0	$ 3,000.00	1
6	Bike rack footings		1	Each	$ 500.00	$ 500.00	$ -	0	$ 500.00	1
#6	Pavement markings		0	0		$ -	$ -	0	$ -	0
0	Striping and parking bumpers and signage		1	LS	$ 3,500.00	$ 3,500.00	$ -	0	$ 3,500.00	1
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
#A	Surveying if needed.		1	LS	$ 4,500.00	$ 4,500.00	$ -	0	$ 4,500.00	1
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0	Prices exclude all Materials testing, electrical installationHandrails, bike racks		0	0		$ -	$ -	0	$ -	0
0	landscaping, Landscape boulders, permits, City of bend traffic control fees.		0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0	BID ALTERNATE	0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0	Alternate. For removing entire parking lot. Total price is **$28,011.5**		0	0		$ -	$ -	0	$ -	0
0	Removal of asphalt see AC paving for this line item.		6234	Sq Ft	$ 0.75	$ 4,675.50	$ -	0	$ 4,675.50	6234
0	Base rock for new asphalt and prep for new asphalt		6234	Sq Ft	$ 0.50	$ 3,117.00	$ -	0	$ 3,117.00	6234
0	4 inch of asphalt paving.		6234	Sq Ft	$ 3.50	$ 21,819.00	$ -	0	$ 21,819.00	6234
0	Sawcutting not needed since parking lot all paved.		-160	Ln Ft	$ 10.00	$ (1,600.00)	$ -	0	$ (1,600.00)	-160
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0	Removal of Tree Stump Stump Grinding per stump		1	Each	$ 750.00	$ 750.00	$ -	0	$ 750.00	1
0	Haul off of Unsuitable materials CY		1	Each	$ 20.00	$ 20.00	$ -	0	$ 20.00	1
0			0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11-17-2025 TIME: 2 PM

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: Wilson Curb Inc (Bidder) 541-389-4918 (Phone)
21315 Bear Creek Rd. (Address) 541-480-0420 (Mobile)
Bend, OR (City/State/Zip) wilsoncurb@outlook.com (E-Mail)
Brent Wilson (Authorized Signer) _____ (E-Mail)

Operating as (strike out conditions that do not apply) an ~~individual~~, a ~~company~~, a corporation organized and existing under the laws of the State of Oregon, or a proprietorship, a partnership, or joint venture consisting of: S Corp. .

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
#2	Electrial work	$4,500.00
#3	Earthwork	$43,195.50
#4	Asphalt paving	$8,631.00
#5	Site Concrete	$49,400.00
#6	Pavement markings	$3,500.00

SUBTOTAL: $ $109,226.50

Alternate	Description	Amount
1	Extra for surveying if needed	$4,500.00
2		
3		
4		
5		
6		

SECTION 00 41 00
BID FORM

ADDENDA ACKNOWLEDGEMENT
The undersigned acknowledges receipt of the following Addenda:

Addendum No. ____ dated _____ Addendum No. _____ dated _____

Addendum No. _____ dated _____ Addendum No. _____ dated _____

Cost of Performance and Payment Bond: For this bid price: $ $2,293.00 US As a percentage: 2.1 %

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: Markel Surety Group

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) .82

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Bidder has reviewed and acknowledged all scope of work clarifications provided in Exhibit 1 attachment.	BW
The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	BW
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	Bw
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	BW
The bidder attests that they have included any local taxes and fees in their pricing.	BW

Cost Reduction Concepts (attach additional documentation as necessary) $ _____

Submitted this 17th day of November, 2025.

Firm: Wilson Curb Inc.

Signature: Brent Wilson Typed name: Brent Wilson

Oregon CCB No.: 55987

COBID: MBE ____ WBE ____ ESB ____ DBE ____ SDVOB ____ NONE

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? NONE

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

					Total Estimate	Total Billed to Date		Total $ left to bill	$ 113,726.50	% Complete	0	% Complete
	Revised Pence Laffayette				$ 113,726.50	$ -				Billed	$ -	Billed
#	Description	Bid QTY	Units	Rates	Total Dollar Amount	Dollar Billed to Date	Total QTY billed to date	Dollar Amount left to bill	Quantity Left to bill	Total QTY Month #1		Total QTY Month#2
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
#3	Earthwork Breakdown $43,195.50	0	0		$ -	$ -	0	$ -	0		$ -	
1	Mob	1	Each	$ 4,000.00	$ 4,000.00	$ -	0	$ 4,000.00	1		$ -	
2	Gravel 3 to 6 inch	1	Each	$ 1,500.00	$ 1,500.00	$ -	0	$ 1,500.00	1		$ -	
3	Erosion Control silt fence	1	Each	$ 1,500.00	$ 1,500.00	$ -	0	$ 1,500.00	1		$ -	
4	Sawcutting	250	Ln Ft	$ 10.00	$ 2,500.00	$ -	0	$ 2,500.00	250		$ -	
5	Removal of asphalt and concrete	2696	Sq Ft	$ 2.00	$ 5,392.00	$ -	0	$ 5,392.00	2696		$ -	
6	Excavation for wall, clear and grub	125	Ln Ft	$ 80.00	$ 10,000.00	$ -	0	$ 10,000.00	125		$ -	
7	Excavation/ fill for swale at wall and parking lot	1	LS	$ 7,000.00	$ 7,000.00	$ -	0	$ 7,000.00	1		$ -	
8	Prep for curb	130	ln Ft	$ 10.00	$ 1,300.00	$ -	0	$ 1,300.00	130		$ -	
9	Prep for walk	875	Sq Ft	$ 2.25	$ 1,968.75	$ -	0	$ 1,968.75	875		$ -	
10	Prep for asphalt	2877	Sq Ft	$ 1.75	$ 5,034.75	$ -	0	$ 5,034.75	2877		$ -	
11	Test swale 1 and 2	1	LS	$ 3,000.00	$ 3,000.00	$ -	0	$ 3,000.00	1		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
#4	Asphalt $8,631.00	0	0		$ -	$ -	0	$ -	0		$ -	
1	Asphalt placement only prep previous line items	2877	Sq Ft	$ 3.00	$ 8,631.00	$ -	0	$ 8,631.00	2877		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
#5	Site Concrete $49,400.00	0	0		$ -	$ -	0	$ -	0		$ -	
1	4 ft retaining wall	125	Ln Ft	$ 250.00	$ 31,250.00	$ -	0	$ 31,250.00	125		$ -	
2	12 inch curb	130	Ln Ft	$ 30.00	$ 3,900.00	$ -	0	$ 3,900.00	130		$ -	
3	4 inch sidewalk	875	Sq Ft	$ 12.00	$ 10,500.00	$ -	0	$ 10,500.00	875		$ -	
4	ada domes	1	Each	$ 750.00	$ 750.00	$ -	0	$ 750.00	1		$ -	
5	Washout pan	1	Each	$ 3,000.00	$ 3,000.00	$ -	0	$ 3,000.00	1		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
#6	Pavement marking $3,500.00	0	0		$ -	$ -	0	$ -	0		$ -	
1	Striping and signage.	1	LS	$ 3,500.00	$ 3,500.00	$ -	0	$ 3,500.00	1		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
# 2	Electrical work $4500 total	0	0		$ -	$ -	0	$ -	0		$ -	
0	Excavation for electrical	1	LS	$ 2,500.00	$ 2,500.00	$ -	0	$ 2,500.00	1		$ -	
0	Light pole base	2	Each	$ 1,000.00	$ 2,000.00	$ -	0	$ 2,000.00	2		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	

0	Extra	0	0		$ -	$ -	0	$ -	0		$ -	
0	Surveying $4,500.00	1	LS	$ 4,500.00	$ 4,500.00	$ -	0	$ 4,500.00	1		$ -	
0	0	0	0		$ -	$ -	0	$ -	0

GRIZZLY MOUNTAIN EXCAVATION LLC

Clint Loveday, Manager

CELL: 541-410-8978 * PHONE: 541-504-5570 * FAX: 541-504-5572

910 NE KING WAY * REDMOND OR 97756

CCB #: 170006 * DBE, MBE & ESB #: 4713

Proposal

Sent to:	Proposal Date:	Plan Dated:
Pence	November 24, 2025	October 23, 2025
	Job No.	Project:
		Lafayette Ave

Labor & Supervision		Quantity	Unit	Amount	Notes:
1110	Temporary Barricades	1	ls	$7,850.00	
1140	Equipment Hauling	1	ls	$6,500.00	
1200	Clean-up	1	ls	$2,500.00	
1350	Supervision	1	ls	$3,250.00	
				Total:	$20,100.00

		Quantity	Unit	Amount	Notes:
2050	Demolition	1	ls	$6,750.00	
2051	Asphalt & Conc. Cutt.	256	lf	$1,152.00	
2100	Clear & Grub	2,460	sf	$3,321.00	
2151	Dust Control	50	hrs	$5,500.00	
2152	Erosion Control	1	ls	$4,750.00	
				Total:	$21,473.00

		Quantity	Unit	Amount	Notes:
2230	Mass Excavation	340	cy	$13,750.00	
2900	Landscape Grading	1	ls	$2,750.00	
				Total:	$16,500.00

		Quantity	Unit	Amount	Notes:
2225	Foundation Excavation	118	lf	$6,975.00	retaining wall
				Total:	$6,975.00

		Quantity	Unit	Amount	Notes:
2270	Sidewalk Grading & Gravel	825	sf	$1,650.00	prep only
2525	Concrete Curb Prep	120	lf	$600.00	
				Total:	$2,250.00

		Quantity	Unit	Amount	Notes:
2505	Asphalt Patching	88	sf	$220.00	prep only
2510	Asphalt Paving	2,900	sf	$6,525.00	prep only
				Total:	$6,745.00

Grizzly Mountain Excavation LLC *Plan Date*

Job Name: Bid Date: 11/24/2025

		Quantity	Unit	Amount	Notes:
2600	Power TV & Telephone	80	lf	$5,200.00	
2610	Site Lighting	84	lf	$3,780.00	dig and backfill only
2610	Light Pole Base Holes	2	ea	$700.00	
2610	EV Underground Trench	92	lf	$4,140.00	
2620	Power Vaults	1	ea	$5,750.00	
2606	3" Conduit	80	lf	$750.00	
				Total:	$20,320.00

		Quantity	Unit	Amount	Notes:
2720	Storm Swale	638	sf	$10,125.00	
				Total:	$10,125.00

		Quantity	Unit	Amount	Notes:
2730	Sanitary Sewer Removal	1	ls	$9,750.00	
				Total:	$9,750.00

Grand Total of Bid:	$114,238.00

Notes:

Does not include sign relocation choke sand any abatement utility relocation or demo
compaction testing fencing survey layout well abandonment septic removal vapor barrier
Unit prices prevail any quantities above will require a price change
Water line to be installed by other past mete
Does not include any over x of undocumented material

Thank you for your consideration of this bid. If you have any questions or concerns, please contact Clint. Proposals are valid for acceptance within 30 days. After 30 days, proposal subject to price change due to the rising cost of material and fuel.

Grizzly Mountain Excavation LLC
910 NE King Way * Redmond OR 97756
Cell: 541-410-8978 * Phone: 541-504-5570 * Fax: 541-504-5572 * CCB # 170006

GRIZZLY MOUNTAIN EXCAVATION LLC

Clint Loveday, Manager

CELL: 541-410-8978 * PHONE: 541-504-5570 * FAX: 541-504-5572

910 NE KING WAY * REDMOND OR 97756

CCB #: 170006 * DBE, MBE & ESB #: 4713

Proposal

Sent to:
Pence

Proposal Date:	Plan Dated:
November 24, 2025	October 23, 2025

Job No.	Project:
	Lafayette Ave

Labor & Supervision		Quantity	Unit	Amount	Notes:
1110	Temporary Barricades	1	ls	$7,850.00	
1140	Equipment Hauling	1	ls	$6,500.00	
1200	Clean-up	1	ls	$2,500.00	
1350	Supervision	1	ls	$3,250.00	
				Total:	$20,100.00

		Quantity	Unit	Amount	Notes:
2050	Demolition	1	ls	$5,852.00	
2051	Asphalt & Conc. Cutt.	256	lf	$1,152.00	
2100	Clear & Grub	2,460	sf	$3,321.00	
2151	Dust Control	50	hrs	$5,500.00	
2152	Erosion Control	1	ls	$4,750.00	
				Total:	$20,575.00

		Quantity	Unit	Amount	Notes:
2230	Mass Excavation	340	cy	$12,920.00	
2900	Landscape Grading	1	ls	$2,250.00	
				Total:	$15,170.00

		Quantity	Unit	Amount	Notes:
2225	Foundation Excavation	118	lf	$6,490.00	retaining wall
				Total:	$6,490.00

		Quantity	Unit	Amount	Notes:
2270	Sidewalk Grading & Gravel	825	sf	$1,362.00	prep only
2525	Concrete Curb Prep	120	lf	$480.00	
				Total:	$1,842.00

		Quantity	Unit	Amount	Notes:
2505	Asphalt Patching	88	sf	$180.00	prep only
2510	Asphalt Paving	2,900	sf	$5,510.00	prep only
				Total:	$5,690.00

Grizzly Mountain Excavation LLC *Plan Date*

Job Name: Bid Date: 11/24/2025

		Quantity	Unit	Amount	Notes:
2600	Power TV & Telephone	80	lf	$4,400.00	
2610	Site Lighting	84	lf	$2,940.00	dig and backfill only
2610	EV Underground Trench	92	lf	$3,220.00	
2620	Power Vaults	1	ea	$4,550.00	
2606	3" Conduit	80	lf	$600.00	
				Total:	$15,710.00

		Quantity	Unit	Amount	Notes:
2720	Storm Swale	638	sf	$9,570.00	
				Total:	$9,570.00

		Quantity	Unit	Amount	Notes:
2730	Sanitary Sewer Removal	1	ls	$7,550.00	
				Total:	$7,550.00

Grand Total of Bid:	$102,697.00

Notes:

Does not include sign relocation choke sand any abatement utility relocation or demo compaction testing fencing survey layout well abandonment septic removal vapor barrier
Unit prices prevail any quantities above will require a price change
Water line to be installed by other past mete
Does not include any over x of undocumented material

Thank you for your consideration of this bid. If you have any questions or concerns, please contact Clint. Proposals are valid for acceptance within 30 days. After 30 days, proposal subject to price change due to the rising cost of material and fuel.

Grizzly Mountain Excavation LLC
910 NE King Way * Redmond OR 97756
Cell: 541-410-8978 * Phone: 541-504-5570 * Fax: 541-504-5572 * CCB # 170006

Vic Russell Construction, Inc
Po Box 2520
La Pine, OR 97739

Revision 1

QUOTATION

Date	Estimate #
11/14/2025	9199

Name / Address
Pence 222 NW Lafayette Bend

Vic Russell Construction, Inc.
Office Ph: 541-536-3478
Office fax: 541-536-3526

Customer Phone	Customer E-mail
	brianb@vicrussellconstruction.com

Description	Lump Sum
Scope of work: Plans dated October 23, 2025 222NW Lafayette Bend, Oregon	0.00
Mobilization	
Traffic Control plan	
Temp chain Link fence	
Erosion Control	
Tree Protection	
New Temp gravel on Construction Entrance 825 SF	
new construct concrete washout	
Demo and remove 2034 SF of AC	
Demo and remove 79 SF concrete	
Remove 2 signs	
Demo and remove 77 LF of existing sidewalk	

Base Material_____ IN/CY/TON Asphalt_____ IN/CY/TON Subgrade Base_____
Existing Base_____ Sq Ft._____ Sq. Yds_____ Unit Price_____

Estimated by:

Payment Due:Upon Completion **Lump Sum**

IN ORDER TO SCHEDULE PROJECT - QUOTATION MUST BE SIGNED AND RETURNED TO VIC RUSSELL CONSTRUCTION, INC. AS CONFIRMATION

Conditions of Quotation:
ADDITIONAL CHARGES MAY INCURR FOR THE FOLLOWING
* Rock hammering, relocation of utilities, permits, testing, soil sterilants and saw cuts.
* Vic Russell Construction, Inc does not warranty and is not responsible for any edge cracking, thermal cracking or tree root that may occur as a result of insufficient mitigation measures.
* Completion dependent upon weather and ground conditions.
* Vic Russell Construction, Inc will charge 1 1/2% interest per month on all outstanding balances not paid within terms of contract.
* Escalation Clause: If fuel and oil prices increase substantially, this bid may be subject to increase. All increases to contract will be subject to owner approval.
*Credit Card Payment 4.5% Service Charge

*** Quote is good for 15 days.**
*** Terms: Net due and payable upon completion, unless otherwise noted.**
*** If Owner or Prime Contractor insist upon completion of work against the advice of Vic Russell Construction, Inc due to weather conditions or sub-surface conditions, the Owner or Prime Contractor assumes all risk defects that may occur due to weather or sub-surface conditions.**

* CONTRACTOR PROVIDED NOTICE TO OWNER ABOUT CONSTRUCTION LIENS: Int: _____
* TERMS AND CONDITIONS OF QUOTATION UNDERSTOOD AND AGREED TO BY: Int:_____
* SEAL COAT OPTION SELECTED BY: Int: _____

I (we) hereby accept this quotation and the additional terms and conditions, and authorize Vic Russell Construction, Inc to proceed as specified.

Property Owner (Or authorized representative) (Print) **Signature** **Acceptance Date:**

If you have any questions regarding this quotation, please call (541) 536-3478. We appreciate the opportunity to serve you!

Payment Due subject to the termsof agreement or contract. Payments received after that time are subject to a late payment charge of 1 1/2% per month (18% per annum). In case of default in relationship to this agreement customer shall pay Vic Russell Construction, Inc's attorney fees and cost, even if no action is filed or to include if any action is filed. Jurisdiction for any action may be the sole option of Vic Russell Construction, Inc. This agreement shall be governed by and constructed in accordance with Oregon law.

Vic Russell Construction, Inc
Po Box 2520
La Pine, OR 97739

QUOTATION

Date	Estimate #
11/14/2025	9199

Name / Address
Pence 222 NW Lafayette Bend

Vic Russell Construction, Inc.
Office Ph: 541-536-3478
Office fax: 541-536-3526

Customer Phone	Customer E-mail
	brianb@vicrussellconstruction.com

Description	Lump Sum
Demo existing sewer and cap main	
Coordinate striping with City of Bend	
Clear and Grub 6" of 3028 SF	
Construct120 LF 12" curb	
clear vision area 440 SF	
Construct 140 LF sidewalk base and pour	
Install 1 bike rack	
install 8 precast rubber wheel stops	
install 120 LF concrete retaining wall @ back of sidewalk 6"	
install 1 ADA ramp handrail exclude material; installation only	
install 3014 SF of new base and AC	
Landscape area clear & grub	

Base Material_____ IN/CY/TON Asphalt_____ IN/CY/TON Subgrade Base_____
Existing Base_____ Sq Ft._____ Sq. Yds_____ Unit Price_____

Estimated by: | **Payment Due:Upon Completion** | **Lump Sum**

IN ORDER TO SCHEDULE PROJECT - QUOTATION MUST BE SIGNED AND RETURNED TO VIC RUSSELL CONSTRUCTION, INC. AS CONFIRMATION

Conditions of Quotation:
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* CONTRACTOR PROVIDED NOTICE TO OWNER ABOUT CONSTRUCTION LIENS: Int: _____
* TERMS AND CONDITIONS OF QUOTATION UNDERSTOOD AND AGREED TO BY: Int:_____
* SEAL COAT OPTION SELECTED BY: Int: _____

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Vic Russell Construction, Inc
Po Box 2520
La Pine, OR 97739

QUOTATION

Date	Estimate #
11/14/2025	9199

Name / Address
Pence 222 NW Lafayette Bend

Vic Russell Construction, Inc.
Office Ph: 541-536-3478
Office fax: 541-536-3526

Customer Phone	Customer E-mail
	brianb@vicrussellconstruction.com

Description	Lump Sum
Two light pole base dig	
Electrical trenching	
Median curb	
Pad for electrical panel	
TOTAL	217,339.00

Base Material _____ **IN/CY/TON** **Asphalt** _____ **IN/CY/TON** **Subgrade Base** _____
Existing Base _____ **Sq Ft.** _____ **Sq. Yds** _____ **Unit Price** _____

Estimated by:	Payment Due:Upon Completion	Lump Sum	$217,339.00

IN ORDER TO SCHEDULE PROJECT - QUOTATION MUST BE SIGNED AND RETURNED TO VIC RUSSELL CONSTRUCTION, INC. AS CONFIRMATION

Conditions of Quotation:
ADDITIONAL CHARGES MAY INCURR FOR THE FOLLOWING
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*** Terms: Net due and payable upon completion, unless otherwise noted.**
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* CONTRACTOR PROVIDED NOTICE TO OWNER ABOUT CONSTRUCTION LIENS: Int: _____
* TERMS AND CONDITIONS OF QUOTATION UNDERSTOOD AND AGREED TO BY: Int:_____
* SEAL COAT OPTION SELECTED BY: Int: _____

I (we) hereby accept this quotation and the additional terms and conditions, and authorize Vic Russell Construction, Inc to proceed as specified.

_____

Property Owner (Or authorized representative) (Print) **Signature** **Acceptance Date:**

If you have any questions regarding this quotation, please call (541) 536-3478. We appreciate the opportunity to serve you!

Payment Due subject to the termsof agreement or contract. Payments received after that time are subject to a late fee charge of 1 1/2% per month (18% per annum). In case of default in relationship to this agreement customer shall pay Vic Russell Construction, Inc's attorney fees and cost, even if no action is filed or to include if any action is filed. Jurisdiction for any action may be the sole option of Vic Russell Construction, Inc. This agreement shall be governed by and constructed in accordance with Oregon law.

Fletcher Hunt

From: Brian Burgess <brianb@vicrussellconstruction.com>
Sent: Thursday, November 20, 2025 9:45 AM
To: Fletcher Hunt
Subject: RE: Project Name: 221 Lafayette Parking and On-Site Improvements (11-14-2025)

Categories: Bid Questions - Answers

[EXTERNAL] *Use Caution*

Fletcher,

Here is the rest :

1. Site Concrete
    a. Can you provide an adder for the curb around the rock mulch median if not already included? Assume same 12" standard curb as what is next to the sidewalk. A) I will provide an adder for the median curb. Just so you are aware I made a site visit and I do not believe where the existing tree is where drawn. ADD $1610.00
    b. Can you provide an adder for the housekeeping pad at electrical panel if not already included? A) I will provide an Adder ADD $ 185.00
    c. Do you have the tactile warning surface at the ADA ramp included? If not, can you provide an adder? This was actually covered in original bid .

That will bring the total for the project up to $217,339.00

I will send adjusted Bid.

Thank You

Brian Burgess / PM / Estimating
Office: 541-536-3478
Cell: 541-210-3739

Vic Russell Construction, Inc.
Finley Butte Aggregate & Paving

From: Fletcher Hunt <fletcherh@pence.net>
Sent: Tuesday, November 18, 2025 10:19 AM
To: Brian Burgess <brianb@vicrussellconstruction.com>
Subject: RE: Project Name: 221 Lafayette Parking and On-Site Improvements (11-14-2025)

Sorry to hear that Brian, I know how that goes. I have until next Wednesday to get everything levelled, so by no means am I expecting instant responses. Get to it when you can, but real life comes first.

Fletcher Hunt

From: Brian Burgess <brianb@vicrussellconstruction.com>
Sent: Wednesday, November 19, 2025 9:09 AM
To: Fletcher Hunt
Subject: 221 Lafayette

Categories: Bid Questions - Answers

[EXTERNAL] *Use Caution*

Fletcher,

1. Prevailing wage rates included? A)Yes Prevailing wage rates were applied per drawing dates.
2. Sawcutting included in site demo scope? A)Yes We have the saw cutting in the project as per the design provided.
3. Earthwork scope:
    a. All cut to fill, import fill, rough grade, and fine grade included? A) Yes WE have this covered in our Bid.
    b. Swale excavation, drain rock, and pea gravel per C5.2 included? A) Yes Swale is included. Correct VRC owns Finley Butte Aggregate and will supply all rock.
    c. Excavation for retaining wall footing included? A)Correct Yes this is included.
    d. Backflow preventor at North end of property (Febco Model 850) included? A) Yes We have this in our Bid
    e. Your clear & grub qty notes 3,208 sqft. Your AC paving qty notes 3,104 sqft. Looks to me like clear & grub is just for AC, sidewalk, and curb at this point, is that accurate? Can you revise to include landscaping areas as well if that is the case? A) Correct. Add an additional $ 3,069.00
    f. Do you have excavation for light pole bases included (assume 5' below grade, 3' dia.)? If not, can you provide an adder? A) I will provide and Adder. ADD $ 1540.00
    g. Can you provide an adder for electrical trenching if not already included? A) I will provide an Adder. ADD $9186
    h. For the demo and cap sewer main, have you figured trenching and re-patching all the way to the mainline shown in the middle of Lafayette? We believe the Owner will not want us to rip into Lafayette and we're asking if we can cap at the ends of the lateral lines at the curbline at the North edge of the property. Can you break this price out specifically from base bid and include as an add alt? Base bid will be to abandon and cap at ends of laterals. A) Yes we have this in our Bid.
    i. Do you have agg base included at curbs? If not, please provide an adder. A) Yes we have this in our bid
    j. Please provide adder for agg base beneath boulders. A) WE have this in our Bid.
4. Site Concrete
    a. Can you provide an adder for the curb around the rock mulch median if not already included? Assume same 12" standard curb as what is next to the sidewalk. A) I will provide an adder for the median curb. Just so your are aware I made a site visit and I do not believe where the existing tree is where drawn.

   b. Can you provide an adder for the housekeeping pad at electrical panel if not already included? A) I will provide an Adder
   c. Do you have the tactile warning surface at the ADA ramp included? If not, can you provide an adder? A) I will provide an Adder.
   d. Do you have the footing for the bike rack figured? If not, please provide an adder. Detail is on L2.0 A) Yes this is included
5. AC Paving
   a. Do you have 3" for onsite asphalt shown on C3.0 and 4" for offsite shown on C3.1? If not, can you please adjust pricing? A) If your referring to ROW - This is included in our Bid.
   b. Do you have joint seal included between new and existing asphalt? A) Yes this is included
   c. Do you have CSS-1 tack coat and compaction testing included? A) Yes this is included
6. Pavement Specialties
   a. I see wheelstops are included. Do you have the striping, signage, and demo of the (2) stripes at the South end of the lot included as well? A) We did not include striping only the removal of stripping.
7. Metal Railings
   a. You have 1 lsum noted for ADA handrail. Is this the entire 120' length along the sidewalk? A) Material was not included as we could not find the handrail in a reasonable time frame. Installation only.

I will have answers to the rest with a new bid for this hopefully by end of day as I am on a tight schedule today.

Thank You

Brian Burgess / PM / Estimating

Vic Russell Construction, Inc.
Finley Butte Aggregate & Paving

Off ice: 541-536-3478
Cell: 541-210-3739

Brian Burgess / PM / Estimating
Office: 541-536-3478
Cell: 541-210-3739

Vic Russell Construction, Inc.
Finley Butte Aggregate & Paving

Vic Russell Construction, Inc
Po Box 2520
La Pine, OR 97739

QUOTATION

Date	Estimate #
11/14/2025	9199

Name / Address
Pence 222 NW Lafayette Bend

Vic Russell Construction, Inc.
Office Ph: 541-536-3478
Office fax: 541-536-3526

Customer Phone	Customer E-mail
	brianb@vicrussellconstruction.com

Description	Lump Sum
Scope of work: Plans dated October 23, 2025 222NW Lafayette Bend, Oregon	0.00
Mobilization	
Traffic Control plan	
Temp chain Link fence	
Erosion Control	
Tree Protection	
New Temp gravel on Construction Entrance 825 SF	
new construct concrete washout	
Demo and remove 2034 SF of AC	
Demo and remove 79 SF concrete	
Remove 2 signs	
Demo and remove 77 LF of existing sidewalk	

Base Material_____ IN/CY/TON Asphalt_____ IN/CY/TON Subgrade Base_____
Existing Base_____ Sq Ft. _____ Sq. Yds _____ Unit Price _____

Estimated by:

Payment Due:Upon Completion **Lump Sum**

IN ORDER TO SCHEDULE PROJECT - QUOTATION MUST BE SIGNED AND RETURNED TO VIC RUSSELL CONSTRUCTION, INC. AS CONFIRMATION

Conditions of Quotation:
ADDITIONAL CHARGES MAY INCURR FOR THE FOLLOWING
* Rock hammering, relocation of utilities, permits, testing, soil sterilants and saw cuts.
* Vic Russell Construction, Inc does not warranty and is not responsible for any edge cracking, thermal cracking or tree root that may occur as a result of insufficient mitigation measures.
* Completion dependent upon weather and ground conditions.
* Vic Russell Construction, Inc will charge 1 1/2% interest per month on all outstanding balances not paid within terms of contract.
* Escalation Clause: If fuel and oil prices increase substantially, this bid may be subject to increase. All increases to contract will be subject to owner approval.
*Credit Card Payment 4.5% Service Charge

*** Quote is good for 15 days.**
*** Terms: Net due and payable upon completion, unless otherwise noted.**
*** If Owner or Prime Contractor insist upon completion of work against the advice of Vic Russell Construction, Inc due to weather conditions or sub-surface conditions, the Owner or Prime Contractor assumes all risk defects that may occur due to weather or sub-surface conditions.**

* CONTRACTOR PROVIDED NOTICE TO OWNER ABOUT CONSTRUCTION LIENS: Int: _____
* TERMS AND CONDITIONS OF QUOTATION UNDERSTOOD AND AGREED TO BY: Int:_____
* SEAL COAT OPTION SELECTED BY: Int: _____

I (we) hereby accept this quotation and the additional terms and conditions, and authorize Vic Russell Construction, Inc to proceed as specified.

Property Owner (Or authorized representative) (Print) **Signature** **Acceptance Date:**

If you have any questions regarding this quotation, please call (541) 536-3478. We appreciate the opportunity to serve you!

Payment Due subject to the termsof agreement or contract. Payments received after that time are subject to a late payment charge of 1 1/2% per month (18% per annum). In case of default in relationship to this agreement customer shall pay Vic Russell Construction, Inc's attorney fees and cost, even if no action is filed or to include if any action is filed. Jurisdiction for any action may be the sole option of Vic Russell Construction, Inc. This agreement shall be governed by and constructed in accordance with Oregon law.

Vic Russell Construction, Inc
Po Box 2520
La Pine, OR 97739

Original Bid

QUOTATION

Date	Estimate #
11/14/2025	9199

Name / Address
Pence 222 NW Lafayette Bend

Vic Russell Construction, Inc.
Office Ph: 541-536-3478
Office fax: 541-536-3526

Customer Phone	Customer E-mail
	brianb@vicrussellconstruction.com

Description	Lump Sum
Demo existing sewer and cap main	
Coordinate striping with City of Bend	
Clear and Grub 6" of 3028 SF	
Construct120 LF 12" curb	
clear vision area 440 SF	
Construct 140 LF sidewalk base and pour	
Install 1 bike rack	
install 8 precast rubber wheel stops	
install 120 LF concrete retaining wall @ back of sidewalk 6"	
install 1 ADA ramp handrail exclude material; installation only	
install 3014 SF of new base and AC	
TOTAL	201,749.44

Base Material_____ IN/CY/TON Asphalt_____ IN/CY/TON Subgrade Base_____
Existing Base_____ Sq Ft._____ Sq. Yds_____ Unit Price_____

Estimated by:	Payment Due:Upon Completion	Lump Sum	$201,749.44

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* TERMS AND CONDITIONS OF QUOTATION UNDERSTOOD AND AGREED TO BY: Int:_____
* SEAL COAT OPTION SELECTED BY: Int: _____

I (we) hereby accept this quotation and the additional terms and conditions, and authorize Vic Russell Construction, Inc to proceed as specified.

Property Owner (Or authorized representative) (Print) **Signature** **Acceptance Date:**

If you have any questions regarding this quotation, please call (541) 536-3478. We appreciate the opportunity to serve you!

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Fletcher Hunt

From: Brian Burgess <brianb@vicrussellconstruction.com>
Sent: Wednesday, November 19, 2025 9:09 AM
To: Fletcher Hunt
Subject: 221 Lafayette

[EXTERNAL] *Use Caution*

Fletcher,

1. Prevailing wage rates included? A)Yes Prevailing wage rates were applied per drawing dates.
2. Sawcutting included in site demo scope? A)Yes We have the saw cutting in the project as per the design provided.
3. Earthwork scope:
    a. All cut to fill, import fill, rough grade, and fine grade included? A) Yes WE have this covered in our Bid.
    b. Swale excavation, drain rock, and pea gravel per C5.2 included? A) Yes Swale is included. Correct VRC owns Finley Butte Aggregate and will supply all rock.
    c. Excavation for retaining wall footing included? A)Correct Yes this is included.
    d. Backflow preventor at North end of property (Febco Model 850) included? A) Yes We have this in our Bid
    e. Your clear & grub qty notes 3,208 sqft. Your AC paving qty notes 3,104 sqft. Looks to me like clear & grub is just for AC, sidewalk, and curb at this point, is that accurate? Can you revise to include landscaping areas as well if that is the case? A) Correct. Add an additional $ 3,069.00
    f. Do you have excavation for light pole bases included (assume 5' below grade, 3' dia.)? If not, can you provide an adder? A) I will provide and Adder. ADD $ 1540.00
    g. Can you provide an adder for electrical trenching if not already included? A) I will provide an Adder. ADD $9186
    h. For the demo and cap sewer main, have you figured trenching and re-patching all the way to the mainline shown in the middle of Lafayette? We believe the Owner will not want us to rip into Lafayette and we're asking if we can cap at the ends of the lateral lines at the curbline at the North edge of the property. Can you break this price out specifically from base bid and include as an add alt? Base bid will be to abandon and cap at ends of laterals. A) Yes we have this in our Bid.
    i. Do you have agg base included at curbs? If not, please provide an adder. A) Yes we have this in our bid
    j. Please provide adder for agg base beneath boulders. A) WE have this in our Bid.
4. Site Concrete
    a. Can you provide an adder for the curb around the rock mulch median if not already included? Assume same 12" standard curb as what is next to the sidewalk. A) I will provide an adder for the median curb. Just so your are aware I made a site visit and I do not believe where the existing tree is where drawn.
    b. Can you provide an adder for the housekeeping pad at electrical panel if not already included? A) I will provide an Adder

c. Do you have the tactile warning surface at the ADA ramp included? If not, can you provide an adder? A) I will provide an Adder.
d. Do you have the footing for the bike rack figured? If not, please provide an adder. Detail is on L2.0 A) Yes this is included

5. AC Paving
   a. Do you have 3" for onsite asphalt shown on C3.0 and 4" for offsite shown on C3.1? If not, can you please adjust pricing? A) If your referring to ROW - This is included in our Bid.
   b. Do you have joint seal included between new and existing asphalt? A) Yes this is included
   c. Do you have CSS-1 tack coat and compaction testing included? A) Yes this is included
6. Pavement Specialties
   a. I see wheelstops are included. Do you have the striping, signage, and demo of the (2) stripes at the South end of the lot included as well? A) We did not include striping only the removal of stripping.
7. Metal Railings
   a. You have 1 lsum noted for ADA handrail. Is this the entire 120' length along the sidewalk? A) Material was not included as we could not find the handrail in a reasonable time frame. Installation only.

I will have answers to the rest with a new bid for this hopefully by end of day as I am on a tight schedule today.

Thank You

Brian Burgess / PM / Estimating

Vic Russell Construction, Inc.
Finley Butte Aggregate & Paving

Off **ice: 541-536-3478**
Cell: 541-210-3739

Brian Burgess / PM / Estimating
Office: 541-536-3478
Cell: 541-210-3739

Vic Russell Construction, Inc.
Finley Butte Aggregate & Paving

Subcontractor Comparison & Award Recommendation

Bid Date: **11/17/2025**

BID SUMMARY FORM

Architect: HHPR
Plan Version Date: 10/23/2025

Project: **221 Lafayette Parking** Scope: 32-01 - Site Concrete

Spec/Div	Description	Pence Budget	Wilson Curb Brent Wilson 541-480-0420	JKD Construction Kristina Lannen 541-213-5116	Pence Kelly Sean Barnes 971-382-3908	Vic Russell Brian Burgess 541-210-3739	Bend Concrete Services	Roger Langliers Construction	Censor Commercial Construction
	Base Scope		See below	See below	57,000	217,339			
						refused to provide breakout betweens scopes			
	retaining wall		31,250	17,330	incl	incl	Declined to Bid	Declined to Bid	Declined to Bid
	footing, retaining wall		incl above	incl	incl				
	conc curb, 12"		6,570	4,565	incl	incl			
	curb around rock mulch median		incl above	incl above	1,845	1,610			
	housekeeping pad at electrical panel		750	510	1,200	185			
	sidewalk		10,500	6,630	incl	incl			
	tactile warning surface		750	3,071	incl	incl			
	footing, bike rack		500	893	600	incl			
	footing x2, signage		*1,000*	1,000	incl	*1,000*			
	eco pans		3,000	1,200	incl	excl			
	Other bids required to perform work		Yes - earthwork	46,072	46,072	incl			
	Multiple scopes clarification		Will not break up package with earthwork, needs earthwork and site concrete combined	Would require going to number 2 earthwork contractor in lieu of apparent low - Wilson Curb, which added cost is shown here as $46,072.	Would require going to number 2 earthwork contractor in lieu of apparent low - Wilson Curb, which added cost is shown here as $46,072.	incl			
	Prevailing Wage		yes	11,927	yes	yes			
	Pence Scope form + Bid form		yes	yes	yes	no			
	Addendums (acknowledge)		n/a	n/a	n/a	n/a			
	Schedule (acknowledge)		yes	yes	yes	no			
	Total Base Bid	**$ -**	**$ 54,320**	**$ 93,198**	**$ 106,717**	**$ 220,134**	**$ -**	**$ -**	**$ -**
	Bond		n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Total Combined Price		**54,320**	**93,198**	**106,717**	**220,134**	**0**	**0**	**0**
	MWESB								

We recommend this work be awarded to:	Wilson Curb	
Subcontract / Purchase Agreement Amount:	$ 54,320	
We recommend this work be bonded:	N/A	
Estimated Bond Cost:	N/A	
Pence Contractors by:	Cory Loomis	

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11-17-2025 TIME: 2PM

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: Wilson Curb Inc (Bidder) 541-480-0420 (Phone)
21315 Bear Creek Rd. (Address) 541-389-4918 (Mobile)
Bend OR, 97701 (City/State/Zip) wilsoncurb@outlook.com (E-Mail)
Brent Wilson (Authorized Signer) _____ (E-Mail)

Operating as (strike out conditions that do not apply) an individual, a company, a corporation organized and existing under the laws of the State of Oregon, or a proprietorship, a partnership, or joint venture consisting of: S Corp .

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
#2	Electrical excavation Detail in SOV	$12,250.00
#3	Earthwork, excavation Detail in SOV	$63,166.00
#4	Asphalt patching Detail in SOV	$12,773.00
#5	Site Concrete Detail in SOV	$52,570.00
#6	Pavement markings and signage and bumpers Detail in SOV	$3500.00
#		

SUBTOTAL: $144,259.00

Alternate	Description	Amount
1	Surveying if needed	$4,500.00
2		
3		
4		
5		
6		

SECTION 00 41 00
BID FORM

ADDENDA ACKNOWLEDGEMENT

The undersigned acknowledges receipt of the following Addenda:

Addendum No. ____ dated _____ Addendum No. _____ dated _____

Addendum No. _____ dated _____ Addendum No. _____ dated _____

Cost of Performance and Payment Bond: For this bid price: $ $3000.00 LS As a percentage: 2.10 %

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: Markel Surety Company

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) .82

Minimum Bidder Qualifications Acknowledgement:	**Initial Below**
Bidder has reviewed and acknowledged all scope of work clarifications provided in Exhibit 1 attachment.	BW
The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	BW
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	BW
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	BW
The bidder attests that they have included any local taxes and fees in their pricing.	BW

Cost Reduction Concepts (attach additional documentation as necessary) $ 0.00

Submitted this 17th day of November, 2025.

Firm: Wilson Curb Inc.

Signature: Brent Wilson Typed name: Brent Wilson, President

Oregon CCB No.: 55987

COBID: MBE ____ WBE ____ ESB ____ DBE ____ SDVOB ____ NONE

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? NONE

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

					Total Estimate	Total Billed to Date		Total $ left to bill	$ 148,759.00
	0				$ 148,759.00	$ -			
#	Description	Bid QTY	Units	Rates	Total Dollar Amount	Dollar Billed to Date	Total QTY billed to date	Dollar Amount left to bill	Quantity Left to bill
0	Bid Schedule of values	0	0		$ -	$ -	0	$ -	0
0	0	0	0		$ -	$ -	0	$ -	0
#2	Electrical Work Excavation only	0	0		$ -	$ -	0	$ -	0
1	Excavation of electrical trenching Ln Ft of trenching.From electrial panel to Ev charging and Light pole	180	Ln Ft	$ 20.00	$ 3,600.00	$ -	0	$ 3,600.00	180
2	Light pole base Concrete only. Includes excavtion	2	Each	$ 2,000.00	$ 4,000.00	$ -	0	$ 4,000.00	2
3	New housekeeping pad at electrical panel	50	Sq Ft	$ 15.00	$ 750.00	$ -	0	$ 750.00	50
4	Excavation of electrical trench from new panel to pacific power Transformer does not include conduit	78	Ln Ft	$ 50.00	$ 3,900.00	$ -	0	$ 3,900.00	78
0	0	0	0		$ -	$ -	0	$ -	0
#3	Earthwork Bid Breakdown	0	0		$ -	$ -	0	$ -	0
1	Mob	1	Each	$ 4,000.00	$ 4,000.00	$ -	0	$ 4,000.00	1
2	Gravel entrance 3 to 6 inch drain rock.	1	Each	$ 1,500.00	$ 1,500.00	$ -	0	$ 1,500.00	1
3	Erosion control silt fence and inlet protection	1	Each	$ 1,500.00	$ 1,500.00	$ -	0	$ 1,500.00	1
3	Sawcutting of all concret and asphalt	350	Ln Ft	$ 10.00	$ 3,500.00	$ -	0	$ 3,500.00	350
5	Removal of asphalt and concrete on site plan.	3427	Sq Ft	$ 2.00	$ 6,854.00	$ -	0	$ 6,854.00	3427
6	Excavation for wall, clear and grub wall area	125	Ln Ft	$ 50.00	$ 6,250.00	$ -	0	$ 6,250.00	125
7	Excavation for swale at wall and parking lot. Chip down 3 ft plus for guarantee drainage	1	Each	$ 8,000.00	$ 8,000.00	$ -	0	$ 8,000.00	1
8	Swale material, 9 inches drain rock, 3 inch peagravel, 18 inches of amended soile	100	CY	$ 35.00	$ 3,500.00	$ -	0	$ 3,500.00	100
9	Testing For swale	2	Each	$ 1,400.00	$ 2,800.00	$ -	0	$ 2,800.00	2
10	Prep for Curb	219	Ln Ft	$ 10.00	$ 2,190.00	$ -	0	$ 2,190.00	219
11	Prep for Sidewalk	875	Sq Ft	$ 2.25	$ 1,968.75	$ -	0	$ 1,968.75	875
12	Prep for asphalt paving parking lot.	3359	Sq Ft	$ 1.75	$ 5,878.25	$ -	0	$ 5,878.25	3359
13	0	0	0		$ -	$ -	0	$ -	0
14	Removal of existing Stormwater facility	1	Each	$ 1,000.00	$ 1,000.00	$ -	0	$ 1,000.00	1
15	Removal of Existing sign base	1	Each	$ 750.00	$ 750.00	$ -	0	$ 750.00	1
16	New water meter double check valve. Installed By BYP plumbing	1	Each	$ 2,500.00	$ 2,500.00	$ -	0	$ 2,500.00	1
17	0	0	0		$ -	$ -	0	$ -	0
18	Sewer abandondment Traffic plan.	1	Each	$ 500.00	$ 500.00	$ -	0	$ 500.00	1
19	Sewer abandondment road closure set up . Wilson Curb Inc is approved with city of Bend	1	Each	$ 2,500.00	$ 2,500.00	$ -	0	$ 2,500.00	1
20	Sewer abandondment Excavtion and abandondment	1	Each	$ 5,400.00	$ 5,400.00	$ -	0	$ 5,400.00	1
21	Sewer abandonment paving listed in #3 Asphalt section	0	Sq Ft	$ -	$ -	$ -	0	$ -	0
22	0	0	0		$ -	$ -	0	$ -	0
23	Topsoil and backfill	1234	Sq Ft	$ 1.50	$ 1,851.00	$ -	0	$ 1,851.00	1234
24	Rock mulch for around tree.	112	Sq Ft	$ 2.00	$ 224.00	$ -	0	$ 224.00	112
25	landscaping sleeves	1	LS	$ 500.00	$ 500.00	$ -	0	$ 500.00	1

0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
#4	Asphalt		0	0		$ -	$ -	0	$ -	0
1	3 inch Asphalt paving at parking lot.		2685	Sq Ft	$ 3.00	$ 8,055.00	$ -	0	$ 8,055.00	2685
2	4 inch asphalt At sewer abandondment		320	Sq Ft	$ 7.00	$ 2,240.00	$ -	0	$ 2,240.00	320
3	4 inch asphalt in parking area		354	Sq Ft	$ 7.00	$ 2,478.00	$ -	0	$ 2,478.00	354
0		0	0	0		$ -	$ -	0	$ -	0
#5	Site Concrete		0	0		$ -	$ -	0	$ -	0
1	4 ft retaining wall and footing.		125	Ln Ft	$ 250.00	$ 31,250.00	$ -	0	$ 31,250.00	125
2	12 inch standard curb.		219	Ln Ft	$ 30.00	$ 6,570.00	$ -	0	$ 6,570.00	219
3	4 inch concrete sidewalk		875	Sq Ft	$ 12.00	$ 10,500.00	$ -	0	$ 10,500.00	875
4	ada domes		1	Each	$ 750.00	$ 750.00	$ -	0	$ 750.00	1
5	washout pan		1	Each	$ 3,000.00	$ 3,000.00	$ -	0	$ 3,000.00	1
6	Bike rack footings		1	Each	$ 500.00	$ 500.00	$ -	0	$ 500.00	1
#6	Pavement markings		0	0		$ -	$ -	0	$ -	0
0	Striping and parking bumpers and signage		1	LS	$ 3,500.00	$ 3,500.00	$ -	0	$ 3,500.00	1
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
#A	Surveying if needed.		1	LS	$ 4,500.00	$ 4,500.00	$ -	0	$ 4,500.00	1
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0	Prices exclude all Materials testing, electrical installationHandrails, bike racks		0	0		$ -	$ -	0	$ -	0
0	landscaping, Landscape boulders, permits, City of bend traffic control fees.		0	0		$ -	$ -	0	$ -	0
0		0

Fletcher Hunt

From: Brent Wilson <Wilsoncurb@outlook.com>
Sent: Monday, November 17, 2025 5:03 PM
To: Fletcher Hunt
Subject: Re: Deschutes county 221 Lafayette parking lot

Categories: Bid Questions - Answers

[EXTERNAL] *Use Caution*

Fletcher

1. Is pricing contingent on award of all scopes you quoted? I would like to do the concrete and excavation together. The asphalt, striping, electrical excavation, surveying. can be removed.

2. Earthwork
    1. Are you able to perform the abandon/cap sewer service called out in the plans? If so, can you provide an adder? I can and will add a line item
    2. Can you provide an adder to demo signage they call out in the demo plans? I can get that included
    3. Your gravel 3” to 6” line item, is this for the swales? Is the construction entrance included in this? If not, can you provide an adder? that is for the entrance however i donthave much. I have this project built in phases so i will leave the asphalt as long as possible to work from. I will remove for the wall and the curb first then work my way out removing the asphalt last to keep a clean site.
        i. I will add the 3 inch rock for the swale . i dont know how i missed that.
    4. Your prep line items (for curb, sidewalk, asphalt), does this include fine grade / agg base? My price includes all prep lined item out.
    5. Can you provide an adder to excavate for the 2 light pole bases? i have it broken down on the SOV my bid was for the excavation for trenchs and light poles not the install of electrical
    6. Are you able to perform supply & install of the double check valve assembly shown at North end of the site for water service? If so, can you provide an adder? I will add that to the pricing.
    7. Can you provide an adder to do electrical trenching? I have broken down on the SOV
3. Site concrete
    1. Does your retaining wall line item include footing? If not, can you please provide an adder? Yes it does include the footing.
    2. Can you provide adder for the curb around the rock mulch median in the parking lot? I’m assuming same curb that goes in adjacent to the sidewalk. Let me look at the quantity i think thats included
    3. Can you provide an adder for the housekeeping pad at the electrical panel? Yes
    4. Can you provide adders for the footing at the bike rack? Yes
4. AC Paving
    1. Do you currently have 3” for the onsite (main parking lot) per section on C5.0 and 4” per R-11 / C5.1? If not, can you please update pricing? Yes that is for 3 inch paving. i did not mark up the subcontractors price

2. Do you have joint seal included between new & existing AC? If not, can you provide an adder? Yes they cover joint sealing in that price for the cold joint.
3. Do you have CSS-1 tack coat and compaction testing included? If not, can you please provide adders? Yes they tack coat against the curb prior to paving

Let me know if you have any questions.
I will get you these clarifications by tomorrow moning.
Thank you
Brent Wilson

Regards,

Fletcher Hunt
Estimator II

Pence

T : 503.252.3802
C : 971.284.4124
E: fletcherh@pence.net

5400 Meadows Road, Fourth Floor
Lake Oswego, OR 97035
www.pence.net

From: Brent Wilson <Wilsoncurb@outlook.com>
Sent: Monday, November 17, 2025 7:32 AM
To: Fletcher Hunt <fletcherh@pence.net>; Jorge Olivera <jorge.olivera@pence.net>
Subject: Deschutes county 221 Lafayette parking lot

[EXTERNAL] *Use Caution*

Guys
attached is your bid form and my schedule of valued break down.
Let me know when you get the numbers figured out.

Est. 1964 Wilson Curb CONSTRUCTION Bend, Oregon 389-4918 CCB# 55967

Brent Wilson

Wilson Curb Inc.

Mobile: 541-480-0420

Email:brent@wilsoncurb.com

21315 Bear Creek Rd

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11-17-2025 TIME: 2 PM

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: Wilson Curb Inc (Bidder) 541-389-4918 (Phone)
21315 Bear Creek Rd. (Address) 541-480-0420 (Mobile)
Bend, OR (City/State/Zip) wilsoncurb@outlook.com (E-Mail)
Brent Wilson (Authorized Signer) _____ (E-Mail)

Operating as (strike out conditions that do not apply) an ~~individual~~, a ~~company~~, a corporation organized and existing under the laws of the State of Oregon, or a proprietorship, a partnership, or joint venture consisting of: S Corp. .

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
#2	Electrial work	$4,500.00
#3	Earthwork	$43,195.50
#4	Asphalt paving	$8,631.00
#5	Site Concrete	$49,400.00
#6	Pavement markings	$3,500.00

SUBTOTAL: $ $109,226.50

Alternate	Description	Amount
1	Extra for surveying if needed	$4,500.00
2		
3		
4		
5		
6		

ADDENDA ACKNOWLEDGEMENT
The undersigned acknowledges receipt of the following Addenda:

Addendum No. ____ dated _____ Addendum No. _____ dated _____

Addendum No. _____ dated _____ Addendum No. _____ dated _____

Cost of Performance and Payment Bond: For this bid price: $ $2,293.00 OS As a percentage: 2.1% %

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: Markel Surety Group

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) .82

Minimum Bidder Qualifications Acknowledgement:	**Initial Below**
Bidder has reviewed and acknowledged all scope of work clarifications provided in Exhibit 1 attachment.	BW
The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	BW
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	Bw
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	BW
The bidder attests that they have included any local taxes and fees in their pricing.	BW

Cost Reduction Concepts (attach additional documentation as necessary) $ _____

Submitted this 17th day of November, 2025.

Firm: Wilson Curb Inc.

Signature: Brent Wilson Typed name: Brent Wilson

Oregon CCB No.: 55987

COBID: MBE ____ WBE ____ ESB ____ DBE ____ SDVOB ____ NONE

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? NONE

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

					Total Estimate	Total Billed to Date		Total $ left to bill	$ 113,726.50	% Complete	0	% Complete
	Revised Pence Laffayette				$ 113,726.50	$ -				Billed	$ -	Billed
#	Description	Bid QTY	Units	Rates	Total Dollar Amount	Dollar Billed to Date	Total QTY billed to date	Dollar Amount left to bill	Quantity Left to bill	Total QTY Month #1		Total QTY Month#2
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
#3	Earthwork Breakdown $43,195.50	0	0		$ -	$ -	0	$ -	0		$ -	
1	Mob	1	Each	$ 4,000.00	$ 4,000.00	$ -	0	$ 4,000.00	1		$ -	
2	Gravel 3 to 6 inch	1	Each	$ 1,500.00	$ 1,500.00	$ -	0	$ 1,500.00	1		$ -	
3	Erosion Control silt fence	1	Each	$ 1,500.00	$ 1,500.00	$ -	0	$ 1,500.00	1		$ -	
4	Sawcutting	250	Ln Ft	$ 10.00	$ 2,500.00	$ -	0	$ 2,500.00	250		$ -	
5	Removal of asphalt and concrete	2696	Sq Ft	$ 2.00	$ 5,392.00	$ -	0	$ 5,392.00	2696		$ -	
6	Excavation for wall, clear and grub	125	Ln Ft	$ 80.00	$ 10,000.00	$ -	0	$ 10,000.00	125		$ -	
7	Excavation/ fill for swale at wall and parking lot	1	LS	$ 7,000.00	$ 7,000.00	$ -	0	$ 7,000.00	1		$ -	
8	Prep for curb	130	ln Ft	$ 10.00	$ 1,300.00	$ -	0	$ 1,300.00	130		$ -	
9	Prep for walk	875	Sq Ft	$ 2.25	$ 1,968.75	$ -	0	$ 1,968.75	875		$ -	
10	Prep for asphalt	2877	Sq Ft	$ 1.75	$ 5,034.75	$ -	0	$ 5,034.75	2877		$ -	
11	Test swale 1 and 2	1	LS	$ 3,000.00	$ 3,000.00	$ -	0	$ 3,000.00	1		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
#4	Asphalt $8,631.00	0	0		$ -	$ -	0	$ -	0		$ -	
1	Asphalt placement only prep previous line items	2877	Sq Ft	$ 3.00	$ 8,631.00	$ -	0	$ 8,631.00	2877		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
#5	Site Concrete $49,400.00	0	0		$ -	$ -	0	$ -	0		$ -	
1	4 ft retaining wall	125	Ln Ft	$ 250.00	$ 31,250.00	$ -	0	$ 31,250.00	125		$ -	
2	12 inch curb	130	Ln Ft	$ 30.00	$ 3,900.00	$ -	0	$ 3,900.00	130		$ -	
3	4 inch sidewalk	875	Sq Ft	$ 12.00	$ 10,500.00	$ -	0	$ 10,500.00	875		$ -	
4	ada domes	1	Each	$ 750.00	$ 750.00	$ -	0	$ 750.00	1		$ -	
5	Washout pan	1	Each	$ 3,000.00	$ 3,000.00	$ -	0	$ 3,000.00	1		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
#6	Pavement marking $3,500.00	0	0		$ -	$ -	0	$ -	0		$ -	
1	Striping and signage.	1	LS	$ 3,500.00	$ 3,500.00	$ -	0	$ 3,500.00	1		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
# 2	Electrical work $4500 total	0	0		$ -	$ -	0	$ -	0		$ -	
0	Excavation for electrical	1	LS	$ 2,500.00	$ 2,500.00	$ -	0	$ 2,500.00	1		$ -	
0	Light pole base	2	Each	$ 1,000.00	$ 2,000.00	$ -	0	$ 2,000.00	2		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	

0	Extra	0	0		$ -	$ -	0	$ -	0		$ -	
0	Surveying $4,500.00	1	LS	$ 4,500.00	$ 4,500.00	$ -	0	$ 4,500.00	1		$ -	
0	0	0	0		$ -	$ -	0	$ -	0

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11/19/2025 TIME: _____

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: JKD Construction Inc (Bidder) 541-280-1692 (Phone)
2660 NE Hwy 20 STE 610-501 (Address) 541-280-1692 (Mobile)
Bend, OR 97701 (City/State/Zip) steve@jkdconcrete.com (E-Mail)
_____ (Authorized Signer) kristina@jkdconcrete.com (E-Mail)

Operating as (strike out conditions that do not apply) ~~an individual, a company,~~ a corporation organized and existing under the laws of the State of Oregon, ~~or a proprietorship, a partnership, or joint venture consisting of:~~ _____ .

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
00440.00	Commercial Grade Concrete	47,125.88

SUBTOTAL: $_____

Alternate	Description	Amount
1		
2		
3		
4		
5		
6		

SECTION 00 41 00
BID FORM

ADDENDA ACKNOWLEDGEMENT

The undersigned acknowledges receipt of the following Addenda:

Addendum No. ____ dated _____ Addendum No. _____ dated _____

Addendum No. _____ dated _____ Addendum No. _____ dated _____

Cost of Performance and Payment Bond: For this bid price: $_____LS As a percentage: _____%

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: _____

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) _____

Minimum Bidder Qualifications Acknowledgement:	**Initial Below**
Bidder has reviewed and acknowledged all scope of work clarifications provided in Exhibit 1 attachment.	
The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	****
The bidder attests that they have included any local taxes ~~and fees~~ in their pricing.	

Cost Reduction Concepts (attach additional documentation as necessary) $ _____

Submitted this 19 day of November, 2025.

Firm: JKD Construction Inc

Signature: _____ Typed name: Kristina Lannen

Oregon CCB No.: 185304

COBID: MBE ____ WBE ____ ESB ____ DBE ____ SDVOB ____

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? None

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

****To be negotiated once bid has been accepted****

JKD Construction
2660 NE Highway 20 Ste 610-501
Bend, OR 97701
+15412801692

License # 141760

ADDRESS
Pence Contractors
1051 NW Bond St
Suite 310
Bend, OR 97701

Estimate 1564

DATE 11/12/2025

PROJECT NAME
221 Layfayette Parking Lot

DESCRIPTION	QTY	RATE	AMOUNT
Plans dated 10.23.2025 Pricing good through August 2026 Includes Prevailing Wage July 2025 rates			
12" concrete curb - LF 4 CY	166	27.50	4,565.00T
4" sidewalk - SF 9 CY	690	8.50	5,865.00T
4" sidewalk (FUTURE) SF 1.5 CY	90	8.50	765.00T
6" ADA Ramp - SF 1 CY	35	12.75	446.25T
ADA Domes - SF	35	75.00	2,625.00T
6" bike rack footing - SF 1.5 CY	70	12.75	892.50T
6" electrical panel slab - SF 1 CY	40	12.75	510.00T
2) Sign Post Base Footings 12"x36" #4 bar to plan	2	500.00	1,000.00T
Up to 48" tall x 8" wide retaining wall with 24" wide x 12" tall footing with #4 rebar as per detail shown on C5.2 - 117 LF 20.5 CY	20.50	750.00	15,375.00T
Type 1L Additives: Fiber @ $10/CY Eucoshield @ $5/CY Concrete finishing aid @ $18.90/CY Labor to hand apply and work finishing aid into concrete @ $16.88/CY	38.50	50.78	1,955.03T

DESCRIPTION	QTY	RATE	AMOUNT
Concrete Wash Out Pans - Each	3	400.00	1,200.00T
Cold Weather Budget Hot Water -@$8.25 38.5 cy=$318.00 1% Accel- $8.75 cy 38.5 cy = $337.00 Blankets Budget= $3,200.00 Not included in price	0	3,855.00	0.00T
Includes Prevailing Wage July 2025 rates	1	11,660.00	11,660.00T
Exclusions: Handrails Light Pole Bases Cold weather additives and blankets Traffic control and flagging Pumps unless listed above are not included and can be supplied at additional cost Anything not specifically listed on this bid is not included in our proposal Our pricing above is presented as a whole for the entire job, additions or deletions of line items listed above will potentially result in changes to all pricing. Please contact JKD for updated pricing. JKD Construction reserves the right to a price escalation Wash Out Pans are not included and can be provided at additional cost No staking or surveying included No subgrade materials provided No prep of subgrade materials included No testing or permits included unless listed above Steel/embeds/reinforcement of any kind are not included unless listed above Use of any ice melt by customer will void warranty, use of ice melt will result in damages to concrete	1	0.00	0.00

SUBTOTAL	46,858.78
TAX	267.10
TOTAL	$47,125.88

Accepted By

Accepted Date

Fletcher Hunt

From: Kristina Lannen <kristina@jkdconcrete.com>
Sent: Wednesday, November 19, 2025 5:16 AM
To: Fletcher Hunt; Steve Smith
Subject: Re: Estimate 1564 from JKD Construction
Attachments: Estimate 1564 (1).pdf

Categories: Bids

[EXTERNAL] *Use Caution*

Good morning Fletcher,
In regards to your questions, please see responses in red below and our revised estimate attached.
Thank you,

Kristina Lannen
JKD Construction Inc
Cell: 541-213-5116

From: Fletcher Hunt <fletcherh@pence.net>
Sent: Tuesday, November 18, 2025 1:01 PM
To: Steve Smith <steve@jkdconcrete.com>; Kristina Lannen <kristina@jkdconcrete.com>
Subject: RE: Estimate 1564 from JKD Construction

Steve/Kristina, I had a few questions/clarifications regarding your bid:

1. Can you please fill out the attached bid form? Unfortunately, we are unable to agree to all of the language in your MSA. Do you still need our bid form?
2. Your bid notes prevailing wage rates for July 2023. Want to verify if this should say July 2025? Document 00 83 00 Wage Rates (under General Documents) states the wages are BOLI July 1, 2023. However, we have updated our bid to reflect July 2025 as requested.
3. Your retaining wall line item for $9,750 notes max. 18” tall. The detail on C5.2 notes this is a 4’ tall retaining wall. Please verify if this is a typo or revise bid to adjust to 4’ in lieu of 18”. Revised to match detail.
4. You have a line item for hot water / blanketing, etc. for $3,710. The project duration is anticipated to be April 2026 through June 2026. Please verify if this line item is still necessary and revise as

needed. April and May weather can be unpredictable. We have removed the dollar value from our bid, however we recommend that Pence carries a contingency for cold weather. We will ask for a change order if additives are necessary.

5. The tax line item at the very end, is this for Corporate Activity Tax? Correct.

Please let me know if you have any questions.

Regards,

Fletcher Hunt
Estimator II

Pence

T : 503.252.3802
C : 971.284.4124
E: fletcherh@pence.net

5400 Meadows Road, Fourth Floor
Lake Oswego, OR 97035
www.pence.net

From: JKD Construction <quickbooks@notification.intuit.com>
Sent: Monday, November 17, 2025 11:41 AM
To: Fletcher Hunt <fletcherh@pence.net>; kristina@jkdconcrete.com
Subject: Estimate 1564 from JKD Construction

[EXTERNAL] *Use Caution*

ESTIMATE 1564 DETAILS

JKD Construction

$43,493.66

JKD Construction
2660 NE Highway 20 Ste 610-501
Bend, OR 97701
+15412801692

License # 141760

ADDRESS
Pence Contractors
1051 NW Bond St
Suite 310
Bend, OR 97701

Estimate 1564

DATE 11/12/2025

PROJECT NAME
221 Layfayette Parking Lot

DESCRIPTION	QTY	RATE	AMOUNT
Plans dated 10.23.2025 Pricing good through August 2026 Includes Prevailing Wage July 2025 rates			
12" concrete curb - LF 3 CY	120	27.50	3,300.00T
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6" ADA Ramp - SF 1 CY	35	12.75	446.25T
ADA Domes - SF	35	75.00	2,625.00T
6" bike rack footing - SF 1.5 CY	70	12.75	892.50T
6" electrical panel slab - SF 1 CY	40	12.75	510.00T
2) Sign Post Base Footings 12"x36" #4 bar to plan	2	500.00	1,000.00T
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Type 1L Additives: Fiber @ $10/CY Eucoshield @ $5/CY Concrete finishing aid @ $18.90/CY Labor to hand apply and work finishing aid into concrete @ $16.88/CY	37.50	50.78	1,904.25T

DESCRIPTION	QTY	RATE	AMOUNT
Concrete Wash Out Pans - Each	3	400.00	1,200.00T
Cold Weather Budget Hot Water -@$8.25 37.5 cy=$310.00 1% Accel- $8.75 cy 37.5 cy = $329.00 Blankets Budget= $3,200.00 Not included in price	0	3,839.00	0.00T
Includes Prevailing Wage July 2025 rates	1	11,660.00	11,660.00T
Exclusions: Handrails Light Pole Bases Cold weather additives and blankets Pumps unless listed above are not included and can be supplied at additional cost Anything not specifically listed on this bid is not included in our proposal Our pricing above is presented as a whole for the entire job, additions or deletions of line items listed above will potentially result in changes to all pricing. Please contact JKD for updated pricing. JKD Construction reserves the right to a price escalation Wash Out Pans are not included and can be provided at additional cost No staking or surveying included No subgrade materials provided No prep of subgrade materials included No testing or permits included unless listed above Steel/embeds/reinforcement of any kind are not included unless listed above Use of any ice melt by customer will void warranty, use of ice melt will result in damages to concrete	1	0.00	0.00

SUBTOTAL	45,543.00
TAX	259.60
TOTAL	$45,802.60

Accepted By

Accepted Date

Fletcher Hunt

From: Kristina Lannen <kristina@jkdconcrete.com>
Sent: Wednesday, November 19, 2025 5:16 AM
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Subject: Re: Estimate 1564 from JKD Construction
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JKD Construction Inc
Cell: 541-213-5116

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Regards,

Fletcher Hunt
Estimator II

Pence

T : 503.252.3802
C : 971.284.4124
E: fletcherh@pence.net

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To: Fletcher Hunt <fletcherh@pence.net>; kristina@jkdconcrete.com
Subject: Estimate 1564 from JKD Construction

[EXTERNAL] *Use Caution*

ESTIMATE 1564 DETAILS

JKD Construction

$43,493.66

Review and approve

Rev 0

JKD Construction
2660 NE Highway 20 Ste 610-501
Bend, OR 97701
+15412801692

License # 141760

ADDRESS
Pence Contractors
1051 NW Bond St
Suite 310
Bend, OR 97701

Estimate 1564

DATE 11/12/2025

PROJECT NAME
221 Layfayette Parking Lot

DESCRIPTION	QTY	RATE	AMOUNT
Plans dated 10.23.2025 Pricing good through August 2026 Includes Prevailing Wage July 2023 rates			
12" concrete curb - LF 3 CY	120	27.50	3,300.00T
4" sidewalk - SF 9 CY	690	8.50	5,865.00T
4" sidewalk (FUTURE) SF 1.5 CY	90	8.50	765.00T
6" ADA Ramp - SF 1 CY	35	12.75	446.25T
ADA Domes - SF	35	75.00	2,625.00T
6" bike rack footing - SF 1.5 CY	70	12.75	892.50T
6" electrical panel slab - SF 1 CY	40	12.75	510.00T
2) Sign Post Base Footings 12"x36" #4 bar to plan	2	500.00	1,000.00T
Max 18" tall x 8" wide retaining wall with 24" wide x 12" tall footing with #4 rebar as per detail shown on C5.2 - LF 13 CY	13	750.00	9,750.00T
Type 1L Additives: Fiber @ $10/CY Eucoshield @ $5/CY Concrete finishing aid @ $18.90/CY Labor to hand apply and work finishing aid into concrete @ $16.88/CY	30	50.78	1,523.40T

DESCRIPTION	QTY	RATE	AMOUNT
Concrete Wash Out Pans - Each	3	400.00	1,200.00T
Hot Water -@$8.25 30 cy=$247.50 1% Accel- $8.75 cy 30 cy = $262.50 Blankets Budget= $3200	1	3,710.00	3,710.00T
Includes Prevailing Wage July 2023 rates	1	11,660.00	11,660.00T
Exclusions: Handrails Light Pole Bases Pumps unless listed above are not included and can be supplied at additional cost Anything not specifically listed on this bid is not included in our proposal Our pricing above is presented as a whole for the entire job, additions or deletions of line items listed above will potentially result in changes to all pricing. Please contact JKD for updated pricing. JKD Construction reserves the right to a price escalation Wash Out Pans are not included and can be provided at additional cost No staking or surveying included No subgrade materials provided No prep of subgrade materials included No testing or permits included unless listed above Steel/embeds/reinforcement of any kind are not included unless listed above Use of any ice melt by customer will void warranty, use of ice melt will result in damages to concrete	1	0.00	0.00

SUBTOTAL	43,247.15
TAX	246.51
TOTAL	$43,493.66

Accepted By

Accepted Date

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11/17/25 TIME: _____

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: Pence Kelly Concrete LLC (Bidder) (503)587-8129 (Phone)

5400 Meadows Rd. Suite 450. (Address) (971)382-3908 (Mobile)

Lake Oswego, OR 97035 (City/State/Zip) _____ (E-Mail)

Sean Barnes (Authorized Signer) sean.barnes@pencekelly.com (E-Mail)

Operating as (strike out conditions that do not apply) an ~~individual~~, a company, a ~~corporation organized~~ and existing under the laws of the State of Oregon, or a ~~proprietorship~~, ~~a partnership~~, or ~~joint venture consisting of~~.
_____ .

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
02001	Site Concrete	$57,000

SUBTOTAL: $ $57,000

Alternate	Description	Amount
1		
2		
3		
4		
5		
6		

SECTION 00 41 00
BID FORM

ADDENDA ACKNOWLEDGEMENT

The undersigned acknowledges receipt of the following Addenda:

Addendum No. ____ dated _____ Addendum No. _____ dated _____

Addendum No. _____ dated _____ Addendum No. _____ dated _____

Cost of Performance and Payment Bond: For this bid price: $_____LS As a percentage: 1 %

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: _____

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) _____

Minimum Bidder Qualifications Acknowledgement:	**Initial Below**
Bidder has reviewed and acknowledged all scope of work clarifications provided in Exhibit 1 attachment.	*SB*
The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	*SB*
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	*SB*
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	*SB*
The bidder attests that they have included any local taxes and fees in their pricing.	*SB*

Cost Reduction Concepts (attach additional documentation as necessary) $_____

Submitted this 18 day of November, 2025.

Firm: Pence Kelly Concrete LLC, 5400 Meadows Road, Suit 450 Lake Oswego, OR 97035

Signature: Sean Barnes Digitally signed by Sean Barnes DN: C=US, E=sean.barnes@pencekelly.com, CN=Sean Barnes Reason: I have reviewed this document Date: 2025.11.18 12:05:44-08'00' Typed name: Sean Barnes

Oregon CCB No.: 146525

COBID: MBE ____ WBE ____ ESB ____ DBE ____ SDVOB ____

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? _____

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

PENCE / KELLY
CONCRETE, LLC

5400 Meadows Road, Suite 450
Lake Oswego, OR 97035
P 503.587.8129 F 503.256.3684
pencekelly.com CCB #146525

221 Lafayette Parking

Clarification Letter

Dated
Monday, November 17, 2025

To: Pence Contractors
From: Sean Barnes
Estimator
Pence/Kelly Concrete, LLC

971-382-3908
Sean.barnes@pencekelly.com

Pence Kelly's Proposal/Bid is based on the following Drawings, Schedule, and/or Addenda:
Bid Set: 10.23.2025, HHPR Architects

Proposal Breakout		Value
•	Sitework Concrete	$57,000

Schedule of Values		Quantity	Units
1.	Retaining wall	118	LF
2.	Retaining wall footing	118	LF
3.	12" Standard Curb	120	LF
4.	ADA Truncated Domes	12	SF
5.	4" Sidewalk	727	SF
6.	4" COB Sidewalk	91	SF

Clarifications	
1.	This proposal does not assume Saturday work.
2.	This proposal assumes project completion by June 2026.
3.	Assumes chute-pour access where available. Suitable access for concrete trucks must be provided.
4.	Contractor shall provide clean suitable access for concrete pump if required.
5.	Assumes layout from survey provided by others
6.	ADA-accessible pathways must be designed to allow normal shrinkage and curling of curing concrete. Subcontractor reserves the right to review any ADA ramps designed at or near maximum allowable tolerances.
7.	Subcontractor shall be allowed to dump concrete, steel, and all other debris into contractor provided dumpsters.
8.	Concrete truck washout and cleanup areas must be provided by the general contractor.
9.	Contractor shall provide needed temporary power to be within 100' of subcontractor's work.
10.	Exact schedule and construction sequence to be mutually negotiated.
11.	Concrete overrun of 5% or more due to low grade will be charged for.
12.	Excludes all costs/taxes/fees, international tariffs, or similar legislative changes. Any future cost impacts will require a formal contract amendment.
13.	This proposal is valid for 30 days.

**Due to volatility in the market, material prices used in this proposal are only good for 30 days.*
**Quantities are based off the current noted plan set. Total pricing will be based off actual units installed.*

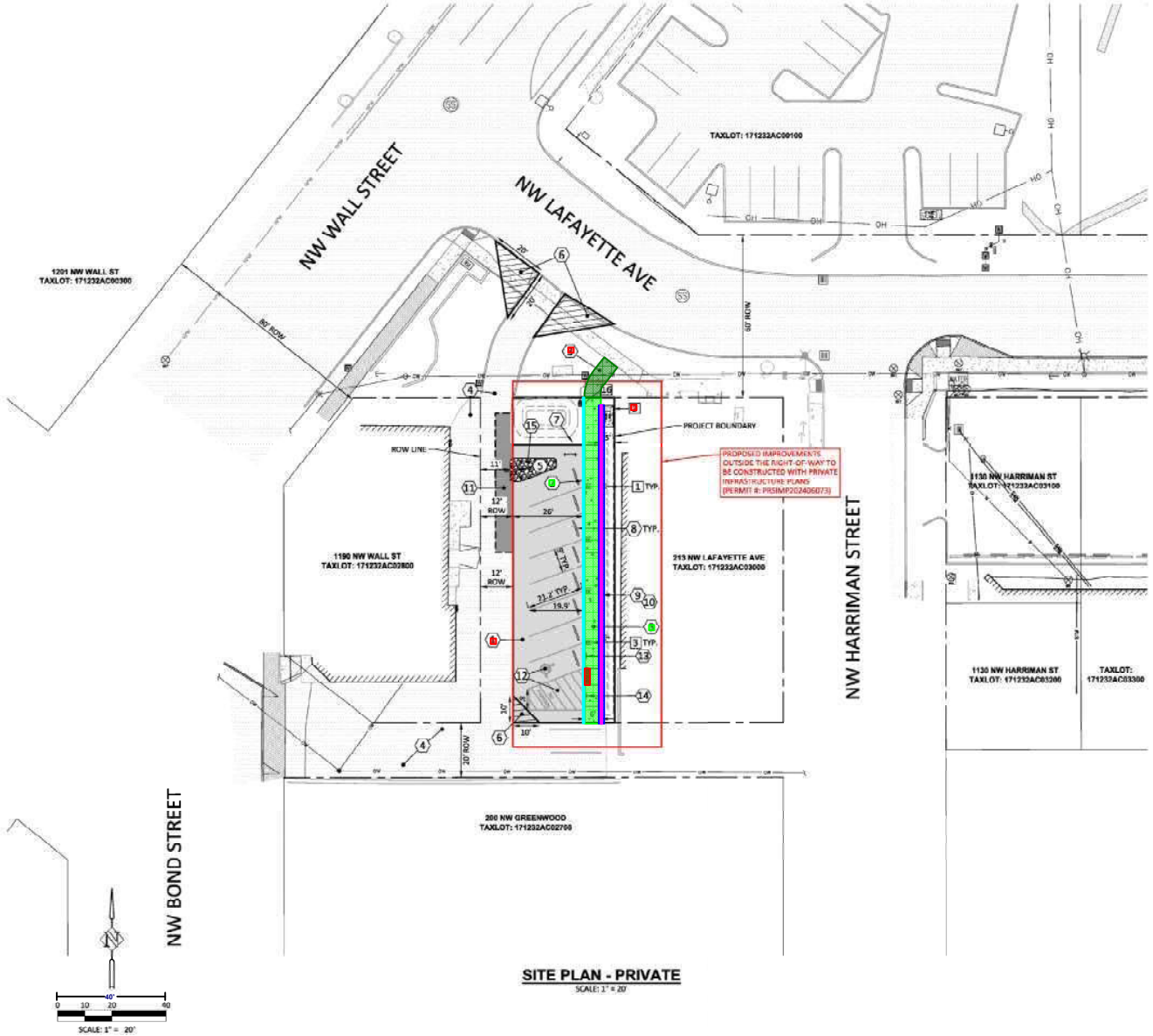
Standard Exclusions:		
General Conditions & Site Logistics	Concrete Work & Finishes	Other Trades & Specialty Items
Dumpsters	Shake-on hardeners	CMU site wall foundations

PENCE / KELLY
CONCRETE, LLC

5400 Meadows Road, Suite 450
Lake Oswego, OR 97035
P 503.587.8129 F 503.256.3684
pencekelly.com CCB #146525

Offsite parking	Colored concrete	Masonry reinforcing
Temporary fencing	Exposed finish	Private utility locates
Temporary heating	Sand finish	Fencing sleeves
Temp power, water, or job office utilities	Sandblast finish	Light pole bases
Street cleaning & dust control	Stamped concrete	Site furnishings
Access lighting, fencing, toilets	Polished concrete	Bollard foundations
Traffic control of any kind	Type II cement	Handrails (including coring/drilling)
Protection of work from other trades	Final hardeners/densifiers	Structural steel
Permitting and special inspections	Vapor emission control products	Precast concrete
Dewatering	Shrinkage reducing admixtures	Pavers or CMU supply/installation
Erosion control	Moisture protection	Stonework
Snow or ice removal	Joint sealing	MEP sleeves/anchors/blockouts
Bellman services	Backer rod	Fasteners or embeds
Demolition, haul off, and excavation	Blanketing	Mortar setting of any kind
Grading and compaction of any kind	Weather protection	Testing of any kind
Foundation insulation or geofoam	Hot/Cold Weather admixtures	Supply/install of bike racks
Mock-ups		Skate Stops

1 - Done - 5 EA
2 - N/A - 17 EA
3 - 12" Standard Curb - 120 LF
4 - 4" Sidewalk - 727 SF
5 - Retaining wall - 118 LF
6 - Retaining wall footing - 118 LF
7 - 4" Sidewalk - 91 SF
8 - ADA Truncated Domes - 12 SF



SITE PLAN - PRIVATE
SCALE: 1" = 20'

SITE INFORMATION:

ADDRESS:	221 NW LAFAYETTE AVE, BEND, OR 97703
TAX LOT & AREA:	171232AC02900 - 0.10 AC (4,500 SF)
TOTAL GROSS AREA:	0.10 AC (4,500 SF)
CURRENT ZONING:	CL (MUNICIPAL OR OTHER EXEMPT)
CURRENT & PROPOSED USE:	MUNICIPAL FACILITY
EXISTING LANDSCAPING / OPEN SPACE:	29.9% (1,347 SF)
EXISTING NON-PERMEABLE:	70.1% (3,153 SF)
PROPOSED LANDSCAPING / OPEN SPACE:	27.0% (1,214 SF)
PROPOSED NON-PERMEABLE:	73.0% (3,286 SF)

CONSTRUCTION NOTES / LEGEND:

1. CONSTRUCT ASPHALT PAVEMENT PER TYPICAL SECTION ON SHEET C5.1
2. CONSTRUCT 12" CONCRETE CURB PER COB STD DWG R-3. SEE SHEET C5.1 FOR DETAIL. *NOTE 6" CURB EXPOSURE, UNLESS NOTED OTHERWISE ON DETAILED GRADING PLANS.
3. CONSTRUCT CONCRETE SIDEWALK PER COB STD DWG R-44. SEE SHEET C5.1 FOR DETAILS.
4. EXISTING AC PAVEMENT
5. PRESERVE AND PROTECT EXISTING TREE. SEE SHEET C1.0. FOR DETAILS.
6. CLEAR VISION AREA PER COB STD DWG R-2. SEE SHEET C5.1 FOR DETAILS.
7. INSTALL BIKE RACKS. SEE ARCHITECTURE PLANS FOR DETAILS.
8. INSTALL PRECAST RUBBER WHEELSTOP. SEE PROJECT SPECIFICATIONS.
9. INSTALL CONCRETE RETAINING WALL AT BACK OF SIDEWALK PER DETAIL ON SHEET C5.2. SEE SHEET C4.1 FOR ELEVATION DETAILS.
10. INSTALL ACCESSIBLE RAMP HANDRAIL ON TOP OF CURB WALL PER DETAIL ON SHEET C5.2.
11. CONSTRUCT ALLEY ASPHALT PAVEMENT SECTION PER COB STD DWG R-11 (SEE NOTE 3). SEE SHEET C5.2 FOR DETAIL.
12. INSTALL ACCESSIBLE PARKING AREA. SEE SHEET C5.2 FOR DETAIL.
13. INSTALL ACCESSIBLE PARKING SIGN. SEE SHEET C5.2 FOR DETAIL.
14. INSTALL NO PARKING ACCESS AISLE SIGN. SEE SHEET C5.2 FOR DETAIL.
15. INSTALL 4" DEEP 1-3" ROCK MULCH.
16. INSTALL BACKFLOW DEVICE PER COB STD DWG W-13. SEE SHEET C5.1 FOR DETAILS.

PRIVATE UTILITY NOTES

1. LIGHT, TYP. SEE ELECTRIC PLANS FOR DETAILS
2. ELECTRICAL PANEL, SEE ELECTRIC PLANS FOR DETAILS
3. FUTURE EV CHARGING STATION, TYP. SHOWN FOR REFERENCE ONLY. SEE ELECTRIC PLANS FOR CONDUIT INSTALLATION.

OREGON
JULY 12, 2013
NICOLAS G. SPERUS
EXPIRES: 06/30/26

221 NW LAFAYETTE AVE
DESCHUTES CAMPUS PARKING
SITE PLAN - PRIVATE
BEND, OREGON
CITY OF BEND

REVISIONS:
1.
2.
3.

Harper Houf Peterson Righellis Inc.
ENGINEERS | PLANNERS | LANDSCAPE ARCHITECTS | SURVEYORS
HHPR
2350 NW Franklin Avenue, Suite 404, Bend, OR 97703
phone: 541.318.1141 www.hhpr.com fax: 541.318.1144

DESIGNED BY: NGS
DRAWN BY: HHPR TEAM
SCALE:
FILE:
DATE: 10.23.2025

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH ON ORIGINAL DRAWING

SHEET:
C3.0

COB # PRSIMP202406073
PRROW202500408

Fletcher Hunt

From: Sean Barnes
Sent: Tuesday, November 18, 2025 1:52 PM
To: Fletcher Hunt
Cc: Brandon Benfield; Jesse Merickel
Subject: Re: 221 Lafayette Parking
Attachments: 00_41_00_Pence_Bid_Form Signed.pdf

Fletcher, please see attached for signed bid form and below for adds.

Adds Not Part of Base Cost
12" standard curb at mulch: 46lf= $1,845
Assumed 6" electrical pad: 39sf= $1,200
Bike Rack Pad Assumed: 15sf= $600
Clarification- No shortloads, Rebar assumed. Includes fiber in mix design. Added scope assumed to be poured with base items.

Covered Items in Base Bid
Signage footings 2ea: Concrete placement only, assuming catch with other scope supply and install of signs assumed by others.
Eco-pans: Included

Please let me know if you need anything else.

Thank you,

PENCE / KELLY
CONCRETE, LLC

Sean Barnes

Estimator

Pence/Kelly Concrete

5400 Meadows Road, Suite 450

Lake Oswego, OR 97035

Phone: 503-587-8129

Cell: 971-382-3908

OR CCB# 146525

Vic Russell Construction, Inc
Po Box 2520
La Pine, OR 97739

Rev 1

QUOTATION

Date	Estimate #
11/14/2025	9199

Name / Address
Pence 222 NW Lafayette Bend

Vic Russell Construction, Inc.
Office Ph: 541-536-3478
Office fax: 541-536-3526

Customer Phone	Customer E-mail
	brianb@vicrussellconstruction.com

Description	Lump Sum
Scope of work: Plans dated October 23, 2025 222NW Lafayette Bend, Oregon	0.00
Mobilization	
Traffic Control plan	
Temp chain Link fence	
Erosion Control	
Tree Protection	
New Temp gravel on Construction Entrance 825 SF	
new construct concrete washout	
Demo and remove 2034 SF of AC	
Demo and remove 79 SF concrete	
Remove 2 signs	
Demo and remove 77 LF of existing sidewalk	

Base Material IN/CY/TON **Asphalt** IN/CY/TON **Subgrade Base**
Existing Base Sq Ft. Sq. Yds **Unit Price**

Estimated by:

Payment Due:Upon Completion **Lump Sum**

IN ORDER TO SCHEDULE PROJECT - QUOTATION MUST BE SIGNED AND RETURNED TO VIC RUSSELL CONSTRUCTION, INC. AS CONFIRMATION

Conditions of Quotation:
ADDITIONAL CHARGES MAY INCURR FOR THE FOLLOWING
* Rock hammering, relocation of utilities, permits, testing, soil sterilants and saw cuts.
* Vic Russell Construction, Inc does not warranty and is not responsible for any edge cracking, thermal cracking or tree root that may occur as a result of insufficient mitigation measures.
* Completion dependent upon weather and ground conditions.
* Vic Russell Construction, Inc will charge 1 1/2% interest per month on all outstanding balances not paid within terms of contract.
* Escalation Clause: If fuel and oil prices increase substantially, this bid may be subject to increase. All increases to contract will be subject to owner approval.
*Credit Card Payment 4.5% Service Charge

*** Quote is good for 15 days.**
*** Terms: Net due and payable upon completion, unless otherwise noted.**
*** If Owner or Prime Contractor insist upon completion of work against the advice of Vic Russell Construction, Inc due to weather conditions or sub-surface conditions, the Owner or Prime Contractor assumes all risk defects that may occur due to weather or sub-surface conditions.**

* CONTRACTOR PROVIDED NOTICE TO OWNER ABOUT CONSTRUCTION LIENS: Int: _____
* TERMS AND CONDITIONS OF QUOTATION UNDERSTOOD AND AGREED TO BY: Int:_____
* SEAL COAT OPTION SELECTED BY: Int: _____

I (we) hereby accept this quotation and the additional terms and conditions, and authorize Vic Russell Construction, Inc to proceed as specified.

Property Owner (Or authorized representative) (Print) **Signature** **Acceptance Date:**

If you have any questions regarding this quotation, please call (541) 536-3478. We appreciate the opportunity to serve you!

Payment Due subject to the termsof agreement or contract. Payments received after that time are subject to a late payment charge of 1 1/2% per month (18% per annum). In case of default in relationship to this agreement customer shall pay Vic Russell Construction, Inc's attorney fees and cost, even if no action is filed or to include if any action is filed. Jurisdiction for any action may be the sole option of Vic Russell Construction, Inc. This agreement shall be governed by and constructed in accordance with Oregon law.

Vic Russell Construction, Inc
Po Box 2520
La Pine, OR 97739

QUOTATION

Date	Estimate #
11/14/2025	9199

Name / Address
Pence 222 NW Lafayette Bend

Vic Russell Construction, Inc.
Office Ph: 541-536-3478
Office fax: 541-536-3526

Customer Phone	Customer E-mail
	brianb@vicrussellconstruction.com

Description	Lump Sum
Demo existing sewer and cap main	
Coordinate striping with City of Bend	
Clear and Grub 6" of 3028 SF	
Construct120 LF 12" curb	
clear vision area 440 SF	
Construct 140 LF sidewalk base and pour	
Install 1 bike rack	
install 8 precast rubber wheel stops	
install 120 LF concrete retaining wall @ back of sidewalk 6"	
install 1 ADA ramp handrail exclude material; installation only	
install 3014 SF of new base and AC	
Landscape area clear & grub	

Base Material_____ IN/CY/TON Asphalt_____ IN/CY/TON Subgrade Base_____
Existing Base_____ Sq Ft._____ Sq. Yds_____ Unit Price_____

Estimated by: | **Payment Due:Upon Completion** | **Lump Sum**

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* CONTRACTOR PROVIDED NOTICE TO OWNER ABOUT CONSTRUCTION LIENS: Int: _____
* TERMS AND CONDITIONS OF QUOTATION UNDERSTOOD AND AGREED TO BY: Int:_____
* SEAL COAT OPTION SELECTED BY: Int: _____

I (we) hereby accept this quotation and the additional terms and conditions, and authorize Vic Russell Construction, Inc to proceed as specified.

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Vic Russell Construction, Inc
Po Box 2520
La Pine, OR 97739

QUOTATION

Date	Estimate #
11/14/2025	9199

Name / Address
Pence 222 NW Lafayette Bend

Vic Russell Construction, Inc.
Office Ph: 541-536-3478
Office fax: 541-536-3526

Customer Phone	Customer E-mail
	brianb@vicrussellconstruction.com

Description	Lump Sum
Two light pole base dig	
Electrical trenching	
Median curb	
Pad for electrical panel	
TOTAL	217,339.00

Base Material **IN/CY/TON** **Asphalt** **IN/CY/TON** **Subgrade Base**
Existing Base **Sq Ft.** **Sq. Yds** **Unit Price**

Estimated by: | **Payment Due:Upon Completion** | **Lump Sum** | **$217,339.00**

IN ORDER TO SCHEDULE PROJECT - QUOTATION MUST BE SIGNED AND RETURNED TO VIC RUSSELL CONSTRUCTION, INC. AS CONFIRMATION

Conditions of Quotation:
ADDITIONAL CHARGES MAY INCURR FOR THE FOLLOWING
* Rock hammering, relocation of utilities, permits, testing, soil sterilants and saw cuts.
* Vic Russell Construction, Inc does not warranty and is not responsible for any edge cracking, thermal cracking or tree root that may occur as a result of insufficient mitigation measures.
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*Credit Card Payment 4.5% Service Charge

*** Quote is good for 15 days.**
*** Terms: Net due and payable upon completion, unless otherwise noted.**
*** If Owner or Prime Contractor insist upon completion of work against the advice of Vic Russell Construction, Inc due to weather conditions or sub-surface conditions, the Owner or Prime Contractor assumes all risk defects that may occur due to weather or sub-surface conditions.**

* CONTRACTOR PROVIDED NOTICE TO OWNER ABOUT CONSTRUCTION LIENS: Int: _____
* TERMS AND CONDITIONS OF QUOTATION UNDERSTOOD AND AGREED TO BY: Int:_____
* SEAL COAT OPTION SELECTED BY: Int: _____

I (we) hereby accept this quotation and the additional terms and conditions, and authorize Vic Russell Construction, Inc to proceed as specified.

Property Owner (Or authorized representative) (Print) **Signature** **Acceptance Date:**

If you have any questions regarding this quotation, please call (541) 536-3478. We appreciate the opportunity to serve you!

Payment Due subject to the termsof agreement or contract. Payments received after that time are subject to a late fee charge of 1 1/2% per month (18% per annum). In case of default in relationship to this agreement customer shall pay Vic Russell Construction, Inc's attorney fees and cost, even if no action is filed or to include if any action is filed. Jurisdiction for any action may be the sole option of Vic Russell Construction, Inc. This agreement shall be governed by and constructed in accordance with Oregon law.

Fletcher Hunt

From: Brian Burgess <brianb@vicrussellconstruction.com>
Sent: Thursday, November 20, 2025 9:45 AM
To: Fletcher Hunt
Subject: RE: Project Name: 221 Lafayette Parking and On-Site Improvements (11-14-2025)

Categories: Bid Questions - Answers

[EXTERNAL] *Use Caution*

Fletcher,

Here is the rest :

1. Site Concrete
    a. Can you provide an adder for the curb around the rock mulch median if not already included? Assume same 12" standard curb as what is next to the sidewalk. A) I will provide an adder for the median curb. Just so you are aware I made a site visit and I do not believe where the existing tree is where drawn. ADD $1610.00
    b. Can you provide an adder for the housekeeping pad at electrical panel if not already included? A) I will provide an Adder ADD $ 185.00
    c. Do you have the tactile warning surface at the ADA ramp included? If not, can you provide an adder? This was actually covered in original bid .

That will bring the total for the project up to $217,339.00

I will send adjusted Bid.

Thank You

Brian Burgess / PM / Estimating
Office: 541-536-3478
Cell: 541-210-3739

Vic Russell Construction, Inc.
Finley Butte Aggregate & Paving

From: Fletcher Hunt <fletcherh@pence.net>
Sent: Tuesday, November 18, 2025 10:19 AM
To: Brian Burgess <brianb@vicrussellconstruction.com>
Subject: RE: Project Name: 221 Lafayette Parking and On-Site Improvements (11-14-2025)

Sorry to hear that Brian, I know how that goes. I have until next Wednesday to get everything levelled, so by no means am I expecting instant responses. Get to it when you can, but real life comes first.

Fletcher Hunt

From: Brian Burgess <brianb@vicrussellconstruction.com>
Sent: Wednesday, November 19, 2025 9:09 AM
To: Fletcher Hunt
Subject: 221 Lafayette

Categories: Bid Questions - Answers

[EXTERNAL] *Use Caution*

Fletcher,

1. Prevailing wage rates included? A)Yes Prevailing wage rates were applied per drawing dates.
2. Sawcutting included in site demo scope? A)Yes We have the saw cutting in the project as per the design provided.
3. Earthwork scope:
    a. All cut to fill, import fill, rough grade, and fine grade included? A) Yes WE have this covered in our Bid.
    b. Swale excavation, drain rock, and pea gravel per C5.2 included? A) Yes Swale is included. Correct VRC owns Finley Butte Aggregate and will supply all rock.
    c. Excavation for retaining wall footing included? A)Correct Yes this is included.
    d. Backflow preventor at North end of property (Febco Model 850) included? A) Yes We have this in our Bid
    e. Your clear & grub qty notes 3,208 sqft. Your AC paving qty notes 3,104 sqft. Looks to me like clear & grub is just for AC, sidewalk, and curb at this point, is that accurate? Can you revise to include landscaping areas as well if that is the case? A) Correct. Add an additional $ 3,069.00
    f. Do you have excavation for light pole bases included (assume 5' below grade, 3' dia.)? If not, can you provide an adder? A) I will provide and Adder. ADD $ 1540.00
    g. Can you provide an adder for electrical trenching if not already included? A) I will provide an Adder. ADD $9186
    h. For the demo and cap sewer main, have you figured trenching and re-patching all the way to the mainline shown in the middle of Lafayette? We believe the Owner will not want us to rip into Lafayette and we're asking if we can cap at the ends of the lateral lines at the curbline at the North edge of the property. Can you break this price out specifically from base bid and include as an add alt? Base bid will be to abandon and cap at ends of laterals. A) Yes we have this in our Bid.
    i. Do you have agg base included at curbs? If not, please provide an adder. A) Yes we have this in our bid
    j. Please provide adder for agg base beneath boulders. A) WE have this in our Bid.
4. Site Concrete
    a. Can you provide an adder for the curb around the rock mulch median if not already included? Assume same 12" standard curb as what is next to the sidewalk. A) I will provide an adder for the median curb. Just so your are aware I made a site visit and I do not believe where the existing tree is where drawn.

b. Can you provide an adder for the housekeeping pad at electrical panel if not already included? A) I will provide an Adder
c. Do you have the tactile warning surface at the ADA ramp included? If not, can you provide an adder? A) I will provide an Adder.
d. Do you have the footing for the bike rack figured? If not, please provide an adder. Detail is on L2.0 A) Yes this is included

5. AC Paving
   a. Do you have 3" for onsite asphalt shown on C3.0 and 4" for offsite shown on C3.1? If not, can you please adjust pricing? A) If your referring to ROW - This is included in our Bid.
   b. Do you have joint seal included between new and existing asphalt? A) Yes this is included
   c. Do you have CSS-1 tack coat and compaction testing included? A) Yes this is included
6. Pavement Specialties
   a. I see wheelstops are included. Do you have the striping, signage, and demo of the (2) stripes at the South end of the lot included as well? A) We did not include striping only the removal of stripping.
7. Metal Railings
   a. You have 1 lsum noted for ADA handrail. Is this the entire 120' length along the sidewalk? A) Material was not included as we could not find the handrail in a reasonable time frame. Installation only.

I will have answers to the rest with a new bid for this hopefully by end of day as I am on a tight schedule today.

Thank You

Brian Burgess / PM / Estimating

Vic Russell Construction, Inc.
Finley Butte Aggregate & Paving

Off ice: 541-536-3478
Cell: 541-210-3739

Brian Burgess / PM / Estimating
Office: 541-536-3478
Cell: 541-210-3739

Vic Russell Construction, Inc.
Finley Butte Aggregate & Paving

Vic Russell Construction, Inc
Po Box 2520
La Pine, OR 97739

QUOTATION

Date	Estimate #
11/14/2025	9199

Name / Address
Pence 222 NW Lafayette Bend

Vic Russell Construction, Inc.
Office Ph: 541-536-3478
Office fax: 541-536-3526

Customer Phone	Customer E-mail
	brianb@vicrussellconstruction.com

Description	Lump Sum
Scope of work: Plans dated October 23, 2025 222NW Lafayette Bend, Oregon	0.00
Mobilization	
Traffic Control plan	
Temp chain Link fence	
Erosion Control	
Tree Protection	
New Temp gravel on Construction Entrance 825 SF	
new construct concrete washout	
Demo and remove 2034 SF of AC	
Demo and remove 79 SF concrete	
Remove 2 signs	
Demo and remove 77 LF of existing sidewalk	

Base Material_____ IN/CY/TON Asphalt_____ IN/CY/TON Subgrade Base_____
Existing Base_____ Sq Ft. _____ Sq. Yds _____ Unit Price _____

Estimated by:

Payment Due:Upon Completion **Lump Sum**

IN ORDER TO SCHEDULE PROJECT - QUOTATION MUST BE SIGNED AND RETURNED TO VIC RUSSELL CONSTRUCTION, INC. AS CONFIRMATION

Conditions of Quotation:
ADDITIONAL CHARGES MAY INCURR FOR THE FOLLOWING
* Rock hammering, relocation of utilities, permits, testing, soil sterilants and saw cuts.
* Vic Russell Construction, Inc does not warranty and is not responsible for any edge cracking, thermal cracking or tree root that may occur as a result of insufficient mitigation measures.
* Completion dependent upon weather and ground conditions.
* Vic Russell Construction, Inc will charge 1 1/2% interest per month on all outstanding balances not paid within terms of contract.
* Escalation Clause: If fuel and oil prices increase substantially, this bid may be subject to increase. All increases to contract will be subject to owner approval.
*Credit Card Payment 4.5% Service Charge

*** Quote is good for 15 days.**
*** Terms: Net due and payable upon completion, unless otherwise noted.**
*** If Owner or Prime Contractor insist upon completion of work against the advice of Vic Russell Construction, Inc due to weather conditions or sub-surface conditions, the Owner or Prime Contractor assumes all risk defects that may occur due to weather or sub-surface conditions.**

* CONTRACTOR PROVIDED NOTICE TO OWNER ABOUT CONSTRUCTION LIENS: Int: _____
* TERMS AND CONDITIONS OF QUOTATION UNDERSTOOD AND AGREED TO BY: Int:_____
* SEAL COAT OPTION SELECTED BY: Int: _____

I (we) hereby accept this quotation and the additional terms and conditions, and authorize Vic Russell Construction, Inc to proceed as specified.

Property Owner (Or authorized representative) (Print) **Signature** **Acceptance Date:**

If you have any questions regarding this quotation, please call (541) 536-3478. We appreciate the opportunity to serve you!

Payment Due subject to the termsof agreement or contract. Payments received after that time are subject to a late payment charge of 1 1/2% per month (18% per annum). In case of default in relationship to this agreement customer shall pay Vic Russell Construction, Inc's attorney fees and cost, even if no action is filed or to include if any action is filed. Jurisdiction for any action may be the sole option of Vic Russell Construction, Inc. This agreement shall be governed by and constructed in accordance with Oregon law.

Vic Russell Construction, Inc
Po Box 2520
La Pine, OR 97739

Rev 0

QUOTATION

Date	Estimate #
11/14/2025	9199

Name / Address
Pence 222 NW Lafayette Bend

Vic Russell Construction, Inc.
Office Ph: 541-536-3478
Office fax: 541-536-3526

Customer Phone	Customer E-mail
	brianb@vicrussellconstruction.com

Description	Lump Sum
Demo existing sewer and cap main	
Coordinate striping with City of Bend	
Clear and Grub 6" of 3028 SF	
Construct120 LF 12" curb	
clear vision area 440 SF	
Construct 140 LF sidewalk base and pour	
Install 1 bike rack	
install 8 precast rubber wheel stops	
install 120 LF concrete retaining wall @ back of sidewalk 6"	
install 1 ADA ramp handrail exclude material; installation only	
install 3014 SF of new base and AC	
TOTAL	201,749.44

Base Material_____ IN/CY/TON Asphalt_____ IN/CY/TON Subgrade Base_____
Existing Base_____ Sq Ft._____ Sq. Yds_____ Unit Price_____

Estimated by:	Payment Due:Upon Completion	Lump Sum	$201,749.44

IN ORDER TO SCHEDULE PROJECT - QUOTATION MUST BE SIGNED AND RETURNED TO VIC RUSSELL CONSTRUCTION, INC. AS CONFIRMATION

Conditions of Quotation:
ADDITIONAL CHARGES MAY INCURR FOR THE FOLLOWING
* Rock hammering, relocation of utilities, permits, testing, soil sterilants and saw cuts.
* Vic Russell Construction, Inc does not warranty and is not responsible for any edge cracking, thermal cracking or tree root that may occur as a result of insufficient mitigation measures.
* Completion dependent upon weather and ground conditions.
* Vic Russell Construction, Inc will charge 1 1/2% interest per month on all outstanding balances not paid within terms of contract.
* Escalation Clause: If fuel and oil prices increase substantially, this bid may be subject to increase. All increases to contract will be subject to owner approval.
*Credit Card Payment 4.5% Service Charge

*** Quote is good for 15 days.**
*** Terms: Net due and payable upon completion, unless otherwise noted.**
*** If Owner or Prime Contractor insist upon completion of work against the advice of Vic Russell Construction, Inc due to weather conditions or sub-surface conditions, the Owner or Prime Contractor assumes all risk defects that may occur due to weather or sub-surface conditions.**

* CONTRACTOR PROVIDED NOTICE TO OWNER ABOUT CONSTRUCTION LIENS: Int: _____
* TERMS AND CONDITIONS OF QUOTATION UNDERSTOOD AND AGREED TO BY: Int:_____
* SEAL COAT OPTION SELECTED BY: Int: _____

I (we) hereby accept this quotation and the additional terms and conditions, and authorize Vic Russell Construction, Inc to proceed as specified.

Property Owner (Or authorized representative) (Print) **Signature** **Acceptance Date:**

If you have any questions regarding this quotation, please call (541) 536-3478. We appreciate the opportunity to serve you!

Payment Due subject to the termsof agreement or contract. Payments received after that time are subject to a late fee charge of 1 1/2% per month (18% per annum). In case of default in relationship to this agreement custo shall pay Vic Russell Construction, Inc's attorney fees and cost, even if no action is filed or to include if any action is filed. Jurisdiction for any action may be the sole option of Vic Russell Construction, Inc. This agreement shall governed by and constructed in accordance with Oregon law.

Fletcher Hunt

From: Brian Burgess <brianb@vicrussellconstruction.com>
Sent: Wednesday, November 19, 2025 9:09 AM
To: Fletcher Hunt
Subject: 221 Lafayette

[EXTERNAL] *Use Caution*

Fletcher,

1. Prevailing wage rates included? A)Yes Prevailing wage rates were applied per drawing dates.
2. Sawcutting included in site demo scope? A)Yes We have the saw cutting in the project as per the design provided.
3. Earthwork scope:
    a. All cut to fill, import fill, rough grade, and fine grade included? A) Yes WE have this covered in our Bid.
    b. Swale excavation, drain rock, and pea gravel per C5.2 included? A) Yes Swale is included. Correct VRC owns Finley Butte Aggregate and will supply all rock.
    c. Excavation for retaining wall footing included? A)Correct Yes this is included.
    d. Backflow preventor at North end of property (Febco Model 850) included? A) Yes We have this in our Bid
    e. Your clear & grub qty notes 3,208 sqft. Your AC paving qty notes 3,104 sqft. Looks to me like clear & grub is just for AC, sidewalk, and curb at this point, is that accurate? Can you revise to include landscaping areas as well if that is the case? A) Correct. Add an additional $ 3,069.00
    f. Do you have excavation for light pole bases included (assume 5' below grade, 3' dia.)? If not, can you provide an adder? A) I will provide and Adder. ADD $ 1540.00
    g. Can you provide an adder for electrical trenching if not already included? A) I will provide an Adder. ADD $9186
    h. For the demo and cap sewer main, have you figured trenching and re-patching all the way to the mainline shown in the middle of Lafayette? We believe the Owner will not want us to rip into Lafayette and we're asking if we can cap at the ends of the lateral lines at the curbline at the North edge of the property. Can you break this price out specifically from base bid and include as an add alt? Base bid will be to abandon and cap at ends of laterals. A) Yes we have this in our Bid.
    i. Do you have agg base included at curbs? If not, please provide an adder. A) Yes we have this in our bid
    j. Please provide adder for agg base beneath boulders. A) WE have this in our Bid.
4. Site Concrete
    a. Can you provide an adder for the curb around the rock mulch median if not already included? Assume same 12" standard curb as what is next to the sidewalk. A) I will provide an adder for the median curb. Just so your are aware I made a site visit and I do not believe where the existing tree is where drawn.
    b. Can you provide an adder for the housekeeping pad at electrical panel if not already included? A) I will provide an Adder

c. Do you have the tactile warning surface at the ADA ramp included? If not, can you provide an adder? A) I will provide an Adder.
d. Do you have the footing for the bike rack figured? If not, please provide an adder. Detail is on L2.0 A) Yes this is included

5. AC Paving
   a. Do you have 3" for onsite asphalt shown on C3.0 and 4" for offsite shown on C3.1? If not, can you please adjust pricing? A) If your referring to ROW - This is included in our Bid.
   b. Do you have joint seal included between new and existing asphalt? A) Yes this is included
   c. Do you have CSS-1 tack coat and compaction testing included? A) Yes this is included
6. Pavement Specialties
   a. I see wheelstops are included. Do you have the striping, signage, and demo of the (2) stripes at the South end of the lot included as well? A) We did not include striping only the removal of stripping.
7. Metal Railings
   a. You have 1 lsum noted for ADA handrail. Is this the entire 120' length along the sidewalk? A) Material was not included as we could not find the handrail in a reasonable time frame. Installation only.

I will have answers to the rest with a new bid for this hopefully by end of day as I am on a tight schedule today.

Thank You

Brian Burgess / PM / Estimating

Vic Russell Construction, Inc.
Finley Butte Aggregate & Paving

Off ice: 541-536-3478
Cell: 541-210-3739

Brian Burgess / PM / Estimating
Office: 541-536-3478
Cell: 541-210-3739

Vic Russell Construction, Inc.
Finley Butte Aggregate & Paving

Subcontractor Comparison & Award Recommendation

Bid Date: **11/17/2025**

BID SUMMARY FORM

Architect: HHPR

Plan Version Date: 10/23/2025

Project: **221 Lafayette Parking** Scope: 32-02 - Flexible Pavement

Spec/Div	Description	Pence Budget	Wilson Curb Brent Wilson 541-480-0420	Tri County Paving Nick Dragt 541-390-0358	Vic Russell Brian Burgess 541-210-3739	7 Peaks Paving	Asphalt Recovery	High Desert Aggregate & Paving	Barlett Excavation
	Base Scope				217,339				
					refused to provide breakout betweens scopes				
	AC paving, 3" onsite (C5.0)		8,055	9,471	incl				
	AC paving, 4" offsite (R-11/C5.1)		2,478	2,835	incl				
	joint seal application btwn new/existing		incl	450	incl				
	CSS-1 tack coat		incl	incl	incl				
	asphalt compaction testing		incl	incl	incl	Declined to Bid	Declined to Bid	Declined to Bid	Declined to Bid
	AC paving, patchback at demo'd sewer		2,240	750	incl				
	substrate paving overage		incl	*1,500*	incl				
ALT	4" AC paving throughout alleyway		21,819	19,980	*19,980*				
	Prevailing Wage		yes	yes	yes				
	Pence Scope form + Bid form		yes	yes	no				
	Addendums (acknowledge)		n/a	n/a	n/a				
	Schedule (acknowledge)		yes	yes	no				
	Total Base Bid	$ -	$ 34,592	$ 34,986	$ 237,319	$ -	$ -	$ -	$ -
	Bond		n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Total Combined Price		**34,592**	**34,986**	**237,319**	**0**	**0**	**0**	**0**

MWESB

	We recommend this work be awarded to:	Wilson Curb			
	Subcontract / Purchase Agreement Amount:	34,592			
	We recommend this work be bonded:	N/A			
	Estimated Bond Cost:	N/A			
	Pence Contractors by:	Cory Loomis			

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11-17-2025 TIME: 2PM

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: Wilson Curb Inc (Bidder) 541-480-0420 (Phone)
21315 Bear Creek Rd. (Address) 541-389-4918 (Mobile)
Bend OR, 97701 (City/State/Zip) wilsoncurb@outlook.com (E-Mail)
Brent Wilson (Authorized Signer) _____ (E-Mail)

Operating as (strike out conditions that do not apply) an individual, a company, a corporation organized and existing under the laws of the State of Oregon, or a proprietorship, a partnership, or joint venture consisting of: S Corp .

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
#2	Electrical excavation Detail in SOV	$12,250.00
#3	Earthwork, excavation Detail in SOV	$63,166.00
#4	Asphalt patching Detail in SOV	$12,773.00
#5	Site Concrete Detail in SOV	$52,570.00
#6	Pavement markings and signage and bumpers Detail in SOV	$3500.00
#		

SUBTOTAL: $144,259.00

Alternate	Description	Amount
1	Surveying if needed	$4,500.00
2		
3		
4		
5		
6		

SECTION 00 41 00
BID FORM

ADDENDA ACKNOWLEDGEMENT

The undersigned acknowledges receipt of the following Addenda:

Addendum No. ____ dated _____ Addendum No. _____ dated _____

Addendum No. _____ dated _____ Addendum No. _____ dated _____

Cost of Performance and Payment Bond: For this bid price: $ $3000.00 LS As a percentage: 2.10 %

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: Markel Surety Company

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) .82

Minimum Bidder Qualifications Acknowledgement:	**Initial Below**
Bidder has reviewed and acknowledged all scope of work clarifications provided in Exhibit 1 attachment.	BW
The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	BW
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	BW
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	BW
The bidder attests that they have included any local taxes and fees in their pricing.	BW

Cost Reduction Concepts (attach additional documentation as necessary) $ 0.00

Submitted this 17th day of November, 2025.

Firm: Wilson Curb Inc.

Signature: Brent Wilson Typed name: Brent Wilson, President

Oregon CCB No.: 55987

COBID: MBE ____ WBE ____ ESB ____ DBE ____ SDVOB ____ NONE

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? NONE

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

					Total Estimate	Total Billed to Date		Total $ left to bill	$ 148,759.00
	0				$ 148,759.00	$ -			
#	Description	Bid QTY	Units	Rates	Total Dollar Amount	Dollar Billed to Date	Total QTY billed to date	Dollar Amount left to bill	Quantity Left to bill
0	Bid Schedule of values	0	0		$ -	$ -	0	$ -	0
0	0	0	0		$ -	$ -	0	$ -	0
#2	Electrical Work Excavation only	0	0		$ -	$ -	0	$ -	0
1	Excavation of electrical trenching Ln Ft of trenching.From electrial panel to Ev charging and Light pole	180	Ln Ft	$ 20.00	$ 3,600.00	$ -	0	$ 3,600.00	180
2	Light pole base Concrete only. Includes excavtion	2	Each	$ 2,000.00	$ 4,000.00	$ -	0	$ 4,000.00	2
3	New housekeeping pad at electrical panel	50	Sq Ft	$ 15.00	$ 750.00	$ -	0	$ 750.00	50
4	Excavation of electrical trench from new panel to pacific power Transformer does not include conduit	78	Ln Ft	$ 50.00	$ 3,900.00	$ -	0	$ 3,900.00	78
0	0	0	0		$ -	$ -	0	$ -	0
#3	Earthwork Bid Breakdown	0	0		$ -	$ -	0	$ -	0
1	Mob	1	Each	$ 4,000.00	$ 4,000.00	$ -	0	$ 4,000.00	1
2	Gravel entrance 3 to 6 inch drain rock.	1	Each	$ 1,500.00	$ 1,500.00	$ -	0	$ 1,500.00	1
3	Erosion control silt fence and inlet protection	1	Each	$ 1,500.00	$ 1,500.00	$ -	0	$ 1,500.00	1
3	Sawcutting of all concret and asphalt	350	Ln Ft	$ 10.00	$ 3,500.00	$ -	0	$ 3,500.00	350
5	Removal of asphalt and concrete on site plan.	3427	Sq Ft	$ 2.00	$ 6,854.00	$ -	0	$ 6,854.00	3427
6	Excavation for wall, clear and grub wall area	125	Ln Ft	$ 50.00	$ 6,250.00	$ -	0	$ 6,250.00	125
7	Excavation for swale at wall and parking lot. Chip down 3 ft plus for guarantee drainage	1	Each	$ 8,000.00	$ 8,000.00	$ -	0	$ 8,000.00	1
8	Swale material, 9 inches drain rock, 3 inch peagravel, 18 inches of amended soile	100	CY	$ 35.00	$ 3,500.00	$ -	0	$ 3,500.00	100
9	Testing For swale	2	Each	$ 1,400.00	$ 2,800.00	$ -	0	$ 2,800.00	2
10	Prep for Curb	219	Ln Ft	$ 10.00	$ 2,190.00	$ -	0	$ 2,190.00	219
11	Prep for Sidewalk	875	Sq Ft	$ 2.25	$ 1,968.75	$ -	0	$ 1,968.75	875
12	Prep for asphalt paving parking lot.	3359	Sq Ft	$ 1.75	$ 5,878.25	$ -	0	$ 5,878.25	3359
13	0	0	0		$ -	$ -	0	$ -	0
14	Removal of existing Stormwater facility	1	Each	$ 1,000.00	$ 1,000.00	$ -	0	$ 1,000.00	1
15	Removal of Existing sign base	1	Each	$ 750.00	$ 750.00	$ -	0	$ 750.00	1
16	New water meter double check valve. Installed By BYP plumbing	1	Each	$ 2,500.00	$ 2,500.00	$ -	0	$ 2,500.00	1
17	0	0	0		$ -	$ -	0	$ -	0
18	Sewer abandondment Traffic plan.	1	Each	$ 500.00	$ 500.00	$ -	0	$ 500.00	1
19	Sewer abandondment road closure set up . Wilson Curb Inc is approved with city of Bend	1	Each	$ 2,500.00	$ 2,500.00	$ -	0	$ 2,500.00	1
20	Sewer abandondment Excavtion and abandondment	1	Each	$ 5,400.00	$ 5,400.00	$ -	0	$ 5,400.00	1
21	Sewer abandonment paving listed in #3 Asphalt section	0	Sq Ft	$ -	$ -	$ -	0	$ -	0
22	0	0	0		$ -	$ -	0	$ -	0
23	Topsoil and backfill	1234	Sq Ft	$ 1.50	$ 1,851.00	$ -	0	$ 1,851.00	1234
24	Rock mulch for around tree.	112	Sq Ft	$ 2.00	$ 224.00	$ -	0	$ 224.00	112
25	landscaping sleeves	1	LS	$ 500.00	$ 500.00	$ -	0	$ 500.00	1

0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
#4	Asphalt		0	0		$ -	$ -	0	$ -	0
1	3 inch Asphalt paving at parking lot.		2685	Sq Ft	$ 3.00	$ 8,055.00	$ -	0	$ 8,055.00	2685
2	4 inch asphalt At sewer abandondment		320	Sq Ft	$ 7.00	$ 2,240.00	$ -	0	$ 2,240.00	320
3	4 inch asphalt in parking area		354	Sq Ft	$ 7.00	$ 2,478.00	$ -	0	$ 2,478.00	354
0		0	0	0		$ -	$ -	0	$ -	0
#5	Site Concrete		0	0		$ -	$ -	0	$ -	0
1	4 ft retaining wall and footing.		125	Ln Ft	$ 250.00	$ 31,250.00	$ -	0	$ 31,250.00	125
2	12 inch standard curb.		219	Ln Ft	$ 30.00	$ 6,570.00	$ -	0	$ 6,570.00	219
3	4 inch concrete sidewalk		875	Sq Ft	$ 12.00	$ 10,500.00	$ -	0	$ 10,500.00	875
4	ada domes		1	Each	$ 750.00	$ 750.00	$ -	0	$ 750.00	1
5	washout pan		1	Each	$ 3,000.00	$ 3,000.00	$ -	0	$ 3,000.00	1
6	Bike rack footings		1	Each	$ 500.00	$ 500.00	$ -	0	$ 500.00	1
#6	Pavement markings		0	0		$ -	$ -	0	$ -	0
0	Striping and parking bumpers and signage		1	LS	$ 3,500.00	$ 3,500.00	$ -	0	$ 3,500.00	1
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
#A	Surveying if needed.		1	LS	$ 4,500.00	$ 4,500.00	$ -	0	$ 4,500.00	1
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0	Prices exclude all Materials testing, electrical installationHandrails, bike racks		0	0		$ -	$ -	0	$ -	0
0	landscaping, Landscape boulders, permits, City of bend traffic control fees.		0	0		$ -	$ -	0	$ -	0
0		0

Fletcher Hunt

From: Brent Wilson <Wilsoncurb@outlook.com>
Sent: Monday, November 17, 2025 5:03 PM
To: Fletcher Hunt
Subject: Re: Deschutes county 221 Lafayette parking lot

Categories: Bid Questions - Answers

[EXTERNAL] *Use Caution*

Fletcher

1. Is pricing contingent on award of all scopes you quoted? I would like to do the concrete and excavation together. The asphalt, striping, electrical excavation, surveying. can be removed.

2. Earthwork
    1. Are you able to perform the abandon/cap sewer service called out in the plans? If so, can you provide an adder? I can and will add a line item
    2. Can you provide an adder to demo signage they call out in the demo plans? I can get that included
    3. Your gravel 3” to 6” line item, is this for the swales? Is the construction entrance included in this? If not, can you provide an adder? that is for the entrance however i donthave much. I have this project built in phases so i will leave the asphalt as long as possible to work from. I will remove for the wall and the curb first then work my way out removing the asphalt last to keep a clean site.
        i. I will add the 3 inch rock for the swale . i dont know how i missed that.
    4. Your prep line items (for curb, sidewalk, asphalt), does this include fine grade / agg base? My price includes all prep lined item out.
    5. Can you provide an adder to excavate for the 2 light pole bases? i have it broken down on the SOV my bid was for the excavation for trenchs and light poles not the install of electrical
    6. Are you able to perform supply & install of the double check valve assembly shown at North end of the site for water service? If so, can you provide an adder? I will add that to the pricing.
    7. Can you provide an adder to do electrical trenching? I have broken down on the SOV
3. Site concrete
    1. Does your retaining wall line item include footing? If not, can you please provide an adder? Yes it does include the footing.
    2. Can you provide adder for the curb around the rock mulch median in the parking lot? I’m assuming same curb that goes in adjacent to the sidewalk. Let me look at the quantity i think thats included
    3. Can you provide an adder for the housekeeping pad at the electrical panel? Yes
    4. Can you provide adders for the footing at the bike rack? Yes
4. AC Paving
    1. Do you currently have 3” for the onsite (main parking lot) per section on C5.0 and 4” per R-11 / C5.1? If not, can you please update pricing? Yes that is for 3 inch paving. i did not mark up the subcontractors price

2. Do you have joint seal included between new & existing AC? If not, can you provide an adder? Yes they cover joint sealing in that price for the cold joint.
3. Do you have CSS-1 tack coat and compaction testing included? If not, can you please provide adders? Yes they tack coat against the curb prior to paving

Let me know if you have any questions.
I will get you these clarifications by tomorrow moning.
Thank you
Brent Wilson

Regards,

Fletcher Hunt
Estimator II

Pence

T : 503.252.3802
C : 971.284.4124
E: fletcherh@pence.net

5400 Meadows Road, Fourth Floor
Lake Oswego, OR 97035
www.pence.net

From: Brent Wilson <Wilsoncurb@outlook.com>
Sent: Monday, November 17, 2025 7:32 AM
To: Fletcher Hunt <fletcherh@pence.net>; Jorge Olivera <jorge.olivera@pence.net>
Subject: Deschutes county 221 Lafayette parking lot

[EXTERNAL] *Use Caution*

Guys
attached is your bid form and my schedule of valued break down.
Let me know when you get the numbers figured out.

Est. 1964 Wilson Curb CONSTRUCTION Bend, Oregon 389-4918 CCB# 55967

Brent Wilson

Wilson Curb Inc.

Mobile: 541-480-0420

Email:brent@wilsoncurb.com

21315 Bear Creek Rd

					Total Estimate	Total Billed to Date		Total $ left to bill	$ 177,540.50
	0				$ 177,540.50	$ -			
#	Description	Bid QTY	Units	Rates	Total Dollar Amount	Dollar Billed to Date	Total QTY billed to date	Dollar Amount left to bill	Quantity Left to bill
0	Bid Schedule of values	0	0		$ -	$ -	0	$ -	0
0	0	0	0		$ -	$ -	0	$ -	0
#2	Electrical Work Excavation only	0	0		$ -	$ -	0	$ -	0
1	Excavation of electrical trenching Ln Ft of trenching.From electrial panel to Ev charging and Light pole	180	Ln Ft	$ 20.00	$ 3,600.00	$ -	0	$ 3,600.00	180
2	Light pole base Concrete only. Includes excavtion	2	Each	$ 2,000.00	$ 4,000.00	$ -	0	$ 4,000.00	2
3	New housekeeping pad at electrical panel	50	Sq Ft	$ 15.00	$ 750.00	$ -	0	$ 750.00	50
4	Excavation of electrical trench from new panel to pacific power Transformer does not include conduit	78	Ln Ft	$ 50.00	$ 3,900.00	$ -	0	$ 3,900.00	78
0	0	0	0		$ -	$ -	0	$ -	0
#3	Earthwork Bid Breakdown	0	0		$ -	$ -	0	$ -	0
1	Mob	1	Each	$ 4,000.00	$ 4,000.00	$ -	0	$ 4,000.00	1
2	Gravel entrance 3 to 6 inch drain rock.	1	Each	$ 1,500.00	$ 1,500.00	$ -	0	$ 1,500.00	1
3	Erosion control silt fence and inlet protection	1	Each	$ 1,500.00	$ 1,500.00	$ -	0	$ 1,500.00	1
3	Sawcutting of all concret and asphalt	350	Ln Ft	$ 10.00	$ 3,500.00	$ -	0	$ 3,500.00	350
5	Removal of asphalt and concrete on site plan.	3427	Sq Ft	$ 2.00	$ 6,854.00	$ -	0	$ 6,854.00	3427
6	Excavation for wall, clear and grub wall area	125	Ln Ft	$ 50.00	$ 6,250.00	$ -	0	$ 6,250.00	125
7	Excavation for swale at wall and parking lot. Chip down 3 ft plus for guarantee drainage	1	Each	$ 8,000.00	$ 8,000.00	$ -	0	$ 8,000.00	1
8	Swale material, 9 inches drain rock, 3 inch peagravel, 18 inches of amended soile	100	CY	$ 35.00	$ 3,500.00	$ -	0	$ 3,500.00	100
9	Testing For swale	2	Each	$ 1,400.00	$ 2,800.00	$ -	0	$ 2,800.00	2
10	Prep for Curb	219	Ln Ft	$ 10.00	$ 2,190.00	$ -	0	$ 2,190.00	219
11	Prep for Sidewalk	875	Sq Ft	$ 2.25	$ 1,968.75	$ -	0	$ 1,968.75	875
12	Prep for asphalt paving parking lot.	3359	Sq Ft	$ 1.75	$ 5,878.25	$ -	0	$ 5,878.25	3359
13	0	0	0		$ -	$ -	0	$ -	0
14	Removal of existing Stormwater facility	1	Each	$ 1,000.00	$ 1,000.00	$ -	0	$ 1,000.00	1
15	Removal of Existing sign base	1	Each	$ 750.00	$ 750.00	$ -	0	$ 750.00	1
16	New water meter double check valve. Installed By BYP plumbing	1	Each	$ 2,500.00	$ 2,500.00	$ -	0	$ 2,500.00	1
17	0	0	0		$ -	$ -	0	$ -	0
18	Sewer abandondment Traffic plan.	1	Each	$ 500.00	$ 500.00	$ -	0	$ 500.00	1
19	Sewer abandondment road closure set up . Wilson Curb Inc is approved with city of Bend	1	Each	$ 2,500.00	$ 2,500.00	$ -	0	$ 2,500.00	1
20	Sewer abandondment Excavtion and abandondment	1	Each	$ 5,400.00	$ 5,400.00	$ -	0	$ 5,400.00	1
21	Sewer abandonment paving listed in #3 Asphalt section	0	Sq Ft	$ -	$ -	$ -	0	$ -	0
22	0	0	0		$ -	$ -	0	$ -	0
23	Topsoil and backfill	1234	Sq Ft	$ 1.50	$ 1,851.00	$ -	0	$ 1,851.00	1234
24	Rock mulch for around tree.	112	Sq Ft	$ 2.00	$ 224.00	$ -	0	$ 224.00	112
25	landscaping sleeves	1	LS	$ 500.00	$ 500.00	$ -	0	$ 500.00	1

0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
#4	Asphalt		0	0		$ -	$ -	0	$ -	0
1	3 inch Asphalt paving at parking lot.		2685	Sq Ft	$ 3.00	$ 8,055.00	$ -	0	$ 8,055.00	2685
2	4 inch asphalt At sewer abandondment		320	Sq Ft	$ 7.00	$ 2,240.00	$ -	0	$ 2,240.00	320
3	4 inch asphalt in parking area		354	Sq Ft	$ 7.00	$ 2,478.00	$ -	0	$ 2,478.00	354
0		0	0	0		$ -	$ -	0	$ -	0
#5	Site Concrete		0	0		$ -	$ -	0	$ -	0
1	4 ft retaining wall and footing.		125	Ln Ft	$ 250.00	$ 31,250.00	$ -	0	$ 31,250.00	125
2	12 inch standard curb.		219	Ln Ft	$ 30.00	$ 6,570.00	$ -	0	$ 6,570.00	219
3	4 inch concrete sidewalk		875	Sq Ft	$ 12.00	$ 10,500.00	$ -	0	$ 10,500.00	875
4	ada domes		1	Each	$ 750.00	$ 750.00	$ -	0	$ 750.00	1
5	washout pan		1	Each	$ 3,000.00	$ 3,000.00	$ -	0	$ 3,000.00	1
6	Bike rack footings		1	Each	$ 500.00	$ 500.00	$ -	0	$ 500.00	1
#6	Pavement markings		0	0		$ -	$ -	0	$ -	0
0	Striping and parking bumpers and signage		1	LS	$ 3,500.00	$ 3,500.00	$ -	0	$ 3,500.00	1
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
#A	Surveying if needed.		1	LS	$ 4,500.00	$ 4,500.00	$ -	0	$ 4,500.00	1
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0	Prices exclude all Materials testing, electrical installationHandrails, bike racks		0	0		$ -	$ -	0	$ -	0
0	landscaping, Landscape boulders, permits, City of bend traffic control fees.		0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0	BID ALTERNATE	0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0	Alternate. For removing entire parking lot. Total price is **$28,011.5**		0	0		$ -	$ -	0	$ -	0
0	Removal of asphalt see AC paving for this line item.		6234	Sq Ft	$ 0.75	$ 4,675.50	$ -	0	$ 4,675.50	6234
0	Base rock for new asphalt and prep for new asphalt		6234	Sq Ft	$ 0.50	$ 3,117.00	$ -	0	$ 3,117.00	6234
0	4 inch of asphalt paving.		6234	Sq Ft	$ 3.50	$ 21,819.00	$ -	0	$ 21,819.00	6234
0	Sawcutting not needed since parking lot all paved.		-160	Ln Ft	$ 10.00	$ (1,600.00)	$ -	0	$ (1,600.00)	-160
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0	Removal of Tree Stump Stump Grinding per stump		1	Each	$ 750.00	$ 750.00	$ -	0	$ 750.00	1
0	Haul off of Unsuitable materials CY		1	Each	$ 20.00	$ 20.00	$ -	0	$ 20.00	1
0			0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0
0		0	0	0		$ -	$ -	0	$ -	0

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11-17-2025 TIME: 2 PM

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: Wilson Curb Inc (Bidder) 541-389-4918 (Phone)
21315 Bear Creek Rd. (Address) 541-480-0420 (Mobile)
Bend, OR (City/State/Zip) wilsoncurb@outlook.com (E-Mail)
Brent Wilson (Authorized Signer) _____ (E-Mail)

Operating as (strike out conditions that do not apply) an ~~individual~~, a ~~company~~, a corporation organized and existing under the laws of the State of Oregon, or a proprietorship, a partnership, or joint venture consisting of: S Corp. .

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
#2	Electrial work	$4,500.00
#3	Earthwork	$43,195.50
#4	Asphalt paving	$8,631.00
#5	Site Concrete	$49,400.00
#6	Pavement markings	$3,500.00

SUBTOTAL: $ $109,226.50

Alternate	Description	Amount
1	Extra for surveying if needed	$4,500.00
2		
3		
4		
5		
6		

ADDENDA ACKNOWLEDGEMENT
The undersigned acknowledges receipt of the following Addenda:

Addendum No. ____ dated _____ Addendum No. _____ dated _____

Addendum No. _____ dated _____ Addendum No. _____ dated _____

Cost of Performance and Payment Bond: For this bid price: $ $2,293.00 OR As a percentage: 2.1 %

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: Markel Surety Group

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) .82

Minimum Bidder Qualifications Acknowledgement:	**Initial Below**
Bidder has reviewed and acknowledged all scope of work clarifications provided in Exhibit 1 attachment.	BW
The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	BW
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	Bw
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	BW
The bidder attests that they have included any local taxes and fees in their pricing.	BW

Cost Reduction Concepts (attach additional documentation as necessary) $ _____

Submitted this 17th day of November, 2025

Firm: Wilson Curb Inc.

Signature: Brent Wilson Typed name: Brent Wilson

Oregon CCB No.: 55987

COBID: MBE ____ WBE ____ ESB ____ DBE ____ SDVOB ____ NONE

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? NONE

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

					Total Estimate	Total Billed to Date		Total $ left to bill	$ 113,726.50	% Complete	0	% Complete
	Revised Pence Laffayette				$ 113,726.50	$ -				Billed	$ -	Billed
#	Description	Bid QTY	Units	Rates	Total Dollar Amount	Dollar Billed to Date	Total QTY billed to date	Dollar Amount left to bill	Quantity Left to bill	Total QTY Month #1		Total QTY Month#2
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
#3	Earthwork Breakdown $43,195.50	0	0		$ -	$ -	0	$ -	0		$ -	
1	Mob	1	Each	$ 4,000.00	$ 4,000.00	$ -	0	$ 4,000.00	1		$ -	
2	Gravel 3 to 6 inch	1	Each	$ 1,500.00	$ 1,500.00	$ -	0	$ 1,500.00	1		$ -	
3	Erosion Control silt fence	1	Each	$ 1,500.00	$ 1,500.00	$ -	0	$ 1,500.00	1		$ -	
4	Sawcutting	250	Ln Ft	$ 10.00	$ 2,500.00	$ -	0	$ 2,500.00	250		$ -	
5	Removal of asphalt and concrete	2696	Sq Ft	$ 2.00	$ 5,392.00	$ -	0	$ 5,392.00	2696		$ -	
6	Excavation for wall, clear and grub	125	Ln Ft	$ 80.00	$ 10,000.00	$ -	0	$ 10,000.00	125		$ -	
7	Excavation/ fill for swale at wall and parking lot	1	LS	$ 7,000.00	$ 7,000.00	$ -	0	$ 7,000.00	1		$ -	
8	Prep for curb	130	ln Ft	$ 10.00	$ 1,300.00	$ -	0	$ 1,300.00	130		$ -	
9	Prep for walk	875	Sq Ft	$ 2.25	$ 1,968.75	$ -	0	$ 1,968.75	875		$ -	
10	Prep for asphalt	2877	Sq Ft	$ 1.75	$ 5,034.75	$ -	0	$ 5,034.75	2877		$ -	
11	Test swale 1 and 2	1	LS	$ 3,000.00	$ 3,000.00	$ -	0	$ 3,000.00	1		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
#4	Asphalt $8,631.00	0	0		$ -	$ -	0	$ -	0		$ -	
1	Asphalt placement only prep previous line items	2877	Sq Ft	$ 3.00	$ 8,631.00	$ -	0	$ 8,631.00	2877		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
#5	Site Concrete $49,400.00	0	0		$ -	$ -	0	$ -	0		$ -	
1	4 ft retaining wall	125	Ln Ft	$ 250.00	$ 31,250.00	$ -	0	$ 31,250.00	125		$ -	
2	12 inch curb	130	Ln Ft	$ 30.00	$ 3,900.00	$ -	0	$ 3,900.00	130		$ -	
3	4 inch sidewalk	875	Sq Ft	$ 12.00	$ 10,500.00	$ -	0	$ 10,500.00	875		$ -	
4	ada domes	1	Each	$ 750.00	$ 750.00	$ -	0	$ 750.00	1		$ -	
5	Washout pan	1	Each	$ 3,000.00	$ 3,000.00	$ -	0	$ 3,000.00	1		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
#6	Pavement marking $3,500.00	0	0		$ -	$ -	0	$ -	0		$ -	
1	Striping and signage.	1	LS	$ 3,500.00	$ 3,500.00	$ -	0	$ 3,500.00	1		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
# 2	Electrical work $4500 total	0	0		$ -	$ -	0	$ -	0		$ -	
0	Excavation for electrical	1	LS	$ 2,500.00	$ 2,500.00	$ -	0	$ 2,500.00	1		$ -	
0	Light pole base	2	Each	$ 1,000.00	$ 2,000.00	$ -	0	$ 2,000.00	2		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	

0	Extra	0	0		$ -	$ -	0	$ -	0		$ -	
0	Surveying $4,500.00	1	LS	$ 4,500.00	$ 4,500.00	$ -	0	$ 4,500.00	1		$ -	
0	0	0	0		$ -	$ -	0	$ -	0

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11-18-25 TIME: 1:00 pm

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: Tri County Paving LLC (Bidder) 541-526-5800 (Phone)

PO Box 1621 (Address) _____ (Mobile)

Redmond, OR 97756 (City/State/Zip) Jeff@tricountypaving.net (E-Mail)

Jeff Curl (Authorized Signer) _____ (E-Mail)

Operating as (strike out conditions that do not apply) ~~an individual~~, a company, ~~a corporation organized~~ and existing under the laws of the State of Oregon, or a ~~proprietorship, a partnership, or joint venture consisting of:~~

_____.

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
1	3" compacted asphalt installation on parking lot (287 sy)	$9,471.00
2	4" compacted asphalt installation on alleyway patch (315 sf)	$2,835.00
3	joint seal application between new and existing asphalt	$450.00

SUBTOTAL: $ $12,756.00

Alternate	Description	Amount
1	4" compacted asphalt installation on alleyway (702 sy)	$22,815.00
2	*if alternate #1 is executed, line item #2 of the base bid (asphalt patching) will be voided	
3		
4		
5		
6		

SECTION 00 41 00
BID FORM

ADDENDA ACKNOWLEDGEMENT

The undersigned acknowledges receipt of the following Addenda:

Addendum No. ____ dated _____ Addendum No. _____ dated _____

Addendum No. _____ dated _____ Addendum No. _____ dated _____

Cost of Performance and Payment Bond: For this bid price: $_____LS As a percentage: _____%

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: N/A

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) _____

Minimum Bidder Qualifications Acknowledgement:	**Initial Below**
Bidder has reviewed and acknowledged all scope of work clarifications provided in Exhibit 1 attachment.	
The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	
The bidder attests that they have included any local taxes and fees in their pricing.	

Cost Reduction Concepts (attach additional documentation as necessary) $ _____

Submitted this 18 day of November, 2025.

Firm: Tri County Paving LLC

Signature: _____ Typed name: Jeff Curl

Oregon CCB No.: 189644

COBID: MBE ____ WBE ____ ESB ____ DBE ____ SDVOB ____

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? 0

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

TRI COUNTY PAVING
PROPOSAL & CONTRACT

CCB# 189644, EST. 2010

PROJECT

PROJECT NAME:	221 Lafayette Parking and On-Site Improvements	DATE:	11/3/2025
SITE ADDRESS:	221 NW Lafayette Ave, Bend		Revised 11/18/2025

CUSTOMER

OWNER/CONTRACTOR:	Pence Construction
CONTACT:	Fletcher
MAILING ADDRESS:	
PHONE:	
E-MAIL:	fletcherh@pence.net
INVOICE E-MAIL:	

TRI COUNTY PAVING

CONTACT:	Nick Dragt
ADDRESS:	PO Box 1621 Redmond, OR 97756
PHONE:	541-390-0358
OFFICE:	541-526-5800
FAX:	541-647-6515
E-MAIL:	nickd@tricountypaving.net
WEB SITE:	www.tricountypaving.net

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT $$	TOTAL $$
1	3" compacted asphalt installation	287	sy	$33.00	$9,471.00
	on parking lot as per plans				
	(on-site)				
2	4" compacted asphalt installation	315	sf	$9.00	$2,835.00
	on alleyway as per plans				
	(off-site patch)				
3	joint seal application between new and	1	ls	$450.00	$450.00
	existing asphalt				
				Base Bid Total	**$12,756.00**
**Alternate #1	4" compacted asphalt installation	702	sy	$32.50	$22,815.00
	on alleyway as per plans				
				Alternate #1 Total	$22,815.00
				Aternate #1 + Base Bid Toltal =	*$32,736.00*

INCLUSIONS/EXCLUSIONS/NOTES

*inclusions: **one mobilization**, CSS-1 tack application, cleaning/prep of joints, asphalt compaction testing

*exclusions: subgrade work, base prep work, saw cuts, prime coat, paving risers, striping, permits, bond, add. insurance endorsements

**if alternate #1 is executed, line item #2 of the base bid (asphalt patching) will be voided

traffic control to be provided by general contractor

*materials: asphalt (level 3, 1/2 inch dense mix w/ PG 64-28 binder), joint seal (material meeting ASTM D 6690 Type 1 spec)

*proposal based on plans dated: 10/23/25

*miscellaneous asphalt patching to be priced separately

*if scope is altered by owner more than 10%, TCP may review pricing and adjust accordingly

proposal based on July 2025 BOLI rates

*if applicable, any composite pay factor to be paid to Tri County Paving & PBA

*additional mobilizations - $925.00/each

**proposal valid thru 2025, to be reviewed and possibly revised based on current costs if paved in 2026*

TERMS & CONDITIONS

This proposal is made by Tri County Paving, LLC ("Seller") to *Pence Construction* ("Purchaser").

Seller agrees to furnish all labor and materials completed in accordance with these specifications. All material is guaranteed to be as specified and all work is to be completed in a workmanlike manner according to standard practices. A limited one-year warranty on all materials and workmanship applies. Any alteration or deviation from the above specifications involving additional cost or risk to Seller will be performed only upon execution of a written change order agreed to between Purchaser and Seller, which will include any additional costs, compensation, charges and required extensions of time for performance over and above the estimate. Seller's employees are fully covered by workers' compensation insurance. Purchaser agrees to pay Seller for materials, labor and equipment used or to be purchased under this contract, plus any charges for additional materials, labor and equipment covered under a written change order. Payment is due upon Purchaser's receipt of invoice. A late charge of 1.5% per month (18% per annum) may be charged on all past due accounts over 30 days. Seller may stop all work hereunder if any account or other payable hereunder becomes 30 or more days past due and Seller shall not be responsible for any cost or delay arising from such discontinued work. Notice is hereby provided to Purchaser that a lien may be filed for material, labor and/or equipment furnished by Seller. Any and all costs associated with the collection of monies due Seller under this contract and/or written change orders will be the responsibility of Purchaser. Seller shall not be responsible for any loss or delay in performance arising from causes beyond the control of Seller (including, but not limited to, delay in delivery of materials or goods, fire, flood, strike or other casualty or act of God) or as a result of Purchaser's negligence or interference. In the event the parties become involved in litigation or arbitration, the prevailing party shall be fully compensated for its reasonable costs arising thereunder, including attorneys' fees and experts' fees. This contract shall constitute the entire agreement between the parties with respect to the subject matter contained herein. All notices which may be required under this contract shall be in writing and delivered by U.S. mail at the respective address listed above. This contract may be executed in one or more counterparts, which may be delivered by facsimile or other electronic means, and each of which will be deemed an original. By signing below the Purchaser is acknowledging receipt of the Construction Protection Notice.

ACCEPTANCE OF PROPOSAL- The above prices, specifications and other terms and conditions contained herein are satisfactory and are hereby accepted by the parties.

PURCHASER		SELLER	
Pence Construction		Tri County Paving, LLC	
SIGNATURE:		SIGNATURE:	Nick Dragt
PRINT NAME:		PRINT NAME:	Nick Dragt
DATE:		TITLE:	Estimator

Consumer Protection Notice
Actions to help make your project successful
f:CPN 4-26-2011
(ORS 701.330 (1)

Oregon law requires contractors to provide the homeowner with this notice at the time of written contract, for work on a residential structure. This notice explains licensing , bond and insurance requirements, and steps that consumers can take to help protect their interests.

START OUT YOUR PROJECT RIGHT

1. **Make sure your contractor is properly licensed** before you sign a contract. Visit www.oregon.gov/ccb, and click on the link, **Check on a Contractor's License**, or call our offices at 503-378-4621. To be licensed in Oregon, contractors must take training and pass a test on business practices and law. Licens- ing is not a guarantee of the contractor's work.

- **A license requires the contractor to maintain a surety bond and liability insurance** -
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tracts be in writing.
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Visit the CCB website at for more information on having a successful project. www.oregon.gov/ccb

Contractor CCB# 189644
Tri County Paving, LLC
Jeff Curl - VP Operations

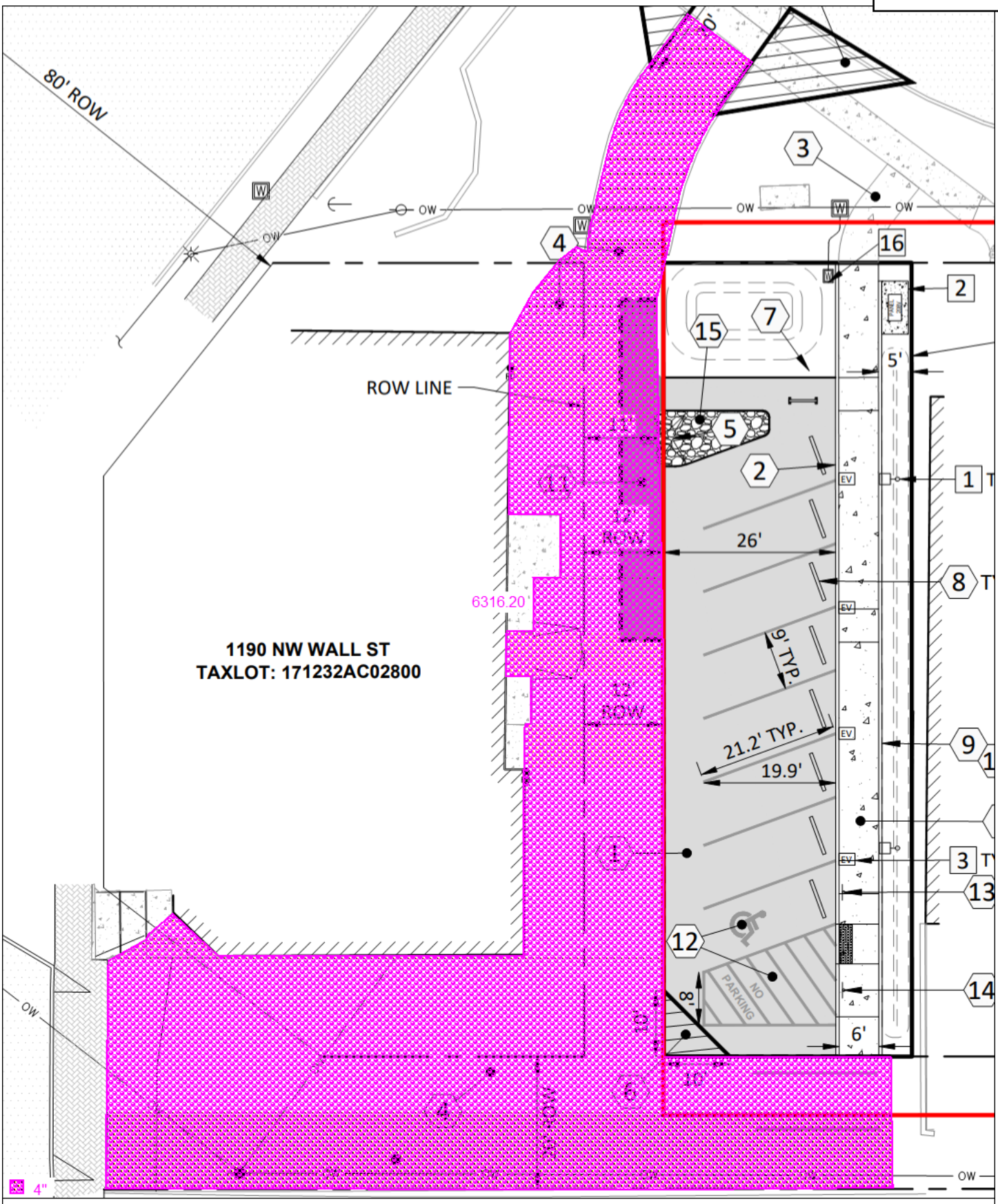
fletcherh@

Tri County Paving, LLC
PO Box 1621, Redmond OR 97756
ph. 541-526-5800
www.tricountypaving.net

To Our Valued Customer,

Thank you for the opportunity to provide you with a quote. Below is some information regarding our products and services and some instructions if you decide to use our company to complete your project.

General Information	
Scheduling	You will be contacted soon after our receiving your signed contract. We will inform you of the month and week the project will begin. You will also be contacted the Friday before the scheduled week to touch base and to tentatively schedule the day of arrival. Please note that the scheduling outlook (if provided) will change between your receipt of proposal and when you sign/return the contract.
Payment	You will be billed upon completion for the provided work and your invoice will be e-mailed unless standard mail is requested. No pre-work deposit is necessary. We expect payment upon receipt of invoice. We do not accept credit cards.
Warranty	All of our products and services come with a one year limited warranty. If you are having issues with any part of the work, we will respond quickly to resolve the issue.
Paving Projects	
Products	Most projects will include base material installation under the new asphalt. The base rock used is 3/4"-0 commercial or state spec. The asphalt installed will be a Level 2, 1/2" dense mix with PG 64-28 oil unless an alternative mix is specified. If shoulder material is included on your project, 3/4"-0 commercial or state spec will be used.
Application	Base material (if applicable) will be installed to grade using either a grade tractor or large grader depending on the size and scope of your project. Compaction will be achieved through a combination of watering and rolling with a 5 or 7 ton roller and plate compactor. Asphalt will be installed to grade using a 8' or 10' wide hard screed paving machine and a combination of shovels and rakes will be used to level areas and finish joints. Compaction will again be achieved using a 5 or 7 ton roller and plate compactor. If applicable, a large conveyor truck or road widener will be used to install shoulder material followed with watering and rolling to tighten the material to the edge of the new asphalt.
Post Work & Maintenance	Your project will be ribboned off to prevent traffic on the new asphalt. Please allow 48 hours before you start driving on the pavement. The new asphalt is in a continual state of curing and hardening so during the first 2 years after application (in the warmer months), do not turn your tires while sitting stationary. In other words, BE ROLLING WHEN TURNING. Inevitably, some scuffing and wear will occur, however, seal coating the pavement will hide these blemishes and provide a "like new" surface once again. ***We recommend seal coating the asphalt 2 years after installation to allow for curing prior to application.***
Crack Sealing & Seal Coating Projects	
Products	The crack seal product used meets ASTM 6690-1 spec and it is a hot-applied liquid. It is a rubberized sealant that creates a positive seal and allows for the expansion and contraction of the joint or crack. The seal coat product used is Seal Right- Master Seal and it is an emulsified asphalt product. It contains 60% solids and has a bulk density of 10 lbs/gallon. Seal coat is applied to slow pavement oxidation and wear from weather conditions. This particular product by Seal Right is used by multiple agencies in the region.
Preparation	We will clean all surfaces prior to doing the work. We use wire brooms and high powered blowers to clean the cracks and surface removing all dirt and debris.
Application	We normally apply crack seal material using the "shoe" method which leaves a narrow, slightly elevated band over the crack. The "shoe" method provides longer resistance to crack reflection as it leaves an extra amount of material over the crack. Future applications may be required as some cracks could re-open in 1 to 2 years following initial application. We do not crack seal minute hairline cracks nor do we crack seal the joint between concrete and asphalt. Unless prescribed otherwise, the seal coat is applied by hand squeegee or with a squeegee machine called a "buggy". Both methods lay the material into a thin, even coat, filling voids and sealing the surface area. The material is hand-cut around edges, concrete and pavers to insure complete coverage. Once applied, it leaves a deep black color to asphalt and protects the surface from UV rays and water damage. We recommend resealing on average every 5 years. It must be noted that seal coat does not completely hide the crack seal material's texture or color.
Post Work	Allow 1 hr after the application of crack seal before driving on it. You can expect the material to be slightly soft and pliable on warmer days after installation during the first season. After the seal coat has been applied you will need to allow 24 hrs minimum cure time. During this period avoid walking or driving on the surface. Also, all watering systems must be turned off during this cure time. Tri County Paving will not warrant the work if irrigation comes in contact with the application during this 24hr window. During the first month after application, do not rotate the car tires while sitting stationary. Once again, BE ROLLING WHEN TURNING. If some scuffing does occur, it will disappear in time with continued use.



Project:		
Location:		
Estimator:		
Print Scale: 1:20	Created with BidScreen XL from Vertigraph, Inc.	Date: 11/18/2025

TRI COUNTY PAVING
PROPOSAL & CONTRACT

CCB# 189644, EST. 2010

PROJECT

PROJECT NAME: 221 Lafayette Parking and On-Site Improvements
DATE: 11/3/2025
SITE ADDRESS: 221 NW Lafayette Ave, Bend

CUSTOMER

OWNER/CONTRACTOR: Pence Construction
CONTACT: Fletcher
MAILING ADDRESS:
PHONE:
E-MAIL: fletcherh@pence.net
INVOICE E-MAIL:

TRI COUNTY PAVING

CONTACT: Nick Dragt
ADDRESS: PO Box 1621 Redmond, OR 97756
PHONE: 541-390-0358
OFFICE: 541-526-5800
FAX: 541-647-6515
E-MAIL: nickd@tricountypaving.net
WEB SITE: www.tricountypaving.net

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT $$	TOTAL $$
1	3" compacted asphalt installation	287	sy	$33.00	$9,471.00
	on parking lot as per plans				
	(on-site) **detail on C5.0**				
2	4" compacted asphalt installation	315	sf	$9.00	$2,835.00
	on alleyway as per plans				
	(off-site patch) **R-11/C5.1**				
3	joint seal application between new and	1	ls	$450.00	$450.00
	existing asphalt				
				Grand Total	*$12,756.00*

INCLUSIONS/EXCLUSIONS/NOTES

*inclusions: **one mobilization**, CSS-1 tack application, cleaning/prep of joints, asphalt compaction testing
*exclusions: subgrade work, base prep work, sawcuts, prime coat, paving risers, striping, permits, bond, add. insurance endorsements
traffic control to be provided by general contractor
*materials: asphalt (level 3, 1/2 inch dense mix w/ PG 64-28 binder), joint seal (material meeting ASTM D 6690 Type I spec)
*proposal based on plans dated: 10/23/25
*miscellaneous asphalt patching to be priced separately
*if scope is altered by owner more than 10%, TCP may review pricing and adjust accordingly
***proposal based on July 2025 BOLI rates**
*if applicable, any composite pay factor to be paid to Tri County Paving & PBA
*additional mobilizations - $925.00/each
proposal valid thru 2025, to be reviewed and possibly revised based on current costs if paved in 2026

More expensive due to all patchback being handworked per phone call w/ Nick Dragt 11/11/25. - FH

TERMS & CONDITIONS

This proposal is made by Tri County Paving, LLC ("Seller") to *Pence Construction* ("Purchaser").
Seller agrees to furnish all labor and materials completed in accordance with these specifications. All material is guaranteed to be as specified and all work is to be completed in a workmanlike manner according to standard practices. A limited one-year warranty on all materials and workmanship applies. Any alteration or deviation from the above specifications involving additional cost or risk to Seller will be performed only upon execution of a written change order agreed to between Purchaser and Seller, which will include any additional costs, compensation, charges and required extensions of time for performance over and above the estimate. Seller's employees are fully covered by workers' compensation insurance. Purchaser agrees to pay Seller for materials, labor and equipment used or to be purchased under this contract, plus any charges for additional materials, labor and equipment covered under a written change order. Payment is due upon Purchaser's receipt of invoice. A late charge of 1.5% per month (18% per annum) may be charged on all past due accounts over 30 days. Seller may stop all work hereunder if any account or other payable hereunder becomes 30 or more days past due and Seller shall not be responsible for any cost or delay arising from such discontinued work. Notice is hereby provided to Purchaser that a lien may be filed for material, labor and/or equipment furnished by Seller. Any and all costs associated with the collection of monies due Seller under this contract and/or written change orders will be the responsibility of Purchaser. Seller shall not be responsible for any loss or delay in performance arising from causes beyond the control of Seller (including, but not limited to, delay in delivery of materials or goods, fire, flood, strike or other casualty or act of God) or as a result of Purchaser's negligence or interference. In the event the parties become involved in litigation or arbitration, the prevailing party shall be fully compensated for its reasonable costs arising thereunder, including attorneys' fees and experts' fees. This contract shall constitute the entire agreement between the parties with respect to the subject matter contained herein. All notices which may be required under this contract shall be in writing and delivered by U.S. mail at the respective address listed above. This contract may be executed in one or more counterparts, which may be delivered by facsimile or other electronic means, and each of which will be deemed an original. By signing below the Purchaser is acknowledging receipt of the Construction Protection Notice.

ACCEPTANCE OF PROPOSAL- The above prices, specifications and other terms and conditions contained herein are satisfactory and are hereby accepted by the parties.

PURCHASER		SELLER	
Pence Construction		Tri County Paving, LLC	
SIGNATURE:		SIGNATURE:	*Nick Dragt*
PRINT NAME:		PRINT NAME:	Nick Dragt
DATE:		TITLE:	Estimator

Consumer Protection Notice
Actions to help make your project successful
f:CPN 4-26-2011
(ORS 701.330 (1)

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Contractor CCB# 189644

Tri County Paving, LLC

Jeff Curl - VP Operations

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PO Box 1621, Redmond OR 97756
ph. 541-526-5800
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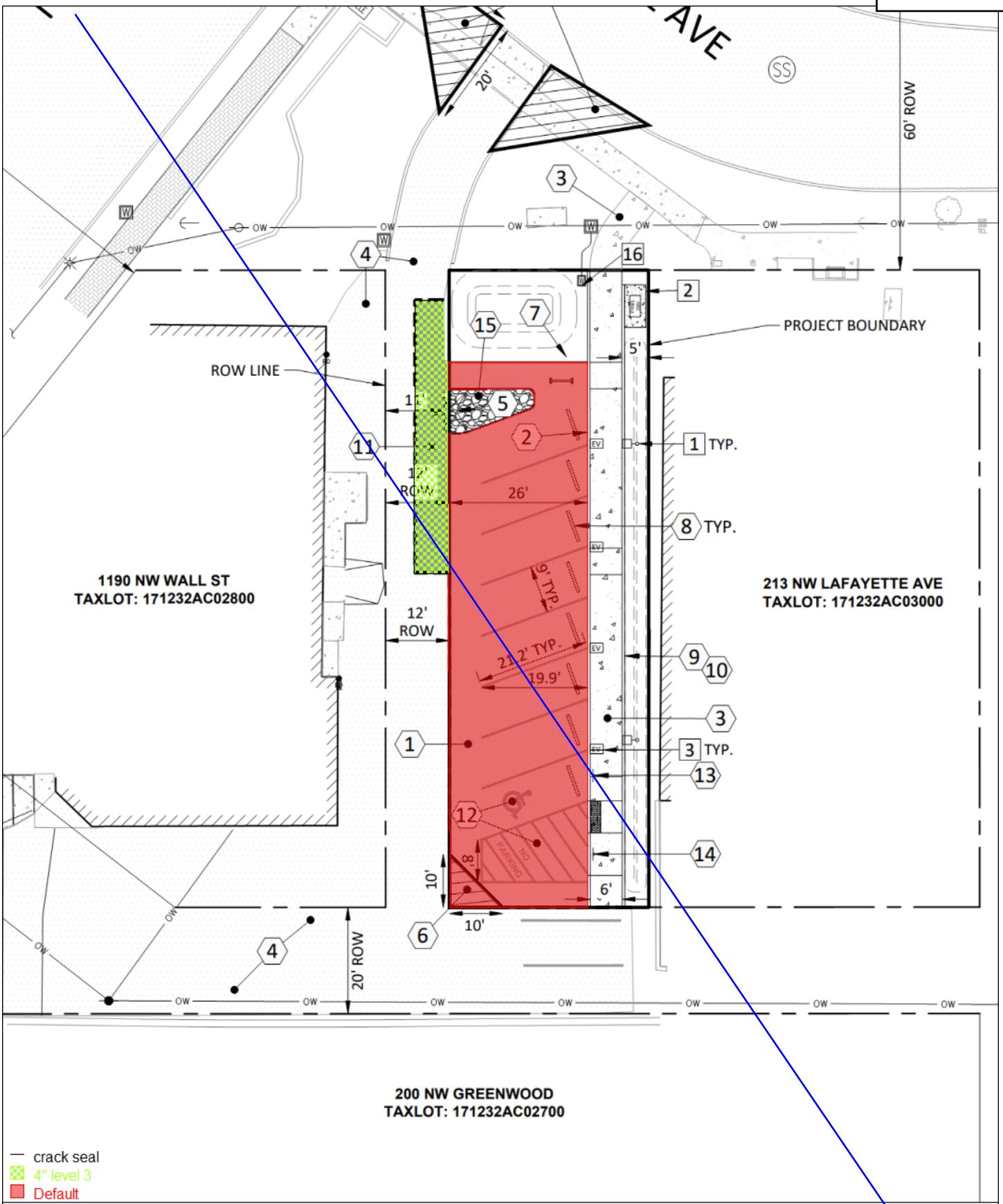


Project:		
Location:		
Estimator:		
Print Scale: 1:25	Created with BidScreen XL from Vertigraph, Inc.	Date: 11/3/2025

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11-18-25 TIME: 1:00 pm

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: Tri County Paving LLC (Bidder) 541-526-5800 (Phone)

PO Box 1621 (Address) _____ (Mobile)

Redmond, OR 97756 (City/State/Zip) Jeff@tricountypaving.net (E-Mail)

Jeff Curl (Authorized Signer) _____ (E-Mail)

Operating as (strike out conditions that do not apply) ~~an individual~~, a company, ~~a corporation organized~~ and existing under the laws of the State of Oregon, or a ~~proprietorship, a partnership, or joint venture consisting of:~~ _____.

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
1	3" compacted asphalt installation on parking lot (287 sy)	$9,471.00
2	4" compacted asphalt installation on alleyway patch (315 sf)	$2,835.00
3	joint seal application between new and existing asphalt	$450.00
	demo/cap sewer at Lafayette	$750

SUBTOTAL: $13,506 ~~$12,756.00~~

Alternate	Description	Amount
1	4" compacted asphalt installation on alleyway (702 sy)	$22,815.00
2	*if alternate #1 is executed, line item #2 of the base bid (asphalt patching) will be voided	
3		
4		
5		
6		

SECTION 00 41 00
BID FORM

ADDENDA ACKNOWLEDGEMENT

The undersigned acknowledges receipt of the following Addenda:

Addendum No. ____ dated _____ Addendum No. _____ dated _____

Addendum No. _____ dated _____ Addendum No. _____ dated _____

Cost of Performance and Payment Bond: For this bid price: $_____LS As a percentage: _____%

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: N/A

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) _____

Minimum Bidder Qualifications Acknowledgement:	**Initial Below**
Bidder has reviewed and acknowledged all scope of work clarifications provided in Exhibit 1 attachment.	
The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	
The bidder attests that they have included any local taxes and fees in their pricing.	

Cost Reduction Concepts (attach additional documentation as necessary) $_____

Submitted this 18 day of November, 2025.

Firm: Tri County Paving LLC

Signature: _____ Typed name: Jeff Curl

Oregon CCB No.: 189644

COBID: MBE ____ WBE ____ ESB ____ DBE ____ SDVOB ____

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? 0

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

TRI COUNTY PAVING
PROPOSAL & CONTRACT

CCB# 189644, EST. 2010

PROJECT			
PROJECT NAME:	221 Lafayette Parking and On-Site Improvements	DATE:	11/3/2025
SITE ADDRESS:	221 NW Lafayette Ave, Bend		REVISION #2 12/1/25

CUSTOMER	
OWNER/CONTRACTOR:	Pence Construction
CONTACT:	Fletcher
MAILING ADDRESS:	
PHONE:	
E-MAIL:	fletcherh@pence.net
INVOICE E-MAIL:	

TRI COUNTY PAVING	
CONTACT:	Nick Dragt
ADDRESS:	PO Box 1621 Redmond, OR 97756
PHONE:	541-390-0358
OFFICE:	541-526-5800
FAX:	541-647-6515
E-MAIL:	nickd@tricountypaving.net
WEB SITE:	www.tricountypaving.net

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT $$	TOTAL $$
1	3" compacted asphalt installation	287	sy	$33.00	$9,471.00
	on parking lot as per plans				
	(on-site)				
**2	4" compacted asphalt installation	315	sf	$9.00	$2,835.00
	on alleyway as per plans				
	(off-site patch)				
3	4" compacted asphalt installation	1	ls	$750.00	$750.00
	on Lafayette Ave				
	(off-site as per plans 65 sf)				
4	joint seal application between new and	1	ls	$450.00	$450.00
	existing asphalt				
				Base Bid Total	**$13,506.00**
**Alternate #1	4" compacted asphalt installation	702	sy	$32.50	$22,815.00
	on alleyway as per plans				
				Alternate #1 Total	**$22,815.00**
				Alternate #1 + Base Bid Total =	***$33,486.00***

INCLUSIONS/EXCLUSIONS/NOTES

*inclusions: **one mobilization**, CSS-1 tack application, cleaning/prep of joints, asphalt compaction testing

*exclusions: subgrade work, base prep work, saw cuts, prime coat, paving risers, striping, permits, bond, add. insurance endorsements

****if alternate #1 is executed, line item #2 of the base bid (asphalt patching) will be voided**

****traffic control to be provided by general contractor***

*materials: asphalt (level 3, 1/2 inch dense mix w/ PG 64-28 binder), joint seal (material meeting ASTM D 6690 Type I spec)

*proposal based on plans dated: 10/23/25

*miscellaneous asphalt patching to be priced separately

*if scope is altered by owner more than 10%, TCP may review pricing and adjust accordingly

***proposal based on July 2025 BOLI rates**

*if applicable, any composite pay factor to be paid to Tri County Paving & PBA

*additional mobilizations - $925.00/each

****proposal valid thru 2025, to be reviewed and possibly revised based on current costs if paved in 2026***

TERMS & CONDITIONS

This proposal is made by Tri County Paving, LLC ("Seller") to *Pence Construction* ("Purchaser").

Seller agrees to furnish all labor and materials completed in accordance with these specifications. All material is guaranteed to be as specified and all work is to be completed in a workmanlike manner according to standard practices. A limited one-year warranty on all materials and workmanship applies. Any alteration or deviation from the above specifications involving additional cost or risk to Seller will be performed only upon execution of a written change order agreed to between Purchaser and Seller, which will include any additional costs, compensation, charges and required extensions of time for performance over and above the estimate. Seller's employees are fully covered by workers' compensation insurance. Purchaser agrees to pay Seller for materials, labor and equipment used or to be purchased under this contract, plus any charges for additional materials, labor and equipment covered under a written change order. Payment is due upon Purchaser's receipt of invoice. A late charge of 1.5% per month (18% per annum) may be charged on all past due accounts over 30 days. Seller may stop all work hereunder if any account or other payable hereunder becomes 30 or more days past due and Seller shall not be responsible for any cost or delay arising from such discontinued work. Notice is hereby provided to Purchaser that a lien may be filed for material, labor and/or equipment furnished by Seller. Any and all costs associated with the collection of monies due Seller under this contract and/or written change orders will be the responsibility of Purchaser. Seller shall not be responsible for any loss or delay in performance arising from causes beyond the control of Seller (including, but not limited to, delay in delivery of materials or goods, fire, flood, strike or other casualty or act of God) or as a result of Purchaser's negligence or interference. In the event the parties become involved in litigation or arbitration, the prevailing party shall be fully compensated for its reasonable costs arising thereunder, including attorneys' fees and experts' fees. This contract shall constitute the entire agreement between the parties with respect to the subject matter contained herein. All notices which may be required under this contract shall be in writing and delivered by U.S. mail at the respective address listed above. This contract may be executed in one or more counterparts, which may be delivered by facsimile or other electronic means, and each of which will be deemed an original. By signing below the Purchaser is acknowledging receipt of the Construction Protection Notice.

ACCEPTANCE OF PROPOSAL- The above prices, specifications and other terms and conditions contained herein are satisfactory and are hereby accepted by the parties.

PURCHASER		SELLER	
	Pence Construction		Tri County Paving, LLC
SIGNATURE:		SIGNATURE:	*Nick Dragt*
PRINT NAME:		PRINT NAME:	Nick Dragt
DATE:		TITLE:	Estimator

Consumer Protection Notice
Actions to help make your project successful
f:CPN 4-26-2011
(ORS 701.330 (1)

Oregon law requires contractors to provide the homeowner with this notice at the time of written contract, for work on a residential structure. This notice explains licensing , bond and insurance requirements, and steps that consumers can take to help protect their interests.

START OUT YOUR PROJECT RIGHT

1. **Make sure your contractor is properly licensed** before you sign a contract. Visit www.oregon.gov/ccb, and click on the link, **Check on a Contractor's License**, or call our offices at 503-378-4621. To be licensed in Oregon, contractors must take training and pass a test on business practices and law. Licens- ing is not a guarantee of the contractor's work.

- **A license requires the contractor to maintain a surety bond and liability insurance** - The CCB surety bond provides a limited amount of financial security if the contractor is ordered to pay damages in contract disputes. It is not intended to be a safety net for consumer damages.
Consumers with large projects may wish to look into performance bonds. Liability insurance coverage provides for property damage and bodily injury caused by the contractor. It does not cover contract disputes, including poor workmanship.
- **If your contractor is not licensed** - the CCB bond and dispute resolution services will not be available to you.

2. **What you should know about bids, contracts, and change orders:**

- **Bids** - *Do not automatically accept the lowest bid* - A low bid may make it necessary for the con- tractor to use lower quality materials and to cut corners in workmanship.
- **Contracts and Change Orders** - ***Always get it in writing.*** Your contractor is required to provide a written contract if the contract price is more than $2000. The CCB recommends that all con-
tracts be in writing.
- **Contracts should be as detailed as possible** - Some items to include are materials and costs, permits, estimated start and completion dates, debris removal, and arbitration clauses. Make sure the contractor's name, CCB number, and contact information is included in the contract.
- **Read and understand your contract before signing it** - Don't be pressured into signing your contract without taking the time needed to go through it. Make sure it includes enough details to avoid misunderstandings and to protect you and your property.

3. **Additional contract information you should know:**

- **A Payment Schedule** - should be included in the contract. Stick to the schedule and never pay in full for a project before the work is complete.
- **Special Note on Liens** - Subcontractors and material suppliers that work on your project are often paid by the general contractor. If a general contractor fails to pay, the subcontractor may file a lien on your property. For information on construction liens, visit the CCB's Consumer Help Page at www.oregon.gov/ccb, or contact an attorney.
- **Warranty on new residential construction** - Contractors must make an offer of a warranty when constructing a new residential structure. Consumers may accept or refuse the warranty.

4. **If you should have a problem with your contractor** - You can file a complaint with the CCB against a **licensed** contractor within one year of the substantial completion of work on your project. Contact the CCB office at 503-378-4621 for help.

Visit the CCB website at for more information on having a successful project. www.oregon.gov/ccb

Contractor CCB# 189644
Tri County Paving, LLC
Jeff Curl - VP Operations

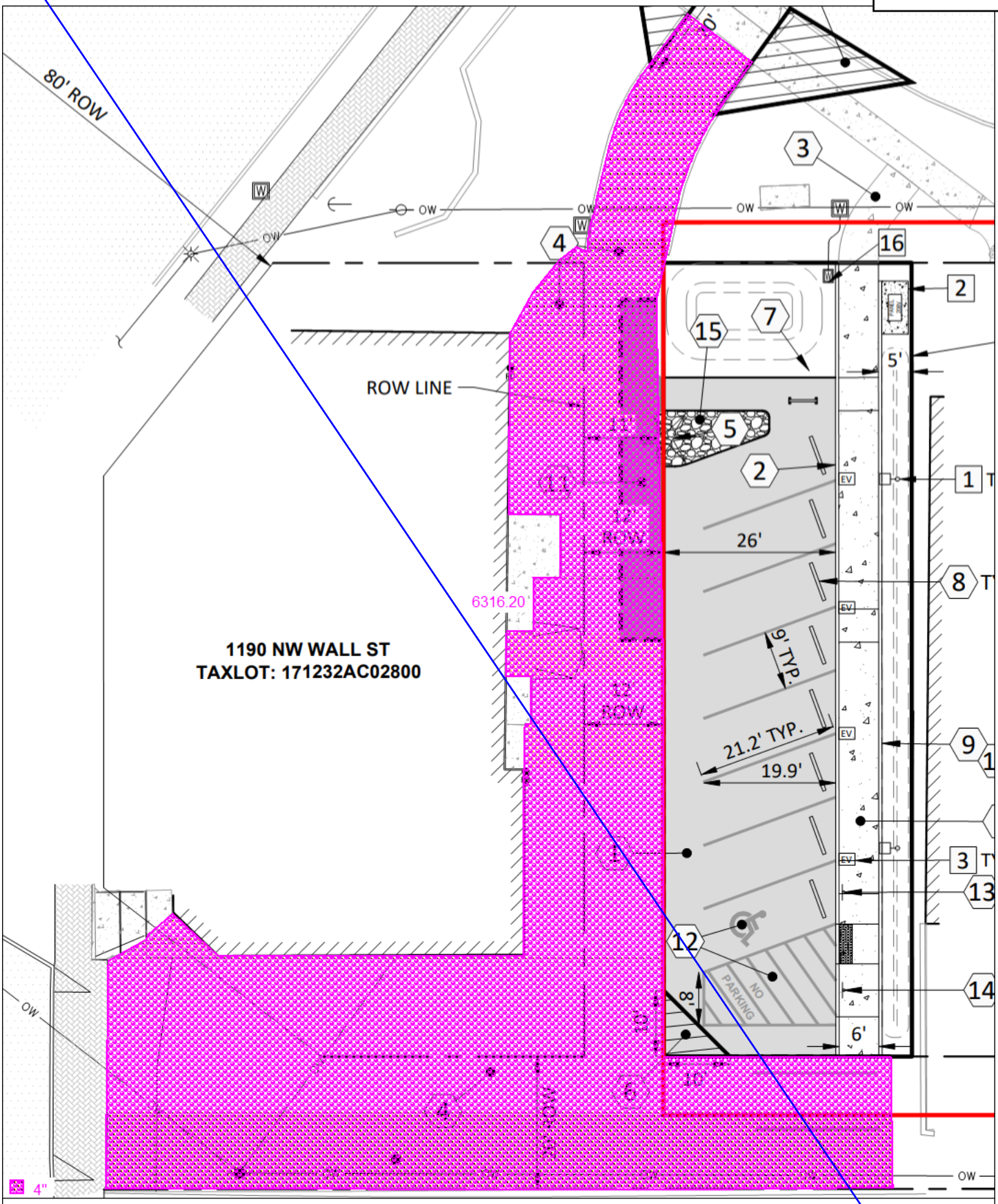
fletcherh@

Tri County Paving, LLC
PO Box 1621, Redmond OR 97756
ph. 541-526-5800
www.tricountypaving.net

To Our Valued Customer,

Thank you for the opportunity to provide you with a quote. Below is some information regarding our products and services and some instructions if you decide to use our company to complete your project.

General Information	
Scheduling	You will be contacted soon after our receiving your signed contract. We will inform you of the month and week the project will begin. You will also be contacted the Friday before the scheduled week to touch base and to tentatively schedule the day of arrival. Please note that the scheduling outlook (if provided) will change between your receipt of proposal and when you sign/return the contract.
Payment	You will be billed upon completion for the provided work and your invoice will be e-mailed unless standard mail is requested. No pre-work deposit is necessary. We expect payment upon receipt of invoice. We do not accept credit cards.
Warranty	All of our products and services come with a one year limited warranty. If you are having issues with any part of the work, we will respond quickly to resolve the issue.
Paving Projects	
Products	Most projects will include base material installation under the new asphalt. The base rock used is 3/4"-0 commercial or state spec. The asphalt installed will be a Level 2, 1/2" dense mix with PG 64-28 oil unless an alternative mix is specified. If shoulder material is included on your project, 3/4"-0 commercial or state spec will be used.
Application	Base material (if applicable) will be installed to grade using either a grade tractor or large grader depending on the size and scope of your project. Compaction will be achieved through a combination of watering and rolling with a 5 or 7 ton roller and plate compactor. Asphalt will be installed to grade using a 8' or 10' wide hard screed paving machine and a combination of shovels and rakes will be used to level areas and finish joints. Compaction will again be achieved using a 5 or 7 ton roller and plate compactor. If applicable, a large conveyor truck or road widener will be used to install shoulder material followed with watering and rolling to tighten the material to the edge of the new asphalt.
Post Work & Maintenance	Your project will be ribboned off to prevent traffic on the new asphalt. Please allow 48 hours before you start driving on the pavement. The new asphalt is in a continual state of curing and hardening so during the first 2 years after application (in the warmer months), do not turn your tires while sitting stationary. In other words, BE ROLLING WHEN TURNING. Inevitably, some scuffing and wear will occur, however, seal coating the pavement will hide these blemishes and provide a "like new" surface once again. ***We recommend seal coating the asphalt 2 years after installation to allow for curing prior to application.***
Crack Sealing & Seal Coating Projects	
Products	The crack seal product used meets ASTM 6690-1 spec and it is a hot-applied liquid. It is a rubberized sealant that creates a positive seal and allows for the expansion and contraction of the joint or crack. The seal coat product used is Seal Right- Master Seal and it is an emulsified asphalt product. It contains 60% solids and has a bulk density of 10 lbs/gallon. Seal coat is applied to slow pavement oxidation and wear from weather conditions. This particular product by Seal Right is used by multiple agencies in the region.
Preparation	We will clean all surfaces prior to doing the work. We use wire brooms and high powered blowers to clean the cracks and surface removing all dirt and debris.
Application	We normally apply crack seal material using the "shoe" method which leaves a narrow, slightly elevated band over the crack. The "shoe" method provides longer resistance to crack reflection as it leaves an extra amount of material over the crack. Future applications may be required as some cracks could re-open in 1 to 2 years following initial application. We do not crack seal minute hairline cracks nor do we crack seal the joint between concrete and asphalt. Unless prescribed otherwise, the seal coat is applied by hand squeegee or with a squeegee machine called a "buggy". Both methods lay the material into a thin, even coat, filling voids and sealing the surface area. The material is hand-cut around edges, concrete and pavers to insure complete coverage. Once applied, it leaves a deep black color to asphalt and protects the surface from UV rays and water damage. We recommend resealing on average every 5 years. It must be noted that seal coat does not completely hide the crack seal material's texture or color.
Post Work	Allow 1 hr after the application of crack seal before driving on it. You can expect the material to be slightly soft and pliable on warmer days after installation during the first season. After the seal coat has been applied you will need to allow 24 hrs minimum cure time. During this period avoid walking or driving on the surface. Also, all watering systems must be turned off during this cure time. Tri County Paving will not warrant the work if irrigation comes in contact with the application during this 24hr window. During the first month after application, do not rotate the car tires while sitting stationary. Once again, BE ROLLING WHEN TURNING. If some scuffing does occur, it will disappear in time with continued use.



Project:		
Location:		
Estimator:		
Print Scale: 1:20	Created with BidScreen XL from Vertigraph, Inc.	Date: 11/18/2025

Vic Russell Construction, Inc
Po Box 2520
La Pine, OR 97739

Rev 2

QUOTATION

Date	Estimate #
11/14/2025	9199

Name / Address
Pence 222 NW Lafayette Bend

Vic Russell Construction, Inc.
Office Ph: 541-536-3478
Office fax: 541-536-3526

Customer Phone	Customer E-mail
	brianb@vicrussellconstruction.com

Description	Lump Sum
Scope of work: Plans dated October 23, 2025 222NW Lafayette Bend, Oregon	0.00
Mobilization	
Traffic Control plan	
Temp chain Link fence	
Erosion Control	
Tree Protection	
New Temp gravel on Construction Entrance 825 SF	
new construct concrete washout	
Demo and remove 2034 SF of AC	
Demo and remove 79 SF concrete	
Remove 2 signs	
Demo and remove 77 LF of existing sidewalk	

Base Material **IN/CY/TON** **Asphalt** **IN/CY/TON** **Subgrade Base**
Existing Base **Sq Ft.** **Sq. Yds** **Unit Price**

Estimated by:

Payment Due:Upon Completion **Lump Sum**

IN ORDER TO SCHEDULE PROJECT - QUOTATION MUST BE SIGNED AND RETURNED TO VIC RUSSELL CONSTRUCTION, INC. AS CONFIRMATION

Conditions of Quotation:
ADDITIONAL CHARGES MAY INCURR FOR THE FOLLOWING
* Rock hammering, relocation of utilities, permits, testing, soil sterilants and saw cuts.
* Vic Russell Construction, Inc does not warranty and is not responsible for any edge cracking, thermal cracking or tree root that may occur as a result of insufficient mitigation measures.
* Completion dependent upon weather and ground conditions.
* Vic Russell Construction, Inc will charge 1 1/2% interest per month on all outstanding balances not paid within terms of contract.
* Escalation Clause: If fuel and oil prices increase substantially, this bid may be subject to increase. All increases to contract will be subject to owner approval.
*Credit Card Payment 4.5% Service Charge

*** Quote is good for 15 days.**
*** Terms: Net due and payable upon completion, unless otherwise noted.**
*** If Owner or Prime Contractor insist upon completion of work against the advice of Vic Russell Construction, Inc due to weather conditions or sub-surface conditions, the Owner or Prime Contractor assumes all risk defects that may occur due to weather or sub-surface conditions.**

* CONTRACTOR PROVIDED NOTICE TO OWNER ABOUT CONSTRUCTION LIENS: Int: _____
* TERMS AND CONDITIONS OF QUOTATION UNDERSTOOD AND AGREED TO BY: Int:_____
* SEAL COAT OPTION SELECTED BY: Int: _____

I (we) hereby accept this quotation and the additional terms and conditions, and authorize Vic Russell Construction, Inc to proceed as specified.

Property Owner (Or authorized representative) (Print) **Signature** **Acceptance Date:**

If you have any questions regarding this quotation, please call (541) 536-3478. We appreciate the opportunity to serve you!

Payment Due subject to the termsof agreement or contract. Payments received after that time are subject to a late payment charge of 1 1/2% per month (18% per annum). In case of default in relationship to this agreement customer shall pay Vic Russell Construction, Inc's attorney fees and cost, even if no action is filed or to include if any action is filed. Jurisdiction for any action may be the sole option of Vic Russell Construction, Inc. This agreement shall be governed by and constructed in accordance with Oregon law.

Vic Russell Construction, Inc
Po Box 2520
La Pine, OR 97739

QUOTATION

Date	Estimate #
11/14/2025	9199

Name / Address
Pence 222 NW Lafayette Bend

Vic Russell Construction, Inc.
Office Ph: 541-536-3478
Office fax: 541-536-3526

Customer Phone	Customer E-mail
	brianb@vicrussellconstruction.com

Description	Lump Sum
Demo existing sewer and cap main	
Coordinate striping with City of Bend	
Clear and Grub 6" of 3028 SF	
Construct120 LF 12" curb	
clear vision area 440 SF	
Construct 140 LF sidewalk base and pour	
Install 1 bike rack	
install 8 precast rubber wheel stops	
install 120 LF concrete retaining wall @ back of sidewalk 6"	
install 1 ADA ramp handrail exclude material; installation only	
install 3014 SF of new base and AC	
Landscape area clear & grub	

Base Material_____ IN/CY/TON Asphalt_____ IN/CY/TON Subgrade Base_____
Existing Base_____ Sq Ft._____ Sq. Yds_____ Unit Price_____

Estimated by: | **Payment Due:Upon Completion** | **Lump Sum**

IN ORDER TO SCHEDULE PROJECT - QUOTATION MUST BE SIGNED AND RETURNED TO VIC RUSSELL CONSTRUCTION, INC. AS CONFIRMATION

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* SEAL COAT OPTION SELECTED BY: Int: _____

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Vic Russell Construction, Inc
Po Box 2520
La Pine, OR 97739

Rev 1

QUOTATION

Date	Estimate #
11/14/2025	9199

Name / Address
Pence 222 NW Lafayette Bend

Vic Russell Construction, Inc.
Office Ph: 541-536-3478
Office fax: 541-536-3526

Customer Phone	Customer E-mail
	brianb@vicrussellconstruction.com

Description	Lump Sum
Two light pole base dig	
Electrical trenching	
Median curb	
Pad for electrical panel	
TOTAL	217,339.00

Base Material **IN/CY/TON** **Asphalt** **IN/CY/TON** **Subgrade Base**
Existing Base **Sq Ft.** **Sq. Yds** **Unit Price**

Estimated by: | **Payment Due:Upon Completion** | **Lump Sum** | **$217,339.00**

IN ORDER TO SCHEDULE PROJECT - QUOTATION MUST BE SIGNED AND RETURNED TO VIC RUSSELL CONSTRUCTION, INC. AS CONFIRMATION

Conditions of Quotation:
ADDITIONAL CHARGES MAY INCURR FOR THE FOLLOWING
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*Credit Card Payment 4.5% Service Charge

*** Quote is good for 15 days.**
*** Terms: Net due and payable upon completion, unless otherwise noted.**
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* CONTRACTOR PROVIDED NOTICE TO OWNER ABOUT CONSTRUCTION LIENS: Int: _____
* TERMS AND CONDITIONS OF QUOTATION UNDERSTOOD AND AGREED TO BY: Int:_____
* SEAL COAT OPTION SELECTED BY: Int: _____

I (we) hereby accept this quotation and the additional terms and conditions, and authorize Vic Russell Construction, Inc to proceed as specified.

Property Owner (Or authorized representative) (Print) **Signature** **Acceptance Date:**

If you have any questions regarding this quotation, please call (541) 536-3478. We appreciate the opportunity to serve you!

Payment Due subject to the termsof agreement or contract. Payments received after that time are subject to a late fee charge of 1 1/2% per month (18% per annum). In case of default in relationship to this agreement custo shall pay Vic Russell Construction, Inc's attorney fees and cost, even if no action is filed or to include if any action is filed. Jurisdiction for any action may be the sole option of Vic Russell Construction, Inc. This agreement shall governed by and constructed in accordance with Oregon law.

Fletcher Hunt

From: Brian Burgess <brianb@vicrussellconstruction.com>
Sent: Thursday, November 20, 2025 9:45 AM
To: Fletcher Hunt
Subject: RE: Project Name: 221 Lafayette Parking and On-Site Improvements (11-14-2025)

Categories: Bid Questions - Answers

[EXTERNAL] *Use Caution*

Fletcher,

Here is the rest :

1. Site Concrete
    a. Can you provide an adder for the curb around the rock mulch median if not already included? Assume same 12" standard curb as what is next to the sidewalk. A) I will provide an adder for the median curb. Just so you are aware I made a site visit and I do not believe where the existing tree is where drawn. ADD $1610.00
    b. Can you provide an adder for the housekeeping pad at electrical panel if not already included? A) I will provide an Adder ADD $ 185.00
    c. Do you have the tactile warning surface at the ADA ramp included? If not, can you provide an adder? This was actually covered in original bid .

That will bring the total for the project up to $217,339.00

I will send adjusted Bid.

Thank You

Brian Burgess / PM / Estimating
Office: 541-536-3478
Cell: 541-210-3739

Vic Russell Construction, Inc.
Finley Butte Aggregate & Paving

From: Fletcher Hunt <fletcherh@pence.net>
Sent: Tuesday, November 18, 2025 10:19 AM
To: Brian Burgess <brianb@vicrussellconstruction.com>
Subject: RE: Project Name: 221 Lafayette Parking and On-Site Improvements (11-14-2025)

Sorry to hear that Brian, I know how that goes. I have until next Wednesday to get everything levelled, so by no means am I expecting instant responses. Get to it when you can, but real life comes first.

Fletcher Hunt

From: Brian Burgess <brianb@vicrussellconstruction.com>
Sent: Wednesday, November 19, 2025 9:09 AM
To: Fletcher Hunt
Subject: 221 Lafayette

Categories: Bid Questions - Answers

[EXTERNAL] *Use Caution*

Fletcher,

1. Prevailing wage rates included? A)Yes Prevailing wage rates were applied per drawing dates.
2. Sawcutting included in site demo scope? A)Yes We have the saw cutting in the project as per the design provided.
3. Earthwork scope:
    a. All cut to fill, import fill, rough grade, and fine grade included? A) Yes WE have this covered in our Bid.
    b. Swale excavation, drain rock, and pea gravel per C5.2 included? A) Yes Swale is included. Correct VRC owns Finley Butte Aggregate and will supply all rock.
    c. Excavation for retaining wall footing included? A)Correct Yes this is included.
    d. Backflow preventor at North end of property (Febco Model 850) included? A) Yes We have this in our Bid
    e. Your clear & grub qty notes 3,208 sqft. Your AC paving qty notes 3,104 sqft. Looks to me like clear & grub is just for AC, sidewalk, and curb at this point, is that accurate? Can you revise to include landscaping areas as well if that is the case? A) Correct. Add an additional $ 3,069.00
    f. Do you have excavation for light pole bases included (assume 5' below grade, 3' dia.)? If not, can you provide an adder? A) I will provide and Adder. ADD $ 1540.00
    g. Can you provide an adder for electrical trenching if not already included? A) I will provide an Adder. ADD $9186
    h. For the demo and cap sewer main, have you figured trenching and re-patching all the way to the mainline shown in the middle of Lafayette? We believe the Owner will not want us to rip into Lafayette and we're asking if we can cap at the ends of the lateral lines at the curbline at the North edge of the property. Can you break this price out specifically from base bid and include as an add alt? Base bid will be to abandon and cap at ends of laterals. A) Yes we have this in our Bid.
    i. Do you have agg base included at curbs? If not, please provide an adder. A) Yes we have this in our bid
    j. Please provide adder for agg base beneath boulders. A) WE have this in our Bid.
4. Site Concrete
    a. Can you provide an adder for the curb around the rock mulch median if not already included? Assume same 12" standard curb as what is next to the sidewalk. A) I will provide an adder for the median curb. Just so your are aware I made a site visit and I do not believe where the existing tree is where drawn.

b. Can you provide an adder for the housekeeping pad at electrical panel if not already included? A) I will provide an Adder
c. Do you have the tactile warning surface at the ADA ramp included? If not, can you provide an adder? A) I will provide an Adder.
d. Do you have the footing for the bike rack figured? If not, please provide an adder. Detail is on L2.0 A) Yes this is included

5. AC Paving
   a. Do you have 3" for onsite asphalt shown on C3.0 and 4" for offsite shown on C3.1? If not, can you please adjust pricing? A) If your referring to ROW - This is included in our Bid.
   b. Do you have joint seal included between new and existing asphalt? A) Yes this is included
   c. Do you have CSS-1 tack coat and compaction testing included? A) Yes this is included
6. Pavement Specialties
   a. I see wheelstops are included. Do you have the striping, signage, and demo of the (2) stripes at the South end of the lot included as well? A) We did not include striping only the removal of stripping.
7. Metal Railings
   a. You have 1 lsum noted for ADA handrail. Is this the entire 120' length along the sidewalk? A) Material was not included as we could not find the handrail in a reasonable time frame. Installation only.

I will have answers to the rest with a new bid for this hopefully by end of day as I am on a tight schedule today.

Thank You

Brian Burgess / PM / Estimating

Vic Russell Construction, Inc.
Finley Butte Aggregate & Paving

Off ice: 541-536-3478
Cell: 541-210-3739

Brian Burgess / PM / Estimating
Office: 541-536-3478
Cell: 541-210-3739

Vic Russell Construction, Inc.
Finley Butte Aggregate & Paving

Vic Russell Construction, Inc
Po Box 2520
La Pine, OR 97739

Rev 0

QUOTATION

Date	Estimate #
11/14/2025	9199

Name / Address
Pence 222 NW Lafayette Bend

Vic Russell Construction, Inc.
Office Ph: 541-536-3478
Office fax: 541-536-3526

Customer Phone	Customer E-mail
	brianb@vicrussellconstruction.com

Description	Lump Sum
Scope of work: Plans dated October 23, 2025 222NW Lafayette Bend, Oregon	0.00
Mobilization	
Traffic Control plan	
Temp chain Link fence	
Erosion Control	
Tree Protection	
New Temp gravel on Construction Entrance 825 SF	
new construct concrete washout	
Demo and remove 2034 SF of AC	
Demo and remove 79 SF concrete	
Remove 2 signs	
Demo and remove 77 LF of existing sidewalk	

Base Material ____ **IN/CY/TON** **Asphalt** ____ **IN/CY/TON** **Subgrade Base** ____
Existing Base ____ **Sq Ft.** ____ **Sq. Yds** ____ **Unit Price** ____

Estimated by:

Payment Due:Upon Completion

Lump Sum

IN ORDER TO SCHEDULE PROJECT - QUOTATION MUST BE SIGNED AND RETURNED TO VIC RUSSELL CONSTRUCTION, INC. AS CONFIRMATION

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ADDITIONAL CHARGES MAY INCURR FOR THE FOLLOWING
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* Completion dependent upon weather and ground conditions.
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* Escalation Clause: If fuel and oil prices increase substantially, this bid may be subject to increase. All increases to contract will be subject to owner approval.
*Credit Card Payment 4.5% Service Charge

*** Quote is good for 15 days.**
*** Terms: Net due and payable upon completion, unless otherwise noted.**
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* CONTRACTOR PROVIDED NOTICE TO OWNER ABOUT CONSTRUCTION LIENS: Int: _____
* TERMS AND CONDITIONS OF QUOTATION UNDERSTOOD AND AGREED TO BY: Int:_____
* SEAL COAT OPTION SELECTED BY: Int: _____

I (we) hereby accept this quotation and the additional terms and conditions, and authorize Vic Russell Construction, Inc to proceed as specified.

Property Owner (Or authorized representative) (Print) **Signature** **Acceptance Date:**

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Vic Russell Construction, Inc
Po Box 2520
La Pine, OR 97739

QUOTATION

Date	Estimate #
11/14/2025	9199

Name / Address
Pence 222 NW Lafayette Bend

Vic Russell Construction, Inc.
Office Ph: 541-536-3478
Office fax: 541-536-3526

Customer Phone	Customer E-mail
	brianb@vicrussellconstruction.com

Description	Lump Sum
Demo existing sewer and cap main	
Coordinate striping with City of Bend	
Clear and Grub 6" of 3028 SF	
Construct120 LF 12" curb	
clear vision area 440 SF	
Construct 140 LF sidewalk base and pour	
Install 1 bike rack	
install 8 precast rubber wheel stops	
install 120 LF concrete retaining wall @ back of sidewalk 6"	
install 1 ADA ramp handrail exclude material; installation only	
install 3014 SF of new base and AC	
TOTAL	201,749.44

Base Material_____ IN/CY/TON Asphalt_____ IN/CY/TON Subgrade Base_____
Existing Base_____ Sq Ft._____ Sq. Yds_____ Unit Price_____

Estimated by:	Payment Due:Upon Completion	Lump Sum	$201,749.44

IN ORDER TO SCHEDULE PROJECT - QUOTATION MUST BE SIGNED AND RETURNED TO VIC RUSSELL CONSTRUCTION, INC. AS CONFIRMATION

Conditions of Quotation:
ADDITIONAL CHARGES MAY INCURR FOR THE FOLLOWING
* Rock hammering, relocation of utilities, permits, testing, soil sterilants and saw cuts.
* Vic Russell Construction, Inc does not warranty and is not responsible for any edge cracking, thermal cracking or tree root that may occur as a result of insufficient mitigation measures.
* Completion dependent upon weather and ground conditions.
* Vic Russell Construction, Inc will charge 1 1/2% interest per month on all outstanding balances not paid within terms of contract.
* Escalation Clause: If fuel and oil prices increase substantially, this bid may be subject to increase. All increases to contract will be subject to owner approval.
*Credit Card Payment 4.5% Service Charge

*** Quote is good for 15 days.**
*** Terms: Net due and payable upon completion, unless otherwise noted.**
*** If Owner or Prime Contractor insist upon completion of work against the advice of Vic Russell Construction, Inc due to weather conditions or sub-surface conditions, the Owner or Prime Contractor assumes all risk defects that may occur due to weather or sub-surface conditions.**

* CONTRACTOR PROVIDED NOTICE TO OWNER ABOUT CONSTRUCTION LIENS: Int: _____
* TERMS AND CONDITIONS OF QUOTATION UNDERSTOOD AND AGREED TO BY: Int:_____
* SEAL COAT OPTION SELECTED BY: Int: _____

I (we) hereby accept this quotation and the additional terms and conditions, and authorize Vic Russell Construction, Inc to proceed as specified.

Property Owner (Or authorized representative) (Print) **Signature** **Acceptance Date:**

If you have any questions regarding this quotation, please call (541) 536-3478. We appreciate the opportunity to serve you!

Payment Due subject to the termsof agreement or contract. Payments received after that time are subject to a late fee charge of 1 1/2% per month (18% per annum). In case of default in relationship to this agreement custo shall pay Vic Russell Construction, Inc's attorney fees and cost, even if no action is filed or to include if any action is filed. Jurisdiction for any action may be the sole option of Vic Russell Construction, Inc. This agreement shal governed by and constructed in accordance with Oregon law.

Fletcher Hunt

From: Brian Burgess <brianb@vicrussellconstruction.com>
Sent: Wednesday, November 19, 2025 9:09 AM
To: Fletcher Hunt
Subject: 221 Lafayette

[EXTERNAL] *Use Caution*

Fletcher,

1. Prevailing wage rates included? A)Yes Prevailing wage rates were applied per drawing dates.
2. Sawcutting included in site demo scope? A)Yes We have the saw cutting in the project as per the design provided.
3. Earthwork scope:
    a. All cut to fill, import fill, rough grade, and fine grade included? A) Yes WE have this covered in our Bid.
    b. Swale excavation, drain rock, and pea gravel per C5.2 included? A) Yes Swale is included. Correct VRC owns Finley Butte Aggregate and will supply all rock.
    c. Excavation for retaining wall footing included? A)Correct Yes this is included.
    d. Backflow preventor at North end of property (Febco Model 850) included? A) Yes We have this in our Bid
    e. Your clear & grub qty notes 3,208 sqft. Your AC paving qty notes 3,104 sqft. Looks to me like clear & grub is just for AC, sidewalk, and curb at this point, is that accurate? Can you revise to include landscaping areas as well if that is the case? A) Correct. Add an additional $ 3,069.00
    f. Do you have excavation for light pole bases included (assume 5' below grade, 3' dia.)? If not, can you provide an adder? A) I will provide and Adder. ADD $ 1540.00
    g. Can you provide an adder for electrical trenching if not already included? A) I will provide an Adder. ADD $9186
    h. For the demo and cap sewer main, have you figured trenching and re-patching all the way to the mainline shown in the middle of Lafayette? We believe the Owner will not want us to rip into Lafayette and we're asking if we can cap at the ends of the lateral lines at the curbline at the North edge of the property. Can you break this price out specifically from base bid and include as an add alt? Base bid will be to abandon and cap at ends of laterals. A) Yes we have this in our Bid.
    i. Do you have agg base included at curbs? If not, please provide an adder. A) Yes we have this in our bid
    j. Please provide adder for agg base beneath boulders. A) WE have this in our Bid.
4. Site Concrete
    a. Can you provide an adder for the curb around the rock mulch median if not already included? Assume same 12" standard curb as what is next to the sidewalk. A) I will provide an adder for the median curb. Just so your are aware I made a site visit and I do not believe where the existing tree is where drawn.
    b. Can you provide an adder for the housekeeping pad at electrical panel if not already included? A) I will provide an Adder

c. Do you have the tactile warning surface at the ADA ramp included? If not, can you provide an adder? A) I will provide an Adder.
d. Do you have the footing for the bike rack figured? If not, please provide an adder. Detail is on L2.0 A) Yes this is included

5. AC Paving
   a. Do you have 3" for onsite asphalt shown on C3.0 and 4" for offsite shown on C3.1? If not, can you please adjust pricing? A) If your referring to ROW - This is included in our Bid.
   b. Do you have joint seal included between new and existing asphalt? A) Yes this is included
   c. Do you have CSS-1 tack coat and compaction testing included? A) Yes this is included
6. Pavement Specialties
   a. I see wheelstops are included. Do you have the striping, signage, and demo of the (2) stripes at the South end of the lot included as well? A) We did not include striping only the removal of stripping.
7. Metal Railings
   a. You have 1 lsum noted for ADA handrail. Is this the entire 120' length along the sidewalk? A) Material was not included as we could not find the handrail in a reasonable time frame. Installation only.

I will have answers to the rest with a new bid for this hopefully by end of day as I am on a tight schedule today.

Thank You

Brian Burgess / PM / Estimating

Vic Russell Construction, Inc.
Finley Butte Aggregate & Paving

Off ice: 541-536-3478
Cell: 541-210-3739

Brian Burgess / PM / Estimating
Office: 541-536-3478
Cell: 541-210-3739

Vic Russell Construction, Inc.
Finley Butte Aggregate & Paving

Subcontractor Comparison & Award Recommendation

Bid Date: **11/17/2025** BID SUMMARY FORM

Architect: HHPR
Plan Version Date: 10/23/2025

Project: **221 Lafayette Parking** Scope: 32-03 - Paving Specialties

Spec/Div	Description	Pence Budget	Wilson Curb Brent Wilson 541-480-0420	Pavement Protectors Ryan Munsey 541-389-6444	Eagle Striping Stephanie Burgess 503-661-3590	Truline Striping	Western Protective Coatings	7 Peaks Paving
	Base Scope							
	demo striping		Incl in earthwork	1,700	300			
	striping		3,500	250	1,200	Declined to Bid	Declined to Bid	Declined to Bid
	signage, ADA		incl	450	900			
	van accessible placard		incl	incl	190			
	signage, no parking access		incl	450	900			
	wheelstops, rubber		incl	1,600	3,600			
	travel minimum		N/A - local trade partner	N/A - local trade partner	510			
	documentation		N/A - local trade partner	N/A - local trade partner	195.36			
	install signage in conc footing		incl above	incl	2,000			
	Prevailing Wage		yes	yes	yes			
	Pence Scope form + Bid form		yes	no	yes			
	Addendums (acknowledge)		n/a	n/a	n/a			
	Schedule (acknowledge)		yes	yes	yes			
	Total Base Bid	**$ -**	**$ 3,500**	**$ 4,450**	**$ 9,795**	**$ -**	**$ -**	**$ -**
	Bond		n/a	n/a	n/a	n/a	n/a	n/a
	Total Combined Price		**3,500**	**4,450**	**9,795**	**0**	**0**	**0**
	MWESB							

We recommend this work be awarded to:	Wilson Curb
Subcontract / Purchase Agreement Amount:	3,500
We recommend this work be bonded:	N/A
Estimated Bond Cost:	N/A
Pence Contractors by:	Cory Loomis

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11-17-2025 TIME: 2 PM

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: Wilson Curb Inc (Bidder) 541-389-4918 (Phone)
21315 Bear Creek Rd. (Address) 541-480-0420 (Mobile)
Bend, OR (City/State/Zip) wilsoncurb@outlook.com (E-Mail)
Brent Wilson (Authorized Signer) _____ (E-Mail)

Operating as (strike out conditions that do not apply) an ~~individual~~, a ~~company~~, a corporation organized and existing under the laws of the State of Oregon, or a proprietorship, a partnership, or joint venture consisting of: S Corp. .

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
#2	Electrial work	$4,500.00
#3	Earthwork	$43,195.50
#4	Asphalt paving	$8,631.00
#5	~~Site Concrete~~	~~$49,400.00~~
#6	Pavement markings	$3,500.00

SUBTOTAL: $ $109,226.50

Alternate	Description	Amount
1	Extra for surveying if needed	$4,500.00
2		
3		
4		
5		
6		

SECTION 00 41 00
BID FORM

ADDENDA ACKNOWLEDGEMENT
The undersigned acknowledges receipt of the following Addenda:

Addendum No. ____ dated _____ Addendum No. _____ dated _____

Addendum No. _____ dated _____ Addendum No. _____ dated _____

Cost of Performance and Payment Bond: For this bid price: $ $2,293.00 OS As a percentage: 2.1% %

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: Markel Surety Group

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) .82

Minimum Bidder Qualifications Acknowledgement:	**Initial Below**
Bidder has reviewed and acknowledged all scope of work clarifications provided in Exhibit 1 attachment.	BW
The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	BW
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	Bw
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	BW
The bidder attests that they have included any local taxes and fees in their pricing.	BW

Cost Reduction Concepts (attach additional documentation as necessary) $ _____

Submitted this 17th day of November, 2025.

Firm: Wilson Curb Inc.

Signature: Brent Wilson Typed name: Brent Wilson

Oregon CCB No.: 55987

COBID: MBE ____ WBE ____ ESB ____ DBE ____ SDVOB ____ NONE

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? NONE

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

					Total Estimate	Total Billed to Date		Total $ left to bill	$ 113,726.50	% Complete	0	% Complete
	Revised Pence Laffayette				$ 113,726.50	$ -				Billed	$ -	Billed
#	Description	Bid QTY	Units	Rates	Total Dollar Amount	Dollar Billed to Date	Total QTY billed to date	Dollar Amount left to bill	Quantity Left to bill	Total QTY Month #1		Total QTY Month#2
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
#3	Earthwork Breakdown $43,195.50	0	0		$ -	$ -	0	$ -	0		$ -	
1	Mob	1	Each	$ 4,000.00	$ 4,000.00	$ -	0	$ 4,000.00	1		$ -	
2	Gravel 3 to 6 inch	1	Each	$ 1,500.00	$ 1,500.00	$ -	0	$ 1,500.00	1		$ -	
3	Erosion Control silt fence	1	Each	$ 1,500.00	$ 1,500.00	$ -	0	$ 1,500.00	1		$ -	
4	Sawcutting	250	Ln Ft	$ 10.00	$ 2,500.00	$ -	0	$ 2,500.00	250		$ -	
5	Removal of asphalt and concrete	2696	Sq Ft	$ 2.00	$ 5,392.00	$ -	0	$ 5,392.00	2696		$ -	
6	Excavation for wall, clear and grub	125	Ln Ft	$ 80.00	$ 10,000.00	$ -	0	$ 10,000.00	125		$ -	
7	Excavation/ fill for swale at wall and parking lot	1	LS	$ 7,000.00	$ 7,000.00	$ -	0	$ 7,000.00	1		$ -	
8	Prep for curb	130	ln Ft	$ 10.00	$ 1,300.00	$ -	0	$ 1,300.00	130		$ -	
9	Prep for walk	875	Sq Ft	$ 2.25	$ 1,968.75	$ -	0	$ 1,968.75	875		$ -	
10	Prep for asphalt	2877	Sq Ft	$ 1.75	$ 5,034.75	$ -	0	$ 5,034.75	2877		$ -	
11	Test swale 1 and 2	1	LS	$ 3,000.00	$ 3,000.00	$ -	0	$ 3,000.00	1		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
#4	Asphalt $8,631.00	0	0		$ -	$ -	0	$ -	0		$ -	
1	Asphalt placement only prep previous line items	2877	Sq Ft	$ 3.00	$ 8,631.00	$ -	0	$ 8,631.00	2877		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
#5	Site Concrete $49,400.00	0	0		$ -	$ -	0	$ -	0		$ -	
1	4 ft retaining wall	125	Ln Ft	$ 250.00	$ 31,250.00	$ -	0	$ 31,250.00	125		$ -	
2	12 inch curb	130	Ln Ft	$ 30.00	$ 3,900.00	$ -	0	$ 3,900.00	130		$ -	
3	4 inch sidewalk	875	Sq Ft	$ 12.00	$ 10,500.00	$ -	0	$ 10,500.00	875		$ -	
4	ada domes	1	Each	$ 750.00	$ 750.00	$ -	0	$ 750.00	1		$ -	
5	Washout pan	1	Each	$ 3,000.00	$ 3,000.00	$ -	0	$ 3,000.00	1		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
#6	Pavement marking $3,500.00	0	0		$ -	$ -	0	$ -	0		$ -	
1	Striping and signage.	1	LS	$ 3,500.00	$ 3,500.00	$ -	0	$ 3,500.00	1		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
# 2	Electrical work $4500 total	0	0		$ -	$ -	0	$ -	0		$ -	
0	Excavation for electrical	1	LS	$ 2,500.00	$ 2,500.00	$ -	0	$ 2,500.00	1		$ -	
0	Light pole base	2	Each	$ 1,000.00	$ 2,000.00	$ -	0	$ 2,000.00	2		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	
0	0	0	0		$ -	$ -	0	$ -	0		$ -	

0	Extra	0	0		$ -	$ -	0	$ -	0		$ -	
0	Surveying $4,500.00	1	LS	$ 4,500.00	$ 4,500.00	$ -	0	$ 4,500.00	1		$ -	
0	0	0	0		$ -	$ -	0	$ -	0

Pavement Protectors
PO Box 7197
Bend OR 97708
Tele: 541 389 6444
Fax: 541 383 9302

CCB# 66040

Date	Estimate #:
11/5/2025	9028
Estimator	
RM	

Name / Address

Pence Construction
5400 Meadows Rd Suite 400
Lake Oswego, OR 97035

Bid Proposal

Project:

221 Lafayette Parking

notes below from phone call with Ryan 11/12 UNO - FH

Description	Cost	Total
Stripe Removal	200.00	200.00
Mob of water jet (for stripe removal) **cleaner finish product than grinding or blackout**	1,500.00	1,500.00
7 - stalls	100.00	100.00
1 - ADA stall	150.00	150.00
1 - ADA sign **van accessible placard incl**	450.00	450.00
1 - Access aisle sign	450.00	450.00
8 - rubber wheel stops	1,600.00	1,600.00
*Bid excludes hard rock hammering/core drilling (for signs, if needed)		
install is incl **footings are incl** **prev wage rates are incl**		
This Proposal may be withdrawn by Pavement Protectors if not accepted within 30 days. Estimator: _____	**Total**	$4,450.00

PAVEMENT PROTECTORS will furnish all labor and materials to complete the work as stated above in accordance to agreed upon conditions and specficiations. All materials are guaranteed to be as specified and all work to be completed in a workmanlike manner. Any alterations or deviation from above specifications involving extra costs will be executed only upon written orders, and will be an extra charge over and above the estimate. All agreements are to be contingent upon delays beyond our control. In the event legal action is commenced to enforce any part of this agreement, or to collect for any work performed hereunder, the prevailing party in such action shall be entitled to recover court costs incurred therein plus a reasonable sum as attorney fees.

ACCEPTANCE OF PROPOSAL: The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to work as stated. I understand that Pavement Protectors will charge 1 1/2% per annum per month on balances not paid within 20 days of job completion. PAYMENT IS TO BE MADE UPON COMPLETION OF WORK.

IN ORDER FOR THIS JOB TO BE SCHEDULED, A COPY OF THE PROPOSAL MUST BE SIGNED AND RETURNED AS CONFIRMATION.

ACCEPTED BY: _____ _____ Dated: _____
Please sign both copies and return one copy to us. THANK YOU!

Fletcher Hunt

From: Ryan Munsey <ryanm.pavepros@yahoo.com>
Sent: Wednesday, November 19, 2025 11:52 AM
To: Fletcher Hunt
Subject: Re: 221 Lafayette - bid clarifications

[EXTERNAL] *Use Caution*

Fletcher,

1. Could you please fill out the attached bid form? Do you have a bid schedule to go with each line item?
2. Water jet for the striping removal… is this something Pave Pros does as a standard or did you include this over grinding due to a history of working with Deschutes County / CoB and knowing what they want? I ask because I had another bid come in which didn't include water jet and I want to make sure we're comparing apples to apples. We usually give the city a choice of water jet or grinding and they almost always choose the water jet. It is just much cleaner. We charge the $1,500 mob fee for it. We can do the grinding as well.
3. Did you include the van accessible placard on your ADA sign? If not, please provide an adder (via response to this email is OK, don't need a formal bid revision). Yes, the placard is included.
4. Do you have install included for your signage? The detail shows a footing, so just wanting to clarify whether I need to have our site concrete guys carry this or not. Yes, installation is included.
5. Are prevailing wage rates included in your numbers? Yes, included in the bid.

Let me know if you have questions and the bid schedule to go along with this and I can fill out the form you requested.

Ryan Munsey

Pavement Protectors

Bend, OR

c-541-640-1292

On Wednesday, November 19, 2025 at 10:36:57 a.m. PST, Fletcher Hunt <fletcherh@pence.net> wrote:

Ryan,

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11/6/25 TIME: 1:30 pm

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: Eagle Striping Service Inc. (Bidder) 503-661-3590 (Phone)
P.O Box 2047 (Address) _____ (Mobile)
Fairview, OR 97024 (City/State/Zip) _____ (E-Mail)
Kaitlin Tyler (Authorized Signer) _____ (E-Mail)

Operating as (strike out conditions that do not apply) an individual, a company, a corporation organized and existing under the laws of the State of _____, or a proprietorship, a partnership, or joint venture consisting of:
_____.

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
	Striping	1500
	wheelstops	~~2460~~ $3,600 FH
	Signage	3990
	travel & documentation	$705

SUBTOTAL: per bid $ ~~8563~~ $9,795.36

Alternate	Description	Amount
1		
2		
3		
4		
5		
6		

SECTION 00 41 00
BID FORM

ADDENDA ACKNOWLEDGEMENT

The undersigned acknowledges receipt of the following Addenda:

Addendum No. ____ dated _____ Addendum No. _____ dated _____

Addendum No. _____ dated _____ Addendum No. _____ dated _____

Cost of Performance and Payment Bond: For this bid price: $_____LS As a percentage: _____%

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: _____

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) .9

Minimum Bidder Qualifications Acknowledgement:	**Initial Below**
Bidder has reviewed and acknowledged all scope of work clarifications provided in Exhibit 1 attachment.	SB
The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	SB
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	SB
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	SB
The bidder attests that they have included any local taxes and fees in their pricing.	SB

Cost Reduction Concepts (attach additional documentation as necessary) $_____

Submitted this 6th day of November, 2025.

Firm: Eagle Striping Services Inc

Signature: _____ Typed name: Stephanie Burgess

Oregon CCB No.: 172696

COBID: MBE ____ WBE ____ ESB ____ DBE ____ SDVOB ____

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? _____

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

Eagle Striping Services Inc
PO Box 2047
Fairview, OR 97055
Office: 503-661-3590
Accounting: 503-661-7464

ESTIMATE
Prevailing

Estimate Number
EST-0792

Estimate Date
12 Nov 2025

Expiry
06 Dec 2025

Pence
5400 Meadows Road, Suite 400
LAKE OSWEGO OR 97035

Job Information
221 Lafayette Parking & On Site Improvements

Job Address
221 NW Lafayette Ave Bend, OR 97703

Description	Quantity	Amount USD
Grinding or Blackout of old striping	1.00	300.00
8 Stalls 1 Handicap 1 Hash Out 1 No Parking	1.00	1,200.00
Wheel Stops, Rubber	8.00	3,600.00
Signage: ADA Sign & Post	1.00	900.00
Van or Wheel Chair Sign Mounted	1.00	190.00
Signage: Access Isle Sign & Post Installed in Land	1.00	900.00
Holes Cored or Surface Plate, IF NEEDED	2.00	2,000.00
Travel Minimum	1.00	510.00
Documentation	9,768.00	195.36
	Subtotal	**9,795.36**
	Total No Tax 0%	0.00
	TOTAL USD	**9,795.36**

per Stephanie 11/12/25, this price is for footings & install in footings - FH

Terms: **A minimum charge plus travel will be billed for each trip if value of work is less than the minimum amount.** This bid will be honoured until the Expiry date listed above. Prices may change after that date. Estimate is only valid for the specific items and quantities listed above and the number of trips listed above, additional items or trips will incur additional charges. Extra trip charges will apply if work area is not clean and clear upon arrival for scheduled work.

For questions please call the office at 503-661-3590 or email Info@eaglestriping.com
OR CCB: 172898 - WA CCPS: Eagless937ks

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11/6/25 TIME: 1:30 pm

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: Eagle Striping Service Inc. (Bidder) 503-661-3590 (Phone)
P.O Box 2047 (Address) _____ (Mobile)
Fairview, OR 97024 (City/State/Zip) _____ (E-Mail)
[signature] (Authorized Signer) _____ (E-Mail)

Operating as (strike out conditions that do not apply) an individual, a company, a corporation organized and existing under the laws of the State of _____, or a proprietorship, a partnership, or joint venture consisting of:
_____.

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
	Striping	1500
	wheelstops	2400
	Signage	3990

SUBTOTAL: per bid $ 8568

Alternate	Description	Amount
1		
2		
3		
4		
5		
6		

SECTION 00 41 00
BID FORM

ADDENDA ACKNOWLEDGEMENT

The undersigned acknowledges receipt of the following Addenda:

Addendum No. ____ dated _____ Addendum No. _____ dated _____

Addendum No. _____ dated _____ Addendum No. _____ dated _____

Cost of Performance and Payment Bond: For this bid price: $_____LS As a percentage: _____%

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: _____

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) .9

Minimum Bidder Qualifications Acknowledgement:	**Initial Below**
Bidder has reviewed and acknowledged all scope of work clarifications provided in Exhibit 1 attachment.	SB
The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	SB
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	SB
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	SB
The bidder attests that they have included any local taxes and fees in their pricing.	SB

Cost Reduction Concepts (attach additional documentation as necessary) $_____

Submitted this 6th day of November, 2025.

Firm: Eagle Striping Services Inc

Signature: _____ Typed name: Stephanie Burgess

Oregon CCB No.: 172698

COBID: MBE ____ WBE ____ ESB ____ DBE ____ SDVOB ____

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? _____

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

Eagle Striping Services Inc
PO Box 2047
Fairview, OR 97055
Office: 503-661-3590
Accounting: 503-661-7464

ESTIMATE
Prevailing

Estimate Number
EST-0792

Estimate Date
06 Nov 2025

Expiry
06 Dec 2025

Pence
5400 Meadows Road, Suite 400
LAKE OSWEGO OR 97035

Job Information
221 Lafayette Parking & On Site Improvements

Job Address
221 NW Lafayette Ave Bend, OR 97703

Description	Quantity	Amount USD
Grinding or Blackout of old striping	1.00	300.00
8 Stalls 1 Handicap 1 Hash Out 1 No Parking	1.00	1,200.00
Wheel Stops, Slotted Concrete 6ft	8.00	2,400.00
Signage: ADA Sign & Post	1.00	900.00
Van or Wheel Chair Sign Mounted	1.00	190.00
Signage: Access Isle Sign & Post Installed in Land	1.00	900.00
Holes Cored or Surface Plate, IF NEEDED	2.00	2,000.00
Travel Minimum	1.00	510.00
Documentation	8,400.00	168.00
	Subtotal	**8,568.00**
	Total No Tax 0%	0.00
	TOTAL USD	**8,568.00**

Terms: **A minimum charge plus travel will be billed for each trip if value of work is less than the minimum amount.** This bid will be honoured until the Expiry date listed above. Prices may change after that date. Estimate is only valid for the specific items and quantities listed above and the number of trips listed above, additional items or trips will incur additional charges. Extra trip charges will apply if work area is not clean and clear upon arrival for scheduled work.

For questions please call the office at 503-661-3590 or email Info@eaglestriping.com
OR CCB: 172898 - WA CCPS: Eagless937ks

Subcontractor Comparison & Award Recommendation

Bid Date: **11/17/2025**

BID SUMMARY FORM

Architect: HHPR
Plan Version Date: 10/23/2025

Project: **221 Lafayette Parking** Scope: 32-04 Site Railings & Furnishings

			COMBINED	SITE HANDRAILS		BIKE RACKS			
Spec/Div	Description	Pence Budget	Sunburst Fabrications John Layton 541-548-7722	Rail Pro Marcus Ferguson 360-852-3314	West Side Iron Pete Cobarrubia 541-914-9525	Columbia Cascade Contact Name Phone #	Landscape Forms Emily Noh 269-276-4439	Huntco Supply Mitch Davis 800-547-5909	Precision Rail of Oregon
	Base Scope								
	bike rack, supply		325	n/a	n/a	465	514.10	515	
	bike rack, shipping & handling		incl	n/a	n/a	incl	150	250	
	bike rack, install		100	n/a	n/a	excl	excl	excl	
	site handrails, supply		20,628	32,987	excl	n/a	n/a	n/a	
	site handrails, install		incl	incl above	19,502	n/a	n/a	n/a	
	cored holes for railing		Pence	Pence	Pence	n/a	n/a	n/a	Declined to Bid
	grouting of cored holes		Pence	Pence	Pence	n/a	n/a	n/a	
	engineering		*3,500*	3,500	*3,500*	n/a	n/a	n/a	
	Pence SP (see estimate)		3,627	3,627	3,627	n/a	n/a	n/a	
	Prevailing Wage		yes	yes	yes	n/a	n/a	n/a	
	Pence Scope form + Bid form		no	no	yes	no	yes	no	
	Addendums (acknowledge)		n/a	n/a	n/a	no	n/a	no	
	Schedule (acknowledge)		no	no	yes	no	no	no	
	Total Base Bid	**$ -**	**$ 28,180**	**$ 40,114**	**$ 19,502**	**$ 465**	**$ 664**	**$ 765**	**$ -**
	Bond		n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Total Combined Price		**28,180**	**40,114**	**19,502**	**465**	**664**	**765**	**0**
	MWESB								

We recommend this work be awarded to:	Sunburst Fabrication / Pence Self Perform
Subcontract / Purchase Agreement Amount:	28,180
We recommend this work be bonded:	N/A
Estimated Bond Cost:	N/A
Pence Contractors by:	Cory Loomis

SUNBURST FABRICATIONS, INC.

800 NE Hemlock Ave. Redmond Or 97756
541-548-7722 shop
CCB # 257115

subtract for bike racks:

$325 - supply
$100 - install

per phone call w/ John Layton 11/14/25 - FH

DATE: 11-14-25
ATTENTION: Grace
DIVISION: 5
COMPANY: Pence
P/W: YES
WE ARE PLEASED TO QUOTE THE FOLLOWING PROJECT: 221 Lafayette
Fabrication and installation of steel----------$ 21,053.00
*(note) adder for 14' radiused ramp rail fab & install ----------$ 2,813.00 **alternate**
Fabrication includes:, Aprox 114' of straight run ramp rail (powder coated), 1x bike rack, shop drawings, delivery to site.
Field installation consists of : Rails and bike rack.
Exclusions:
Testing, special inspections, engineering, items not specifically included above, all items std red oxide prime coated UNO, demo, core drilling, grouting, touch up painting, fire or spark protection for glass or floors, supply of fire watch.
General conditions:
Project price based on a single mobilization and continuous work until project scope is complete. Standard work hours for our crew is Mon-Thurs 7am-5pm any hrs outside of these will be OT. Excludes fall protection for other trades. Steel to steel bolting figured using A-325 TC bolts for slip critical connections. Prior to issuance of contract, scope review and price agreement required, This quote is non-assuming and reflects only items clearly presented in drawings dated-
Acceptance of quote reflects acceptance of AISC standards. No liquidated damage will be accepted.
* Note: If your company requires additional insured coverage naming you as Primary and non-Contributory additionally insured, there will be an additional charge of 575.00. Insurance requirements beyond insurance we have in place 1m/2m will result in extra charge to cover additional costs.
*** (note) due to volatility of steel market, escalation charges will be required if material prices increase after quote date and before order date. While we have located all materials as of today, there are no guarantees that materials will be available without long lead time when ordering if ordered after today.**
Max retainage acceptable is 5%
Terms: Prior to beginning of detailing, purchase order required. Payments over 30 days will be subject to 2.75 % charge per month. Upon acceptance, this quote will become an exhibit in contract documents.
Bid results for our portion of project are respectfully requested within 7 working days of project bid date, Quote may be withdrawn if verbal notice of intent to award not received within 10 days.

Contractor; Please sign and return to acknowledge receipt and acceptance of quote and conditions as stated.
Accepted by;_____ Date_____

Thank you;
John Layton

REV 1

RailPro RP
ARCHITECTURAL ALUMINUM

CCB# 168920 / WA License# RAILP**944DB

14110 NW 3rd Ct.
Vancouver, WA 98685
503-517-0968 Ph
360-213-0958 Ph
360-213-0959 Fax

ESTIMATE

Issued by: Marcus Ferguson 5.21

To: Pence Construction
0
Bend, OR

Fax: 0
Phone: 503-252-6990
E-Mail: grace.ray@pence.net

Date: 11/19/25
Job Name: Deschutes Campus Parking
Job Address: 221 NW Lafayette Ave
Bend, OR

QUOTE NO.	V14574

QTY/FT	DESCRIPTION	TOTAL
	Accessible Ramp Handrails - 1-1/2" Square Tube Steel Handrails	
~120'	Proposal to supply and install 1-1/2" square tube steel handrails to match detail on C5.2 across one side of ADA ramp from north side to south side of proposed improvement area. Bid includes 1-1/2" square tube handrails at 34"-38" from walking surface, detail of handrails to match C5.2, core mounted posts at all post locations (cored holes to be drilled by others, layout for cored holes completed by RailPro), cored holes at post locations to be filled with non-shrink grout, and handrails to run 1' level at top and bottom of handrail ramp sections.	$ 32,987.21
	Style: Continuous 1-1/2" square tube hand rail at 34"-38" Core mounted posts, cored holes filled with non-shrink grout Post terminated All railing components to be powder coated aluminum. All fasteners to be mill finish stainless steel	
	Standard Color: Powder Coated Black Semi-Custom Color: ADD *TBD* Fully-Custom Color: ADD *TBD*	
	Lead-time is approximately 4-5 weeks. Allow an additional 1-2 weeks for custom orders.	
	All estimates subject to on-site measure, inspection, and engineering requirements ***For Parts Only Orders when installation is by others, please refer to attached notice.*** ***This project does not currently include Prevailing Wage Rates*** ***This rail is NOT bid exactly per plan or design, refer to our call out & layout in submittals*** ***Installation via the units or scaffolding provide by the GC*** ***Lift equipment if required is an additional cost*** ***A CCB notice and/or other information has been provided regarding our right to lien.*** ***Customer is responsible for providing temporary rails and/or tie off points for safety.*** ***Any blocking required is the responsibility of the customer.*** ***No thru bolting is included in this bid***	
	Engineering, submittals and stamped drawings available at additional cost	$ 3,500.00
	Customer is responsible for demolition/removal of existing railings. ***RailPro is not responsible if tile, concrete or brick cracks during installation.*** ***Bid is subject to review of final engineering report and connection call outs.*** ***Due to the highly volatile global construction market and uncertain impacts of US announced tariffs, our pricing is subject to adjustment at the time an order is taken. RailPro apologizes for this inconvenience and uncertainty.***	

Prices are valid for 30 days from date of estimate.	SUBTOTAL	
	Estimated tax at 8.8%	
	TOTAL	$ -

TO PROCEED WITH ORDER:
- Sign and return this estimate.
- Sign any layout drawings provided.
- Provide 50% deposit for installation - 100% for parts only orders.

Payment Terms:
- The balance is due upon completion, we reserve the right to secure a lien against the property if payment is not recieved in 30 days. The cost of filing the lien will be added to the customers billing. WA Bond# 104703516
- There will be a $25 - $1000 per month service charge placed for any outstanding balance 30 days after completion.
- Jobs secured by credit card will be charged to the card on completion.

Leadtime:
- Leadtime starts on receipt of all signed paperwork and deposit.

ORDER CONTRACT
I have read the terms and agree by my signature to make this a contract.

_____
Signature

_____
Print Name

_____ _____
Title (if applicable) Date

o Owner o Contractor Business UBI # _____

REV 0

RailPro RP
ARCHITECTURAL ALUMINUM

CCB# 168920 / WA License# RAILP**944DB

14110 NW 3rd Ct.
Vancouver, WA 98685
503-517-0968 Ph
360-213-0958 Ph
360-213-0959 Fax

ESTIMATE

Issued by: Marcus Ferguson 5.21

To: Pence Construction
0
Bend, OR

Fax: 0
Phone: 503-252-6990
E-Mail: grace.ray@pence.net

Date: 11/19/25
Job Name: Deschutes Campus Parking
Job Address: 221 NW Lafayette Ave
Bend, OR

QUOTE NO.	V14574

QTY/FT	DESCRIPTION	TOTAL
	Accessible Ramp Handrails - 1-1/2" Square Tube Steel Handrails	
~275'	Proposal to supply and install 1-1/2" square tube steel handrails to match detail on C5.2 at (5) paired locations on ADA ramp from north side to south side of proposed improvement area. Bid includes 1-1/2" square tube handrails at 34"-38" from walking surface, detail of handrails to match C5.2, core mounted posts at all post locations (cored holes to be drilled by others, layout for cored holes completed by RailPro), cored holes at post locations to be filled with non-shrink grout, and handrails to run 1' level at top and bottom of handrail sections.	$ 72,954.31
	Style: Continuous 1-1/2" square tube hand rail at 34"-38" Core mounted posts, cored holes filled with non-shrink grout Post terminated All railing components to be powder coated aluminum. All fasteners to be mill finish stainless steel	
	Standard Color: Powder Coated Black Semi-Custom Color: ADD *TBD* Fully-Custom Color: ADD *TBD*	
	Lead-time is approximately 4-5 weeks. Allow an additional 1-2 weeks for custom orders.	
	All estimates subject to on-site measure, inspection, and engineering requirements ***For Parts Only Orders when installation is by others, please refer to attached notice.*** ***This project does not currently include Prevailing Wage Rates*** ***This rail is NOT bid exactly per plan or design, refer to our call out & layout in submittals*** ***Installation via the units or scaffolding provide by the GC*** ***Lift equipment if required is an additional cost*** ***A CCB notice and/or other information has been provided regarding our right to lien.*** ***Customer is responsible for providing temporary rails and/or tie off points for safety.*** ***Any blocking required is the responsibility of the customer.*** ***No thru bolting is included in this bid***	
	Engineering, submittals and stamped drawings available at additional cost	$ 3,500.00
	Customer is responsible for demolition/removal of existing railings. ***RailPro is not responsible if tile, concrete or brick cracks during installation.*** ***Bid is subject to review of final engineering report and connection call outs.*** ***Due to the highly volatile global construction market and uncertain impacts of US announced tariffs, our pricing is subject to adjustment at the time an order is taken. RailPro apologizes for this inconvenience and uncertainty.***	

Prices are valid for 30 days from date of estimate.	SUBTOTAL	
	Estimated tax at 8.8%	
	TOTAL	$ -

TO PROCEED WITH ORDER:
- Sign and return this estimate.
- Sign any layout drawings provided.
- Provide 50% deposit for installation - 100% for parts only orders.

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- The balance is due upon completion, we reserve the right to secure a lien against the property if payment is not recieved in 30 days. The cost of filing the lien will be added to the customers billing. WA Bond# 104703516
- There will be a $25 - $1000 per month service charge placed for any outstanding balance 30 days after completion.
- Jobs secured by credit card will be charged to the card on completion.

Leadtime:
- Leadtime starts on receipt of all signed paperwork and deposit.

ORDER CONTRACT
I have read the terms and agree by my signature to make this a contract.

_____
Signature

_____
Print Name

_____ _____
Title (if applicable) Date

o Owner o Contractor Business UBI # _____

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11/19/25 TIME: _____

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: West Side Iron (Bidder) _____ (Phone)

PO Box 70004 Spfld 97475 (Address) 541-914-9525 (Mobile)

_____ (City/State/Zip) andrew@westsideiron.net (E-Mail)

Andrew Cabarrubia (Authorized Signer) _____ (E-Mail)

Operating as (strike out conditions that do not apply) an individual, a company, a corporation organized and existing under the laws of the State of OR, or a proprietorship, a partnership, or joint venture consisting of:

_____.

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
	Ramp Rail	19,502

SUBTOTAL: $_____

Alternate	Description	Amount
1		
2		
3		
4		
5		
6		

SECTION 00 41 00
BID FORM

ADDENDA ACKNOWLEDGEMENT

The undersigned acknowledges receipt of the following Addenda:

Addendum No. ____ dated _____ Addendum No. _____ dated _____

Addendum No. _____ dated _____ Addendum No. _____ dated _____

Cost of Performance and Payment Bond: For this bid price: $ N/A LS As a percentage: _____%

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: _____

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) _____

Minimum Bidder Qualifications Acknowledgement:	**Initial Below**
Bidder has reviewed and acknowledged all scope of work clarifications provided in Exhibit 1 attachment.	AC
The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	AC
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	AC
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	AC
The bidder attests that they have included any local taxes and fees in their pricing.	AC

Cost Reduction Concepts (attach additional documentation as necessary) $ _____

Submitted this 19 day of November, 2025.

Firm: West Side Iron Inc

Signature: _____ Typed name: Andrew Cabarrubia

Oregon CCB No.: 133250

COBID: MBE ____ WBE ____ ESB ____ DBE ____ SDVOB ____

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? _____

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

West Side Iron, Inc.
P.O. Box 70004
Springfield, Oregon 97475
Office (541) 988-1781
CCB# 133250

DATE: 11/17/2025 **PROJECT: Lafayette** **Addendums:** **JOB #250**

STRUCTURAL/MISCELANEOUS STEEL INSTALL **$19,502**

WSI PROPOSES TO ERECT STEEL WITH CRANE ON BUILDING PAD

West Side Iron does not commit to any proposed schedule or durations. Start date and durations to be mutually agreed upon prior to acceptance of work.

West Side Iron is not signatory to any Labor Unions and excludes all Project Labor Agreements and or Training Requirements

SCOPE OF WORK INSTALL ONLY:
Ramp rail East side of ramp

EXCLUSIONS:
1. PERFORMANCE BOND
2. Removal of Paint, Galvanizing or other surface coatings from Weld Zone
3. **FIRE WATCH Dedicated or after hours, WSI is responsible for fire prevention only**
4. **All work shown in MEPS documents**
5. **Grout at baseplates**
6. **Simpson products/Light Gauge non dimensional material**
7. Supply building materials, fasteners or epoxy
8. Embedded Steel i.e., embeds, cast in place columns
9. Field Measuring or field verification of existing conditions for the purposes of detailing and fabricating.
10. Maintenance or removal of temporary hand rail. Prime contractor assumes responsibility after installation
11. Prime Contractor is responsible for protection of finishes installed out of sequence to our work
12. Finish Paint, touch up paint, touch up primer. Surface prep for finish paint or primer
13. Weather tight or water proof. Steel decking is not designed to be a weather barrier. Corrugated roofing
14. Saw cutting or core drilling of concrete
15. Concrete scanning, surveying or verification of existing conditions
16. Demolition or Temporary Shoring UNO
17. Testing, engineering, detailing, inspections, permits and bonds
18. Liquidated damages

TERMS AND CONDITIONS:
1. The contract will need to reference and include the terms and conditions of both West Side Iron and, if applicable, our Fabricators proposal
2. WSI will be installing only the items listed above in our scope of work. Any additional items listed in the Fabricators proposal will be supplied FOB only
3. This proposal is valid for 30 days.
4. Work performed per AISC and AWS
5. Standard 1 year warranty
6. WSI retainage to be released within 60 days of completion and acceptance of WSI work.

Andrew Cobarrubia/Estimator **C: 541-914-9525** **andrew@westsideiron.net**

Fletcher Hunt

From: andrew westsideiron.net <andrew@westsideiron.net>
Sent: Wednesday, November 19, 2025 9:12 AM
To: Fletcher Hunt
Subject: Re: Lafayette rail

[EXTERNAL] *Use Caution*

Yessir

Andrew Cobarrubia

West Side Iron

Estimator/Project Manager

C 541-914-9525

O 541-988-1781

From: Fletcher Hunt <fletcherh@pence.net>
Sent: Wednesday, November 19, 2025 9:05 AM
To: andrew westsideiron.net <andrew@westsideiron.net>
Subject: RE: Lafayette rail

Thanks Andrew, this is install only, correct?

Regards,

Fletcher Hunt
Estimator II

Pence

T : 503.252.3802
C : 971.284.4124
E: fletcherh@pence.net

5400 Meadows Road, Fourth Floor
Lake Oswego, OR 97035
www.pence.net

From: andrew westsideiron.net <andrew@westsideiron.net>
Sent: Wednesday, November 19, 2025 9:02 AM

Columbia Cascade Company

Makers of TimberForm® PipeLine® Playground Equipment and Outdoor Fitness Systems, TimberForm Site Furniture and CycLoops® CycLocker® Bicycle Management Products.

PO Box 1039
Camas, WA 98607-0039 U.S.A.
Telephone 503/223-1157
e-mail HQ@timberform.com

Trystan.Norris@pence.net Date: **Nov 14, 2025** Pages: **1 of 1**

To: **Pence Contractors**

Attn: **Trystan Norris**

Reference: **Lafayette Parking**
Bend, OR

Quote No. **Q-25-103485-A1**

Thank you for your interest in TimberForm Bicycle Security products. We are pleased to offer our quotation for the above-referenced project as follows:

TIMBERFORM

Quantity	Model No. and Description
1 each	2170-3-02-SM-C Staple CycLoops Bike Rack, REGAL BLUE CASPAX-7 powder-coated finish, 1-7/8" o.d. Schedule 40 steel pipe, surface mount

DELIVERED TOTAL TO BEND, OREGON **$ 465.00**

LEAD TIME: Shipment can occur within 30-45 days after our receipt of an acceptable order and final specifications.

This quotation is good for 30 days and subject to our confirmation thereafter.

TimberForm Bicycle Security products ship partially assembled, but include assembly hardware, except anchoring bolts.

To enter your order, simply notify us and we will promptly prepare a written order Confirmation to begin processing your order. Our standard terms of sale will apply.

If we may be of further assistance to you in any way, please contact our design headquarters by e-mail or at the telephone number shown above.

Best regards,

COLUMBIA CASCADE COMPANY

By: Kathrine Wilson

Kat Wilson
kat@timberform.com

© 2025 Columbia Cascade Company

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11/19/25 TIME: 1:07pm

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: Landscape Forms (Supplier Only) (Bidder) 269-276-4439 (Phone)
7800 E. Michigan Ave. (Address) 415-336-5713 (Mobile)
Kalamazoo, MI 49048 (City/State/Zip) emilyn@landscapeforms.com (E-Mail)
Joshua Powers (Authorized Signer) joshuap@landscapeforms.com (E-Mail)

Operating as (strike out conditions that do not apply) an individual, a company, a corporation organized and existing under the laws of the State of _____, or a proprietorship, a partnership, or joint venture consisting of: _____ .

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
32 33 13	Bicycle Racks	

SUBTOTAL: $_____

Alternate	Description	Amount
1	Bola Bike Rack	664.10
2		
3		
4		
5		
6		

SECTION 00 41 00
BID FORM

ADDENDA ACKNOWLEDGEMENT

The undersigned acknowledges receipt of the following Addenda:

Addendum No. ____ dated _____ Addendum No. _____ dated _____

Addendum No. _____ dated _____ Addendum No. _____ dated _____

Cost of Performance and Payment Bond: For this bid price: $_____LS As a percentage: _____%

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

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The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	
The bidder attests that they have included any local taxes and fees in their pricing.	

Cost Reduction Concepts (attach additional documentation as necessary) $_____

Submitted this 19th day of November, 2025.

Firm: Landscape Forms (Supplier Only)

Signature: Emily Noh Typed name: Emily Noh

Oregon CCB No.: _____

COBID: MBE ____ WBE ____ ESB ____ DBE ____ SDVOB ____

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? _____

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

Quote

Date: 11/11/2025
LF Quote#: 0000452745
PO#:
Project: 221 Lafayette Parking and On-Site Improvements, Bend

CORPORATE
7800 E. Michigan Avenue
Kalamazoo, MI 49048-9543
P: 800.521.2546 F: 269.381.3455
www.landscapeforms.com
Federal I.D.# 38-1897577
FSC# PBN-COC-001261

Bill To: Pence Contractors - Lake Oswego
ATTN:
5400 Meadows Road, Fourth Floor
Lake Oswego, OR 97035

Ship To: Pence Contractors - Lake Oswego
ATTN: Fletcher Hunt
TBD
Bend, OR 97701

Ship To Contact Phone:
Ship Via: Common Carrier
F.O.B.: Destination

Qty	Description	Unit Price	Total Price

When ordering please confirm:

- Shipping address and contact information (name and ph#)
- Billing address and contact information
- Is your firm or the project tax exempt? If so, exemption certificate must accompany order
- Delivery schedule:

___Ship immediately upon completion
OR Ship On/After the date:_____

INCLUDES 3% DISCOUNT

1			$ 514.10	$ 514.10
	Bola Bike Rack			
	Style:	*Bola Bike Rack*		
	Mounting:	*Embedded*		
	Finish:	*Stainless Steel*		

Item Total	$ 514.10
Shipping & Handling	$ 150.00
Sub Total	$ 664.10
Estimated Tax	$ 0.00
Document Total	$ 664.10

Payment Terms: Pending-Net30

Landscape Forms, Inc. reserves the right to change payment terms based on payment history as well as information obtained from commercial credit reporting agencies.

Cust #: GEIHB
SSR: Emily Noh
Rep: Emily Noh, DR11

Purchaser

Landscape Forms Customer Service
Seller

landscapeforms

Quote

Date: 11/11/2025
LF Quote#: 0000452745
PO#:
Project: 221 Lafayette Parking and On-Site Improvements, Bend

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Ship Via: Common Carrier
F.O.B.: Destination

- Purchaser is responsible for confirming options, materials, quantities, etc., for completeness and conformity to plans and specifications.
- Changes to or cancellations of standard product orders may incur a penalty charge of 30% or more.
- Orders including modified or custom product (Specials and/or Studio 431) may not be cancelled. If an order is terminated by the customer, payment in full is expected for the product subtotal regardless of current project status.
- Orders including modified or custom product (Specials and/or Studio 431) are subject to price increase after engineering/product development is complete and approved by the customer. Modifications in price will be handled via change order.
- All manufacturing of product, as engineered and/or designed by Landscape Forms, shall be performed exclusively by Landscape Forms or its expressly authorized affiliates or subcontractors. Customer shall not engage any third party for the manufacture of said Product without the prior written consent of Landscape Forms.
- All orders that include a swing product must include an executed liability waiver to be accepted and entered into production.
- Only the Material Supplier Standard Limited Warranty shall apply to all product sold by Landscape Forms. No other warranties or changes to the standard warranty will be applied or accepted.
- No merchandise can be returned without authorization from Landscape Forms. Returns may be subject to a disposition fee of 30-100%.
- Prices based on quantities shown and quantity changes may affect price.
- QUOTED prices are held for 60 days. After receipt of a written ORDER, prices will be held for up to twelve months from receipt of the order. Changes in quantity or specification may affect pricing. Upfit and Scenic pricing will only be held for six months after receipt of a written order.
- Pricing includes selection from our standard color palette. Optional colors and custom color matches are available for an additional fee and will extend lead-time. Please contact our corporate office for more information.
- Fixtures for custom products are the property of Landscape Forms, Inc., and are not available for sale.
- Landscape Forms is a supplier only and ships via common carrier. Customer is responsible for offloading and installing unless otherwise indicated above.
- Handling fees alone will apply on third party and customer pick-up orders.
- Mounting hardware is only available on a limited number of products. Please consult the installation recommendations or contact our corporate office to confirm. In the event hardware is provided, it MUST be used for proper installation.
- Refer to Care and Maintenance guidelines for more detailed information and instructions.
- All orders ship upon completion of fabrication. A one-week grace period may be available, after which storage fees will apply.
- This Agreement contains the entire understanding between the parties. All prior communications are merged into this Agreement. The terms of this Agreement shall control any conflict between documents.
- This Agreement may be signed by the parties separately and by facsimile, and together they shall be deemed one binding, original Agreement.

Cust #: GEIHB
SSR: Emily Noh
Rep: Emily Noh, DR11

Landscape Forms Customer Service

Purchaser | Seller

landscapeforms

Quote

Date: 11/11/2025
LF Quote#: 0000452745
PO#:
Project: 221 Lafayette Parking and On-Site Improvements, Bend

CORPORATE
7800 E. Michigan Avenue
Kalamazoo, MI 49048-9543
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ATTN: Fletcher Hunt
TBD
Bend, OR 97701

Ship To Contact Phone:
Ship Via: Common Carrier
F.O.B.: Destination

- Purchaser shall pay all costs and expenses paid or incurred by Landscape Forms, Inc. in collecting any amounts due for goods purchased by Purchaser, including without limitation, reasonable attorneys' fees and collection costs. Balances on invoices not paid within 30 days of date of invoice, or within an alternate period of time as determined and indicated by Landscape Forms, shall incur interest at a rate of 18% per annum. Cash discounts are not offered.
- The quoted price may include estimated tax, duties and tariffs. Actual tax, duties and tariffs shall be purchaser's responsibility and may be added to an invoice as a separate and additional charge to purchaser unless an acceptable exemption certificate is presented.
- To the extent purchaser supplies or modifies the standard specifications for any products, Landscape Forms, Inc. expressly disclaims all representations and warranties related to such products or their design whether express or implied except that the products shall be manufactured in accordance with purchaser's specifications.
- **REMITTANCE OPTIONS:** For information on paying via credit card, ACH, direct bank transfer, or wire please email us at AR@landscapeforms.com. Please note all credit card charges will be subject to a 3% surcharge. Mail payments to:

USD Checks
Landscape Forms, Inc.
Dept 78073
PO Box 78000
Detroit, MI 48278-0073
USA

CAD Cheques
Landscape Forms, Inc.
PO Box 2408
Station A
Toronto, Ontario M5W 2K6
CAN

Cust #: GEIHB
SSR: Emily Noh
Rep: Emily Noh, DR11

Landscape Forms Customer Service

Purchaser Seller

BID SHEET:

HUNTCO SITE FURNISHINGS

PO Box 10385
Portland, OR 97296
www.huntco.com
(503)224-8700 (800)547-5909 Fax: (503)274-2055

DATE: 11/14/2025

Bid Date: _____

TO: **Pence Construction**
Attn: Fletcher Hunt
Re: Lafayette Parking & Site Impovements
E: fletcherh@pence.net

All shipments to be F.O.B. **Portland OR** For shipment to:

QUANTITY	CATALOG NUMBER / DESCRIPTION OF ARTICLE	PRICE PER UNIT	TOTAL COST
			-
			-
			-
1	Huntco City of Portland 2-Capacity Staple Bicycle Rack	499.00	499.00
	Surface Mount		-
	Powder Coat Finish - Blue		-
	Crossbar		-
			-
			-
1	Bike Rack Mounting Hardware With 2 Security Nuts	16.00	16.00
			-
			-
			-
			-
			-
			-
			-
			-
			-
			-
			-
FREIGHT	Shipping & Handling To Bend, Oregon		$250.00
	* FREIGHT QUOTE GOOD FOR 90 DAYS FROM DATE OF BID. *Quantities Are Approximate. Please Verify All Quantities With Your Estimating Department*		
		TOTAL COST	765.00

TERMS OF PAYMENT: Cash Discount **NA** Days - Net _____ Days: or **NA**

Shipment can be made by _____ Offer Valid: **30 DAYS**

Signed James Bastron Date: _____

James Bastron

HUNTCO
SITE FURNISHINGS

Bike racks, lockers, benches and architectural site furnishings since 1980.

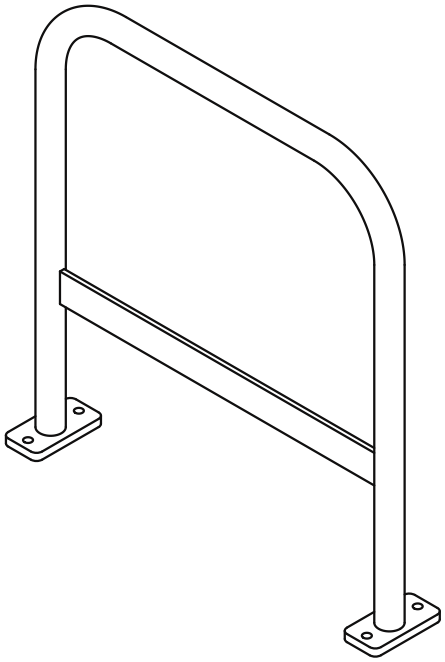
Tradition & Innovation

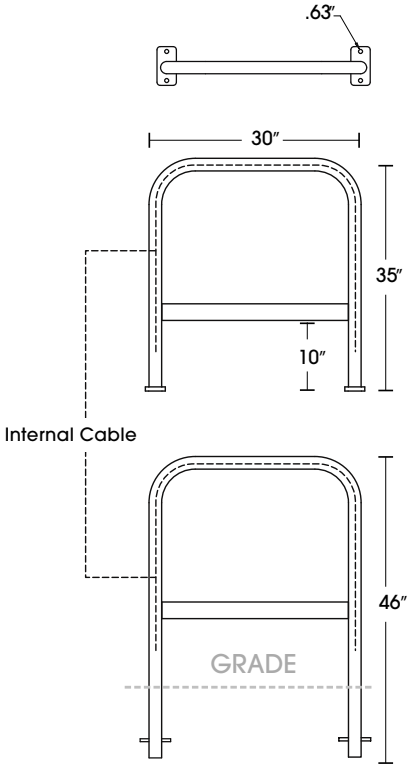
PHONE 503.224.8700
FAX 503.274.2055
EMAIL Sales@Huntco.com
WEB Huntco.com
TWITTER @Huntcosupply
MAIL P.O. Box 10385
Portland, Or. 97296-0385

× 2

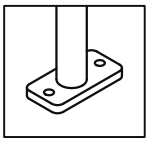
THE CITY OF PORTLAND

The ever-classic "Staple" style bike rack is Portland City Code approved with an internal cable and flat bar for extra security. Lock it up!

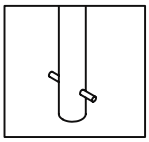




Flange



In-Ground



CONSTRUCTION/ MATERIAL OPTIONS

- ☐ 1.5" Sch. 40 Round Steel Pipe
- – Steel Flanges
- – Steel Flat Bar

DIMENSIONS

- – 30" Length
- – 6" Width
- – 35" Height
- ☐ Custom Size Height/Length

MOUNTING OPTIONS

- ☐ Flange Mount (Shown)
  (6) .63" Mounting Holes
- ☐ In-Ground
  11" Leg Extensions

FINISH OPTIONS

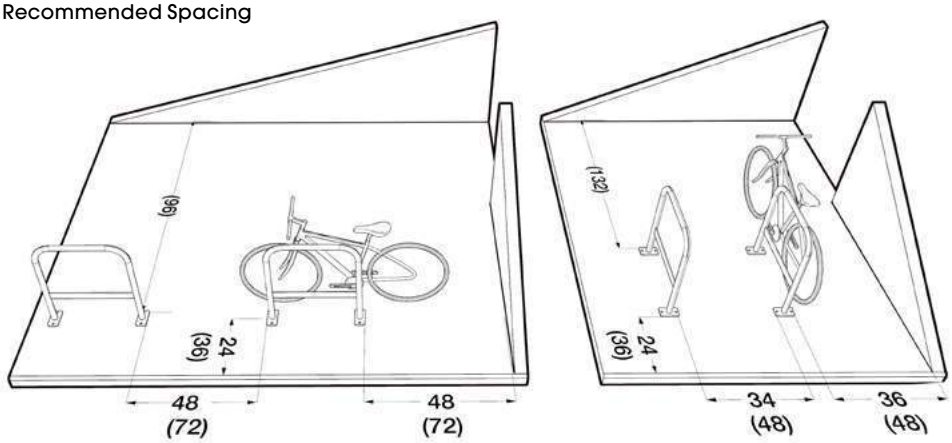
- ☐ T304 Stainless Steel #4 Satin Finish
- ☐ 316 Stainless Steel #4 Satin Finish
  (available at additional cost)
- ☐ Hot Dipped Galvanized
- ☐ Powder Coating
  # _____
- ☐ Thermoplastic Coating
  #

Manufactured in the Pacific Northwest

RECOMMENDED LAYOUT

NOTES:

"Bike" is 70"
Minimum Spacing
(#) Recommended Spacing



CONTRACTOR: _____

JOB: _____

NOTES: _____

Pence CONTRACTORS

Subcontractor Comparison & Award Recommendation

Bid Date: **11/17/2025** BID SUMMARY FORM

Architect: HHPR

Plan Version Date: 10/23/2025

Project: **221 Lafayette Parking** Scope: 32-05 - Landscaping

Spec/Div	Description	Pence Budget	**Andres Landscape Noah Abel 503-347-7581**	**Mountain Sky Joe Nichols 541-389-8474**	**Newport Avenue Ryan Nopp 541-617-8873**	**Aspen Landscape Development**	**Green Thumb Landscaping**	**Subcontractor Contact Name Phone #**
	Base Scope			30,901				
	mobilization		2,000	incl	2,384			
	compost mulch, 3" depth at planting		1,000	incl	incl			
	boulder, 1-man		1,200	incl	733			
	boulder, 2-man		incl	incl	incl			
	grasses, 1 gal.		3,500	incl	7,909			
	rock mulch, 1-3" - 4" depth		500	incl	*500*			
	shrub, 2 gal.		incl	incl	incl			
	tree, 2" caliper		incl	incl	incl			
	irrigation, drip emitter & multi-stream spray heads		8,500	incl	5,891			
	irrigation, sleeves, supply		incl	incl	incl	Declined to Bid	Declined to Bid	
	irrigation controller, UL listed		incl	incl	incl			
	controller, 3-year warranty		incl	incl	incl			
	tree stakes, straps, grommets		1,500	incl	incl			
	root barriers		500	incl	incl			
	backflow preventor, DCVA		incl	incl	incl			
	18" amended topsoil at swales		4,500	incl	10,691			
	pea gravel & drain rock at swales		4,500	incl	*4,500*			
	Prevailing Wage		yes	yes	yes			
	Pence Scope form + Bid form		yes	yes	no			
	Addendums (acknowledge)		n/a	n/a	n/a			
	Schedule (acknowledge)		yes	yes	no			
	Total Base Bid	**$ -**	**$ 27,700**	**$ 30,901**	**$ 32,608**	**$ -**	**$ -**	**$ -**
	Bond		n/a	n/a	n/a	n/a	n/a	n/a
	Total Combined Price		**27,700**	**30,901**	**32,608**	**0**	**0**	**0**
	MWESB							

We recommend this work be awarded to:	Andres Landscape
Subcontract / Purchase Agreement Amount:	27,700
We recommend this work be bonded:	N/A
Estimated Bond Cost:	N/A
Pence Contractors by:	Cory Loomis

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11/19/2025 TIME: 2:00pm PST

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: Andres Landscape LLC (Bidder) (503)632-3366 (Phone)

PO BOX 1131 Oregon City, OR 97045 (Address) _____ (Mobile)

_____ (City/State/Zip) _____ (E-Mail)

Noah Abel (Authorized Signer) noah@andreslandscapellc.com (E-Mail)

Operating as (strike out conditions that do not apply) an individual, a company, a corporation organized and existing under the laws of the State of _____, or a proprietorship, a partnership, or joint venture consisting of: _____ .

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
Div 32	Landscape & Irrigation	$21,000

SUBTOTAL: $21,000

Alternate	Description	Amount
1		
2		
3		
4		
5		
6		

SECTION 00 41 00
BID FORM

ADDENDA ACKNOWLEDGEMENT
The undersigned acknowledges receipt of the following Addenda:

Addendum No. ____ dated _____ Addendum No. _____ dated _____

Addendum No. _____ dated _____ Addendum No. _____ dated _____

Cost of Performance and Payment Bond: For this bid price: $_____LS As a percentage: 3 %

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: Zebediah Wade Laporte Insurance (503)200-2240

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) .71

Minimum Bidder Qualifications Acknowledgement:	**Initial Below**
Bidder has reviewed and acknowledged all scope of work clarifications provided in Exhibit 1 attachment.	NA
The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	NA
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	NA
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	NA
The bidder attests that they have included any local taxes and fees in their pricing.	NA

Cost Reduction Concepts (attach additional documentation as necessary) $ _____

Submitted this 19th day of November, 2025.

Firm: Andres Landscape LLC

Signature: Noah Abel Typed name: Noah Abel

Oregon CCB No.: LCB: 9479 CCB: 203183

COBID: MBE ✓ WBE ✓ ESB ✓ DBE ✓ SDVOB ____

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? _____

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

Andres Landscape
P.O. Box 1131 Oregon City, OR 97045
www.andreslandscapellc.com
Submit By: Noah Abel — Noah@andreslandscapellc.com
O: (503)632-3366 D: (503)632-3467 C: (503)347-7581
LCB#: 9479 - CCB#: 203183 - WA License #ANDREL*777DU
COBID Certification #13803 - OMWBE Certification #D5M0030172

Project Name: Lafayette Parking Lot

Description	Total
Mobilization	$2,000.00
Planting	$3,500.00
Irrigation	$8,500.00
Misc Landscape Supplies: Tree Stakes, Chain Lock	$1,500.00
Import Water Quality Topsoil - 18" Depth in Stormwater Facilities	$4,500.00
Compost Mulch - 3" Depth in Stormwater Facilities	$1,000.00
Grand Total	**$21,000.00**

Notes:

Project bid with prevailing wages
Rock mulch mentioned in specs, not found on plans, excluded
All clearing/grubbing, site/subgrade prep, mass exc, rough grading, traffic control & permits by others
Union labor agreement or apprenticeship participation not included, please reach out if these are necessary
Repairing/restoring damage by others by T&M
Landscape maintenance after installation excluded, by T&M if required
Landscape fabric in planting areas excluded, no requirement found, by T&M if req'd
Irrigation trench backfill native material only
Root barrier excluded, no requirement found, by T&M if req'd
B&B trees may be substituted with containers due to seasonal availability
Water & Electricity to be paid for by others, water & electrical POC to be provided by others
Boring under hardscapes excluded
Sales/use tax excluded

Fletcher Hunt

From: Noah Abel <noah@andreslandscapellc.com>
Sent: Wednesday, November 19, 2025 2:24 PM
To: Fletcher Hunt
Subject: Re: FW: Lafayette Parking Lot Landscaping
Attachments: 00 41 00 Pence Bid Form.pdf

[EXTERNAL] *Use Caution*

Fletcher,

Please see attached for the bid form. My answers to your questions are below in blue:

Noah Abel
Andres Landscape
C: (503)347-7581

On Wed, Nov 19, 2025 at 10:34 AM Fletcher Hunt <fletcherh@pence.net> wrote:

> Noah,
>
> Wanted to follow up on the below items. Also, can you please fill out and return the attached bid form?
>
> Regards,
>
> **Fletcher Hunt**
>
> Estimator II
>
> Pence

T : 503.252.3802
C : 971.284.4124
E: fletcherh@pence.net

5400 Meadows Road, Fourth Floor
Lake Oswego, OR 97035
www.pence.net

From: Fletcher Hunt
Sent: Monday, November 17, 2025 2:23 PM
To: 'Noah Abel' <noah@andreslandscapellc.com>
Subject: RE: Lafayette Parking Lot Landscaping

Noah,

Had a few questions/clarifications on your bid:

1. Planting line item includes all groundcovers/grasses, shrubs, and 1 tree? Confirmed
2. Compost mulch line item notes swales. The plan indicates all plantings to receive 3" compost. I think there are only 2 bushes (very NE corner) that are not in a swale, would your price include compost mulch at this area as well? Confirmed
3. Do you have the pea gravel and drain rock included at the swales too? If not, can you please provide an adder? $4,500
4. Can you perform the boulders that are shown as well? If so, can you please provide an adder? $1,200
5. Do you have an irrigation controller with 3-year warranty included per spec? If not, can you please provide an adder? Confirmed
6. Do you have supply of irrigation sleeves included? If not, can you provide an adder? Confirmed
7. Does your misc. supplies line item include root barrier(s)? If not, can you please provide an adder? Figure +$500
8. Can you provide an adder for the rock mulch shown in the median in the parking lot? +$500
9. Do you have the ability to supply and install the DCVA they show (Febco Model 850) at the North end? If so, can you please provide an adder? I have a 1" DCVA included in my pricing but it's a Wilkins product. I don't see Febco specified anywhere. I think that these brands are similar enough in pricing that I could cover the Febco if they are stringent on that requirement as long as the 1" size it acceptable. Don't think we need anything bigger for this application

Feel free to call me with any questions.

SECTION 00 41 00
BID FORM

221 Lafayette Parking & On-Site Improvements

DATE: 11/17/25 TIME: 2:00 PM

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: Mt. Sky Inc. (Bidder) 541-389-8474 (Phone)

64640 Old Bend Redmond. hwy (Address) 541-788-5330 (Mobile)

Bend, OR 97703 (City/State/Zip) joe@mtskyinc.com (E-Mail)

Joseph Nichols (Authorized Signer) _____ (E-Mail)

Operating as (strike out conditions that do not apply) an individual, a company, a corporation organized and existing under the laws of the State of Oregon, ~~or a proprietorship, a partnership, or joint venture consisting of:~~ Joseph Nichols. Melinda Nichols Coroporation .

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description		Amount
01040/01120	Landscape & Irrigation	$30,900.50	~~$26,608~~
01069	Bike Rack		$1,342

SUBTOTAL: $32,242.50 ~~$ 27,950~~

Alternate	Description	Amount
1	None	
2		
3		
4		
5		
6		

SECTION 00 41 00
BID FORM

ADDENDA ACKNOWLEDGEMENT
The undersigned acknowledges receipt of the following Addenda:

Addendum No. ____ dated none Addendum No. _____ dated _____

Addendum No. _____ dated none Addendum No. _____ dated _____

Cost of Performance and Payment Bond: For this bid price: $_____LS As a percentage: 1.5 %

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: NA

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) .89

Minimum Bidder Qualifications Acknowledgement:	**Initial Below**
Bidder has reviewed and acknowledged all scope of work clarifications provided in Exhibit 1 attachment.	JN
The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	JN
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	JN
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	JN
The bidder attests that they have included any local taxes and fees in their pricing.	JN

Cost Reduction Concepts (attach additional documentation as necessary) $ None

Submitted this 17 day of Nov, 2025.

Firm: Mt. Sky Inc.

Signature: Joseph Nichols Digitally signed by Joseph Nichols DN: C=US, E=joe@mountainskylandscaping.com, O="Mt. Sky, Inc", CN=Joseph Nichols Date: 2025.11.17 08:31:47-08'00' Typed name: Joseph Nichols

Oregon CCB No.: 8447 (LCB)

COBID: MBE ____ WBE ____ ESB ____ DBE ____ SDVOB ____

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? _____

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

Mountain Sky

PROPOSAL

Pence Construction
Jeff Soukup
(503) 252-3802
jeffso@pence.net

Service Address
215 NW Lafayette Ave
Bend, OR 97701

Lafayette Parking Lot
Date: 11/17/2025
Proposal Expiration: 12/29/2025

Landscaping & Irrigation — $30,900.50

Provide materials and labor to install landscape irrigation, planting, boulders and mulch per plans and specifications.

Includes rock mulch in parking lot island.

Point of connection at location noted on plan. Includes backflow device.

Includes water quality media soils for swale, topsoil for planter beds.

Include: Geotextile, Drain rock and pea gravel for swale.

Irrigation Timer: Pedestal Timer

Subgrade excavation by others.

A/C Power to timer by others

Sleeves by others

Bike Rack — $1,342.00

Provide and install (1) Bike Rack .

Concrete slab by othes.

Total: $32,242.50

221 Lafayette Parking & On-Site Improvements

DATE: 11/17/25 TIME: 2:00 PM

TO: Pence Contractors, LLC
5400 Meadows Rd. Suite 400.
Lake Oswego, OR 97035

Phone: 503-252-3802

Email: fletcherh@pence.net

FROM: Mt. Sky Inc. (Bidder) 541-389-8474 (Phone)

64640 Old Bend Redmond. hwy (Address) 541-788-5330 (Mobile)

Bend, OR 97703 (City/State/Zip) joe@mtskyinc.com (E-Mail)

Joseph Nichols (Authorized Signer) _____ (E-Mail)

Operating as (strike out conditions that do not apply) an individual, a company, a corporation organized and existing under the laws of the State of Oregon, ~~or a proprietorship, a partnership, or joint venture consisting of:~~ Joseph Nichols. Melinda Nichols Coroporation .

This form is to be used by all subcontractors / suppliers.

BID PROPOSALS

Having become completely familiar with the local conditions and legal requirements affecting the cost of work at the place where work is to be executed, having carefully examined the site conditions as they currently exist, and having carefully examined Bidding Documents prepared by Harper Houf Peterson Righellis Inc. together with any addenda to such bidding documents as listed hereinafter, the undersigned hereby proposes and agrees to provide all labor, materials, plant equipment, transportation and other facilities and services as necessary and/or required to execute all the work described by the aforesaid bidding documents for the following base bid and alternate/unit price amounts listed below.

Please break out your proposal per the following areas:

Bid Package/ Spec Section	Description	Amount
01040/01120	Landscape & Irrigation	$26,608
01069	Bike Rack	$1,342

SUBTOTAL: $ 27,950

Alternate	Description	Amount
1	None	
2		
3		
4		
5		
6		

SECTION 00 41 00
BID FORM

ADDENDA ACKNOWLEDGEMENT
The undersigned acknowledges receipt of the following Addenda:

Addendum No. ____ dated none Addendum No. _____ dated _____

Addendum No. _____ dated none Addendum No. _____ dated _____

Cost of Performance and Payment Bond: For this bid price: $_____LS As a percentage: 1.5 %

(If your bid is over $100,000 you must also include a letter from your **SURETY (not your agent)** indicating that they are prepared to supply a performance and payment bond for your firm on this specific project for your total bid amount)

Name of surety: NA

Please state your company's current EMR: (Bidders with an EMR above 1.0 or who do not list their EMR may be excluded) .89

Minimum Bidder Qualifications Acknowledgement:	**Initial Below**
Bidder has reviewed and acknowledged all scope of work clarifications provided in Exhibit 1 attachment.	JN
The bidder has reviewed the insurance requirements as specified in the example Master Subcontract Agreement/Purchase Order (MSA) and will obtain the appropriate insurance upon execution of a contract in conjunction with this bid.	JN
The bidder attests to having the appropriate license to perform the scope per the documents and specifications as well as any local or state authority's requirements.	JN
The bidder has reviewed the MSA and agrees to promptly execute the agreement without any additions or deductions upon notification that they are successful bidder on the project.	JN
The bidder attests that they have included any local taxes and fees in their pricing.	JN

Cost Reduction Concepts (attach additional documentation as necessary) $ None

Submitted this 17 day of Nov, 2025.

Firm: Mt. Sky Inc.

Signature: _____ Typed name: Joseph Nichols

Oregon CCB No.: 8447 (LCB)

COBID: MBE ____ WBE ____ ESB ____ DBE ____ SDVOB ____

If NOT COBID, what % or $ of your scope will be performed by COBID Certified Firms? _____

The bids will be reviewed by the Owner, Architect and Pence Contractors, LLC (Contractor). The awards will be made based on what is the most beneficial for the project, not necessarily the low bid. Contractor may reject offers that A) are made contingent upon Contractor accepting terms and conditions that differ from the solicitation documents; and/or B) take exceptions to the terms and conditions of the solicitation documents. Bidder agrees to hold their price for a period of sixty (60) days.

END OF SECTION

NEWPORT AVENUE
LANDSCAPING

Proposal #4114

Date: 11/25/2025

Customer:	Property:
	221 NW Lafayette ave 221 Northwest Lafayette Avenue Bend, OR 97703

Commercial Landscape Installation

Rock Mulch item #6, and Backfill of retaining wall item #9, NIC.

Site Prep. | Demo.

Landscape Construction

Site will be at final grade of + or - 1/10' prior to NAL commencing. All sleeving to be completed by others. All drain work including digging/burying, piping, etc.. will be completed by others. Rock hammering tunneling, boring, is excluded and to be completed on a T&M basis.

Items	Quantity	Unit
Disposal Fee	2.00	Cubic Yard
Amended Topsoil - Installed W/Machine	57.00	Cubic Yard

Landscape Construction: $10,691.46

Accent Boulder/s

Landscape Construction

Items	Quantity	Unit
Mossy Boulders - Installed (With MT)	1.00	ton

Landscape Construction: $733.00

Irrigation System

Irrigation Installation

Items	Quantity	Unit
Irrigation Materials	1.00	Each

Irrigation Installation: $5,891.10

Trees, Shrubs, Perennials/Grasses

Planting

Items	Quantity	Unit
#1 - Installed	169.00	#1
#2 - Installed	68.00	#2
2" Cal Street Tree - Installed	1.00	2" cal

Planting: $7,909.23

Bark Mulch

Mulch/Rock

Items	Quantity	Unit
Dark Colored Bark - Installed w/Backhoe	10.00	Cubic Yard

Mulch/Rock: $2,382.52

Subtotal $27,607.31

Estimated Tax $0.00

Total **$27,607.31**

Payment Schedule

Description	Price
Progress Payment	$27,607.31
	$27,607.31

Terms & Conditions

CONFIDENTIALITY

Due to the significant amount of time and energy we have invested in creating this customized proposal, you agree not to distribute or share this proposal with any of our competitors, either directly or indirectly, under any circumstances without prior written consent from Newport Avenue Landscaping (NAL).

WE'VE GOT YOUR BACK

We are committed to always having more than enough coverage for any unfortunate events.

General Liability Insurance:

- Cincinnati Insurance Company
- Agent: KPD Insurance Inc
- $1,000,000 General Liability
- $2,000,000 General Aggregate

Bond:

- CIBC: $25,000 Surety Bond
- 1201 N.E. Lloyd Blvd., Suite 360
- Portland, Oregon 97232
- Phone: 800-926-2242

WHAT TO EXPECT

Step 1: Signing This Contract

A 10% non-refundable signing deposit is due at the time of signing the contract. This ensures that the client has the next available, suitable place on the schedule. Behind the scenes, NAL will create your job folder, assign a project manager and the appropriate crew, schedule your

project with our construction department, call in necessary utility locates, and hold an internal project review meeting.

Step 2: Introduction to Your Project Manager

Your landscape designer or sales consultant will introduce you to your project manager via email, who will keep you up to date with your project start date. Your consultant will schedule a job walk with you and the construction manager either prior to or on the morning of your project start date. At this meeting, the three of you will review the landscape design and agreement in detail, discuss the general site, including access and staging areas, review the schedule, and answer any questions you may have about the process. At this step, the 40% materials deposit is due and must be received prior to the end of the meeting. (If not available, we can video conference this meeting). Your project manager will be your primary point of contact with NAL. *In some cases, if there is a known delay in materials, we may need to collect a materials deposit during Step 1 upon signing to allow for additional time to receive goods.*

Step 3: Construction Has Begun

Once your project has begun, your construction manager will be on-site regularly. If you are out of town, they will share pictures or videos of the project with you. The crew will maintain a well-organized construction site throughout the project. Your construction manager is your main point of contact. To respect their work/life balance, we ask that you contact them only Monday through Thursday, from 8:00 AM to 5:00 PM. We strive to answer or return phone calls within 2 hours. Phone calls and texts are the fastest ways to reach us, as emails may take 24 hours or more to respond to, given that project managers spend most of their time in the field.

Your construction manager will notify you when we expect to reach the midway point. The midway payment of 40% shall be received at this time. If the project is expected to take longer than two weeks, weekly progress payments may be required.

Any changes during the project will require a signed change order (CO). An email reply giving approval shall legally suffice. These change orders will be an addendum to this contract and

shall be used anytime this agreement is changed in any way.

Step 4: Wrapping Up the Project & Final Walkthrough

Your construction manager will notify you of the expected substantial completion date. At that time, they will schedule a job walk with you. If you are unavailable to attend in person, your manager will offer a video conference option. Your final 10% payment will be due at this time, even if there are punch list items remaining to be completed.

Any punch list items will be resolved within one week of the final walk, unless there are items on backorder. If this is the case, they will be completed as soon as possible. At substantial completion, we will schedule a 90-day job walk to review the project and ensure everything is functioning as it should be. At this point, the plant warranty (detailed below) will expire.

Please note that if you sign up for our weekly maintenance program, we will extend your plant warranty for a total duration of one year while we service the property.

CONTRACT TERMS & CONDITIONS

Section 1. Services

1.1 Services.

Contractor (NAL) will perform the work for Client set forth on Schedule 1 (the “Services”), subject to any valid Change Orders. The estimated date of completion or the estimated time to complete the Services is included on the Project Timeline. All Services are subject to delays or deviations to the estimated schedule, at Contractor’s sole discretion, based on factors including, without limitation, weather, access to materials, or subcontractor and worker availability. Any such delay will not be considered a breach of this Agreement. Contractor may substitute materials indicated on any schedule or otherwise with similar quality materials, depending on current vendor supply.

1.2 Change Orders.

Requests for changes to the scope of Services described on Schedule 1 must be submitted in writing to and approved by Contractor and Client (a “Change Order”) in substantially the same form as Schedule 1.2. A valid Change Order may result in an adjustment to the timeframe set forth on the Project Timeline or the contract sum set forth on Schedule 2.1 and is subject to the terms and conditions contained in this Agreement.

1.3 Subcontractors.

NAL reserves the right to hire subcontractors to perform any and all scopes of work listed on Schedule 1.

Section 2. Contract Sum and Payment Terms

2.1 Contract Sum.

Client will pay Contractor the contract sum set forth on Schedule 2.1. Unless otherwise provided on Schedule 2.1 or a valid Change Order, Client will pay Contractor in accordance with Section 2.2.

2.2 Payment Terms.

(a) As set forth on Schedule 1 (the “Services”)

(b) Processing Charges. If Client pays with a credit card, a processing fee of three and one-half percent (3.5%) will be added to the contract sum.

(c) Late Fees. Contractor reserves the right to assess a late fee of one and one-half percent (1.5%) on all late payments if not paid by the due date, continuing to accrue from the due date and every month thereafter.

2.3 No Benefits.

Client will not provide any benefits to Contractor, and Contractor will be solely responsible for obtaining Contractor’s own benefits, including but not limited to insurance, medical reimbursement, and retirement plans.

2.4 No Expenses.

Expenses incurred by Contractor in connection with the performance of the Services are included in Contractor's compensation and will not be reimbursed by Client.

Section 3. Relationship

3.1 Independent Contractor.

Contractor will be an independent contractor of Client. Contractor will not be an employee of Client. Contractor will be free from direction and control over the means and manner of providing the Services, subject only to the right of Client to specify the desired results. Contractor will have the authority to hire other persons to provide or to assist in providing the Services and will have the authority to fire those persons.

3.2 Taxes.

Client will not withhold any taxes from any payments made to Contractor, and Contractor will be solely responsible for paying all taxes arising out of or resulting from the performance of the Services, including but not limited to income, social security, worker's compensation, and employment insurance taxes.

3.3 License; Oregon Landscape Contractors Board.

Contractor will be solely responsible for obtaining all licenses and certificates necessary to provide the Services. Contractor represents and warrants to Client that Contractor is licensed by the Oregon Landscape Contractors Board (the "LCB") under ORS Chapter 671. The LCB's address is: 2111 Front Street NE, Suite 2-101, Salem, Oregon 97301; and its phone number is: (503) 967-6291.

3.4 Standards.

Contractor represents, warrants, and covenants to Client that, in the provision of the Services, Contractor is customarily engaged in, and will continue to customarily engage in, an independently established business as described in ORS 670.600(3).

Section 4. Confidentiality

Contractor spends considerable time creating and developing the plans and proposals set forth on Schedule 1 and Schedule 2.1 for Client, and they may contain Contractor's confidential or proprietary information. Accordingly, Client agrees that Client will not share or otherwise disclose Schedule 1 or Schedule 2.1 to other companies, vendors, or landscapers, without the advance written consent of Contractor.

Section 5. Covenants of Contractor

5.1 Bonding and Insurance.

During the term of this Agreement, Contractor shall maintain a commercial general liability policy with limits not less than $1,000,000 per occurrence and $2,000,000 aggregate coverage. Contractor shall also maintain its $25,000 surety bond.

5.2 Performance.

Contractor will complete the services in accordance with the specifications set forth on Schedule 1, subject to any valid Change Orders. At completion of the Services, Contractor shall remove all waste or rubbish associated with the Services from the Project.

5.3 Governmental Authorizations.

Contractor will obtain any licenses, permits, registrations, and other governmental authorizations required to conduct Contractor's business and perform the Services.

Section 6. Indemnification

6.1 Contractor.

To the maximum extent permitted by law, Contractor shall indemnify and hold harmless Client, and Client's agents, employees, shareholders, directors, officers, members, and managers from and against all claims, damages, losses, liabilities, and expenses, including attorney fees, arising out of or related to Contractor's negligence or willful misconduct.

6.2 Client.

To the maximum extent permitted by law, Client shall indemnify and hold harmless Contractor,

and Contractor's agents, employees, contractors, members, and managers from and against all claims, damages, losses, liabilities, and expenses, including attorney fees, arising out of or related to Client's negligence or willful misconduct.

Section 7. Limitation of Liability

Contractor's aggregate monetary liability to Client for any reason and for any and all causes of action, whether in contract, tort, warranty, or otherwise, will not exceed the amount that Client has paid to Contractor for the Services during the 12-month period before the cause of action accrued. Contractor will not be liable to Client under any cause of action, whether in contract, tort, or otherwise, for any indirect, special, incidental, consequential, or punitive damages, even if Contractor has been advised of the possibility of such damages.

Section 8. Limitation on Actions

Client may not commence any action against Contractor, whether in contract, tort, warranty, or otherwise, unless the action is commenced within one year after the cause of action accrues.

Section 9. Termination

9.1 This Agreement will terminate upon the earliest to occur of the following:

(a) upon the written agreement of the parties;

(b) upon 30 days' notice by Client to Contractor; or

(c) Upon 30 days' notice by Contractor to Client if Client fails to pay any sum, in whole or in part, when due.

9.2 Effect of Termination.

If Client terminates this Agreement prior to completion of the Services, Client shall pay Contractor for all Services completed up to the time of termination at a rate of cost (materials and labor at our hourly rate). Cancellation must be in writing. If Client terminates the contract, they will be billed at time and material rates for all work up to the date of cancellation in writing. Rates: Management $95, hardscape and water feature $95, Irrigation $130, all other labor $95. NAL reserves the right to cancel the contract at any point if irreconcilable differences cannot be

resolved due to the interpretations of the design, contract, or industry standards.

9.3 Contract Valuation and Project Leadership

The value of this proposal is determined by NAL's interpretation of industry standards. If the client has differing standards, there may be additional costs to the contract amount to facilitate the client's differing ideas of industry standards. This proposal price is based on NAL leading the project; if the client would like to be involved with the day-to-day directing of the crew, additional costs may be charged to the client. We expect some questions and input from the client during the construction process; however, we do not expect the client to have daily direction or oversight of the construction process. This agreement shall clearly state the scope of work, in detail. If a client would like to change the direction of the project from NAL's interpretation of the scope of work, there will be a change order issued at an additional cost to the client.

9.4 Libel

Client agrees not to leave any negative reviews online about NAL or engage in anything that may be considered libel. If Client chooses to leave a negative online review towards NAL, Client agrees to pay for any loss of revenue, or any legal fees NAL incurs associated with any such online reviews or acts of libel.

Section 10. General

10.1 No Assignment.

Client may not assign this Agreement, in whole or in part, without the prior written consent of the Contractor.

10.2 Binding Effect.

This Agreement will be binding on the parties and their respective heirs, personal representatives, successors, and permitted assigns, and will insure to their benefit.

10.3 Amendment.

This Agreement may be amended only by a written document (Change Order) signed by the party against whom enforcement is sought.

10.4 Notices.

All notices or other communications required or permitted by this Agreement:

(a) must be in writing;

(b) must be delivered to the parties at the addresses set forth on page 1, or any other address that a party may designate by notice to the other party; and

(c) are considered delivered:

(1) upon actual receipt if delivered personally or by a nationally recognized overnight delivery service; or

(2) at the end of the third business day after the date of deposit, if deposited in the United States mail, postage prepaid, certified, return receipt requested.

10.5 Waiver.

No waiver will be binding on a party unless it is in writing and signed by the party making the waiver. A party's waiver of a breach of a provision of this Agreement will not be a waiver of any other provision or a waiver of a subsequent breach of the same provision.

10.6 Severability.

If a provision of this Agreement is determined to be unenforceable in any respect, the enforceability of the provision in any other respect and of the remaining provisions of this Agreement will not be impaired.

10.7 Further Assurances.

The parties will sign other documents and take other actions reasonably necessary to further effect and evidence this Agreement.

10.8 No Third-Party Beneficiaries.

The parties do not intend to confer any right or remedy on any third party.

10.9 Termination.

The termination of this Agreement, regardless of how it occurs, will not relieve a party of obligations that have accrued before the termination.

10.10 Survival.

All provisions of this Agreement that would reasonably be expected to survive the termination of this Agreement will do so.

10.11 Attachments.

Any exhibits, schedules, and other attachments referenced in this Agreement are part of this Agreement.

10.12 Remedies.

The parties will have all remedies available to them at law or in equity. All available remedies are cumulative and may be exercised singularly or concurrently.

10.13 Governing Law.

This Agreement is governed by the laws of the State of Oregon, without giving effect to any conflict-of-law principle that would result in the laws of any other jurisdiction governing this Agreement.

10.14 Venue.

Any action or proceeding arising out of this Agreement will be litigated in courts located in Deschutes County, Oregon. Each party consents and submits to the jurisdiction of any local, state, or federal court located in Deschutes County, Oregon.

10.15 Attorney's Fees.

If any arbitration or litigation is instituted to interpret, enforce, or rescind this Agreement, including but not limited to any proceeding brought under the United States Bankruptcy Code,

the prevailing party on a claim will be entitled to recover with respect to the claim, in addition to any other relief awarded, the prevailing party's reasonable attorney's fees and other fees, costs, and expenses of every kind, including but not limited to the costs and disbursements specified in ORCP 68 A(2), incurred in connection with the arbitration, the litigation, any appeal or petition for review, the collection of any award, or the enforcement of any order, as determined by the arbitrator or court.

10.16 Entire Agreement.

This Agreement contains the entire understanding of the parties regarding the subject matter of this Agreement and supersedes all prior and contemporaneous negotiations and agreements, whether written or oral, between the parties with respect to the subject matter of this Agreement.

10.17 Signatures.

This Agreement may be signed by counterparts. A fax or other electronic transmission of a signature page will be considered an original signature page. At the request of a party, the other party will confirm an electronically transmitted signature page by delivering an original signature page to the requesting party.

Section 11. General Exclusions

11.1 Exclusions.

These items are not included in the scope of work and will be billed in addition to the cost of this agreement to the client:

- Jack hammering, boring, cutting, rock material
- Any fees/approvals required from city, county, or HOA
- Movement of utility lines
- Subgrades that are not suitable for landscaping
- Electrical, plumbing, or any other trades
- Warranty on transplanted or native plant material

- Surveying of property lines
- Advanced utility locate ID in addition to locate 811
- Any and all permits

Section 12. Promotion & Social Media

12.1 Promotional & Photography Rights.

By signing this contract, the Client grants Newport Avenue Landscaping the irrevocable right and permission to take photographs and videos of the project site during and after the completion of the work. Newport Avenue Landscaping may use these photographs and videos, along with descriptions of the project, for promotional purposes, including but not limited to social media platforms, company websites, and marketing materials. Newport Ave Landscaping will ensure reasonable privacy and will not disclose any sensitive information about the property.

WARRANTY

Your complete satisfaction and future business are our goals. Standing behind our services has been a cornerstone of our commitment to quality and service since our founding in 2005. If you are ever dissatisfied with one of our services or products, please contact us and let us demonstrate our commitment. In all circumstances, void of warranty is up to NAL's sole discretion. Equipment under manufacturer warranty will be replaced at a charge of $95/man hour. Details are listed below: Contractor warrants to Client that the Services will be performed in a professional manner, in accordance with the specifications set forth in Schedule 1 of the landscape services agreement. Contractor also offers the following non-transferable warranties, as applicable:

Non-Transferable:

All warranties are non-transferable, without the express written approval of Newport Ave

Landscaping, which may be granted or withheld at NAL's sole discretion. Disclaimer of Warranties: Except for the express warranties in this Agreement, Contractor expressly disclaims all warranties with respect to the Services, express and implied, including but not limited to the warranty of merchantability and the warranty of fitness for a particular purpose.

Plant Warranty

- 90-day one-time plant replacement warranty. Warranty is for plants only and we will charge for our labor to install warranty replacement plants at $95/hr.
- One-year warranty on plants if signing up for weekly maintenance.
- Excluded from the warranty are any and all native plants & trees. Including but not limited to manzanita, sage & rabbit brush, fescues, yarrow, flax or other native plants, and all evergreen trees.
- For plantings completed during the dormant season (November 1st to March 15th), Newport Avenue Landscaping will cover the cost of both plants and labor. A one-time, 90-day warranty inspection will be conducted around the beginning of June if initiated by client,

Hardscaping Warranty

- Pavers: NAL provides a limited warranty for pavers against defects in workmanship and materials for a period of 1 year from the date of installation.
- Walls: NAL provides a limited warranty for walls against defects in workmanship and materials for a period of 1 year from the date of installation.
- Concrete: There is no warranty for any of our concrete work. Concrete is guaranteed to crack.

Excluded from the warranty are damage caused by natural disasters, including but not limited to earthquakes, floods, and extreme weather conditions. Damage caused by misuse, abuse, neglect, or improper maintenance or improper drainage. Damage caused by the growth of tree roots, shrubs, or other vegetation. Damage caused by the use of de-icing salts or other chemicals not approved for use on hardscapes. Normal wear and tear, including fading,

staining, or efflorescence (a natural occurrence in concrete products). Settling or movement caused by soil conditions out of NAL's control. Any alterations or repairs made by anyone other than NAL.

Irrigation System Warranty

- Timer/Controller: NAL offers a limited 5-year warranty for irrigation controllers/timers, covering defects in materials from the date of installation. Replacement of warranted items will be carried out at a labor rate of $130 per hour.
- Backflows, Valves, Mainline, and Lateral Pipe (Excluding Drip Irrigation): These components come with a 1-year warranty from the installation date, provided that NAL has been contracted separately to perform both the winterization and startup of the irrigation system.
- Excluded Components: There is no warranty for any components downstream of the valves, including poly tubing, drip irrigation components (emitters, poly tube, stakes), sprinkler heads, and sprinkler nozzles.

Warranty Claim Process

To make a warranty claim, the client must:

- Notify NAL in writing of any defects covered by this warranty within 30 days of discovering the defect.
- Provide proof of purchase and installation date.

Upon receiving a warranty claim, NAL will:

- Inspect the scope of the project to determine the cause of the defect. If the defect is covered by this warranty, NAL will add you to our warranty crew schedule and provide a timeline for replacement. Please keep in mind we have a crew dedicated to warranty work and they schedule out during our busy season.

It is our intention to provide you with the best possible products and services available. NAL reserves the right to override this warranty at any time to provide additional coverage if we believe that we could have prevented any issues at the time of installation. Please check with our office before assuming any issues you have may be out of warranty.

By		**By**	
	Ryan Nopp		
Date	11/25/2025	**Date**	
	Newport Avenue Landscaping		**221 NW Lafayette ave**

NEWPORT AVENUE
LANDSCAPING

Proposal #4114

Date: 11/21/2025

Customer:	Property:
	221 NW Lafayette ave 221 Northwest Lafayette Avenue Bend, OR 97703

Commercial Landscape Installation

Site Prep. | Demo.

Landscape Construction

Site will be at final grade of + or - 1/10' prior to NAL commencing. All sleeving to be completed by others. All drain work including digging/burying, piping, etc.. will be completed by others. Rock hammering tunneling, boring, is excluded and to be completed on a T&M basis.

Items	Quantity	Unit
Disposal Fee	1.00	Cubic Yard
Amended Topsoil - Installed W/Machine	1.00	Cubic Yard

Landscape Construction: $704.61

Accent Boulder/s

Landscape Construction

Items	Quantity	Unit
Mossy Boulders - Installed (With MT)	1.00	ton
Shevlin Blue Boulders - Installed (With MT)	0.00	ton

Landscape Construction: $659.47

Irrigation System

Irrigation Installation

Items	Quantity	Unit
Irrigation Materials	1.00	Each

Irrigation Installation: $3,872.76

Pavers

Pavers

- Compact sub base with moisture
- Compact 3/4" base at 2" lifts up to the last inch.
- Compact 1/4" minus for the last 1"
- for paver setting bed
- Install pavers as per design.
- sweep in polymeric sand as required.

*Sealing pavers is not included and can be added at a T&M basis.

Items	Quantity	Unit
Paver Patio Installed	0.00	Square Feet
Paver Border - Holland - Soldier	0.00	Linear Foot
Paver Snap Edge With Spikes	0.00	Linear Foot

Pavers: $0.00

Trees, Shrubs, Perennials/Grasses

Planting

Items	Quantity	Unit
#1 - Installed	169.00	#1
#2 - Installed	68.00	#2
2" Cal Street Tree - Installed	1.00	2" cal

Planting: $7,309.47

Bark Mulch

Mulch/Rock

Items	Quantity	Unit
Dark Colored Bark - Installed w/Backhoe	10.00	Cubic Yard

Mulch/Rock: $945.37

Subtotal	$13,491.68
Estimated Tax	$0.00
Total	**$13,491.68**

Payment Schedule

Description	Price
Irrigation Installation	$3,835.03
Planting	$7,262.40
Landscape Construction	$653.68
labor	$1,740.57
	$13,491.68

Terms & Conditions

CONFIDENTIALITY

Due to the significant amount of time and energy we have invested in creating this customized proposal, you agree not to distribute or share this proposal with any of our competitors, either directly or indirectly, under any circumstances without prior written consent from Newport Avenue Landscaping (NAL).

WE'VE GOT YOUR BACK

We are committed to always having more than enough coverage for any unfortunate events.

General Liability Insurance:

- Cincinnati Insurance Company
- Agent: KPD Insurance Inc
- $1,000,000 General Liability
- $2,000,000 General Aggregate

Bond:

- CIBC: $25,000 Surety Bond
- 1201 N.E. Lloyd Blvd., Suite 360
- Portland, Oregon 97232
- Phone: 800-926-2242

WHAT TO EXPECT

Step 1: Signing This Contract

A 10% non-refundable signing deposit is due at the time of signing the contract. This ensures

that the client has the next available, suitable place on the schedule. Behind the scenes, NAL will create your job folder, assign a project manager and the appropriate crew, schedule your project with our construction department, call in necessary utility locates, and hold an internal project review meeting.

Step 2: Introduction to Your Project Manager

Your landscape designer or sales consultant will introduce you to your project manager via email, who will keep you up to date with your project start date. Your consultant will schedule a job walk with you and the construction manager either prior to or on the morning of your project start date. At this meeting, the three of you will review the landscape design and agreement in detail, discuss the general site, including access and staging areas, review the schedule, and answer any questions you may have about the process. At this step, the 40% materials deposit is due and must be received prior to the end of the meeting. (If not available, we can video conference this meeting). Your project manager will be your primary point of contact with NAL. *In some cases, if there is a known delay in materials, we may need to collect a materials deposit during Step 1 upon signing to allow for additional time to receive goods.*

Step 3: Construction Has Begun

Once your project has begun, your construction manager will be on-site regularly. If you are out of town, they will share pictures or videos of the project with you. The crew will maintain a well-organized construction site throughout the project. Your construction manager is your main point of contact. To respect their work/life balance, we ask that you contact them only Monday through Thursday, from 8:00 AM to 5:00 PM. We strive to answer or return phone calls within 2 hours. Phone calls and texts are the fastest ways to reach us, as emails may take 24 hours or more to respond to, given that project managers spend most of their time in the field.

Your construction manager will notify you when we expect to reach the midway point. The midway payment of 40% shall be received at this time. If the project is expected to take longer than two weeks, weekly progress payments may be required.

Any changes during the project will require a signed change order (CO). An email reply giving approval shall legally suffice. These change orders will be an addendum to this contract and shall be used anytime this agreement is changed in any way.

Step 4: Wrapping Up the Project & Final Walkthrough

Your construction manager will notify you of the expected substantial completion date. At that time, they will schedule a job walk with you. If you are unavailable to attend in person, your manager will offer a video conference option. Your final 10% payment will be due at this time, even if there are punch list items remaining to be completed.

Any punch list items will be resolved within one week of the final walk, unless there are items on backorder. If this is the case, they will be completed as soon as possible. At substantial completion, we will schedule a 90-day job walk to review the project and ensure everything is functioning as it should be. At this point, the plant warranty (detailed below) will expire.

Please note that if you sign up for our weekly maintenance program, we will extend your plant warranty for a total duration of one year while we service the property.

CONTRACT TERMS & CONDITIONS

Section 1. Services

1.1 Services.

Contractor (NAL) will perform the work for Client set forth on Schedule 1 (the “Services”), subject to any valid Change Orders. The estimated date of completion or the estimated time to complete the Services is included on the Project Timeline. All Services are subject to delays or deviations to the estimated schedule, at Contractor’s sole discretion, based on factors including, without limitation, weather, access to materials, or subcontractor and worker availability. Any such delay will not be considered a breach of this Agreement. Contractor may substitute materials indicated on any schedule or otherwise with similar quality materials, depending on current vendor supply.

1.2 Change Orders.

Requests for changes to the scope of Services described on Schedule 1 must be submitted in writing to and approved by Contractor and Client (a “Change Order”) in substantially the same form as Schedule 1.2. A valid Change Order may result in an adjustment to the timeframe set forth on the Project Timeline or the contract sum set forth on Schedule 2.1 and is subject to the terms and conditions contained in this Agreement.

1.3 Subcontractors.

NAL reserves the right to hire subcontractors to perform any and all scopes of work listed on Schedule 1.

Section 2. Contract Sum and Payment Terms

2.1 Contract Sum.

Client will pay Contractor the contract sum set forth on Schedule 2.1. Unless otherwise provided on Schedule 2.1 or a valid Change Order, Client will pay Contractor in accordance with Section 2.2.

2.2 Payment Terms.

(a) As set forth on Schedule 1 (the “Services”)

(b) Processing Charges. If Client pays with a credit card, a processing fee of three and one-half percent (3.5%) will be added to the contract sum.

(c) Late Fees. Contractor reserves the right to assess a late fee of one and one-half percent (1.5%) on all late payments if not paid by the due date, continuing to accrue from the due date and every month thereafter.

2.3 No Benefits.

Client will not provide any benefits to Contractor, and Contractor will be solely responsible for obtaining Contractor’s own benefits, including but not limited to insurance, medical reimbursement, and retirement plans.

2.4 No Expenses.

Expenses incurred by Contractor in connection with the performance of the Services are included in Contractor's compensation and will not be reimbursed by Client.

Section 3. Relationship

3.1 Independent Contractor.

Contractor will be an independent contractor of Client. Contractor will not be an employee of Client. Contractor will be free from direction and control over the means and manner of providing the Services, subject only to the right of Client to specify the desired results. Contractor will have the authority to hire other persons to provide or to assist in providing the Services and will have the authority to fire those persons.

3.2 Taxes.

Client will not withhold any taxes from any payments made to Contractor, and Contractor will be solely responsible for paying all taxes arising out of or resulting from the performance of the Services, including but not limited to income, social security, worker's compensation, and employment insurance taxes.

3.3 License; Oregon Landscape Contractors Board.

Contractor will be solely responsible for obtaining all licenses and certificates necessary to provide the Services. Contractor represents and warrants to Client that Contractor is licensed by the Oregon Landscape Contractors Board (the "LCB") under ORS Chapter 671. The LCB's address is: 2111 Front Street NE, Suite 2-101, Salem, Oregon 97301; and its phone number is: (503) 967-6291.

3.4 Standards.

Contractor represents, warrants, and covenants to Client that, in the provision of the Services, Contractor is customarily engaged in, and will continue to customarily engage in, an independently established business as described in ORS 670.600(3).

Section 4. Confidentiality

Contractor spends considerable time creating and developing the plans and proposals set forth on Schedule 1 and Schedule 2.1 for Client, and they may contain Contractor's confidential or proprietary information. Accordingly, Client agrees that Client will not share or otherwise disclose Schedule 1 or Schedule 2.1 to other companies, vendors, or landscapers, without the advance written consent of Contractor.

Section 5. Covenants of Contractor

5.1 Bonding and Insurance.

During the term of this Agreement, Contractor shall maintain a commercial general liability policy with limits not less than $1,000,000 per occurrence and $2,000,000 aggregate coverage. Contractor shall also maintain its $25,000 surety bond.

5.2 Performance.

Contractor will complete the services in accordance with the specifications set forth on Schedule 1, subject to any valid Change Orders. At completion of the Services, Contractor shall remove all waste or rubbish associated with the Services from the Project.

5.3 Governmental Authorizations.

Contractor will obtain any licenses, permits, registrations, and other governmental authorizations required to conduct Contractor's business and perform the Services.

Section 6. Indemnification

6.1 Contractor.

To the maximum extent permitted by law, Contractor shall indemnify and hold harmless Client, and Client's agents, employees, shareholders, directors, officers, members, and managers from and against all claims, damages, losses, liabilities, and expenses, including attorney fees, arising out of or related to Contractor's negligence or willful misconduct.

6.2 Client.

To the maximum extent permitted by law, Client shall indemnify and hold harmless Contractor, and Contractor's agents, employees, contractors, members, and managers from and against all claims, damages, losses, liabilities, and expenses, including attorney fees, arising out of or related to Client's negligence or willful misconduct.

Section 7. Limitation of Liability

Contractor's aggregate monetary liability to Client for any reason and for any and all causes of action, whether in contract, tort, warranty, or otherwise, will not exceed the amount that Client has paid to Contractor for the Services during the 12-month period before the cause of action accrued. Contractor will not be liable to Client under any cause of action, whether in contract, tort, or otherwise, for any indirect, special, incidental, consequential, or punitive damages, even if Contractor has been advised of the possibility of such damages.

Section 8. Limitation on Actions

Client may not commence any action against Contractor, whether in contract, tort, warranty, or otherwise, unless the action is commenced within one year after the cause of action accrues.

Section 9. Termination

9.1 This Agreement will terminate upon the earliest to occur of the following:

(a) upon the written agreement of the parties;

(b) upon 30 days' notice by Client to Contractor; or

(c) Upon 30 days' notice by Contractor to Client if Client fails to pay any sum, in whole or in part, when due.

9.2 Effect of Termination.

If Client terminates this Agreement prior to completion of the Services, Client shall pay Contractor for all Services completed up to the time of termination at a rate of cost (materials and labor at our hourly rate). Cancellation must be in writing. If Client terminates the contract, they will be billed at time and material rates for all work up to the date of cancellation in writing.

Rates: Management $95, hardscape and water feature $95, Irrigation $130, all other labor $95. NAL reserves the right to cancel the contract at any point if irreconcilable differences cannot be resolved due to the interpretations of the design, contract, or industry standards.

9.3 Contract Valuation and Project Leadership

The value of this proposal is determined by NAL's interpretation of industry standards. If the client has differing standards, there may be additional costs to the contract amount to facilitate the client's differing ideas of industry standards. This proposal price is based on NAL leading the project; if the client would like to be involved with the day-to-day directing of the crew, additional costs may be charged to the client. We expect some questions and input from the client during the construction process; however, we do not expect the client to have daily direction or oversight of the construction process. This agreement shall clearly state the scope of work, in detail. If a client would like to change the direction of the project from NAL's interpretation of the scope of work, there will be a change order issued at an additional cost to the client.

9.4 Libel

Client agrees not to leave any negative reviews online about NAL or engage in anything that may be considered libel. If Client chooses to leave a negative online review towards NAL, Client agrees to pay for any loss of revenue, or any legal fees NAL incurs associated with any such online reviews or acts of libel.

Section 10. General

10.1 No Assignment.

Client may not assign this Agreement, in whole or in part, without the prior written consent of the Contractor.

10.2 Binding Effect.

This Agreement will be binding on the parties and their respective heirs, personal representatives, successors, and permitted assigns, and will insure to their benefit.

10.3 Amendment.

This Agreement may be amended only by a written document (Change Order) signed by the party against whom enforcement is sought.

10.4 Notices.

All notices or other communications required or permitted by this Agreement:

(a) must be in writing;

(b) must be delivered to the parties at the addresses set forth on page 1, or any other address that a party may designate by notice to the other party; and

(c) are considered delivered:

(1) upon actual receipt if delivered personally or by a nationally recognized overnight delivery service; or

(2) at the end of the third business day after the date of deposit, if deposited in the United States mail, postage prepaid, certified, return receipt requested.

10.5 Waiver.

No waiver will be binding on a party unless it is in writing and signed by the party making the waiver. A party's waiver of a breach of a provision of this Agreement will not be a waiver of any other provision or a waiver of a subsequent breach of the same provision.

10.6 Severability.

If a provision of this Agreement is determined to be unenforceable in any respect, the enforceability of the provision in any other respect and of the remaining provisions of this Agreement will not be impaired.

10.7 Further Assurances.

The parties will sign other documents and take other actions reasonably necessary to further effect and evidence this Agreement.

10.8 No Third-Party Beneficiaries.

The parties do not intend to confer any right or remedy on any third party.

10.9 Termination.

The termination of this Agreement, regardless of how it occurs, will not relieve a party of obligations that have accrued before the termination.

10.10 Survival.

All provisions of this Agreement that would reasonably be expected to survive the termination of this Agreement will do so.

10.11 Attachments.

Any exhibits, schedules, and other attachments referenced in this Agreement are part of this Agreement.

10.12 Remedies.

The parties will have all remedies available to them at law or in equity. All available remedies are cumulative and may be exercised singularly or concurrently.

10.13 Governing Law.

This Agreement is governed by the laws of the State of Oregon, without giving effect to any conflict-of-law principle that would result in the laws of any other jurisdiction governing this Agreement.

10.14 Venue.

Any action or proceeding arising out of this Agreement will be litigated in courts located in Deschutes County, Oregon. Each party consents and submits to the jurisdiction of any local, state, or federal court located in Deschutes County, Oregon.

10.15 Attorney's Fees.

If any arbitration or litigation is instituted to interpret, enforce, or rescind this Agreement, including but not limited to any proceeding brought under the United States Bankruptcy Code, the prevailing party on a claim will be entitled to recover with respect to the claim, in addition to any other relief awarded, the prevailing party's reasonable attorney's fees and other fees, costs, and expenses of every kind, including but not limited to the costs and disbursements specified in ORCP 68 A(2), incurred in connection with the arbitration, the litigation, any appeal or petition for review, the collection of any award, or the enforcement of any order, as determined by the arbitrator or court.

10.16 Entire Agreement.

This Agreement contains the entire understanding of the parties regarding the subject matter of this Agreement and supersedes all prior and contemporaneous negotiations and agreements, whether written or oral, between the parties with respect to the subject matter of this Agreement.

10.17 Signatures.

This Agreement may be signed by counterparts. A fax or other electronic transmission of a signature page will be considered an original signature page. At the request of a party, the other party will confirm an electronically transmitted signature page by delivering an original signature page to the requesting party.

Section 11. General Exclusions

11.1 Exclusions.

These items are not included in the scope of work and will be billed in addition to the cost of this agreement to the client:

- Jack hammering, boring, cutting, rock material
- Any fees/approvals required from city, county, or HOA
- Movement of utility lines
- Subgrades that are not suitable for landscaping
- Electrical, plumbing, or any other trades

- Warranty on transplanted or native plant material
- Surveying of property lines
- Advanced utility locate ID in addition to locate 811
- Any and all permits

Section 12. Promotion & Social Media

12.1 Promotional & Photography Rights.

By signing this contract, the Client grants Newport Avenue Landscaping the irrevocable right and permission to take photographs and videos of the project site during and after the completion of the work. Newport Avenue Landscaping may use these photographs and videos, along with descriptions of the project, for promotional purposes, including but not limited to social media platforms, company websites, and marketing materials. Newport Ave Landscaping will ensure reasonable privacy and will not disclose any sensitive information about the property.

WARRANTY

Your complete satisfaction and future business are our goals. Standing behind our services has been a cornerstone of our commitment to quality and service since our founding in 2005. If you are ever dissatisfied with one of our services or products, please contact us and let us demonstrate our commitment. In all circumstances, void of warranty is up to NAL's sole discretion. Equipment under manufacturer warranty will be replaced at a charge of $95/man hour. Details are listed below: Contractor warrants to Client that the Services will be performed in a professional manner, in accordance with the specifications set forth in Schedule 1 of the landscape services agreement. Contractor also offers the following non-transferable warranties, as applicable:

Non-Transferable:

All warranties are non-transferable, without the express written approval of Newport Ave Landscaping, which may be granted or withheld at NAL's sole discretion. Disclaimer of Warranties: Except for the express warranties in this Agreement, Contractor expressly disclaims all warranties with respect to the Services, express and implied, including but not limited to the warranty of merchantability and the warranty of fitness for a particular purpose.

Plant Warranty

- 90-day one-time plant replacement warranty. Warranty is for plants only and we will charge for our labor to install warranty replacement plants at $95/hr.
- One-year warranty on plants if signing up for weekly maintenance.
- Excluded from the warranty are any and all native plants & trees. Including but not limited to manzanita, sage & rabbit brush, fescues, yarrow, flax or other native plants, and all evergreen trees.
- For plantings completed during the dormant season (November 1st to March 15th), Newport Avenue Landscaping will cover the cost of both plants and labor. A one-time, 90-day warranty inspection will be conducted around the beginning of June if initiated by client,

Hardscaping Warranty

- Pavers: NAL provides a limited warranty for pavers against defects in workmanship and materials for a period of 1 year from the date of installation.
- Walls: NAL provides a limited warranty for walls against defects in workmanship and materials for a period of 1 year from the date of installation.
- Concrete: There is no warranty for any of our concrete work. Concrete is guaranteed to crack.

Excluded from the warranty are damage caused by natural disasters, including but not limited to earthquakes, floods, and extreme weather conditions. Damage caused by misuse, abuse, neglect, or improper maintenance or improper drainage. Damage caused by the growth of tree roots, shrubs, or other vegetation. Damage caused by the use of de-icing salts or other

chemicals not approved for use on hardscapes. Normal wear and tear, including fading, staining, or efflorescence (a natural occurrence in concrete products). Settling or movement caused by soil conditions out of NAL's control. Any alterations or repairs made by anyone other than NAL.

Irrigation System Warranty

- Timer/Controller: NAL offers a limited 5-year warranty for irrigation controllers/timers, covering defects in materials from the date of installation. Replacement of warranted items will be carried out at a labor rate of $130 per hour.
- Backflows, Valves, Mainline, and Lateral Pipe (Excluding Drip Irrigation): These components come with a 1-year warranty from the installation date, provided that NAL has been contracted separately to perform both the winterization and startup of the irrigation system.
- Excluded Components: There is no warranty for any components downstream of the valves, including poly tubing, drip irrigation components (emitters, poly tube, stakes), sprinkler heads, and sprinkler nozzles.

Warranty Claim Process

To make a warranty claim, the client must:

- Notify NAL in writing of any defects covered by this warranty within 30 days of discovering the defect.
- Provide proof of purchase and installation date.

Upon receiving a warranty claim, NAL will:

- Inspect the scope of the project to determine the cause of the defect. If the defect is covered by this warranty, NAL will add you to our warranty crew schedule and provide a timeline for replacement. Please keep in mind we have a crew dedicated to warranty work and they schedule out during our busy season.

It is our intention to provide you with the best possible products and services available. NAL reserves the right to override this warranty at any time to provide additional coverage if we believe that we could have prevented any issues at the time of installation. Please check with our office before assuming any issues you have may be out of warranty.

By _____

Ryan Nopp

Date 11/21/2025

Newport Avenue Landscaping

By _____

Date _____

221 NW Lafayette ave

Pence CONTRACTORS

LAKE OSWEGO 5400 Meadows Road, Suite 410, Lake Oswego, OR 97035
BEND 1051 NW Bond Street, Suite 310, Bend, OR 97701

pence.net, CCB: OR 239463

DOCUMENT 2026-0190

Owner Change Order

C.O. No. **OCO-0013**

TO: **Eric Nielsen**
Deschutes County
14 NW Kearney Ave.
Bend, OR

Date: **March 8th, 2026**
Job: 3122-018

Project: Deschutes County Courthouse Expansion
C.O. Title: Owner Change Order- 013

You are hereby authorized to incorporate the following costs into the monthly pay application for this project in accordance with the revisions specified below, or attached hereto. Changes contained within these Change Order Requests (COR) were authorized to proceed upon execution of those CORs.

COR 080- Lafayette Improvements- $446,324.00

Amount of this Change	$446,324.00
Net Change by Previously Authorized CHANGE ORDERS	$3,861,486.00
The Original Contract Sum Was	$36,722,789.00
The Adjusted Contract Amount is	$41,030,599.00

Pence CONTRACTORS

LAKE OSWEGO 5400 Meadows Road, Suite 410, Lake Oswego, OR 97035
BEND 1051 NW Bond Street, Suite 310, Bend, OR 97701

pence.net, CCB: OR 239463

Execution Workflow:

1. **Pence Contractors**

By: _____

Digitally signed by Cory Loomis
Date: 2026.03.10 08:03:25 -07'00'

Cory Loomis
Project Executive
Initialed (Not Executed)

Date: _____

2. **Cumming Group**

By: _____ Wayne Powderly

Digitally signed by Wayne Powderly
DN: C=US, E=wayne.powderly@cumming-group.com, O=Cumming Management Group, OU=Director Project Management, CN=Wayne Powderly
Date: 2026.03.09 16:06:43-07'00'

Date: _____

3. **Deschutes County**

By: _____

Date: _____

BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: March 18, 2026

SUBJECT: Approval of Document No. 2026-0074 amending the ground lease with Mountain View Community Development for Redmond Safe Parking program

RECOMMENDED MOTION:
Move approval of Document No. 2026-0074, Fourth Amendment to the Ground Lease with Mountain View Community Development to utilize County-owned property at 7th & Evergreen for the Redmond Safe Parking Program.

The Fourth Amendment makes the following changes to the lease:

1. Extends it for one year until March 31, 2027; and
2. Allows for future extensions to be approved administratively.

BACKGROUND AND POLICY IMPLICATIONS:
In 1997, Deschutes County acquired two properties by Tax Deed due to nonpayment of property taxes. A 0.55-acre lot known as Map and Tax Lot 151315BA05200 and a 0.52-acre lot known as Map and Tax Lot 151315BA05300. The two properties are located on SE 7th Street and are just north of SE Evergreen Avenue and Hwy 126 in Redmond.

On November 14, 2022, the Board authorized a 90-day trial lease with Mountain View Community Development (MVCD) to utilize said property to accommodate up to four spaces for the Redmond Safe Parking program. As a condition at the end of the trial period, MVCD agreed to provide the Board an update concerning successes, and any challenges or incidents related to the location. On March 20, 2023, MVCD provided a presentation, and requested a one-year lease extension and to increase the total number of spaces to six. The Board approved both the lease extension and the increase in the number of spaces.

On February 14, 2024, MVCD presented a program update, and requested a two-year ground lease extension and approval to spread gravel onsite. The Board approved these requests, which were memorialized by amendment to the ground lease.

On March 2, 2026, MVCD presented a program update, and requested an extension to the ground lease, and subsequently, the Board supported a one-year extension and requested

MVCD to return in one-year to provide a program update. The Fourth Amendment includes a one-year term at zero-cost.

Mountain View Community Development (MVCD) is a community-centric nonprofit located in Redmond with a recent expansion to Bend that specializes in strategic initiatives around houselessness. In collaboration with the Cities of Redmond and Bend, MVCD administrates a Safe Parking program that provides opportunities for those individuals and families (collectively, participants) experiencing houselessness to access discreet parking and micro-sheltering in an authorized location within private property and outside of right-of-way. Program participants are selected through a screening and intake process and sign a comprehensive program agreement upon acceptance. Participants are limited to one vehicle and/or one trailer/recreational vehicle. The program provides portable restrooms and garbage service, as well as case management to work with participants to set goals, which includes transitioning into permanent housing.

BUDGET IMPACTS:

Mountain View Community Development maintains the 7th & Evergreen site specific to landscape maintenance and Safe Parking program requirements. The zero-cost lease has no budget impact.

ATTENDANCE:

Kristie Bollinger, Property Manager

REVIEWED

_____

LEGAL COUNSEL

FOURTH AMENDMENT TO GROUND LEASE (Document Number 2022-793)
Document Number 2026-0074

This FOURTH AMENDMENT ("Amendment") is made as of the date of the last signature affixed hereto ("Effective Date") by and between **DESCHUTES COUNTY**, a political subdivision of the State of Oregon ("Lessor"), and **MOUNTAIN VIEW COMMUNITY DEVELOPMENT**, an Oregon nonprofit public benefit corporation ("Lessee"). Lessor and Lessee referred to hereinafter as "Party" or "Parties."

WHEREAS, the Parties desire to amend that certain Ground Lease ("Lease") known as Deschutes County Document No. 2022-793 executed November 14, 2022, and subsequent First Amendment known as Document No. 2022-995 executed December 21, 2022, Extension Letter known as Document No. 2023-188 executed February 22, 2023, Second Amendment known as Document No. 2023-312 executed March 29, 2023, and Third Amendment known as Document No. 2024-178 executed March 20, 2024, between the Parties;

NOW, THEREFORE the Parties agree to the following:

Section B.1 TERM. The entire section shall be replaced with the following:

> The term of this Amendment shall be effective April 1, 2026 and expire March 31, 2027, unless sooner terminated in accordance with Lease, including that either Party may terminate the Lease without cause with ninety (90) days advance written notice and as further described in Section B.21. Prior to the expiration of this Amendment, Lessee shall provide a Program update to the Board of County Commissioners at a public meeting.

Section B.2 RENEWAL OPTION. The entire section shall be replaced with the following:

> If the Lessee is not then in default, as further described and provided in Section B.19, and the Lease has not been terminated in accordance hereof, the Parties shall have the Option to Renew ("Renewal") for additional One (1) year terms under the same terms and conditions set forth herein except for any modifications agreed to in writing by amendment. The Renewal terms will be memorialized by a letter signed by both Parties, the Lessor (Deschutes County Property Manager or County Administrator) and Lessee.

All other terms and conditions of the original Ground Lease, First Amendment, Second Amendment, and Third Amendment shall remain in full force and effect.

[SIGNATURE PAGES FOLLOW]

IN WITNESS WHEREOF, the Parties have caused this Amendment to be effective for all purposes as of the Effective Date.

LESSOR:

DATED this __ day of _____, 2026

BOARD OF COUNTY COMMISSIONERS
OF DESCHUTES COUNTY, OREGON

_____
PHIL CHANG, Chair

ATTEST:

_____
ANTHONY DEBONE, Vice-Chair

_____
Recording Secretary

_____
PATTI ADAIR, Commissioner

[SIGNATURE PAGE FOLLOWS]

LESSEE:

DATED this __ day of _____, 2026

MOUNTAIN VIEW COMMUNITY DEVELOPMENT,
an Oregon nonprofit public benefit corporation

_____
RICHARD RUSSELL, Executive Director

BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: March 18, 2026

SUBJECT: Public Hearing: Ordinance No. 2026-008, adopting Chapter 2.35 to Title 2 of the Deschutes County Code

RECOMMENDED ACTIONS:
Open the public hearing; receive testimony; close the public hearing; deliberate.

1. Move first and second reading, by title only, of Ordinance No. 2026-008, adopting Chapter 2.35 to Title 2 of the Deschutes County Code.
2. Move emergency adoption of Ordinance No. 2026-008 to take effect immediately.

BACKGROUND AND POLICY IMPLICATIONS:
Applicable provisions in State law authorize the Oregon Health Authority to enter into interlocal agreements (IGAs) with local governments providing for licensing, inspection and enforcement of State public and environmental health laws. ORS and OHA's IGA with Deschutes County obligate the County to have an administrative hearings process. The County has relied on provisions in DCC 2.37 to meet this requirement, however, DCC 2.37 is specific to contracting and procurement and is not a good fit for contested public and environmental health hearings. The proposed section 2.35 will provide a clear and compliant process for processing contested matters.

BUDGET IMPACTS:
None

ATTENDANCE:
Health staff
Legal

REVIEWED

LEGAL COUNSEL

For Recording Stamp Only

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON

An Ordinance Adopting Chapter 2.35, Contested Case Procedures, to Title 2 of the Deschutes County Code.	* * *	ORDINANCE NO. 2026-008

WHEREAS, the Deschutes County Code (DCC) contains rules and regulations duly enacted through ordinance by Deschutes County and the Deschutes County Board of Commissioners; and

WHEREAS, from time-to-time the need arises to make amendments, including new enactments to the DCC; and

WHEREAS, staff from the Health Department have identified a need to adopt DCC 2.35 to provide contested case procedures and an administrative hearing process to facilitate enforcement of public health violations; and

WHEREAS, the Board of County Commissioners of Deschutes County considered this matter at a duly noticed public hearing on March 18, 2026, and determined that DCC 2.35 should be adopted; now therefore,

THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON, ORDAINS as follows:

Section 1. ADOPTION. DCC 2.35 is adopted to read as described in Exhibit "A," attached hereto and by this reference incorporated herein.

Section 2. EMERGENCY. An emergency is declared, and this Ordinance takes effect on March 18, 2026.

///

Dated this _____ of _____, 2026

BOARD OF COUNTY COMMISSIONERS
OF DESCHUTES COUNTY, OREGON

_____
PHIL CHANG, Chair

_____
ANTHONY DeBONE, Vice Chair

ATTEST:

_____
Recording Secretary

_____
PATTI ADAIR, Commissioner

Date of 1st Reading: _____.

Date of 2nd Reading: _____.

	Record of Adoption Vote			
Commissioner	Yes	No	Abstained	Excused
Patti Adair				
Phil Chang				
Anthony DeBone				

Effective date: March 18, 2026.

EXHIBIT A

(To Ordinance #2026-008)

CHAPTER 2.35 CONTESTED CASE PROCEDURES

2.35.010 Purpose; Statutory Authority

2.35.020 Contested Case Procedures

2.35.030 Civil Penalties

2.35.010 Purpose; Statutory Authority

The purpose of DCC 2.35 is to implement an administrative hearing process, compliant with applicable provisions in ORS Chp. 183 and OAR Chp. 333-157, to facilitate enforcement of public health violations, including those identified in ORS Chp.624, ORS Chp. 448, and ORS Chp. 446. This chapter shall be known as the Deschutes County Contested Case Procedures Code and may be referred to herein as "this chapter."

HISTORY

Adopted by Ord. 2026-008 §1 on 3/18/2026

2.35.020 Contested Case Procedures

A. Any operator of a facility or water system licensed by the County alleged to be in violation of applicable provisions of ORS Chp. 624, ORS Chp. 448, or ORS Chp. 446 and against whom Deschutes County Public Health seeks to impose civil penalties, may request an administrative hearing pursuant to this chapter.

B. "Hearings Officer" means the person designed by the County to preside over administrative hearings conducted pursuant to this chapter. The person so designated may not have any direct personal or financial interest in the contested matter.

C. For purposes of this section, "Operator of a Licensed Facility or System" means:

1. Each person entitled as of right to a hearing before the Board;

2. Each person named by the County to be the owner or operator of a licensed facility or system; or

3. Any person or entity requesting to participate in the administrative hearing as a party or in a limited party status and the County determines either has an interest in the outcome of the County's administrative hearing or represents a public interest in such result.

D. Filing Request for Administrative Hearing. The operator of the licensed facility or system must file and the County must receive a written (hard copy, not fax or electronic) Request for Administrative Hearing no later than twenty-one (21) days after receipt of the County's Notice of Intent to: deny, revoke, or suspend a license, or to levy civil penalties due to operation of a facility or drinking water system without required permit and inspections. If the twenty-first day falls on a Saturday, Sunday or legal holiday, the deadline shall be extended to the next regular business day. The Notice of Intent shall be deemed received no later than three (3) days after issuance of same.

E. Parties may elect to be represented by counsel and to respond and present evidence and argument on all issues involved.

F. Unless precluded by law, informal disposition may be made of any case by stipulation, agreed settlement, consent order, default or written agreement.

G. The assigned Hearings Officer shall place on the record a statement of the substance of any written or oral ex parte communications, if any, on a fact in issue made to the Hearings Officer during the pendency of the proceeding and notify the parties of the communication and of their right to rebut such communications.

H. The record in support of a decision shall be made at the time set for hearing or any extension thereof approved by the Hearings Officer. Testimony may be given without oath or affirmation. Cross-examination of witnesses by parties shall not be allowed. Provided however, the Hearings Officer may question any witness appearing before him/her. A verbatim oral, written or mechanical record shall be made of all motions, rulings and testimony. The Hearings Officer shall ensure that the record developed at the hearing shows a full and fair inquiry into the facts necessary for consideration of all issues properly before the Hearings Officer. The record need not be transcribed unless requested for purposes of court review. The party requesting transcription shall pay the cost thereof.

I. Evidence in contested cases. In contested cases:

1. Irrelevant, immaterial or unduly repetitious evidence shall be excluded but erroneous rulings on evidence shall not preclude action on the record if shown to have substantially prejudiced the rights of a party. All other evidence of a type commonly relied upon by reasonably prudent persons in the conduct of their serious affairs shall be admissible. The Hearings Officer shall give effect to the rules of privilege recognized by law. Objections to evidentiary offers may be made and shall be noted in the record. Any part of the evidence may be received in written form.

2. All evidence shall be offered and made a part of the record in the case, and except for matters stipulated to and except as provided in paragraph (4) of this subsection, no

other factual information or evidence shall be considered in the determination of the case. Documentary evidence may be received in the form of copies or excerpts, or by incorporation by reference. The burden of presenting evidence to support a fact or position in a case rests on the proponent of the fact or position.

3. Every party shall have the right to submit rebuttal evidence.

4. The Hearings Officer may take notice of judicially cognizable facts. Parties shall be notified at any time during the proceeding but in any event prior to the final decision of material officially noticed and they shall be afforded an opportunity to contest the facts so noticed.

5. Cross-examination of witnesses is not allowed, however, questions may be tendered to the Hearings Officer who may then direct all or some of such questions to a witness.

J. Costs. The Hearings Officer may allocate the County's costs for the hearing between the operator of the licensed facility or system and the County. The allocation shall be based upon facts found by the Hearings Officer and stated in the Hearing Officer's decision that, in the Hearings Officer's opinion, warrant such allocation of costs. If the Hearings Officer does not allocate costs, the costs shall be paid in full by the operator of the licensed facility or system.

K. The Hearings Officer shall issue a written, proposed final order, including findings of fact, conclusions of law, and imposition of civil penalty, if any, and furnish a copy thereof on all parties. The proposed order shall become final no later than seven (7) days following the date of the proposed order, unless the Hearings Officer within that period issues an amended order.

HISTORY

Adopted by Ord. 2026-008 §1 on 3/18/2026

2.35.030 Civil Penalties

The Hearings Officer is authorized to impose civil penalties as allowed by ORS Chp. 183 and OAR Chp. 333.

HISTORY

Adopted by Ord. 2026-008 §1 on 3/18/2026

BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: March 18, 2026

SUBJECT: Consideration of first reading of Ordinance 2026-007 – Tumalo RV Park Text Amendment

RECOMMENDED MOTION:
Move approval of first reading of Ordinance 2026-007 by title only.

BACKGROUND AND POLICY IMPLICATIONS:
The Board of Commissioners will consider first reading of an ordinance approving applicant-initiated amendments (File No. 247-25-000106-TA) to Chapter 18.67 of Deschutes County Code. The proposed amendments would allow a new recreational vehicle (RV) park as a conditional use in the Tumalo Commercial Zone, and also provide for siting standards for new RV parks in this zone.

Following an initial public hearing on October 22nd and a continued public hearing on February 11th, a majority of the Board voted to approve this application.

The full record can be viewed on the hearing webpage:

https://www.deschutes.org/cd/page/247-25-000106-ta-tumalo-rv-park-text-amendment

BUDGET IMPACTS:
None.

ATTENDANCE:
Audrey Stuart, Associate Planner
Anthony Raguine, Principal Planner
Will Groves, Planning Manager

REVIEWED

_____

LEGAL COUNSEL

For Recording Stamp Only

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON

An Ordinance Amending Deschutes County Code Title 18, Zoning Ordinance, to Amend the Development Standards for Recreational Vehicle Parks in the Tumalo Commercial District.	* * * * *	ORDINANCE NO. 2026-007

WHEREAS, the Deschutes County Community Development Department (CDD) reviewed applicant-initiated amendments (Planning Division File No. 247-25-000106-TA) to the Deschutes County Code ("DCC"), Chapter 18.67—Tumalo Rural Community Zoning Districts; and

WHEREAS, the Deschutes County Hearings Officer held a duly noticed public hearing on June 16, 2025; and

WHEREAS, the Deschutes County Hearings Officer issued their recommendation on September 3, 2025, and recommended that the Board of County Commissioners ("Board") approve the subject amendments; and

WHEREAS, the Board approved Order 2025-040 on September 3, 2025, initiating a de novo review of the subject application and subsequently held a duly noticed public hearing on October 22, 2025; and

WHEREAS, the Board approved Order 2026-007 on January 14, 2026, which reopened the record to accept new testimony and continued the public hearing; and

WHEREAS, the Board considered this matter after a continued public hearing on February 11, 2026, and concluded that the public will benefit from the proposed changes to the Deschutes County Code Title 18; now, therefore,

THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON, ORDAINS as follows:

Section 1. AMENDING. Deschutes County Code Chapter 18.67, Tumalo Rural Community Zoning Districts, is amended to read as described in Exhibit "A", attached hereto and by this reference incorporated herein, with new language underlined and language to be deleted in ~~strikethrough.~~

Section 13. FINDINGS. The Board adopts as its findings Exhibit "B", attached and incorporated by reference herein. The Board also incorporates in its findings in support of this decision, the Recommendation of the Hearings Officer, attached as Exhibit "C" and incorporated by reference herein.

/ / /

Dated this _____ of _____, 2026

BOARD OF COUNTY COMMISSIONERS
OF DESCHUTES COUNTY, OREGON

_____
PHILIP CHANG, Chair

_____
ANTHONY DeBONE, Vice Chair

ATTEST:

_____
Recording Secretary

_____
PATTI ADAIR, Commissioner

Date of 1st Reading: _____ day of _____, 2026.

Date of 2nd Reading: _____day of _____ , 2026.

Record of Adoption Vote:

Commissioner	Yes	No	Abstained	Excused
Philip Chang	___	___	___	___
Anthony DeBone	___	___	___	___
Patti Adair	___	___	___	___

Effective date: _____ day of _____, 2026.

Attachment A: Proposed Text Amendment

18.67.040 Commercial (TuC) District

The Tumalo Commercial District is intended to allow a range of limited commercial and industrial uses to serve the community and surrounding area **or the travel needs of people passing through the area.**

A. Permitted Uses. The following uses and their accessory uses are permitted outright and do not require site plan review under DCC 18.124.
   1. A single-unit dwelling or duplex.
   2. A manufactured dwelling subject to DCC 18.116.070.
   3. Type 1 Home Occupation, subject to DCC 18.116.280.
   4. Class I and II road or street project subject to approval as part of a land partition, subdivision, or subject to the standards of DCC 18.67.060 and 18.116.230.
   5. Class III road or street project.
   6. Operation, maintenance, and piping of existing irrigation systems operated by an Irrigation District except as provided in DCC 18.120.050.
   7. Residential home.

B. Uses Permitted, Subject to Site Plan Review. The following uses and their accessory uses are permitted subject to the applicable provisions of DCC 18.67, 18.116, and 18.124:
   1. A building or buildings, none of which exceeds 4,000 square feet of floor area to be used by any combination of the following uses:
      a. Retail or service business.
      b. Eating and/or drinking establishment.
      c. Offices.
      d. A dwelling unit permitted outright or conditionally, in the same building as a use permitted in DCC 18.67.040.
      e. Marijuana wholesaling, office only. There shall be no storage of marijuana items or products at the same location.
   2. Any of the uses listed under DCC 18.67.040 proposing to occupy more than 4,000 square feet of floor area in a building subject to the provisions of DCC 18.67.040(E).
   3. Child care facility and/or preschool.

C. Conditional Uses. The following uses and their accessory uses are permitted subject to the applicable provisions of DCC 18.116, 18.124, and 18.128:
   1. Religious institutions or assemblies.
   2. Bed and breakfast inn.
   3. Type 2 or Type 3 Home Occupation, subject to DCC 18.116.280.
   4. Park.
   5. Public or semi-public building.
   6. Utility facility.
   7. Water supply or treatment facility.
   8. Manufactured dwelling~~/RV park~~ on a lot or parcel in use as a manufactured dwelling park ~~or recreational vehicle park~~ prior to the adoption of PL-15 in 1979 and being operated as of June 12, 1996, as a manufactured dwelling park ~~or recreational vehicle park~~, including any expansion of such use~~s~~ on the same lot or parcel as configured on June 12, 1996.
   9. The following uses and their accessory uses may be conducted in a building or buildings not to exceed 4,000 square feet of floor area.

a. Farm equipment, sales, service, or repair.
b. Trailer sales, service, or repair.
c. Vehicle service or repair.
d. Veterinary clinic.

10. The following uses may be conducted in a building or buildings not to exceed 10,000 square feet of floor area:
    a. Manufacturing or production.
    b. Wholesale sales.
    c. Marijuana retailing, subject to the provisions of DCC 18.116.330.
11. Wireless telecommunications facilities, except those facilities meeting the requirements of DCC 18.116.250(A) or (B).
12. Surface mining of mineral and aggregate resources in conjunction with the operation and maintenance of irrigation systems operated by an Irrigation District, including the excavation and mining for facilities, ponds, reservoirs, and the off-site use, storage, and sale of excavated material.
13. Psilocybin service centers, subject to the provisions of DCC 18.116.380.
14. **Recreational Vehicle Parks.**

D. Use Limitations. The following use limitations shall apply to the uses listed in DCC 18.67.040(C)(10).
1. Compatibility.
    a. Any use expected to generate more than 50 truck-trailer and/or heavy equipment trips per day to and from the subject property shall not be permitted to locate on a lot or parcel abutting or across a local or collector street from a lot or parcel in a residential district.
2. Traffic and Parking.
    a. A use that generates more than 20 auto or truck trips during the peak hour of the day to and from the premises shall document with facts that the affected transportation facilities are adequate to serve the proposed use, considering the functional classification, capacity, and level of service of the affected transportation facility.
    b. All parking demand generated by uses permitted by DCC 18.67 shall be accommodated entirely on the premises.

E. Requirements for Large Scale Uses.
1. All uses listed in DCC 18.67.040(B) may have a total floor area exceeding 4,000 square feet but not greater than 10,000 square feet if the Planning Director or Hearings Body finds:
    a. The use is intended to serve the community and surrounding rural area, or the traveling needs of people passing through the area;
    b. The use will primarily employ a work force from the community and surrounding rural area; and
    c. It is not practical to contain the proposed use within 4,000 square feet of the floor area.
2. This provision does not apply to uses listed in DCC 18.67.040(C)(10).
3. For the purposes of DCC 18.67.040, the surrounding rural area is described as the following: extending north to the Township boundary between Townships 15 and 16; extending west to the boundary of the public lands managed by the U.S. Forest Service in T16S-R11E; extending south to the south section lines of T17S-R12E sections 4,5,6 and T17S-R11E sections 1,2,3; and extending east to Highway 97.

F. Design Standards. Ground Floor Windows. The following criteria for ground floor windows apply to new buildings in the TuC district except those uses listed in DCC 18.67.040(C)(10) and any residential use. The provisions of DCC 18.124 also apply.
   1. The windows must be at least 50 percent of the length of the ground level wall area and 25 percent of height of the ground level wall area. Ground level wall area includes all exterior wall area up to nine feet above the finished grade. The window requirement applies to the ground level of exterior building walls which abut sidewalks or streets.
   2. Required window areas shall be either windows that allow views into working areas, lobbies, pedestrian entrances or display windows.

G. Lot Area Requirements. The minimum lot area is 10,000 square feet. In addition, lot area requirements for this district shall be determined by spatial requirements for sewage disposal, required landscaped areas, and off-street parking.

H. Lot Coverage Standards.
   1. Lot Coverage: No lot coverage requirements, provided spatial requirements for parking, sewage disposal, and landscaping are satisfied.
   2. No use listed in DCC 18.67.040(C)(10) that is abutting or across a local or collector from a lot or parcel in a residential district shall exceed 70 percent lot coverage, including outside storage, and off-street parking and loading areas.

I. Setback Standards.
   1. Front Setback. The front setback shall be a maximum of 15 feet, except as otherwise allowed by DCC 18.124.070 (D)(3). The front setback for structures may be reduced, but not increased, to the average setback distance of existing structures on abutting lots or parcels.
   2. Side Setback. No requirement, subject to DCC 18.67.040(I)(4).
   3. Rear Setback. No specific requirement, subject to DCC 18.67.040 (I)(4).
   4. Exceptions to Setback Standards.
      a. Lot line(s) abutting a residential zone. For all new structures or substantial alterations of a structure requiring a building permit, on a lot or parcel abutting a residential district, the setback shall be a minimum of 15 feet. The required setback will be increased by one foot for each foot by which the structure height exceeds 20 feet.
      b. Lot line(s) abutting an EFU zone. Any structure requiring a building permit, on a lot or parcel abutting EFU-zoned land receiving special assessment for farm use, shall have a minimum setback of 100 feet from any shared lot line.

J. Additional Standards for Recreational Vehicle Parks
   1. Recreational Vehicle Parks shall only be allowed on a single parcel or contiguous parcels under common ownership that meet the following requirements:
      a. The area of the parcel(s) proposed for development shall exceed 2.3 acres but no more than 5 acres;
      b. The parcel(s) shall all be located in the boundaries of a sanitary district or sanitary authority, or confirmation shall be provided that a sewage collection and disposal system that can serve the proposed sewage flow from the Recreational Vehicle Park is both legally and physically available; and
      c. The single parcel or at least one of the contiguous parcels under common ownership shall be adjacent to State Highway 20.
   2. Compliance with DCC 18.128.170.
      a. To ensure compliance with DCC 18.128.170(G) which prohibits any

recreational vehicle remaining in a park for more than 30 days in a 60 day period, Recreational Vehicle Parks in the Tumalo Commercial District shall only provide temporary lodging with no recreational vehicles utilized as permanent "residential dwellings" as that term is used in ORS 197.493.

b. Compliance with DCC 18.128.170(O) requiring that access to a Recreational Vehicle Park shall be from an arterial or collector street shall not be applicable in the Tumalo Commercial District so long as an applicant instead demonstrates that the street providing direct access to the proposed Recreational Vehicle Park shall not be unreasonably impacted. To demonstrate compliance with this standard, an applicant shall address traffic capacity and flow, geometric design, pavement design, livability impacts on local residents, and accessibility and convenience to amenities and state highways.

c. Recreational Vehicle Parks in the Tumalo Commercial District shall impose quiet hours from 10:00 pm to 7:00 am daily.

Draft Findings for Board of County Commissioners Decision

BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON
FINDINGS OF FACT AND CONCLUSIONS OF LAW

I. BASIC FINDINGS OF FACT

The Board adopts and incorporates by reference the code interpretations, findings of fact, and conclusions of law in the Hearings Officer's Recommendation (the "Recommendation") except to the extent that the Recommendation is inconsistent with or modified by the Board's findings herein. The Recommendation is attached as Exhibit C to Ordinance 2026-007.

The Board's findings are set forth below:

a. Procedural History

The applicant, Joel Gisler ("Applicant"), submitted an application on February 18, 2025, seeking a text amendment to DCC 18.67.040 to alter the manner in which Recreational Vehicle Parks ("RV Parks") may be permitted in the Tumalo Commercial District ("TUC") (the "Text Amendment"). On June 9, 2025, a staff report was issued in advance of the public hearing before the Hearings Officer, scheduled for June 16, 2025. Following that public hearing, the Hearings Officer issued his Recommendation on September 2, 2025. The Hearings Officer found that the application met all applicable text amendment criteria but declined to make a formal decision, based on a finding that only the Board has the authority to amend DCC. Noting that the application invoked "legislative/policy" decisions that needed to be considered by the Board, the Hearings Officer recommended approval of the proposed text amendment, "unless the [Board] determines there is a legislative/policy reason not to adopt the amendments" (emphasis in original).

The Board voted to "call up" the Recommendation on September 3, 2025, pursuant to DCC 22.28.050(A) via Order No. 2025-040. The Board conducted a *de novo* public hearing on October 22, 2025, and thereafter held the written record open until November 12, 2025.

The Board's deliberations were originally scheduled for January 7, 2026. However, numerous public comments were submitted after the record closed on November 12, 2025. To provide clarity on the nature of the proceedings and to ensure that all parties were provided ample opportunity to present evidence and testimony, the Board approved Order No. 2026-005 on January 14, 2026. Order No. 2026-005 reopened both the written and oral record and continued the public hearing so that public notice could be provided.

The Board held a continued public hearing on February 11, 2026. County staff clarified that, consistent with the Hearing Officer's Recommendation, the Board was considering the proposed Text Amendment as a legislative matter to address the "legislative/policy" issues the Hearings Officer stated were left to the Board's consideration. Following the public hearing, the Board closed the record, deliberated, and voted 2-1 (Commissioner Adair opposed) to approve the proposed Text Amendment. The Board subsequently approved Ordinance No. 2026-007 on XXXXXXX memorializing the Board's oral decision.

b. Clarifying Findings

The Board addresses several issues raised before the Hearings Officer concerning the staff report submitted on the application and makes the following clarifying findings at the outset:

- **Map:** In order to determine the maximum number of properties that could potentially be eligible for an RV Park under the applicant's proposal, staff produced a map identifying properties in the TUC that consist of parcels under common ownership which are 2 to 5 acres in size and contiguous to Highway 20. This map did not include information on whether a property was located within a sewer district and did not confirm that an RV Park could be developed on any specific property. This map identified two properties in the TUC that met the size requirement and were contiguous to Highway 20, with one of the identified properties located west of Highway 20 on Wood Avenue. The Wood Avenue property is not located within a sewer district and the applicant later revised the proposed text amendment to increase the minimum RV Park acreage from 2 to 2.3 acres. Therefore, only the Applicant's property located to the east of Highway 20 is presently eligible to apply for a conditional use permit to develop an RV Park with approval of the text amendment.

- **Onsite Wastewater: Whether** on-site wastewater permits could be approved for the Applicant's property is not relevant because the Text Amendment requires that any RV Park in the TUC be connected to a central sewer system.

- **State Building Codes:** The Text Amendment does not change DCC 18.128.170(I) which requires any RV Park developed in the County to provide "toilets, lavatories and showers" based on the number of RV spots. Compliance with DCC 18.128.170(I) and OAR 918-650-0050(I) will be addressed in review of a subsequent conditional use permit application for any RV Park proposed to be developed in the TUC.

- **"Adding" RV Parks as a Conditional Use:** The Text Amendment will not "add" RV Parks as a conditional use in the TUC. RV Parks are allowable as a conditional use in the TUC subject to a historical limitation. The Text Amendment replaces that historical limitation with a geographic limitation.[1]

II. FINDINGS

These findings address issues raised in the Board's proceedings. The Board has no obligation to address arguments not related to applicable criteria or to address insufficiently developed arguments. *See, e.g., Wolverton v. Crook County*, 39 Or LUBA 256 (2000)*; Gould v. Deschutes County,* ___ Or LUBA ___, ___ (LUBA No 2018-140, June 21, 2019) (slip op at *15), *aff'd*, 31 Or App 868, 484 P3d 1073 (2021) (citing *Deschutes Development v. Deschutes County*, 5 Or LUBA 218, 220 (1982). Any issue raised or argument asserted in the Hearing Officer's proceedings that

[1] By "geographic limitation" the Board is referring to the requirement that the tract proposed for any RV Park development in the TUC must be at least 2.3 acres but no more than 5 acres in size, be located within the boundaries of a sanitary district or sanitary authority or otherwise be served by an adequate sewage collection and disposal system and include at least one parcel that is adjacent to State Highway 20.

is not addressed in the Hearing Officer's Recommendation or in these Findings has been determined to be insufficiently developed and/or not related to applicable code criteria.

A. Procedural Findings

a. The Hearings Officer Conducted the Initial Public Hearing.

DCC 18.136.010 Amendments

DCC Title 18 may be amended as set forth in DCC 18.136. The procedures for text or legislative map changes shall be as set forth in DCC 22.12. A request by a property owner for a quasi-judicial map amendment shall be accomplished by filing an application on forms provided by the Planning Department and shall be subject to applicable procedures of DCC Title 22.

DCC 22.28.030 Decision On Plan Amendments and Zone Changes

A. Except as set forth herein, the Hearings Officer or the Planning Commission when acting as the Hearings Body shall have authority to make decisions on all quasi-judicial zone changes and plan amendments. Prior to becoming effective, all quasi-judicial plan amendments and zone changes shall be adopted by the Board of County Commissioners.

B. In considering all quasi-judicial zone changes and those quasi-judicial plan amendments on which the Hearings Officer has authority to make a decision, the Board of County Commissioners shall, in the absence of an appeal or review initiated by the Board, adopt the Hearings Officer's decision. No argument or further testimony will be taken by the Board.

* * *

FINDING: There is no provision in DCC Chapter 22 setting forth the procedures for processing an application for a quasi-judicial text amendment, even though DCC 18.136.010 allows both "text or legislative map changes" applications to be submitted. The Board agrees with the Hearings Officer's findings that the proceedings before the Hearings Officer were quasi-judicial. Accordingly, the Board interprets DCC 22.28.030 as applying to the subject Text Amendment and finds that the initial hearing was properly conducted before a County Hearings Officer. No party objected to the initial hearing not having been held by the Planning Commission under DCC 22.28.030(A), nor demonstrated that their substantial rights were impaired by the County Hearings Officer conducting the initial hearing.

b. The Hearings Officer Issued a Recommendation.

FINDING: The Hearings Officer proceedings followed those of a quasi-judicial text amendment. The Hearing Officer determined that amendment of the Deschutes County Code must be by adoption of an ordinance. Therefore, the Hearings Officer issued a Recommendation to the Board, noting several "legislative/policy" issues that the Hearing Officer determined were best considered by the Board.

No party appealed the Hearing Officer's Recommendation or otherwise objected to the Hearings Officer issuing a Recommendation. Because the Board initiated its own review, no party's substantial rights were impacted and any potential procedural errors were cured. All parties who participated in the Hearings Officer proceedings were given notice of the public hearings held by the Board and were provided the opportunity to participate in the Board's proceedings both orally and in writing.

c. The Board of Commissioners Conducted Legislative Review.

FINDING: The Hearings Officer determined that the Text Amendment complied with all applicable DCC provisions. The Hearings Officer recommended that the Board adopt the Text Amendment unless the Board determined that "there is a legislative/policy reason to not adopt the amendments" (emphasis in original). As understood by the Board, the Hearings Officer's Recommendation determined that the first required step was a quasi-judicial process before the Hearings Officer with the second step then being a legislative process before the Board.

The Board takes no position on the Hearings Officer's processing of the Text Amendment application. The Board finds that no party appealed or otherwise objected to the Hearings Officer's Recommendation or otherwise argued that the Board was required to continue following a quasi-judicial process in its review. Any procedural errors that may have resulted from the Hearings Officer's Recommendation were corrected by Board Order No. 2025-040 initiating review, and Board Order No. 2026-005 re-opening the public hearing to clarify that the Board's proceedings were legislative. By re-opening the public hearing, the Board notes that all submitted public testimony was added to the record and considered by the Board., All parties were provided three (3) opportunities to present argument and testimony in this matter: once before the Hearings Officer, and twice before the Board.

The Board finds that no individual's substantial rights were prejudiced by the Board considering the Hearing Officer's Recommendation and following a legislative process in deciding whether to approve the Text Amendment.

B. Technical Findings

The Hearings Officer's Recommendation is focused on applicable DCC provisions governing text amendments. Based on his analysis, the Hearings Officer recommended that the Board adopt the proposed Text Amendment unless the Board determined there are legislative/policy reasons not to adopt the amendments. To distinguish the Hearings Officer's analysis from the Board's own analysis, the Board describes the Hearings Officer's Recommendation as primarily including "technical" findings.

The Board adopts and incorporates by reference the Hearing Officer's code interpretations, technical findings of fact, and conclusions of law in the Recommendation, except to the extent the Hearings Officer's technical findings are inconsistent with or modified by the Board's findings herein. The Board adds to the Hearings Officer's technical findings as follows:

a. The Text Amendment is Consistent with Applicable Traffic Impact Standards.

OAR 660-012-0060 Plan and Land Use Regulation Amendments

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(b) Change standards implementing a functional classification system; or

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection. If a local government is evaluating a performance standard based on projected levels of motor vehicle traffic, then the results must be based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

FINDING: The Hearings Officer found that the Applicant met the applicable traffic criteria for text amendment applications by demonstrating compliance with the Transportation Planning Rule ("TPR"). The Hearings Officer rejected opposition comments claiming that an RV Park will cause adverse traffic impacts in terms of volume and safety.

During its deliberations, the Board voted 2-1 (with Commissioner Adair opposed) in favor of adopting the Hearings Officer's finding that the Applicant demonstrated compliance with the TPR through the three reports submitted by its licensed traffic engineer on February 18, 2025, October 21, 2025, and October 29, 2025. The Text Amendment does not have the potential to create a significant impact on the transportation system, which satisfies the TPR . As the Applicant's traffic engineer determined in its October 21, 2025 report, a 30-unit residential development—a use that is already permitted within the TUC on the Applicant's property—would generate an estimated 166 more daily trips compared to a 30-space RV Park. RVs can safely navigate Tumalo streets as needed to connect an RV Park on the Applicant's property to Highway 20, as determined in the Applicant's traffic engineer's October 29, 2025 submittal.

Commenters opposed to the Text Amendment argued that the Board should disregard the Applicant's traffic engineer's submittals and instead give more credit to lay testimony arguing generally that Tumalo's local roads cannot accommodate traffic associated with an RV Park developed in the TUC. However, no oppositional comments questioned the data or assumptions used by the Applicant's traffic engineer to show compliance with the TPR; no one presented any alternative analysis demonstrating that an RV Park will have greater traffic impacts compared to other uses allowed in the TUC.

As understood by the Board, the opponents' traffic objections present a substantial evidence issue. Accordingly, the Board is obliged to weigh the evidence in the record while giving particular attention to testimony from qualified experts that pertain to technical issues. The Oregon Land Use Board of Appeals ("LUBA") determined that expert testimony must be relied upon when the approval standard is "a more technical transportation standard such as OAR 660-012-0060 [the TPR]." *See Falcon Ridge, LLC v. City of Klamath Falls*, 57 Or LUBA 651, 659 (2008). In this case, the majority of the Board (Commissioner Adair opposed) is not persuaded by the lay testimony from opponents. The Board finds that the Applicant's traffic engineer's submittals constitute substantial evidence in the record supporting a finding that the Text Amendment complies with the TPR. The Board further finds that any potential impacts to local traffic and any mitigation of these impacts, if needed, will be addressed during review of a conditional use permit application for an RV Park in the TUC. Any traffic related issue beyond compliance with the TPR is not currently before the Board because no RV Park is currently proposed.

The Board notes that the Text Amendment amends DCC 18.128.170(O) which requires for any RV Park proposed to be developed anywhere in the County that "[a]ccess * * * shall be from an arterial or collector street." The Text Amendment alters that requirement for RV Parks proposed in the TUC, instead requiring a demonstration that an RV Park will not unreasonably impact the streets providing direct access by addressing "traffic capacity and flow, geometric design, pavement design, livability impacts on local residents, and accessibility and convenience to amenities and state highways."

The. Applicant argued that the existing requirements in DCC 18.128.170(O) would prevent an RV Park from being developed with access from a local access road, regardless of whether such road could be shown to provide safe and viable access. Arguments to the contrary were made by several opponents who generically asserted that road standards should not be lowered in Tumalo.

The Board is unpersuaded by opponents' comments. For the foregoing reasons, the Board finds that the Applicant's proposal to amend DCC 18.128.170(O) to require a site-specific traffic analysis for RV Parks in the TUC does not functionally lower the road standards required. The Text Amendment's reliance on a site-specific traffic analysis will help foster RV Parks in the TUC while likewise ensuring safe and adequate access to such developments.

b. The Text Amendment is Consistent with the Tumalo Community Plan

Deschutes County Comprehensive Plan- Appendix B-Tumalo Community Plan

Economic Development Goal. Retain the economic vibrancy of Tumalo's historic core and industrial areas while providing economic development opportunities that are compatible with the small town rural character of the community.

Economic Development Policies

[…]

3. Allow residential uses and mixed residential/commercial uses, without inhibiting future commercial development opportunities in the Commercial Zoning Districts.

4. Support economic development initiatives and tourism in the Tumalo area.

FINDING: Several opponents argued that the Text Amendment is inconsistent with the Tumalo Community Plan. Most oppositional comments did not address any specific goal or policy in the Tumalo Community Plan, and instead generally asserted that an RV Park does not preserve the rural or "small town" character of the community.

The Applicant cited the Tumalo Community Plan's Economic Development Goal and corresponding Policies 3 and 4 in support of the Text Amendment. Policy 3 is to "[a]llow residential uses and mixed residential/commercial uses, without inhibiting future commercial development opportunities in the Commercial Zoning Districts." Policy 4 is to "[s]upport economic development initiatives and tourism in the Tumalo area." The Applicant further argued that RV Parks are not inherently an urban use that would impact Tumalo's "rural" character. The Applicant noted there are many RV Parks throughout the state that are not within urban growth boundaries. In Deschutes County, RV parks are permitted as a conditional use in other rural zones. Additionally, RV Parks significantly contribute to rural recreational opportunities. Last, the Applicant noted and the Hearings Officer found that "lands in the TUC District […] are located in close proximity to the adjacent State Hwy 20, thereby promoting an orderly and efficient transition from rural to urban land use to the extent applicable."

The majority of the Board (Commissioner Adair opposed) agrees with the Applicant and finds that the Text Amendment is consistent with the Tumalo Community Plan including Economic Development Policies 3 and 4. The Board further notes the letters of support in the record from the owners of two local businesses in Tumalo which stated that local businesses in the TUC cannot thrive without customer bases that reach beyond the limits of Tumalo, and finds that increasing opportunities for RV Parks to be developed in the TUC is the very definition of "supporting * * * tourism in the Tumalo area" as mandated by Policy 4 of the Economic Development Goal in the Tumalo Community Plan.

With respect to comments asserting that RV Parks will change Tumalo's intended rural character, the Board agrees with the Applicant's arguments and evidence. The Board refers to the recent adoption of the 2040 Tumalo Community Plan, Deschutes County Ordinance No. 2023-016, Exhibit C, Tumalo Community Plan, Residential Area Policy 4. In developing the Plan, the community did not call for prohibition of short-term rental use of 4-unit developments, thereby evidencing the community's determination that short-term rentals do not change Tumalo's rural character. The Board further finds that the TUC currently allows for a range of commercial uses, any of which could have significantly greater traffic impacts than an RV park.

Within the TUC, multi-unit residential developments are not allowed. The maximum density for residential development is one duplex per lot. As demonstrated by the Applicant's traffic engineer's October 21, 2025, submittal, the Applicant could build up to 15 duplexes (30 units) on his property. His property also could qualify for an RV Park under the Text Amendment. If duplexes were built, they could be used as short term rental properties. Just as with multi-unit development in the Tumalo Residential zone (TUR), development of duplexes in the TUC that are used as short term rental properties do not change Tumalo's rural character. The Board therefore finds that if the use of multi-unit housing or duplexes in Tumalo as short term rentals does not change Tumalo's rural character, then neither will an RV Park.

C. Policy/Legislative Findings

The Hearings Officer found that legislative applications "generally involve broad public policy decisions" and "[i]n the context of a proposed text amendment, the County Board must eventually make a policy decision as to what uses may be allowed outright and conditionally in the TUC zone." The Board makes the following policy findings in support of its approval of the Text Amendment.

a. The "Purpose Statement" of the TUC Should be Amended.

FINDING: The proposed Text Amendment includes a request to update the TUC's purpose statement. Currently, uses allowed in the TUC are intended to "serve the community and surrounding area." The Text Amendment clarifies that such uses may also serve "*the travel needs of people passing through the area*."

For background, the Board notes its previous 2019 decision denying a proposed commercial use in the TUC because the use was determined to be inconsistent with the TUC's purpose statement. *See* County File No 247-18-000545-CU/546SP/811-MA/247-19-000141-A. Therein, the County determined that the purpose statement in DCC 18.67.040 is enforceable as a regulatory requirement. That decision was upheld by LUBA. *See H2D2 v. Deschutes County*, 80 Or LUBA 528 (2019).

The Board finds that the TUC's purpose statement in DCC 18.67.040 is stricter than a similar provision in OAR 660-022-0030(4)(c). Under OAR 660-022-0030(4)(c), commercial and industrial uses in the TUC that "serve the community and surrounding rural area *or the travel needs of people passing through the area,*" would not be precluded.

The Board finds that amending the TUC's purpose statement in accordance with OAR 660-022-0030(4)(c) will align with existing uses in the TUC that currently serve "*the travel needs of people passing through the [Tumalo] area,"* as well as local residents. These existing uses include two cideries, multiple restaurants, a coffeeshop, the Tumalo Farmstand, "The Bite" food cart pod, an antiques store, a bicycle store, a gas station, etc. All these uses serve both residents and travelers alike. As a policy matter, the purpose statement of the TUC should be amended in recognition of existing uses serving the traveling public and to ensure that similar future uses are not determined to be inconsistent with the purpose of the TUC.

The Board finds that the purpose statement in DCC 18.67.040 should be updated such that the language is consistent with OAR 660-022-0030(4)(c).

b. The Text Amendment Supports Increased Camping Opportunities in Deschutes County

FINDING: The record includes a study commissioned by Deschutes County and completed in November 2023 (the "County's Study"). This Study focused on the need for more campgrounds and RV Parks throughout the County. *See* Applicant's Exhibit 1. The County's Study cites statistics that Deschutes County attracts over four million visitors annually, largely for outdoor recreation, and that this tourism contributes over $1.41 billion to the local economy each year. The County's Study found that the County currently has a scarcity of short-term lodging capacity that caters to outdoor recreationists including campgrounds and RV Parks. This shortage thereby prevents visitors from extending their stays, limiting the area's economic growth potential. The County's Study concludes the County's lack of camping opportunities, "including for recreational vehicles," has increased dispersed camping in the Deschutes National Forest and along roads in the County resulting in added forest maintenance and damage to natural habitats, such as sanitation issues, problems with trash management, and increased fire risks. The County's Study found that Tumalo State Park, which is located near the TUC, "has consistently outperformed the state-wide occupancy rate, often exceeding other state parks […] by as much as 30 percent during peak seasons." Exhibit 10 of the County's Study provides data detailing that Tumalo State Park often reaches full occupancy during the busiest tourist seasons.

Considering the County's Study, the Board finds the Text Amendment will enable greater opportunity for the development of RV Parks in the TUC and therefore will help alleviate the above-discussed issues. The Board finds that allowing new opportunities for an RV Park to be developed in the TUC will allow more travelers to visit the County and therefore contribute to the County and Tumalo's economic growth.

c. RV Parks Are Already Conditionally Permissible in the TUC

FINDING: Several comments assert that RV Parks are not a compatible use in the TUC. The Board finds those arguments unpersuasive because DCC 18.67.040(C)(8) lists the expansion or continued use of RV Parks as a conditional use in the TUC, provided the RV Park was established prior to the adoption of PL-15 in 1979 and operated as of June 12, 1996. The Board interprets the current DCC provisions that conditionally allow RV Parks in the TUC—even subject to historical limitations—as confirmation that RV Parks may be compatible with other uses in that zoning district. If past County Commissioners determined that RV Parks were *per se* incompatible in the TUC, then the County would not have listed RV Parks as a conditionally permissible use.

Based on the foregoing, the Board finds that RV Parks may be a compatible use within the TUC, subject to conditional use permit review. Replacing the historic limitation with a geographic limitation as proposed by the Applicant does not run counter to the TUC.

d. The TUC District is Proximate to Tumalo's Commercial Center and the Deschutes River

FINDING: Any RV Park proposed to be developed in the TUC will be located close to other commercial development in the TUC and will be adjacent to Highway 20. Many visitors to Deschutes County either stop in or pass through Tumalo and have an opportunity to visit

commercial development (including restaurants and shopping) that serve locals and tourists alike. Tumalo State Park is in relatively close proximity to the TUC and currently provides campground and RV park facilities. This indicates there is a demand for these facilities in the general Tumalo area and that such facilities are consistent with the character of the general surrounding area.

The TUC is also proximate to the Deschutes River. Guests of a future proposed RV Park located in the TUC near Tumalo State Park may have outdoor recreation activity opportunities as contemplated in the County's Study.

e. Long Term Occupancies of an RV Park are Precluded by DCC 18.128.170(G)

Opponents expressed concern that a future RV Park will allow long term tenants that may bring unwanted effects to the surrounding area. The Board is not persuaded by those arguments, and notes that all RV Parks developed in Deschutes County must satisfy DCC 18.128.170(G), which states that "[n]o recreational vehicle shall remain in the park for more than 30 days in any 60 day period." Although duplicative of this code requirement, the Text Amendment includes this same limitation on any RV Park developed in the TUC. The Board finds that concerns that the potential development of an RV Park in the TUC could create long term tenancies are unfounded.

III. DECISION

Based upon the foregoing Findings of Fact and Conclusions of Law, the Board of County Commissioners hereby **APPROVES** the Applicant's application for a Text Amendment to DCC 18.67.040.

DECISION, FINDINGS AND RECOMMENDATION OF THE DESCHUTES COUNTY HEARINGS OFFICER

FILE NUMBERS: 247-25-000106-TA

HEARING DATE: June 16, 2025, 1:00 p.m.

HEARING LOCATION: Videoconference and
Barnes & Sawyer Rooms
Deschutes Services Center
1300 NW Wall Street
Bend, OR 97708

APPLICANT: Joel Gisler

SUBJECT PROPERTIES: The Tumalo Commercial Zone encompasses multiple properties

REQUEST: Applicant requests text amendments to Deschutes County Code Chapter 18.67, Tumalo Rural Community Zoning Districts. The proposed text amendments would modify the Cody to add recreational vehicle parks as a conditional use in the Tumalo Commercial (TUC) zone. The proposed amendments also include specific siting standards and modifications to road access standards.

HEARINGS OFFICER: Tommy A. Brooks

SUMMARY OF DECISION: The Hearings Officer finds that the Applicant's request satisfies all procedural and substantive criteria necessary to approve the Applicant's request for amendments to the text of the Deschutes County Code as modified during this proceeding and by this Recommendation. The Hearings Officer recommends the Deschutes County Board of County Commissioners adopt by ordinance the langauge set forth in this Recommendation as Exhibit B.

I. APPLICABLE STANDARDS AND CRITERIA

Deschutes County Code and Comprehensive Plan

Title 18, Deschutes County Zoning Ordinance
Chapter 18.67, Tumalo Rural Community Zoning District
Chapter 18.128, Conditional Use
Chapter 18.136, Amendments

Title 22, Deschutes County Development Procedures Ordinance
Title 23, Deschutes County Comprehensive Plan

II. BACKGROUND AND PROCEDURE

A. Background

The Applicant requests amendment of the Deschutes County Code ("DCC" or "Code") to add a conditionally allowable use of recreational vehicle ("RV") parks in the Tumalo Commercial (TUC) zone. The TUC zone is one of six zones in the County's Tumalo Rural Community Zoning Districts governed by CDC Chapter 18.67.[1] Under current Code provisions, RV parks are already allowed as a conditional use in the TUC zone, but only "on a lot or parcel in use as a manufactured dwelling park or recreational vehicle park prior to the adoption of PL-15 in 1979 and being operated as of June 12, 1996, as a manufactured dwelling park or recreational vehicle park, including any expansion of such uses on the same lot or parcel as configured on June 12, 1996."[2] The Applicant requests a text amendment for the purpose of eventually seeking an entitlement to develop an RV park on one specific property in the TUC zone.

The Applicant's proposal initially requested the following text amendments to DCC 18.67.040: (1) a revised purpose statement; (2) revisions to DCC 18.67.040(C)(8) and a proposed additional section – DCC 18.67.040(C)(14) – intended to allow RV parks as conditional uses without the current temporal requirements; and (3) a proposed new section – DCC 18.67.040(J) – establishing various siting standards for RV parks. The Applicant included its requested text amendments in the Application. After the Hearing, and in response to some of the comments made at the Hearing, the Applicant submitted revisions to the specific text amendments it seeks. This Recommendation will refer to the Applicant's final version of the proposed text amendments, attached as Exhibit A, as the "Text Amendments."

Prior to the Hearing, Staff from the County's Community Development Department ("Staff") issued a Staff Report describing the Application and the applicable criteria ("Staff Report"). The Staff Report does not make a recommendation, but the Staff Report does address the applicable criteria and makes certain findings.

B. Notice and Hearing

On April 3, 2025, the County issued a Notice of Application seeking comments on the Application. On May 15, 2025, the County issued a Notice of Public Hearing ("Hearing Notice") for this matter. The County mailed the Hearing Notice to all owners of property within 250 feet of the TUC Zone, to the Department of Land Conservation and Development, and to other public agencies. The County also published the Hearing Notice in the Bend Bulletin on May 18, 2025.

Pursuant to the Hearing Notice, I presided over the Hearing as the Hearings Officer on June 16, 2025, beginning at approximately at 1:14 p.m. The Hearing took place in a hybrid format, with the Applicant, Staff, and other participants present in the Hearing Room, while the Hearings Officer and other participants participated remotely.

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[1] DCC 18.67.010.
[2] DCC 18.67.040(C)(8).

At the beginning of the Hearing, I noted for the record that this phase of review of the requested Text Amendments would be quasi-judicial in nature and, therefore, I directed participants to direct comments to the approval criteria and standards, and to raise any issues a participant wanted to preserve for appeal if necessary. At the conclusion of the evidentiary Hearing, and at the request of the Applicant, I announced that the record would remain open for written materials as follows: (1) any participant could submit additional materials until June 30, 2025; (2) any participant could submit rebuttal materials until July 14, 2025; and (3) the Applicant could submit a final legal argument without new evidence by July 28, 2025. Participants were further instructed that all submittals must be received by the County by 4:00 p.m. on the applicable due date. The Hearing concluded at approximately 3:43 p.m.

At the beginning the Hearing, participant Nunziata Gould stated a preliminary objection to the time the Hearing was held and to any time limits placed on participants. The Hearing was held as set forth in the Hearing Notice, and participant Gould did not assert that the Hearing Notice or the time of the Hearing are in violation of the Code or any other legal requirements. Further, the Hearing followed the procedures set forth in DCC Chapter 22. While I indicated that public comments would be limited to three minutes each during the Hearing, some individuals, including participant Gould, were given additional time. No participant asserted that the actual time allotted to each was insufficient or in any way impaired a substantial right. Based on the foregoing, I find no action was required to further address participant Gould's preliminary objection.

C. Nature of Decision

The Text Amendments propose revisions only to the language of the Code, and not a map amendment. The adoption of Code language is generally legislative in nature. Because the Code allows individuals to request text amendments to the Code and establishes a procedure for processing an application, the adoption of Code language could also be viewed as quasi-judicial in nature when requested by an individual. As explained below, this is a unique situation in which the Text Amendments are both legislative and quasi-judicial in nature. DCC 18.136.010 governs amendments to the Code:

> DCC Title 18 may be amended as set forth in DCC 18.136. The procedures for text or legislative map changes shall be as set forth in DCC 22.12. A request by a property owner for a quasi judicial map amendment shall be accomplished by filing an application on forms provided by the Planning Department and shall be subject to applicable procedures of DCC Title 22.

By its express terms, this provision states that the process for a text amendment is as set forth in DCC 22.12. But DCC 22.12 broadly governs "legislative" procedures. DCC 22.04.020 defines legislative changes as follows:

> Legislative changes generally involve broad public policy decisions that apply to other than an individual property owner. These include, without limitation, amendments to the text of the comprehensive plans, zoning ordinances, or the subdivision or partition ordinance and changes in zoning maps not directed at a small number of property owners.

As Staff points out in the Staff Report (attached to this decision as Exhibit C), the Text Amendments do not fit squarely within this definition. Further, the Code does not expressly define "text amendment" in the context of legislative changes or in the context of a quasi-judicial land use application, even though DCC 22.12.030 allows an individual to seek legislative changes through an application process. The Staff Report suggests that the Text Amendments should be processed in the same manner as a quasi-judicial plan amendment, which is governed by DCC 22.28.030.

In support of its conclusion, Staff provides a detailed analysis under *Strawberry Hill 4 Wheelers v. Benton Co. Bd. of Comm.*, 287 Or 591, 601 P2d 769 (1979) ("*Strawberry Hill 4 Wheelers*"). In that case, the Oregon Supreme Court set out a multi-factor test to determine what process applies to a land use application:

> Generally, to characterize a process as adjudication presupposes that the process is bound to result in a decision and that the decision is bound to apply preexisting criteria to concrete facts. The latter test alone [applying preexisting criteria to concrete facts] proves too much; there are many laws that authorize the pursuit of one or more objectives stated in general terms without turning the choice of action into an adjudication. Thus a further consideration has been whether the action, even when the governing criteria leave much room for policy discretion, is directed at a closely circumscribed factual situation or a relatively small number of persons. The coincidence both of this factor and of preexisting criteria of judgment has led the court to conclude that some land use laws and similar laws imply quasijudicial procedures for certain local government decisions. *Strawberry Hill 4 Wheelers* at 602-03.

As Staff correctly notes, the *Strawberry Hill 4 Wheelers* decision sets out three factors which must be considered:

1. Is the inquiry bound to result in a decision?
2. Are there preexisting criteria that are applied to concrete facts?
3. Is the inquiry directed at a closely circumscribed factual situation or a relatively small number of persons?

I agree with Staff that the three factors listed above, in this case, warrant following a quasi-judicial process for the Application, at least initially. First, even if the Text Amendments are legislative changes, the Code provides an opportunity for an individual to make an application to initiate amendments. Whether the County approves or denies that application, a decision will result, so the inquiry is bound to result in a decision. Second, the Code contains preexisting criteria applicable to the Applicant's request. Although those Code provisions are largely procedural, the quasi-judicial process can determine if those requirements are met. Third, this matter is directed at a relatively small number of persons because the Text Amendments, as initially proposed, contain siting criteria that effectively limit the impact of the changes to only two properties.

At the same time, the Text Amendments carry the qualities of a legislative act. The language in DCC 22.04.020 provides that legislative changes "generally involve broad public policy decisions that apply to other than an individual property owner" (emphasis added), and that definition does not state that decisions applicable to only one individual property owner cannot be legislative. Indeed, that Code provision goes on to list examples of legislative decisions, including amendments to the text of zoning ordinances.

An important component of DCC 22.12 is DCC 22.12.050, addressing final decisions. That Code provision states that "[a]ll legislative changes shall be adopted by ordinance." That language does not distinguish between purely legislative changes and those legislative changes that may be processed using a quasi-judicial process. This makes sense because the DCC is adopted by ordinance, and any changes to the text of the Code requires an amendment to that adopted ordinance. It also makes sense because ORS 215.503(2) requires that "[a]ll legislative acts relating to comprehensive plans, land use planning or zoning adopted by the governing body of a county shall be by ordinance" (emphasis added).

Based on the foregoing, I find that, in this case, the adoption of text amendments proposed by an applicant is a two-step process. In the first step of the process, the Applicant has a right under the Code to submit and to have considered an application to amend the Code's text. This phase of the process is quasi-judicial in nature, and it is appropriate to have a hearing and to build a record following the principles of a quasi-judicial process. As part of that process, the Hearings Officer addresses the application only of the County's exiting laws. The second step of the process is for the Deschutes County Board of Commissioners ("County Board') to adopt an ordinance to incorporate any text amendments to the Code. Amendments to the text of a zoning ordinance are a change in the County's law, and only the County Board can make such a change. In other words, the Hearings Officer is without authority to issue a decision that amends the County's Code. The Hearings Officer, however, can make a recommendation to the County Board based on what develops in the quasi-judicial phase of the process. The County Board is free to accept, modify, or reject the Hearings Officer's recommendation.

III. FINDINGS AND CONCLUSIONS

A. Adoption and Incorporation of Findings in Staff Report

The Staff Report contains a comprehensive discussion and conclusion of the criteria applicable to the Application. Many of the conclusions in the Staff Report are not challenged in this proceeding. In some areas of the Staff Report, Staff requests that the Hearings Officer either modify Staff's findings or make the findings directly. I find that the Staff Report correctly lists the applicable criteria, and I hereby adopt the discussion and conclusions in the Staff Report as my findings. The remainder of the findings in this Recommendation are intended to supplement the Staff Report and to address specific issues raised during this proceeding. To the extent any of the findings in this Recommendation conflict with the discussion and conclusions in the Staff Report, the findings set forth in this Recommendation control anything to the contrary in the Staff Report.

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B. Issues Raised in Opposition to the Application and in the Staff Report

Several participants submitted comments to the record in opposition to the Application. The vast majority of those comments did not address specific Code provisions. Instead, those comments introduced general concerns about RV parks. In the findings below, I examine the specific criteria that were addressed by participants, and I attempt to identify and address criteria that may be invoked by the participants who testified in opposition to the Application. These findings also address the issues raised in the Staff Report.

1. Sewage Disposal Services

Multiple participants expressed concern over how a new RV park in the TUC zone would handle wastewater disposal. DCC 18.128.170 regulates wastewater disposal in RV parks and is applicable in all zones. Under that Code provision, each RV space in an RV park is to be provided with piped potable water and sewage disposal service, and the RV park must provide a laundry facility.

The Applicant initially proposed language that would require any parcel proposed as an RV park to be "located in a sewer district," but also proposed creating an exception to certain provisions of DCC 18.128.170, such that an RV park in the TUC zone would not have to comply with the sewage disposal and laundry requirements "until a sewer district is willing and able to provide service." As acknowledged by the Applicant, an RV park that developed under that proposal could rely on septic systems until a sewer system became available.

The concerns raised by some participants generally asserted that septic systems in the TUC zone are not sufficient and that reliance on that technology would pose environmental and health risks. While these comments did not identify any particular criterion to which they are relevant, and did not provide supporting evidence addressing the adequacy of septic systems, the Applicant nevertheless modified the proposed Code changes to address these concerns. Specifically, the final version of the Text Amendments remove the originally-proposed exceptions to DCC 18.128.170, while also clarifying that an RV Park must be located in a sewer district or otherwise provide confirmation that "a sewerage system that can serve the proposed sewage flow from the Recreational Vehicle Park is both legally and physically available." According to the Applicant, this proposed revision will ensure that each space in an RV park will be connected to a central sewer system, thereby negating the need to address the sufficiency of septic systems.

I agree with the Applicant that the removal of the originally-proposed exception to DCC 18.128.170 will address any sewage disposal concerns. Before a conditional use permit for an RV park may be approved, an applicant must demonstrate that a central sewer system is legally and physically available. Under DCC 18.128.170, the owner of the RV park would then have to ensure that each space in an RV park is actually connected to an available sewer system. That being said, I recommend that the County Board slightly modify the proposed language if it approves the Text Amendments. As proposed, the language refers to a "sewer district." The actual district that exists in the area is the Tumalo Sanitary District, and "sanitary district" is the term used in ORS Chapter 450 that allows such districts. I also note that ORS Chapter 450 allows the creation of a "sanitary authority." I recommend that the Board adhere to that more precise description by modifying the Applicant's language to read as follows for DCC 18.67.040(J)(1)(b):

b. The parcel(s) shall all be located in the boundaries of a ~~sewer~~ sanitary district or sanitary authority, or confirmation shall be provided that a ~~sewerage~~ sewage collection and disposal system that can serve the proposed sewage flow from the Recreational Vehicle Park is both legally and physically available; and

2. Comprehensive Plan Policies

The Applicant identified several provisions in the County's Comprehensive Plan ("Plan") as potentially relevant to the Application. Staff recites those Plan provisions on pages 13 through 16 of the Staff Report and asks the Hearings Officer to determine if the Applicant has demonstrated compliance with those provisions.

Participant Kris Cranston submitted comments asserting that the Text Amendments are not compatible with the County's Plan, which comments were repeated verbatim by other participants. Those comments, however, simply state that the Plan emphasizes the protection of the rural residential character and the promotion of orderly, compatible development. Participant Cranston (and others) does not identify any specific Plan policies on which those comments are based, and, to the contrary, simply state that the proposed Text Amendments would "violate" Deschutes County Code Title 18 – County Zoning. Other comments in the record similarly invoke the Plan in broad terms, without reference to specific Plan provisions. I find that participant Cranston's arguments (and similar or identical arguments of other participants) are not developed enough for me to address in this Recommendation with respect to consistency with the Plan. I therefore find that the Applicant's assertions with respect to the Plan provisions identified on pages 13 through 16 of the Staff report are sufficient to demonstrate compliance with the Plan.

The Applicant and multiple participants also address the Tumalo Community Plan ("Community Plan"), which is a component of the Plan. The Applicant points to the economic development goal of the Community Plan, which is to "[r]etain the economic vibrancy of Tumalo's historic core and industrial areas while providing economic development opportunities that are compatible with the small town rural character of the community." Policy 4 under that Goal is to support economic development initiatives and tourism in the Tumalo area. The Staff Report finds that the proposed Text Amendments are consistent with that policy. Participants in opposition to the Application do not address the economic development portion of these goals and policies and, instead, assert that an RV park does not preserve the rural or "small town" character of the community.

Having reviewed and considered all comments submitted by participants, I find that the Text Amendments are not inconsistent with the Community Plan. Evidence in the record supports a finding that RV parks exist in rural areas. Indeed, RV parks are already allowed (albeit in limited circumstances) in the TUC zone. Further, the Community Plan expressly contemplates that commercial activities should be encouraged. The Community Plan, as with most Plan provisions, requires a balance between competing considerations. Based on the record before me, I find that the development of RV parks in the TUC zone can achieve that balance, and there is nothing inherent about such a development that would require the prohibition of RV parks in the TUC zone. I also note that the County will still have to review specific

development proposals through a conditional use process, during which impacts to surrounding areas will be considered and a decision will be made based on a fact-specific proposal. At this stage, where the County is simply determining if some new RV parks may be conditionally allowable in the TUC zone, I find that the Applicant has demonstrated that they can be, and there is a sufficient basis for the Board to approve the Text Amendments for that purpose.[3]

3. Statewide Planning Goals and Administrative Rules

Multiple participants mentioned Statewide Planning Goals ("Goals"), but did not specifically address those goals. For example, participant Brady submitted comments stating that "the project may be inconsistent with Statewide Planning Goals 2 (Land Use Planning) and 14 (Urbanization), which prioritize the containment of high-intensity uses within Urban Growth Boundaries." That assertion was repeated verbatim by other participants. Because these comments are couched in terms of generalized allegations that the proposal "may be" inconsistent with the Goals, but do not offer evidence or any specific argument to support such allegations, I find that these arguments are not sufficiently developed for a response in this Recommendation.

One Goal that some participants seemed to invoke is Statewide Planning Goal 12 ("Goal 12"), which relates to transportation. In the context of a text amendment to a land use regulation, the applicable part of Goal 12 is set forth in OAR 660-012-0060, the Transportation Planning Rule ("TPR"). Under the TPR, the County must consider whether a proposed text amendment will significantly affect a transportation facility. The Applicant submitted an engineering analysis that concludes the proposal will not significantly affect a transportation facility. The County's Senior Transportation Planner reviewed and agreed with the assumptions, methodologies, and conclusions in the Applicant's report.

The majority of comments in the record relating to transportation assert that an RV park will cause unwanted traffic impacts, both in terms of volume and safety. None of those comments credibly assert that traffic resulting from the Text Amendments will significantly affect a transportation facility as that term is defined in OAR 660-012-0060, nor do they provide any analysis that disputes the findings in the Applicant's report. At best, those comments questioned some of the assumptions in the report. Having reviewed the entire record, I find that the Applicant's has met its burden of proving that the Text Amendments satisfy the TPR and are consistent with Goal 12.

The Staff Report notes that OAR 660-022-0030 imposes certain requirements the County must follow when planning unincorporated communities. Among those requirements, OAR 660-022-0030(8) requires that zoning of rural communities must ensure that cumulative development will not result in public health hazards or adverse environmental impacts that violate state or federal water quality regulations and will not exceed the carrying capacity of the soil or of existing water supply resources and

[3] The Applicant and the Staff Report also highlight Policy 5 of the Community Plan's economic development goal, which guards against adverse effects on water resources and wastewater disposal. As discussed above, I find that the Applicant has adequately addressed waste water disposal. I also find that the evidence in the record supports a finding that amending the TUC zone to conditionally allow RV parks will not adversely affect water resources. The Applicant has documented the availability of municipal water to the properties where RV parks could be developed.

sewer services. The Staff Report asks the Hearings Officer to determine if the Text Amendments satisfy the rule language. While other participants addressed broad concerns relating to public health, environment, water resources, and wastewater disposal, no participant asserted that the Text Amendments will violate OAR 660-022-0030 generally, or subsection (8) of that rule specifically.

Based on the information provided by the Applicant, I find that OAR 660-022-0030(8) is satisfied. As concluded above, the Applicant has adequately addressed water resources and wastewater disposal. Further, no participant asserts that the Text Amendments will cause development that, cumulatively, will violate state or federal water quality regulations, or that will exceed the carrying capacity of the soil.

4. Policy-Related and Development-Specific Issues

The majority of comments submitted in opposition to the Text Amendments expressed a desire that the County not allow new RV parks in the Tumalo area. Those comments center around statements regarding what the County "should" or "should not" do as a matter of policy. Similar comments addressed site-specific concerns based on assumptions of how a specific RV park would be developed, even though no development proposal has been submitted

I find that these comments are not relevant at this time. In the context of a proposed text amendment, the County Board must eventually make a policy decision as to what uses may be allowed outright and conditionally in the TUC zone. If the Board does approve the Text Amendments, review of a future conditional use permit application will be the appropriate venue for addressing site-specific or development-specific concerns.

V. CONCLUSION AND RECOMMENDATION

Based on the Findings above, which augment the findings and conclusions in the Staff Report, I find that the Applicant's proposed amendments to DCC Chapter 18.67 comply with the County's provisions for amending the Code. However, I find that one portion of the Text Amendments could be revised by the Board of Commissioners in its adoption of an Ordinance approving the application and amending the Code to better reflect statutory language related to sanitary districts. I therefore recommend that the Deschutes County Board of Commissioners adopt the proposed text amendments presented in Exhibit A, as modified in Exhibit B by ordinance, unless the Board of Commissioners determines there is a legislative/policy reason not to adopt the amendments.

Dated this 2nd day of September 2025

Tommy A. Brooks
Deschutes County Hearings Officer

Attachment:
Exhibit A – Text Amendments (Applicant's Version)
Exhibit B – Modified Text Amendments (Hearings Officer's Version)
Exhibit C – Staff Report

EXHIBIT A

APPLICANT'S TEXT AMENDMENTS

DCC 18.67.040 Commercial (TuC) District

* * *

J. Additional Standards for Recreational Vehicle Parks

1. Recreational Vehicle Parks shall only be allowed on a single parcel or contiguous parcels under common ownership that meet the following requirements:

a. The area of the parcel(s) proposed for development shall exceed 2.3 acres but no more than 5 acres;

b. The parcel(s) shall all be located in a sewer district or confirmation shall be provided that a sewerage system that can serve the proposed sewage flow from the Recreational Vehicle Park is both legally and physically available; and

c. The single parcel or at least one of the contiguous parcels under common ownership shall be adjacent to State Highway 20.

2. Compliance with DCC 18.128.170.

a. To ensure compliance with DCC 18.128.170(G) which prohibits any recreational vehicle remaining in a park for more than 30 days in a 60 day period, Recreational Vehicle Parks in the Tumalo Commercial District shall only provide temporary lodging with no recreational vehicles utilized as permanent "residential dwellings" as that term is used in ORS 197.493.

b. Compliance with DCC 18.128.170(O) requiring that access to a Recreational Vehicle Park shall be from an arterial or collector street shall not be applicable in the Tumalo Commercial District so long as an applicant instead demonstrates that the street providing direct access to the proposed Recreational Vehicle Park shall not be unreasonably impacted. To demonstrate compliance with this standard, an applicant shall address traffic capacity and flow, geometric design, pavement design, livability impacts on local residents, and accessibility and convenience to amenities and state highways.

c. Recreational Vehicle Parks in the Tumalo Commercial District shall impose quiet hours from 10:00 pm to 7:00 am daily.

EXHIBIT B
MODIFIED TEXT AMENDMENTS

DCC 18.67.040 Commercial (TuC) District

* * *

J. Additional Standards for Recreational Vehicle Parks

1. Recreational Vehicle Parks shall only be allowed on a single parcel or contiguous parcels under common ownership that meet the following requirements:

a. The area of the parcel(s) proposed for development shall exceed 2.3 acres but no more than 5 acres;

b. The parcel(s) shall all be located in the boundaries of a ~~sewer~~ sanitary district or sanitary authority, or confirmation shall be provided that a ~~sewerage~~ sewage collection and disposal system that can serve the proposed sewage flow from the Recreational Vehicle Park is both legally and physically available; and

c. The single parcel or at least one of the contiguous parcels under common ownership shall be adjacent to State Highway 20.

2. Compliance with DCC 18.128.170.

a. To ensure compliance with DCC 18.128.170(G) which prohibits any recreational vehicle remaining in a park for more than 30 days in a 60 day period, Recreational Vehicle Parks in the Tumalo Commercial District shall only provide temporary lodging with no recreational vehicles utilized as permanent “residential dwellings” as that term is used in ORS 197.493.

b. Compliance with DCC 18.128.170(O) requiring that access to a Recreational Vehicle Park shall be from an arterial or collector street shall not be applicable in the Tumalo Commercial District so long as an applicant instead demonstrates that the street providing direct access to the proposed Recreational Vehicle Park shall not be unreasonably impacted. To demonstrate compliance with this standard, an applicant shall address traffic capacity and flow, geometric design, pavement design, livability impacts on local residents, and accessibility and convenience to amenities and state highways.

c. Recreational Vehicle Parks in the Tumalo Commercial District shall impose quiet hours from 10:00 pm to 7:00 am daily.

EXHIBIT C
STAFF REPORT

STAFF REPORT
TUMALO RV PARK TEXT AMENDMENT

FILE NUMBER(S):	247-25-000106-TA
SUBJECT PROPERTY:	The Tumalo Commercial Zone encompasses multiple properties.
APPLICANT:	Joel Gisler
APPLICANT'S ATTORNEY:	Adam Smith, of Schwabe, Williamson and Wyatt
REQUEST:	Amendments to Deschutes County Code (DCC) Chapter 18.67, Tumalo Rural Community Zoning Districts. The proposed amendments will modify the Deschutes County Code (DCC) to add recreational vehicle (RV) parks as a conditional use in the Tumalo Commercial (TUC) Zone. The proposed amendments include siting standards for new RV parks in the TUC Zone, including that the development area must be two-to-five acres in size, contiguous to Highway 20, and located within a sewer district. In addition, the proposed amendments will modify the standards for road access and wastewater facilities for RV parks in the TUC Zone.
STAFF CONTACT:	Audrey Stuart, Associate Planner Phone: 541-388-6679 Email: Audrey.Stuart@deschutes.org
RECORD:	Record items can be viewed and downloaded from: https://www.deschutes.org/cd/page/247-25-000106-ta-tumalo-rv-park-text-amendment

I. APPLICABLE CRITERIA

Deschutes County Code (DCC)
- Title 18, Deschutes County Zoning Ordinance:
  - Chapter 18.67, Tumalo Rural Community Zoning Districts
  - Chapter 18.128, Conditional Use
  - Chapter 18.136, Amendments

Title 22, Deschutes County Development Procedures Ordinance

II. BASIC FINDINGS

LOT OF RECORD: DCC 22.04.040(B) does not require lot of record verification for Text Amendment applications. The proposed amendments will apply to all properties within the TUC Zone. Any future development of an RV park would require property-specific land use review, and lot of record findings would be made at that time.

SITE DESCRIPTION: The TUC Zone is located within the unincorporated community of Tumalo, which is located along Highway 20 to the northwest of the City of Bend. The TUC Zone is predominantly located to the north of Highway 20, but also includes approximately 8.7 acres located to the south of Highway 20. The development pattern within the TUC Zone includes a variety of small-to-medium size commercial uses such as food cart pods, a gas station, eating and drinking establishments, and two small strip malls. The TUC Zone also includes a number of undeveloped lots as well as existing residential development.

PROPOSAL: The applicant proposes to amend section 18.67.040, regarding the Tumalo Commercial (TUC) Zone. The proposed language of the Text Amendment is included as Exhibit 1 and summarized as follows:

- The Applicant proposes to modify the Purpose statement of the TUC Zone to include the travel needs of people passing through the area.
- The Applicant proposes to add an RV park as a new conditional use within the zoning district.
- The Applicant proposes siting standards for new RV parks in the TUC Zone and also proposes certain exceptions to the standards of DCC 18.128.170 for RV parks in the TUC Zone. Specifically, new RV parks in the TUC Zone would not require road access from a collector or arterial, and would not be required to provide laundry facilities and sewage disposal until sewer service is available to the property.

The submitted Burden of Proof provides the following background on the proposed Text Amendment:

> This application is submitted in anticipation of two upcoming companion conditional use applications. The subject text amendment to DCC Title 18, Chapter 18.67.040, TuC District is intended to only allow RV Parks on a limited number of parcels in the TuC District owned by the Applicant, with the two upcoming conditional use applications then seeking approval for related uses on the Applicant's parcels.

PUBLIC AGENCY COMMENTS: The Planning Division mailed notice on April 3, 2025, to several public agencies and received the following comments:

Deschutes County Senior Transportation Planner, Tarik Rawlings

I have reviewed the transmittal materials for 247-25-000106-TA for a text amendment request to DCC Chapter 18.67 (Tumalo Rural Community Zoning Districts) to add recreational vehicle (RV) parks as a conditional use in the Tumalo Commercial District (TUC).

I have reviewed the application materials for potential Transportation Planning Rule (TPR) OAR 660-012 effects, including the applicant's transportation memorandum produced by Transight Consulting, LLC, (dated January 8, 2025) and I agree with its assumptions, methodology, and conclusions. The memorandum adequately addresses reasonable worst case scenario analysis through a comparison of the existing outright allowed uses (utilizing ITE category 822 for Strip Retail Plaza as an aggregate category encompassing eating/drinking establishments, small retail, and offices each totaling less than 10,000 square-feet) to the proposed Campground/RV Park (ITE 416) use and ultimately concludes that no significant impacts will be anticipated with the proposed text amendment. Staff notes that, should the proposed text amendment receive approval, further traffic analysis may be required at the time of future development depending on the future development's vehicle trip generation potential. While the current text amendment does not absorb County road capacity, any future proposal for the development of a Campground/RV Park under the proposed use category must demonstrate compliance with the transportation analysis requirements of DCC 18.116.310, including p.m. peak hour vehicle trips related to System Development Charges (SDCs), mitigations, and adequacy of access.

Thanks for the opportunity to provide comment and please let me know if you have any questions.

Deschutes County Onsite Wastewater Manager, Todd Cleveland

This proposal would allow an RV park without full connections for sewer, water and not require a central comfort station. This would not require connection to a community wastewater system. However, once a wastewater treatment system becomes available in the Tumalo , it would be beneficial to provide full connections and services at RV locations. The lack of sewer connections would limit the length of stay because RV users would need to take their RV to an approved dump station.

Onsite prefers to have facilities that will promote proper wastewater treatment and disposal conveniently available. Hopefully, this facility will be able to be connected as soon as possible when a community wastewater treatment facility becomes available.

Onsite wastewater permits would be unlikely to be approved for the proposed site.

Being in the Tumalo Sanitary District, when sewer becomes both legally and physically available to this location the only option would be to connect to the sanitary system. An onsite system could not be permitted once sewer is available (OAR 340-071-0160(4)).

Deschutes County Building Division, Krista Appleby, June 4, 2025 Comments

OAR 650 is applicable to Recreation Parks & Organizational Camps. Per OAR 918-650-0005(12) definition of 'recreational vehicle park' falls under the Recreation Park requirements. Referenced Table attached as PDF.

Among other [requirements in] OAR 650, toilets are required – see clip below. Referenced Table 3-RV is attached as PDF.

Building Codes Division - Chapter 918

Division 650
RECREATION PARKS AND ORGANIZATIONAL CAMPS

918-650-0050
Toilets

(1) Toilet facilities must be provided in every recreation park or organizational camp. They must be convenient and accessible and must be located within 500 feet of any recreational vehicle space or camping site not provided with an individual toilet facility or sewer connection.

EXCEPTION: The requirement for toilets in picnic parks, campgrounds and organizational camps may be waived by the regulating authority for areas not accessible by road.

(2)(a) Sanitary facilities must be as required in Table 3-RV;

(b) Toilet Bowls. Toilet bowls for public use must be elongated bowls with open-front seats. Any room with flush toilets must be provided with a floor drain as required in the **Oregon Plumbing Specialty Code**;

(c) Signs. Toilets must either be marked for the designated sex or be provided with a privacy lock. If not apparent, the location of toilets must be indicated by appropriate direction signs;

(d) Flush Toilets and Showers. Flush toilets and showers and the buildings containing them must be constructed in accordance with the State Building Code;

(e) Unisex Toilets. Toilet facilities designed to serve an occupant load of 15 persons or less may serve both sexes. Such toilet facilities must be equipped with a urinal.

(3) Nonwater-Carried Toilets. Nonwater-carried toilets, including, but not limited to, chemical or vault toilets or pit privies, must be constructed and located in accordance with the requirements of the Department of Environmental Quality.

Deschutes County Building Division, Randy Scheid, April 3, 2025 Comments

The Deschutes County Building Safety Divisions code mandates that Access, Egress, Setbacks, Fire & Life Safety, Fire Fighting Water Supplies, etc. must be specifically addressed during the appropriate plan review process with regard to any proposed structures and occupancies.

Accordingly, all Building Code required items will be addressed, when a specific structure, occupancy, and type of construction is proposed and submitted for plan review.

918-650-0010
Scope and Purpose

(1) OAR chapter 918, division 650 establishes minimum safety standards for the design and construction of recreation parks and organizational camps as authorized in ORS 455.680.
(2) These rules establish design and construction requirements for recreation parks and organizational camps for the purpose of protecting the life, health, safety and welfare of persons using these facilities.
EXCEPTIONS:
1- These rules do not apply to parking areas offering access to beaches, marinas, boat ramps, piers, ski areas, rivers, trails and similar facilities, where no recreational vehicle utility connections are provided.
2- The area development permit does not include permits or related fees for buildings, mobile home setups, mechanical, plumbing or electrical systems, boiler, or elevators, or permits required by other agencies.
Statutory/Other Authority: ORS 455.020, 455.110 & 455.680
Statutes/Other Implemented: ORS 455.680
History:
BCD 26-2011, f. 9-30-11, cert. ef. 10-1-11
BCA 10-1987, f. & ef. 9-18-87, Renumbered from 814-029-0050

<u>918-650-0020</u>
Permit Required
No person may establish or enlarge the facilities of any recreation park or organizational camp or do any construction within the recreation park or organizational camp or cause the same to be done without first obtaining all required permits from the building official and paying the prescribed permit fees. Multiple permits may be required when the proposed work involves two or more code areas (i.e., structural, electrical, plumbing, or mechanical).
EXCEPTION: Applications for permits, submission of plans and payment of fees are not required for additions, alterations, relocation and maintenance of picnic tables, play equipment, fire pits and similar facilities in existing parks.
Statutory/Other Authority: ORS 455.020, 455.110 & 455.680
Statutes/Other Implemented: ORS 455.680
History:
BCD 26-2011, f. 9-30-11, cert. ef. 10-1-11
BCA 10-1987, f. & ef. 9-18-87, Renumbered from 814-029-0065

<u>The following agencies did not respond to the notice</u>: Bend Fire Department, Deschutes County Assessor, Deschutes County Road Department, Laidlaw Water District, Oregon Department of Transportation, and Tumalo Irrigation District.

PUBLIC COMMENTS: The Planning Division mailed notice of the application to all property owners within the TUC Zone and within a 250-foot buffer around the TUC Zone on April 3, 2025. As of the date of this staff report, 62 comments have been submitted by members of the public in opposition to the proposal. Concerns raised in the public comments included:

- Impacts to neighborhood livability and the transient nature of RV park residents.
- The density of an RV park being incompatible with the rural nature of Tumalo.

- Increased traffic and whether the local roads are sufficient to accommodate RV's.
- Lack of existing sewage facilities to treat the wastewater from an RV park.
- Whether the Text Amendment conflicts with the Tumalo Community Plan, which was updated in 2024.
- Impacts to natural resources such as the nearby section of the Deschutes River.
- Whether the proposal is necessary given the nearby facilities at Tumalo State Park.

NOTICE REQUIREMENT: On May 15, 2025, the Planning Division mailed a Notice of Public Hearing to all property owners within the TUC Zone and within 250 feet of the TUC Zone, as well as to public agencies. A Notice of Public Hearing was published in the Bend Bulletin on Sunday, May 18, 2025. Notice of the first evidentiary hearing was submitted to the Department of Land Conservation and Development on May 12, 2025.

REVIEW PERIOD: According to Deschutes County Code 22.20.040(D), the review of the proposed quasi-judicial Text Amendment application is not subject to the 150-day review period.

III. FINDINGS & CONCLUSIONS

Amendments

The Applicant proposes to amend section 18.67.040 of Deschutes County Code to allow RV parks as a new conditional use within the TUC Zone. The amendments also set forth standards for new RV parks within the zone, including specific wastewater standards. Currently, wastewater disposal within RV parks is regulated by DCC 18.128.170, which are conditional use standards that apply to all zones governed by Title 18. DCC 18.128.170(D) requires each RV space to be provided with piped potable water and sewage disposal service. The relevant text of the proposed amendments is copied below, and it would allow the developer of an RV park to only provide sewage disposal service once a sewer district is able and willing to serve the property. The full text of the proposed amendments is included as Exhibit 1.

J. Additional Standards for Recreational Vehicle Parks

…

2. Compliance with DCC 18.128.170.

A. For sewage disposal service and laundry facilities only, Recreational Vehicle Parks in the Tumalo Commercial District shall not be required to comply with DCC 18.128.170(D) and (J) until a sewer district is willing and able to provide service to the proposed project. The County may include conditions of approval requiring Recreational Vehicle Parks to provide sewer connection to each recreational vehicle space and to provide laundry facilities as outlined in DCC 18.128.170(J) once sewer service is available from a sewer district.

Staff notes that agency comments from the Deschutes County Onsite Wastewater Division and

Deschutes County Building Division raise questions about the facilities that would be required under the proposed amendments. Though it is not an applicable land use approval criterion, comments from Building Division staff cite concerns regarding compliance with State Building Code if toilet facilities are not provided within an RV park. Staff notes these concerns would be addressed at the time a specific development proposal is submitted. However, staff asks the Hearings Officer to address these comments as they see fit and as they pertain to applicable approval criteria.

Title 18 of the Deschutes County Code, County Zoning

Chapter 18.136, Amendments

Section 18.136.010, Amendments

DCC Title 18 may be amended as set forth in DCC 18.136. The procedures for text or legislative map changes shall be as set forth in DCC 22.12. A request by a property owner for a quasi-judicial map amendment shall be accomplished by filing an application on forms provided by the Planning Department and shall be subject to applicable procedures of DCC Title 22.

FINDING: The Applicant, as the property owner, has requested a quasi-judicial Text Amendment and filed the corresponding application. The Applicant has filed the required land use application forms for the proposal. The application will be reviewed utilizing the applicable procedures contained in Title 22 of the Deschutes County Code.

DCC 22.04.020 includes the following definition:

> "Quasi-judicial" zone change or plan amendment generally refers to a plan amendment or zone change affecting a single or limited group of property owners and that involves the application of existing policy to a specific factual setting. (The distinction between legislative and quasi-judicial changes must ultimately be made on a case-by-case basis with reference to case law on the subject.)

The subject application is not a request to change the zoning or Comprehensive Plan designation of the subject property. However, as described below, the quasi-judicial process of a Comprehensive Plan Amendment is the most applicable guidance regarding Text Amendments that are not squarely legislative. Therefore, staff includes the definition of a quasi-judicial process above for reference and also addresses the provisions of DCC 22.28.030, regarding final action on Comprehensive Plan amendments. The application materials include the following analysis of the process for the subject Text Amendment:

> The subject text amendment application is not an application for a quasi-judicial map amendment, as this text amendment will not alter the County's zoning map if it is approved. Existing case law and the DCC allow for flexibility where text amendments may be processed

as quasi-judicial or legislative. *See Strawberry Hill 4 Wheelers v. Benton County*, 287 Or 591 (1979).

Strawberry Hill 4 Wheelers sets forth certain factors determining when applications are quasi-judicial or legislative: (1) the process is bound to result in a decision; (2) the decision is bound to apply preexisting criteria to concrete facts; and (3) the action is directed at a closely circumscribed factual situation or a relatively small number of persons. *Id*. The more definitely the questions are answered in the negative, the more likely the decision under consideration is a legislative land use decision. *Id*. Each of the factors must be weighed, and no single factor is determinative. *Id*.

Here, the subject text amendment application satisfies the first prong as the process is bound to result in a decision. Either the Text Amendment will be approved or denied. The second factor is also answered in the positive because the proposed text amendment applies preexisting criteria from the applicable provisions of the DCC and the Statewide Land Use Planning Goals to concrete facts i.e., whether the proposed amendments meet those criteria. Last, and most strongly, the third factor is answered in the positive. The proposed text amendment applies to a closely circumscribed factual situation and a small number of persons. The TuC District itself only applies to a small geographic area of the unincorporated community of Tumalo. Narrowing the scope even more, the text amendment will then only apply to parcels in the TuC District that are adjacent to Hwy 20, under common ownership, and collectively between 2 and 5 acres in size. The land use consequences are disproportionately concentrated on a relatively small pool of persons (if not only the Applicant), as opposed to a larger region or the general population, therefore a quasi-judicial procedure is the correct option according to the existing case law. *Id*.; *Van Dyke v. Yamhill County*, __ Or LUBA __ (LUBA No 2018-61, Dec 20, 2018) (slip op at 4).

Indeed, this is also consistent with the DCC itself. “Legislative changes” are defined as those that “generally involve broad public policy decisions that apply to other than an individual property owner. These include, without limitation, amendments to the text of the comprehensive plans, zoning ordinances, or the subdivision or partition ordinance and changes in zoning maps not directed at a small number of property owners.” *See* DCC 22.04.020. The DCC also defines “legislative” as “a planning or zoning action resulting in a general rule or policy which is applicable to an open class of individuals or situations.” *See* DCC 18.04.030. By design, the subject text amendment application only applies to a narrow scope of properties in a zoning district that is unique to Tumalo and not applicable elsewhere in the entire county. Based on the *Strawberry Hill 4 Wheelers* factors, this is a quasi-judicial application and not a legislative application.

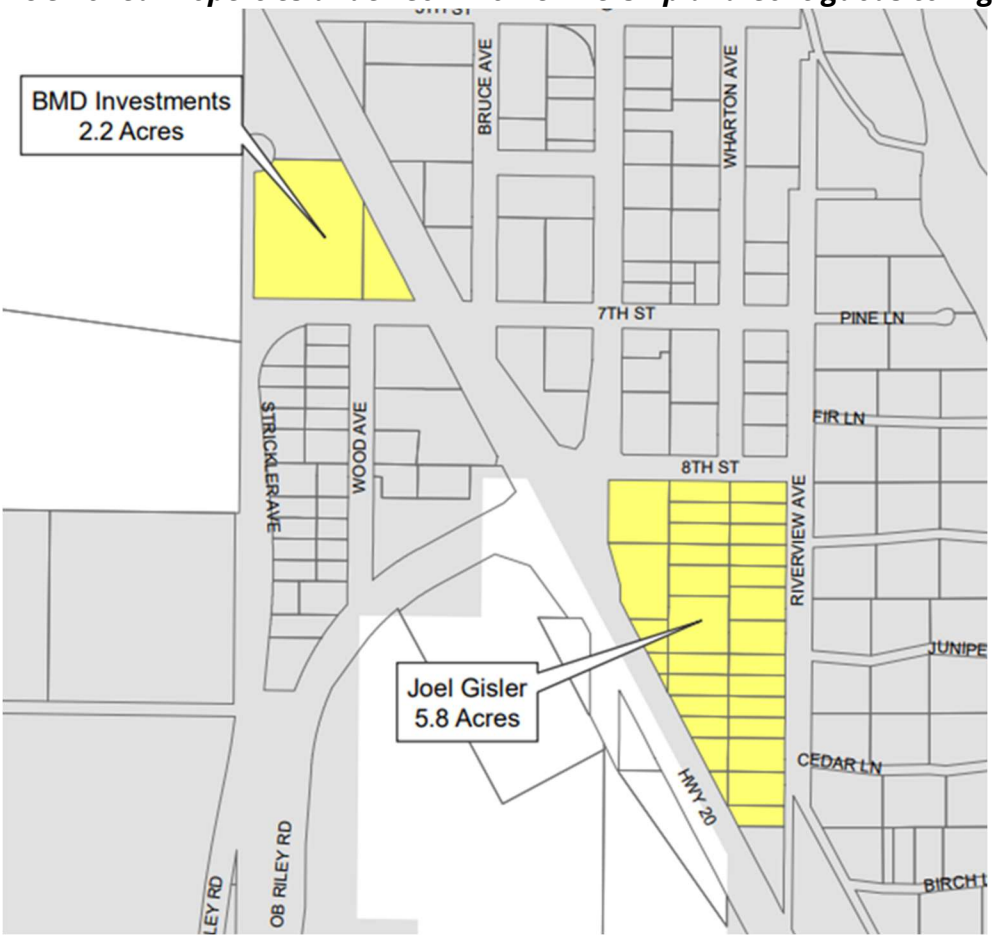
Recently, the Planning Commission used this exact reasoning as part of its basis to recommend that the Board of County Commissioners deny a proposed text amendment to allow mini-storage use in the MUA-10 zone along Highway 20. The Planning Commission recommended denial after specifically determining that the proposed text amendment only affected a small number of parcels and therefore, in the Planning Commission’s opinion, should have been proposed as a quasi-judicial text amendment. Subsequently, the Board of

> County Commissioners apparently agreed with the Planning Commission and denied this application. *See* County Planning File No. 247-24-000044-TA.
>
> Although clearly a quasi-judicial application, DCC Chapter 22.24 does not include specific provisions governing the proposed quasi-judicial text amendment. The closest comparison is a quasi-judicial zone change or plan amendment, and the Applicant accordingly recommends that the County utilizes the procedures governing such applications in this matter. Notably, those procedures require a public hearing in front of the Hearings Officer with a decision issued thereafter. See DCC. 22.24.020. DCC 22.24.030 sets forth the basic notice requirements for the hearing. Notably, DCC 22.28.030(A) and (B) clarify that the Board of County Commissioners then adopts the Hearings Officer's decision without further argument or testimony unless a separate appeal of that decision is filed.

Staff agrees with the applicant's analysis of *Strawberry Hill 4 Wheelers* and notes the subject application will result in a decision, utilizes preexisting criteria, and will impact a limited number of properties.

Deschutes County staff conducted a preliminary analysis to identify the properties in the TUC Zone that may be potentially eligible for an RV park under the proposed amendments. This analysis identified properties in the TUC Zone that consist of parcels under common ownership which are two-to-five acres in size and contiguous to Highway 20. The results of this analysis are shown in the figure below and identify two properties that may potentially be eligible for an RV park under the proposed Code language. Staff notes this analysis is only intended to identify the number of properties impacted by the proposed amendments, and does not guarantee the eligibility or development potential of the identified properties.

Figure 1: TUC-Zoned Properties under Common Ownership and Contiguous to Highway 20



Based on the findings above, the subject request will impact the development potential of approximately two properties. Therefore, staff finds the subject request complies with the third component of the Strawberry Hill 4 Wheelers test and may be categorized as quasi-judicial based on the small number of persons who will be affected.

When the factors above are considered in combination, staff finds they indicate the subject Text Amendment is appropriately subjected to a quasi-judicial process. For these reasons, staff finds the request meets the three-part test outlined in *Strawberry Hill 4 Wheelers* as well as the intent of a quasi-judicial process.

Title 22 of the Deschutes County Code, Development Procedures Ordinance

Chapter 22.12, Legislative Procedures

Section 22.12.010, Hearing Required

No legislative change shall be adopted without review by the Planning Commission and a public hearing before the Board of County Commissioners. Public hearings before the Planning Commission shall be set at the discretion of the Planning Director, unless

otherwise required by state law.

FINDING: As described above, staff finds the subject request is a quasi-judicial Text Amendment. However, the procedural steps will be similar to those of previous quasi-judicial Text Amendments, where Hearings Officers have determined that they also carry the qualities of a legislative act. The subject amendments will be adopted through an ordinance, consistent with the process for a legislative amendment. The Planning Director has exercised their discretion not to set a hearing before the Planning Commission.

Section 22.12.020, Notice

A. Published Notice.
- ***1. Notice of a legislative change shall be published in a newspaper of general circulation in the county at least 10 days prior to each public hearing.***
- ***2. The notice shall state the time and place of the hearing and contain a statement describing the general subject matter of the ordinance under consideration.***

B. Posted Notice. Notice shall be posted at the discretion of the Planning Director and where necessary to comply with ORS 203.045.

C. Individual Notice. Individual notice to property owners, as defined in DCC 22.08.010(A), shall be provided at the discretion of the Planning Director, except as required by ORS 215.503.

D. Media Notice. Copies of the notice of hearing shall be transmitted to other newspapers published in Deschutes County.

FINDING: Notice of the proposed Text Amendment was published in the Bend Bulletin. Staff mailed a Notice of Application and a subsequent Notice of Public Hearing to property owners within the TUC Zone and within 250 feet of the TUC Zone. At the discretion of the Planning Director, posted notice was not required since the subject request is not property-specific. Staff notes a future application to develop an RV park on a specific property would require posted notice pursuant to DCC 22.24.030(B).

Section 22.12.030, Initiation Of Legislative Changes

A legislative change may be initiated by application of individuals upon payment of required fees as well as by the Board of Commissioners or the Planning Commission.

FINDING: The applicant has submitted the required fees and requested a Text Amendment. Staff finds the applicant is granted permission under this criterion to initiate a legislative change and has submitted the necessary fee and materials.

Section 22.12.040, Hearings Body

A. The following shall serve as hearings or review body for legislative changes in this order:

1. ***The Planning Commission.***
2. ***The Board of County Commissioners.***

FINDING: As described above, the subject application meets the definition of a quasi-judicial application. For this reason, this application was referred to a Hearings Officer rather than the Planning Commission for a recommendation. The adoption of the proposed text amendments will follow a legislative process because it must be approved by the Board. For the purpose of this criterion, staff notes the application has properties of both a quasi-judicial and legislative amendment.

B. Any legislative change initiated by the Board of County Commissioners shall be reviewed by the Planning Commission prior to action being taken by the Board of Commissioners.

FINDING: The subject application was not initiated by the Board. Staff finds this criterion does not apply.

Section 22.12.050, Final Decision

All legislative changes shall be adopted by ordinance.

FINDING: Staff finds this criterion requires action by the Board to effect any legislative changes to Deschutes County Code. If the proposed Text Amendment is approved, it will become effective through the Board adoption of an ordinance.

Chapter 22.28, Land Use Action Decisions

Section 22.28.030, Decision On Plan Amendments And Zone Changes

A. Except as set forth herein, the Hearings Officer or the Planning Commission when acting as the Hearings Body shall have authority to make decisions on all quasi-judicial zone changes and plan amendments. Prior to becoming effective, all quasi-judicial plan amendments and zone changes shall be adopted by the Board of County Commissioners.

B. In considering all quasi-judicial zone changes and those quasi-judicial plan amendments on which the Hearings Officer has authority to make a decision, the Board of County Commissioners shall, in the absence of an appeal or review initiated by the Board, adopt the Hearings Officer's decision. No argument or further testimony will be taken by the Board.

FINDING: As detailed above, staff finds the proposal should be viewed as a quasi-judicial plan amendment. For this reason, staff finds these criteria apply. This application is being referred to a Hearings Officer for a decision. If an appeal is not filed and the Board does not initiate review, the Board shall adopt the Hearings Officer's decision as the decision of the county.

C. Plan amendments and zone changes requiring an exception to the goals or concerning lands designated for forest or agricultural use shall be heard de novo before the Board of County Commissioners without the necessity of filing an appeal, regardless of the determination of the Hearings Officer or Planning Commission. Such hearing before the Board shall otherwise be subject to the same procedures as an appeal to the Board under DCC Title 22.

FINDING: The subject Text Amendment does not require a goal exception and does not concern lands designated for forest or agricultural use. For this reason, a de novo hearing before the Board is not required.

D. Notwithstanding DCC 22.28.030(C), when a plan amendment subject to a DCC 22.28.030(C) hearing before the Board of County Commissioners has been consolidated for hearing before the hearings Officer with a zone change or other permit application not requiring a hearing before the board under DCC 22.28.030(C), any party wishing to obtain review of the Hearings Officer's decision on any of those other applications shall file an appeal. The plan amendment shall be heard by the Board consolidated with the appeal of those other applications.

FINDING: No other application is being consolidated with the subject Text Amendment. Staff finds this criterion does not apply.

Deschutes County Comprehensive Plan

FINDING: The Applicant identified the following Comprehensive Plan policies as relevant to the subject proposal. The identified sections of the Comprehensive Plan and the Applicant's responses are included below:

Chapter 3: Rural Growth

Section 3.4: Rural Economy Policies

Goal 1: Maintain a stable rural economy, compatible with rural lifestyles and a healthy environment.

Policy 3.4.1: Promote rural economic initiatives, including home-based businesses, that maintain the integrity of the rural character and natural environment. a. Review land use regulations to identify legal and appropriate rural economic development opportunities.

a. Review land use regulations to identify legal and appropriate rural economic development opportunities.

RESPONSE: The proposed amendment is consistent with the County's mandate to review land use regulations to identify legal and appropriate economic development opportunities. This amendment provides a new rural economic development opportunity within specific areas of the TuC District while maintaining the integrity of the rural character and natural environment by requiring conditional use approval and expressly limiting where in the TuC District RV Parks can be located.

Policy 3.4.2: Work with stakeholders to promote new recreational and tourist initiatives that maintain the integrity of the natural environment.

RESPONSE: Allowing RV Park development in certain areas of the TuC District will support new and existing recreational and tourist initiatives in the area. Such RV Park development is consistent with maintaining the integrity of the natural environment as it provides for less permanent building and changes to the existing landscape than several other uses permitted within the TuC District.

Policy 3.4.7: Within the parameters of State land use regulations, permit limited local-serving commercial uses in higher-density rural communities.

RESPONSE: Approval of the subject application will allow for a new local-servicing commercial use in higher-density rural communities located in close proximity to adjacent state highways. Visitors of the any potential RV Parks in the TuC District bring additional customers and revenue to other businesses in the TuC District.

Section 3.5: Natural Hazard Policies

Goal 1: Protect people, property, infrastructure, the economy and the environment from natural hazards.

RESPONSE: This goal is met. Any RV Parks created via a conditional use permit within the TuC District will provide for a development that protects people, property, infrastructure, the economy from natural hazards.

The County itself recently commissioned a feasibility study that specifically found "A scarcity of camping opportunities in Central Oregon, including for recreational vehicles (RV), not only reduces total visitation but also contributes to increased dispersed camping in undeveloped forestland and along roads. While visitation and population have both rapidly grown over recent decades, there has been no corresponding increase in camping capacity. This, in turn, results in added forest maintenance and damage to natural habitats, such as sanitation issues, problems with trash management, and increased fire risk." Exhibit 1 at page 1. That statement from the County's own study speaks directly to this Goal.

Stated simply, there is a serious demand for additional RV Parks within Deschutes County and the current lack thereof presents significant issues that can most directly be addressed by providing more RV Parks and campgrounds. In fact, per local news coverage of recent

County Commissioner meetings where the above-mentioned feasibility study was the focus of deliberations, the Commissioners noted there is an "incredible demand" for more RV Parks, and that very few, if any, have been built in the past 40 years in Deschutes County. See Exhibit 2 (news article).

Further, County Planning staff previously included in its 2022-2023 annual work plan an update regarding RV park opportunities, but appeared to stop short of exploring whether existing County zoning may be the main obstacle to developing more RV Parks. See Exhibit 3 at page 34. Examining existing zoning closely, this appears to be true. In Tumalo, potential for development of any RV Parks has effectively been prohibited due to the historical limitation that no RV Parks are allowed if they were not in existence before 1979. The Applicant's own research suggests that this limitation was originally put in place because of the lack of central sewer services in the area, a concern that is likely to be address in Tumalo in the near future. However, even if that now-dated historical limitation were removed, other applicable conditional use standards in DCC chapter 18.128 make it very difficult for any new RV Parks to be feasible in Tumalo or elsewhere in the County. This proposed Text Amendment seeks to resolve these issues, at least for several properties within the TuC District. (The Applicant has no objection to the County addressing these concerns with a broader text amendment, but specifically limits the subject applicant to only the TuC District as the subject application is applicant-initiated and intended to be quasi-judicial.)

On a more local level in Tumalo itself, the County's feasibility study cites data from the Oregon Parks and Recreation Department showing the nearby Tumalo State Park frequently reaches close to its 100% capacity which further exacerbate the issues outlined above. Exhibit 1 at page 10. The area proposed to be affected by the Text Amendment will specifically provide opportunities to help mitigate these issues and ease some of the high volume of visitors at Tumalo State Park that may cause capacity issues.

Chapter 4: Urban Growth Management

Section 4.9: Rural Service Center Policies.

Policy 4.9.11: Recreational vehicle or trailer parks and other uses catering to travelers shall be permitted.

RESPONSE: While Tumalo itself is no longer characterized as a "Rural Service Center" by the County, its TuC District shares many similarities. The Comprehensive Plan defines Rural Service Centers as "an unincorporated community consisting primarily of commercial or industrial uses providing goods and services to the surrounding rural area or persons traveling through the area, but which also includes some permanent residential dwellings." While Tumalo is more broadly defined as a "Rural Community," its TuC District is in essence a concentrated Rural Service Center with its purpose (as proposed to be amended) being to provide commercial uses providing goods and services to the surrounding rural area or persons traveling through the area. The Comprehensive Plan explicitly mandates that RV Parks catering to travelers shall be permitted in Rural Service Centers and naturally they shall

also be in the TuC District due to the aligned purposes of the two rural districts.

This is why the proposed Text Amendment seeks to amend the TuC District's purpose statement. The County Commissioners past actions and comments align with allowing uses in the TuC District that further this policy goal as set forth in state rules. OAR 660.022.0010(7) (defining Rural Community as "an unincorporated community which consists primarily of permanent residential dwellings but also has at least two other land uses that provide commercial, industrial, or public uses (including but not limited to schools, churches, grange halls, post offices) to the community, the surrounding rural area, or to persons traveling through the area.")

In reality, there are hundreds of thousands of people that travel through Tumalo each year and the numbers will likely keep increasing. Hwy 20 is the major highway travelers use when travelling to Tumalo State Park, between Sisters and Bend, and to other attractions in this portion of Deschutes County. Being adjacent to Hwy 20, the TuC is the zoning district within Tumalo that most practically should include the purpose of serving the travel needs of people passing through the area.

Arguably more than any other use, an RV Park clearly "serves the travel needs of people passing through the area" by providing lodging and access to other recreational and commercial opportunities in the Tumalo area. The proposed Text Amendment finally brings the TuC District into consistency with this policy.

FINDING: Staff requests the Hearings Officer amend these findings as they see fit, and determine whether the Applicant has demonstrated compliance with applicable Comprehensive Plan provisions.

Appendix B- Tumalo Community Plan

RV Parks in the Tumalo Community Plan

FINDING: As detailed in the record, there are several public comments which point out that the Tumalo Community Plan does not appear to contemplate an RV park. Consequently, members of the public argue the proposed text amendment does not conform to the Tumalo Community Plan. Staff asks the Hearings Officer to determine whether these objections are relevant.

Economic Development Goal

Retain the economic vibrancy of Tumalo's historic core and industrial areas while providing economic development opportunities that are compatible with the small town rural character of the community.

Economic Development Policies

Policy 4: Support economic development initiatives and tourism in the Tumalo area.

FINDING: Staff finds the proposed use is consistent with this policy of the Tumalo Community Plan. As detailed in the application materials, allowing an RV park as a conditional use in the TUC Zone would provide economic opportunities within the unincorporated community and would support tourism by expanding lodging options.

> ***Policy 5: Allow for existing and future uses without producing adverse effects upon water resources or wastewater disposal. Coordinate with relevant agencies to ensure industrial uses meet requirements for water availability and wastewater disposal.***

FINDING: As described herein, the proposed amendments would create new wastewater standards that only apply to RV parks within the TUC Zone. Specifically, the amendments would not require a property owner to provide laundry facilities or a sewer connection to each RV space until a sewer district is willing and able to provide service. In the interim, it appears to staff that the proposed amendments would allow an RV park to commence operations before sewer connections are established. Staff asks the Hearings Officer to make findings regarding the proposed amendments regarding wastewater disposal within RV parks in the TUC Zone, and whether this future use would have an adverse impact upon water resources or wastewater disposal.

Staff notes that an RV park is not an industrial use, and the proposed amendments are therefore not subject to the second part of this policy.

OREGON ADMINISTRATIVE RULES CHAPTER 660, LAND CONSERVATION AND DEVELOPMENT DEPARTMENT

Division 22, Unincorporated Communities

OAR 660-022-0030 Planning and Zoning of Unincorporated Communities

(4) County plans and land use regulations may authorize only the following new commercial uses in unincorporated communities:

(c) Uses intended to serve the community and surrounding rural area or the travel needs of people passing through the area.

FINDING: The proposed amendments would create a new use within the unincorporated community of Tumalo, and is therefore subject to these provisions. The application materials state that an RV park would serve the travel needs of people passing through the area. Staff finds the proposed commercial use may be authorized within an unincorporated community.

(8) Zoning applied to lands within unincorporated communities shall ensure that the cumulative development:

(A) Will not result in public health hazards or adverse environmental impacts that violate state or federal water quality regulations; and

(B) Will not exceed the carrying capacity of the soil or of existing water supply resources and sewer services.

FINDING: Any future development of an RV park within the TUC Zone would be subject to review by the Deschutes County Onsite Wastewater Division and/or the Department of Environmental Quality to ensure that wastewater disposal complies with applicable state standards. As described above, comments from the Deschutes County Onsite Wastewater Division indicate concerns regarding the ability of the Applicant's property to obtain an onsite wastewater (septic) permit. The proposed amendments would allow a property owner to establish an RV park and wait to install sewage disposal until a sewer district is able to serve the property. Staff notes the capacity of the sewer district would be addressed at the time a development proposal is submitted for a specific property. However, staff finds it may also be relevant in addressing these criteria and determining whether the proposed use would have a cumulative impact that exceeds the capacity of the sewer system or the carrying capacity of the soil. Staff asks the Hearings Officer to make specific findings for this section.

Division 12, Transportation Planning

OAR 660-012-0060 Plan and Land use Regulation Amendments

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(b) Change standards implementing a functional classification system; or

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

FINDING: This above language is applicable to the proposal because it involves an amendment to a land use regulation, specifically the permitted uses within the TUC Zone. The proposed amendment would allow an RV park as a conditional use on properties that are two-to-fives acres in size and contiguous to Highway 20. While the Applicant is not proposing any land use development of a specific property at this time, the application materials indicate the intent is follow the Text Amendment with a subsequent Conditional Use Permit application to establish an RV park.

The submitted application materials include a traffic memorandum dated January 8, 2025, prepared by Joe Bessman of Transight Consulting LLC. The traffic memo analyzes a vacant parcel owned by the Applicant, which consists of 19 adjacent tax lots in the TUC Zone, and would potentially be eligible for development of an RV park under the amendments. The memo compares the uses that are currently permitted in the TUC Zone to an RV park to determine whether there would be a significant increase in trip generation with the new use category. As the memo notes, the TUC Zone currently allows for a range of commercial uses such as eating and drinking establishments, retail, and small office buildings.

> Based on comparison of current allowable uses within the TuC zoning, the addition of RV park reflects a lower-intensity use. Accordingly, the proposed text amendment does not have the potential to create a significant impact on the transportation system…
>
> Key findings of this Transportation Planning Rule analysis that would allow RV parks as a conditional use within the Tumalo Commercial (TuC) zoning includes the following:
> - The proposed text amendment would conditionally allow an RV Park on 19 contiguous lots currently zoned TuC within the unincorporated Tumalo community.
> - With a reduction in trips compared to allowable uses, a comparative analysis would show that all surrounding intersections and corridors will operate better with the text amendment, and a significant impact does not occur.
> - While the siting of the RV Park complies with the comparative analysis required to satisfy the Transportation Planning Rule, future entitlements will need to assess the net system impacts as required by DCC 18.116.310. This analysis will need to demonstrate that adequate system capacity is available to serve these uses.

The traffic memo was reviewed by the County Senior Transportation Planner, who agreed with the report's conclusions. Staff finds that the proposed Text Amendment will be consistent with the identified function, capacity, and performance standards of the County's transportation facilities in the area. The proposed amendments will not change the functional classification of any existing or planned transportation facility or change the standards implementing a functional classification system. The County Transportation Planner provided the following comments in an email dated April 14, 2025:

I have reviewed the application materials for potential Transportation Planning Rule (TPR) OAR 660-012 effects, including the applicant's transportation memorandum produced by Transight Consulting, LLC, (dated January 8, 2025) and I agree with its assumptions, methodology, and conclusions. The memorandum adequately addresses reasonable worst case scenario analysis through a comparison of the existing outright allowed uses (utilizing ITE category 822 for Strip Retail Plaza as an aggregate category encompassing eating/drinking establishments, small retail, and offices each totaling less than 10,000 square-feet) to the proposed Campground/RV Park (ITE 416) use and ultimately concludes that no significant impacts will be anticipated with the proposed text amendment. Staff notes that, should the proposed text amendment receive approval, further traffic analysis may be required at the time of future development depending on the future development's vehicle trip generation potential. While the current text amendment does not absorb County road capacity, any future proposal for the development of a Campground/RV Park under the proposed use category must demonstrate compliance with the transportation analysis requirements of DCC 18.116.310, including p.m. peak hour vehicle trips related to System Development Charges (SDCs), mitigations, and adequacy of access.

Based on the County Senior Transportation Planner's comments and the traffic memo prepared by Transight Consulting LLC, staff finds compliance with the Transportation Planning Rule has been effectively demonstrated.

DIVISION 15, STATEWIDE PLANNING GOALS AND GUIDELINES

OAR 660-015, Division 15, Statewide Planning Goals and Guidelines

FINDING: The Statewide Planning Goals and the Applicant's findings are quoted below:

Goal 1: Citizen Involvement

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

RESPONSE: The amendments do not propose to change the structure of the County's citizen involvement program. Notice of the proposed amendments will be provided in accordance with the requirements of the DCC. The public hearing on this application will provide the opportunity for any resident to participate in the land use process. Goal 1 is met.

Goal 2: Land Use Planning

Part I – Planning. To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

RESPONSE: Goals policies, and processes related to this application are included in the Deschutes County Comprehensive Plan, Title 23, and Deschutes County Code, Title 18 and Title 22. Compliance with these processes, policies, and regulations are documented within the subject application. Goal 2 is met.

Goal 3: Agricultural Lands

To preserve and maintain agricultural lands.

RESPONSE: No lands will be rezoned as part of this application, furthering the purpose of Goal 3. The purpose of TuC District, as proposed to be amended, is to "allow a range of limited commercial and industrial uses to serve the community and surrounding area or the travel needs of people passing through the area." Tumalo does not contain any lands with the Comprehensive Plan designation of Agriculture nor the zoning designation of Exclusive Farm Use (EFU). Goal 3 is met.

Goal 4: Forest Lands

To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

RESPONSE: The amendments do not propose to rezone or alter forest lands. Further, there are no lands designated Forest, either by Comprehensive Plan or DCC 18.67, within or abutting Tumalo. Goal 4 is met.

Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

To protect natural resources and conserve scenic and historic areas and open spaces.

RESPONSE: The properties potentially affected by the proposed Text Amendment are not located in the Landscape Management Overlay Zone for the Hwy 20 corridor as that zone specifically does not overlay the TuC District. Several properties in the TuC District, however, are within 660 feet of the ordinary high-water mark of the Deschutes River such that those properties are then within that Landscape Management Overlay Zone. Nevertheless, the subject Text Amendment does not introduce a new conflicting use to the Landscape Management Overlay Zone thereby requiring an economic, social, environmental, and energy ("ESEE") analysis. As noted above, historic RV Parks have always been allowed within the TuC District. Importantly, the proposed Text Amendment does not alter or change that any proposed RV Park on properties within the Landscape Management Overlay Zone will still be required to fully comply with DCC Chapter 18.84. Goal 5 is met.

Goal 6: Air, Water and Land Resources Quality

To maintain and improve the quality of the air, water and land resources of the state.

RESPONSE: The proposed text amendment will not impact the quality of the air, water, or land resources. Goal 6 is met.

Goal 7: Areas Subject to Natural Disasters and Hazards

To protect people and property from natural hazards.

RESPONSE: To the extent that lands in the TuC District are in areas subject to natural disasters and hazards, the subject application will serve to mitigate the risk of harm from such disasters on the property of Deschutes County citizens via the conditional use permit process and applicable codes and standards. Goal 7 is met.

Goal 8: Recreational Needs

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

RESPONSE: While Goal 8 itself is most often discussed in relation to destination resorts, it more broadly directs local jurisdictions to inventory their existing recreation areas, facilities, and opportunities to determine the existing and future recreational needs of citizens and visitors, and to plan for recreational opportunities in proportion to the demand for them. Development of RV Parks helps satisfy this goal.

As aforementioned herein and as evidenced by the County's own feasibility study, there is a lack of existing RV Parks in Tumalo and its surrounding areas where the existing zoning limits the opportunities for their development despite the well documented and growing demand for such uses. The County itself documented that its existing zoning directly limits where RV Parks may be developed, and the County's existing conditional use requirements in Chapter 18.128 further make such developments not economically feasible. Requiring applicants to provide full amenities such as showers, sewer, and laundry makes RV Parks practically and economically infeasible in most locations throughout the County, and then requires all RV Parks to cater to limited clientele actually seeking such high-end services. Several publicly owned RV Parks, including Tumalo State Park, La Pine State Park, and the County-owned Jefferson County RV Park do not include the full list of amenities that are required for new privately-owned RV Parks in Deschutes County. It is telling that so few RV Parks have recently been developed in Deschutes County, resulting in the County commissioning its own feasibility study as discussed above. The proposed Text Amendment will loosen these requirements to provide new opportunities for RV Parks on at least certain properties in the TuC District. This better satisfies the recreational needs of Deschutes County citizens and visitors by providing for siting of RV vehicles and promoting access to nearby recreational

sites including Tumalo State Park, which is estimated to be more than 200,000 visitors a year according to the Tumalo Community Plan and is increasing annually. Goal 8 is met.

Goal 9: Economic Development

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

RESPONSE: Although the applicability of Goal 9 is debatable in this context, the County's current code provisions governing the TuC District nevertheless clearly do not provide the same economic opportunity as would otherwise be allowed by state rules. Specifically, state rules allow uses in the TuC District that are intended to serve the travel public. DCC 18.67.040's purpose statement notably omits similar language, instead only allowing uses that serve the community and surrounding area. Considering the TuC District's location adjacent to Hwy 20 within the Tumalo community and between Bend and Sisters, omitting uses that also serve the traveling public undeniably then restricts economic development within the district. One clear example of a uses that would otherwise be allowed by state rules and that would otherwise further economic development within the TuC District is an RV park.

Accordingly, the proposed text amendment complies with Goal 9 because it will permit a new and varied economic activity i.e., RV Parks, within the TuC District that will allow property owners within the TuC District an additional opportunity for prosperity. Economic Development Policy 4 of the Tumalo Community Plan is specifically to "Support economic development initiatives and tourism in the Tumalo area" which is exactly what this Text Amendment will do. Goal 9 is met.

Goal 10: Housing

To provide for the housing needs of citizens of the state.

RESPONSE: The subject application does not propose to change to housing. Goal 10 is met, to the extent it is applicable. Further, because Tumalo is classified as a Rural Unincorporated Community under OAR-660-022-0010(7) it is not obligated to fulfill certain housing requirements.

Goal 11: Public Facilities and Services

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

RESPONSE: The proposed text amendment will have no adverse effect on the provision of public facilities and services. In fact, to the extent the Tumalo Basin Sewer District creation moves forward, it can proceed in lockstep with the new opportunities presented by this Text Amendment application. Unless and until a sewer district is installed and functioning,

applicants for RV Parks still should be allowed the opportunity as a business decision to develop and maintain on-site septic systems that are capable of handling the demands of an RV Park with on-site bathrooms and showers. Increased flexibility for RV Park proposals is essential if more are ever to be developed in Deschutes County. Goal 11 is met.

Goal 12: Transportation

To provide and encourage a safe, convenient and economic transportation system.

RESPONSE: The proposed amendment will not impact transportation facilities within the County. The Applicant engaged a traffic engineer, Joe Bessman of Transight Consulting, LLC, who prepared a TPR Analysis (attached as Exhibit 4) and will provide a further Traffic Impact Analysis when future Conditional Use Permit applications for an RV Park are submitted by the Applicant. Among the findings of the TPR is that an "RV park is a much less intense use than what is currently permitted within [the TuC District] and therefore does not create a significant transportation impact. The listing of this use as Conditional will require additional analysis to ensure that the use is consistent with County and State requirements."

Further, allowing properties in the TuC District to be utilized for RV Parks even if accessed off something other than an arterial or collector street clearly provides more development opportunities for RV Parks. Applicants who are capable of meeting all applicable road standards except for being off an arterial or collector road ought to be provided the same development opportunity and RV Parks should not be arbitrarily prohibited in such circumstances. Stated simply, in its current form DCC 18.128.170(O) is blatantly over regulatory because it prohibits RV Parks on properties that could otherwise meet all applicable road standards. Rather than instead requiring compliance with those applicable road standards, DCC 18.128.170(O) elevates access off of an arterial or collector street as a proxy for those road standards. A property not having access off an arterial or collector is an arbitrary requirement that has directly contributed to the lack RV Parks being developed throughout the County.

The County's current policy stance was clarified in a written response received by the Applicant from County staff after requesting a meeting to discuss DCC 18.128.170(O). The email communication is included as Exhibit 6. Rather than meeting to discuss the issue, County staff more directly defended in that written response that DCC 18.128.170(O) in its current form "aligns with transportation planning principles by balancing accessibility, safety, and minimal disruption to surrounding communities." However, County staff also noted that "RV park access and traffic circulation on local roads is not desirable in ***many*** situations" (emphasis added). But something not being desirable in ***many*** situations is not the same thing as not being desirable in *all* situations, confirming then that DCC 18.128.170(O) it its current form is over regulatory. Further, County staff assumed that the only other option would be RV Park access off of local access roads, and failed to address that DCC 18.128.170(O) mandates access off of only arterial or collector streets therefore also prohibiting access off a state highway, for example. More importantly, County staff's written response suggested that although they would be "opposed to eliminating [DCC

18.128.170(O)] outright," County staff suggested that they would not then be opposed to modifying that provision so long as the following listed factors were instead addressed: (1) traffic capacity and flow; (2) geometric design; (3) pavement design; (4) livability impacts on local residents; and (5) accessibility and convenience to amenities and state highways. Although the Applicant questions if the last two aforementioned factors are best addressed as part of traffic and road issues, to honor County staff's recommendation the Applicant, as part of the subject Text Amendment, proposes replacing the currently over regulatory DCC 18.128.170(O)—at least within the TuC District—with the same listed factors recommend by County staff. The intended outcome would be that RV Parks within the TuC District could be approved off of something other than arterial and collector streets after consideration of these factors. The proposed text amendment does not eliminate the purposes of DCC 18.128.170(O) outright as County staff cautioned, rather it provides more flexibility and opportunity for development of RV Parks when the County itself has determined that such uses are severely lacking throughout our community. Stated simply, when the County Commissioners themselves have expressed they want to foster RV Park development throughout the County, any blatantly over regulatory code provision that unnecessarily prohibits RV Parks on otherwise qualifying properties should be re-examined.

As a final comment, the impact of DCC 18.128.170(O) on RV Park development should not be lost on the County. The County's very own feasibility study discussed above identified three properties where the County itself may consider developing an RV Park. Two out of three sites identified by that feasibility study would not meet DCC 18.128.170(O), yet those two sites were not then immediately excluded from further consideration. Specifically, the Crooked River Ranch Site's only means of access is via NW 8th Court, a "Rural Local" road. The Fort Thompson Site's only means of access is off Oregon State Highway 97 which also is not an "arterial or collector street." If pursued further, both aforementioned sites would likely require zone changes and/or text amendments before RV Parks would be viable options. Assuming the County would then pursue legislative amendments allowing RV Parks as conditional uses on those two aforementioned properties, then the County would be in the very same position as the Applicant when it comes to the addressing DCC 18.128.170(O). If the County's intention is to staunchly defend that RV Parks should only be developed on properties with direct access from arterial or collector streets, then presumably the County's own feasibility study would not have wasted resources analyzing two properties that do not meet that overly stringent standard.

Goal 12 is met.

Goal 13: Energy Conservation

To conserve energy.

RESPONSE: The proposed amendment will have a de minimis effect on the provision of public facilities and services. To the extent Goal 13 is applicable, new RV Parks developed in the TuC District will be designed and constructed with best practices for the modern-day construction industry, including energy efficient design standards, as well as the ability to

accommodate vehicles that are of the "van-life" variety and less consumptive than larger traditional RVs of both the motorized and trailer variety.

Goal 14: Urbanization

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

RESPONSE: Goal 14 concerns the provision of urban and rural land uses to ensure efficient use of land and livable communities. The proposed amendment does not amend an urban growth boundary, and RV Parks are permitted as a conditional use in several other rural zones throughout the County. Like the TuC District, these other zones serve rural communities. RV Parks are not exclusively an "urban use" and RV Parks significantly contribute to rural recreational opportunities. The subject application proposes to limit RV Parks to lands in the TuC District that are located in close proximity to the adjacent State Hwy 20, thereby promoting an orderly and efficient transition from rural to urban land use to the extent applicable. Goal 14 is met.

Goals 15-19

RESPONSE: Goals 15 through 19 do not apply (Goal 15 Willamette River Greenway; Goal 16 Estuarine Resources; Goal 17 Coastal Shorelands; Goal 18 Beaches and Dunes; and Goal l9 Ocean Resources).

Staff generally accepts the Applicant's responses and finds compliance with the applicable Statewide Planning Goals has been effectively demonstrated.

IV. CONCLUSION & RECOMMENDATION

Staff requests the Hearings Officer determine if the Applicant has met the burden of proof necessary to justify the proposed Text Amendment through effectively demonstrating compliance with the applicable criteria of DCC Title 18 (the Deschutes County Zoning Ordinance), the Deschutes County Comprehensive Plan, and applicable sections of OAR and ORS.

DESCHUTES COUNTY PLANNING DIVISION

Written by: Audrey Stuart, Associate Planner

Reviewed by: Anthony Raguine, Principal Planner

Attachments: 1) Proposed Text Amendments

Attachment A: Proposed Text Amendments

18.67.040 Commercial (TuC) District

The Tumalo Commercial District is intended to allow a range of limited commercial and industrial uses to serve the community and surrounding area **or the travel needs of people passing through the area.**

A. Permitted Uses. The following uses and their accessory uses are permitted outright and do not require site plan review under DCC 18.124.
   1. A single-unit dwelling or duplex.
   2. A manufactured dwelling subject to DCC 18.116.070.
   3. Type 1 Home Occupation, subject to DCC 18.116.280.
   4. Class I and II road or street project subject to approval as part of a land partition, subdivision, or subject to the standards of DCC 18.67.060 and 18.116.230.
   5. Class III road or street project.
   6. Operation, maintenance, and piping of existing irrigation systems operated by an Irrigation District except as provided in DCC 18.120.050.
   7. Residential home.

B. Uses Permitted, Subject to Site Plan Review. The following uses and their accessory uses are permitted subject to the applicable provisions of DCC 18.67, 18.116, and 18.124:
   1. A building or buildings, none of which exceeds 4,000 square feet of floor area to be used by any combination of the following uses:
      a. Retail or service business.
      b. Eating and/or drinking establishment.
      c. Offices.
      d. A dwelling unit permitted outright or conditionally, in the same building as a use permitted in DCC 18.67.040.
      e. Marijuana wholesaling, office only. There shall be no storage of marijuana items or products at the same location.
   2. Any of the uses listed under DCC 18.67.040 proposing to occupy more than 4,000 square feet of floor area in a building subject to the provisions of DCC 18.67.040(E).
   3. Child care facility and/or preschool.

C. Conditional Uses. The following uses and their accessory uses are permitted subject to the applicable provisions of DCC 18.116, 18.124, and 18.128:
   1. Religious institutions or assemblies.
   2. Bed and breakfast inn.
   3. Type 2 or Type 3 Home Occupation, subject to DCC 18.116.280.
   4. Park.
   5. Public or semi-public building.
   6. Utility facility.
   7. Water supply or treatment facility.
   8. Manufactured dwelling~~/RV park~~ on a lot or parcel in use as a manufactured dwelling park ~~or recreational vehicle~~ park prior to the adoption of PL-15 in 1979 and being operated as of June 12, 1996, as a manufactured dwelling park ~~or recreational vehicle park~~, including any expansion of such uses on the same lot or parcel as configured on June 12, 1996.
   9. The following uses and their accessory uses may be conducted in a building or buildings not to exceed 4,000 square feet of floor area.
      a. Farm equipment, sales, service, or repair.
      b. Trailer sales, service, or repair.

c. Vehicle service or repair.
d. Veterinary clinic.

10. The following uses may be conducted in a building or buildings not to exceed 10,000 square feet of floor area:
    a. Manufacturing or production.
    b. Wholesale sales.
    c. Marijuana retailing, subject to the provisions of DCC 18.116.330.
11. Wireless telecommunications facilities, except those facilities meeting the requirements of DCC 18.116.250(A) or (B).
12. Surface mining of mineral and aggregate resources in conjunction with the operation and maintenance of irrigation systems operated by an Irrigation District, including the excavation and mining for facilities, ponds, reservoirs, and the off-site use, storage, and sale of excavated material.
13. Psilocybin service centers, subject to the provisions of DCC 18.116.380.
14. **Recreational Vehicle Parks.**

D. Use Limitations. The following use limitations shall apply to the uses listed in DCC 18.67.040(C)(10).
    1. Compatibility.
        a. Any use expected to generate more than 50 truck-trailer and/or heavy equipment trips per day to and from the subject property shall not be permitted to locate on a lot or parcel abutting or across a local or collector street from a lot or parcel in a residential district.
    2. Traffic and Parking.
        a. A use that generates more than 20 auto or truck trips during the peak hour of the day to and from the premises shall document with facts that the affected transportation facilities are adequate to serve the proposed use, considering the functional classification, capacity, and level of service of the affected transportation facility.
        b. All parking demand generated by uses permitted by DCC 18.67 shall be accommodated entirely on the premises.

E. Requirements for Large Scale Uses.
    1. All uses listed in DCC 18.67.040(B) may have a total floor area exceeding 4,000 square feet but not greater than 10,000 square feet if the Planning Director or Hearings Body finds:
        a. The use is intended to serve the community and surrounding rural area, or the traveling needs of people passing through the area;
        b. The use will primarily employ a work force from the community and surrounding rural area; and
        c. It is not practical to contain the proposed use within 4,000 square feet of the floor area.
    2. This provision does not apply to uses listed in DCC 18.67.040(C)(10).
    3. For the purposes of DCC 18.67.040, the surrounding rural area is described as the following: extending north to the Township boundary between Townships 15 and 16; extending west to the boundary of the public lands managed by the U.S. Forest Service in T16S-R11E; extending south to the south section lines of T17S-R12E sections 4,5,6 and T17S-R11E sections 1,2,3; and extending east to Highway 97.

F. Design Standards. Ground Floor Windows. The following criteria for ground floor windows apply to new buildings in the TuC district except those uses listed in DCC 18.67.040(C)(10) and any residential use. The provisions of DCC 18.124 also apply.
   1. The windows must be at least 50 percent of the length of the ground level wall area and 25 percent of height of the ground level wall area. Ground level wall area includes all exterior wall area up to nine feet above the finished grade. The window requirement applies to the ground level of exterior building walls which abut sidewalks or streets.
   2. Required window areas shall be either windows that allow views into working areas, lobbies, pedestrian entrances or display windows.

G. Lot Area Requirements. The minimum lot area is 10,000 square feet. In addition, lot area requirements for this district shall be determined by spatial requirements for sewage disposal, required landscaped areas, and off-street parking.

H. Lot Coverage Standards.
   1. Lot Coverage: No lot coverage requirements, provided spatial requirements for parking, sewage disposal, and landscaping are satisfied.
   2. No use listed in DCC 18.67.040(C)(10) that is abutting or across a local or collector from a lot or parcel in a residential district shall exceed 70 percent lot coverage, including outside storage, and off-street parking and loading areas.

I. Setback Standards.
   1. Front Setback. The front setback shall be a maximum of 15 feet, except as otherwise allowed by DCC 18.124.070 (D)(3). The front setback for structures may be reduced, but not increased, to the average setback distance of existing structures on abutting lots or parcels.
   2. Side Setback. No requirement, subject to DCC 18.67.040(I)(4).
   3. Rear Setback. No specific requirement, subject to DCC 18.67.040 (I)(4).
   4. Exceptions to Setback Standards.
      a. Lot line(s) abutting a residential zone. For all new structures or substantial alterations of a structure requiring a building permit, on a lot or parcel abutting a residential district, the setback shall be a minimum of 15 feet. The required setback will be increased by one foot for each foot by which the structure height exceeds 20 feet.
      b. Lot line(s) abutting an EFU zone. Any structure requiring a building permit, on a lot or parcel abutting EFU-zoned land receiving special assessment for farm use, shall have a minimum setback of 100 feet from any shared lot line.

J. Additional Standards for Recreational Vehicle Parks
   1. Recreational Vehicle Parks shall only be allowed on a single parcel or contiguous parcels under common ownership that meet the following requirements:
      a. The area of the parcel(s) proposed for development shall exceed 2 acres but no more than 5 acres;
      b. The parcel(s) shall all be located in a sewer district; and
      c. The single parcel or at least one of the contiguous parcels under common ownership shall be adjacent to State Highway 20.
   2. Compliance with DCC 18.128.170.
      a. For sewage disposal service and laundry facilities only, Recreational Vehicle Parks in the Tumalo Commercial District shall not be required to comply with DCC 18.128.170(0) and (J) until a sewer district is willing and able to provide service to the proposed project. The County may include conditions of approval requiring Recreational Vehicle Parks to provide sewer connection to each

recreational vehicle space and to provide laundry facilities as outlined in DCC 18.128.170(J) once sewer service is available from a sewer district

b. To ensure compliance with DCC 18.128.170(G), Recreational Vehicle Parks in the Tumalo Commercial District shall only provide temporary lodging with no recreational vehicles utilized as permanent "residential dwellings" as that term is used in ORS 197.493.

c. Compliance with DCC 18.128.170(0) requiring that access to a Recreational Vehicle Park shall be from an arterial or collector street shall not be applicable in the Tumalo Commercial District so long as an applicant instead demonstrates that the street providing direct access to the proposed Recreational Vehicle Park shall not be unreasonably impacted. To demonstrate compliance with this standard, an applicant shall address traffic capacity and flow, geometric design, pavement design, livability impacts on local residents, and accessibility and convenience to amenities and state highways.

BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: March 18, 2026

SUBJECT: Consideration of Resolution No. 2026-011, adopting the Deschutes County Transportation Safety Action Plan

RECOMMENDED MOTION:
Move approval of Resolution No. 2026-011.

BACKGROUND AND POLICY IMPLICATIONS:
Deschutes County Road Department has completed an update to the Deschutes County Transportation Safety Action Plan (TSAP). The current Deschutes County TSAP was completed in 2019. This TSAP update was funded by the United States Department of Transportation Safe Streets and Roads for All (SS4A) program. The TSAP includes:

- a network screening of crash data on the County road network for the study period of 2018 through 2022;
- a determination of primary crash types, causes, and locations; and
- mitigation measures to reduce and eliminate fatal and serious injury crashes, including site-specific road improvement projects, systemic road safety countermeasures, and enforcement and education strategies for the County and community partners.

At the March 18th meeting, Road Department staff will give a presentation of the TSAP. Upon conclusion of the presentation, the Board of County Commissioners will consider approving Resolution No. 2026-011 to formally adopt the Deschutes County TSAP.

BUDGET IMPACTS:
None.

ATTENDANCE:
Chris Doty, Road Department Director
Cody Smith, County Engineer/Assistant Road Department Director
Blaine Wruck, Senior Transportation Engineer

REVIEWED

_____
LEGAL COUNSEL

For Recording Stamp Only

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON

A Resolution Adopting the Deschutes County Transportation Safety Action Plan	* * *	RESOLUTION NO. 2026-011

WHEREAS, the Deschutes County Road Department has completed an updated Transportation Safety Action Plan (TSAP), attached as Exhibit "A", for unincorporated Deschutes County that was funded by the United States Department of Transportation Safe Streets and Roads for All (SS4A) program; and

WHEREAS, between 2018 and 2022, out of 2,175 reported vehicle crashes on County roads in unincorporated Deschutes County, 150 crashes resulted in serious injuries and 22 crashes resulted in fatalities; and

WHEREAS, between 2018 and 2022, 24 human lives were lost in crashes on County roads in unincorporated Deschutes County; and

WHEREAS, Deschutes County has set a goal to eliminate all fatal and serious injury crashes on the County road system, with a targeted goal of reducing fatal and serious injury crashes on the County road system by 50 percent by the year 2050; and

WHEREAS, the Deschutes County TSAP includes a list of interdisciplinary actions for implementation by County and community partners to reduce and eliminate fatal and serious injury crashes on the County road system, which include site-specific County road safety improvement projects, systemic County road crash reduction measures, and coordinated regional enforcement and education strategies; now therefore,

BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON, as follows:

Section 1. The Board of County Commissioners adopts the Deschutes County Transportation Safety Action Plan as provided in Exhibit "A".

Section 2. This resolution is and shall be effective from the day of passage.

Dated this _____ of _____, 20__

BOARD OF COUNTY COMMISSIONERS
OF DESCHUTES COUNTY, OREGON

_____
PHIL CHANG, Chair

_____
ANTHONY DeBONE, Vice Chair

ATTEST:

_____
Recording Secretary

_____
PATTI ADAIR, Commissioner

DESCHUTES COUNTY

TRANSPORTATION SAFETY ACTION PLAN

March 2026

RESOLUTION NO. 2026-011

EXHIBIT "A"

ACKNOWLEDGEMENTS

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Cody Smith, PE, County Engineer/ Assistant Director

Blaine Wruck, PE, Senior Transportation Engineer

Safety Working Group

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Mary Overman, Management Analyst, *Deschutes County District Attorney's Office*

Chris Weiler, Operations Officer, *Deschutes County Health Services*

Neil Baunsgard, Member, *Deschutes County Bicycle and Pedestrian Advisory Committee*

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Tyler Deke, Manager, *Bend Metropolitan Planning Organization*

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1 INTRODUCTION

This document is the Deschutes County Transportation Safety Action Plan (TSAP). It replaces the prior version of this plan adopted in 2019. A TSAP helps an agency or community eliminate fatal and serious injury crashes on the transportation system through implementation of both systemic and site-specific countermeasures, as well as multidisciplinary actions. This plan also establishes performance measures to track implementation and progress made toward the County's ultimate goal of zero transportation-related fatalities and serious injuries on the Deschutes County road system. Unlike the 2019 TSAP, which included plans for La Pine, Sisters, and Redmond, this plan focuses exclusively on the county's unincorporated areas to target rural roadway safety needs.

Study Area

Developed in coordination with the Oregon Department of Transportation (ODOT) and other regional partners, this TSAP provides a data-driven framework for decision making and resource allocation to improve transportation safety within unincorporated Deschutes County. While this process evaluated crashes on all public roads in the county, this plan reports safety findings and recommendations for the County's road system (**Figure 1-1**).

Safe System Approach

This TSAP follows the Federal Highway Administration's Safe System Approach, which aims to eliminate roadway deaths and serious injuries by accepting that road users are human beings and that human beings make mistakes. Unlike traditional safety approaches, which are reactive, the Safe System Approach layers multiple proactive and redundant measures so that when mistakes do happen, these protections help reduce harm. Many of the safety improvements presented in this document are designed to work together to form the layered, proactive protection of the Safe System Approach.

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TSAP Update Process

To update the TSAP, the project team followed a four-step process consistent with the Safe System Approach and the US Department of Transportation Safe Streets and Roads for All (SS4A) program, which provided partial funding for this plan. The overall process is rooted in data analysis, public outreach, and regional coordination. As a result, this plan provides a data-driven vision for Deschutes County that has been informed by, and coordinated with, the broader community.

The TSAP process is further described in the Safety Analysis Framework, including in Appendix A.

Related Plans and Policies

Federal, state, and local transportation agencies set planning requirements and guidance to promote consistent transportation safety planning. This TSAP update aligns with relevant requirements and guidance to support regional, state, and national transportation safety efforts and to support the County's pursuit of federal and state safety grant funding.

This plan was funded in part by an SS4A grant and meets the requirements of that program. This plan also meets the goals, policies, and strategies outlined in the 2021 Oregon TSAP. At the local level, this plan aligns with the transportation safety goals, objectives, and projects identified in the County's 2020–2040 Transportation System Plan (TSP) and carries forward the vision of its 2019 TSAP.

> **The Oregon TSAP focuses on changing safety culture and proactively planning, designing, operating, and maintaining a transportation system that eliminates fatalities and serious injuries by improving safety culture, improving infrastructure, facilitating health and livable communities, using best available technologies, communicating and collaborating, and investing strategically. Its emphasis areas target risky behaviors, infrastructure, vulnerable users, and improved systems.**

For more information about how this TSAP update aligns with federal, state, and local safety planning efforts, see Appendix A.

2 SAFETY GOAL AND POLICIES

Setting a clear safety goal and writing supportive policies gives Deschutes County a focused path to follow as it works to eliminate fatal and serious injury crashes on its roadway network.

The **goal** defines the community's desired outcomes for transportation safety.

The **policies** form the long-term foundation for the TSAP and provide a consistent course of action to move the community toward its goal. These policies will guide work programs, long-range planning projects, funding pursuits, the budget, and capital improvement programs. Policies will be implemented through the County's land use regulations, such as the zoning ordinance, subdivision ordinance, and standards and specifications.

This goal and its associated policies were developed based on the goals and objectives of the County's TSP and it's 2019 TSAP and expanded to comply with objectives of the Oregon TSAP and the federal SS4A program.

DESCHUTES COUNTY'S SAFETY GOAL

> **Provide all roadway users—including the most vulnerable—with an accessible transportation system that strives to eliminate fatal and serious injury crashes.**

DESCHUTES COUNTY'S SAFETY POLICIES

- **Reduce transportation-related fatalities and serious injuries** through design, operation, maintenance, education, and enforcement, with the objective of zero serious injuries and fatalities.
- **Prioritize the needs and safety of all users** in transportation projects, programs, and funding decisions, with special attention to the needs of vulnerable users, which include (but are not limited to) pedestrians, bicyclists, motorcyclists, and people using mobility devices.
- **Design roadway environments to mitigate human mistakes** and account for human injury tolerances—recognizing the human body's limited ability to withstand crash forces—encouraging safer behaviors and facilitating safe travel by the most vulnerable users.
- **Establish and enforce appropriate motor vehicle travel speeds** for the safety of all roadway users.
- **Regularly coordinate with emergency service providers and other safety partners** to improve transportation planning, design, and maintenance activities.

3 COMMUNITY ENGAGEMENT

Community engagement is a core component of any transportation safety plan. To meaningfully engage community members during the planning process, this plan was developed with input from the community in two key phases, the first to inform transportation safety needs and the second to develop associated recommendations.

In addition, this plan relied on guidance from a **Project Management Team**, which was made up of key staff from Deschutes County, and a **Safety Working Group**, which included representatives from County community development, the Deschutes County Bicycle and Pedestrian Advisory Committee, Central Oregon Intergovernmental Council, health services, law enforcement, the district attorney's office, fire and emergency medical services, the Bend Metropolitan Planning Organization, and ODOT.

The Project Management Team met regularly to provide technical input, and the Safety Working Group met twice at key milestones to share input on the existing conditions analysis and policy, program, and project recommendations. The Safety Working Group also discussed and helped identify non-engineering solutions to support a multidisciplinary approach to reducing crashes, in support of the Safe System Approach.

Phase 1: Identify Safety Concerns

This phase sought resident input on transportation safety concerns in unincorporated Deschutes County. To reach the county's 214,000 residents, the County hosted a virtual open house featuring key crash history findings, and an interactive map and survey for submitting feedback. The County promoted the event through social media posts, local publications, and the Deschutes County website.

Phase 2: Present Safety Strategies

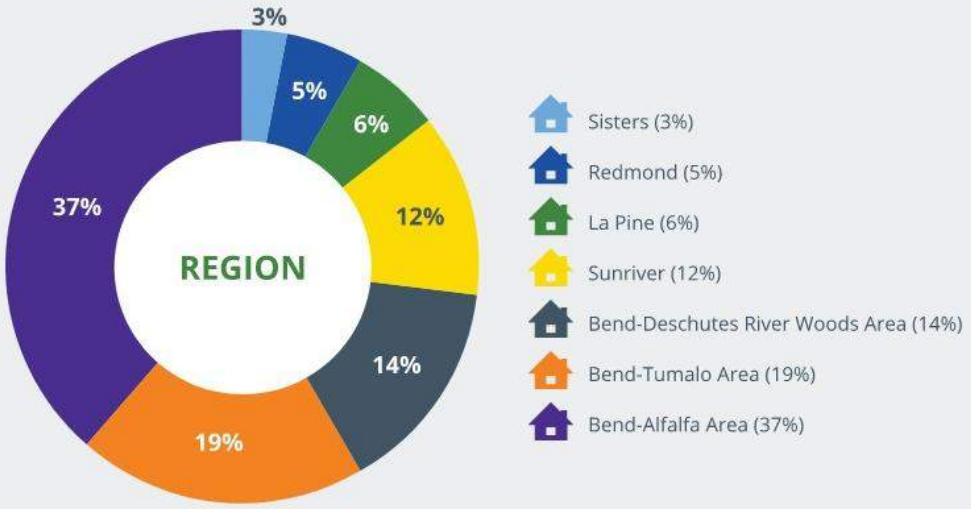
This phase gathered resident feedback on recommended strategies to address the county's crash history and previously identified transportation safety concerns. The County hosted another virtual open house—promoted with similar methods as Phase 1—that presented example graphics of proposed strategies and provided a survey for submitting feedback.

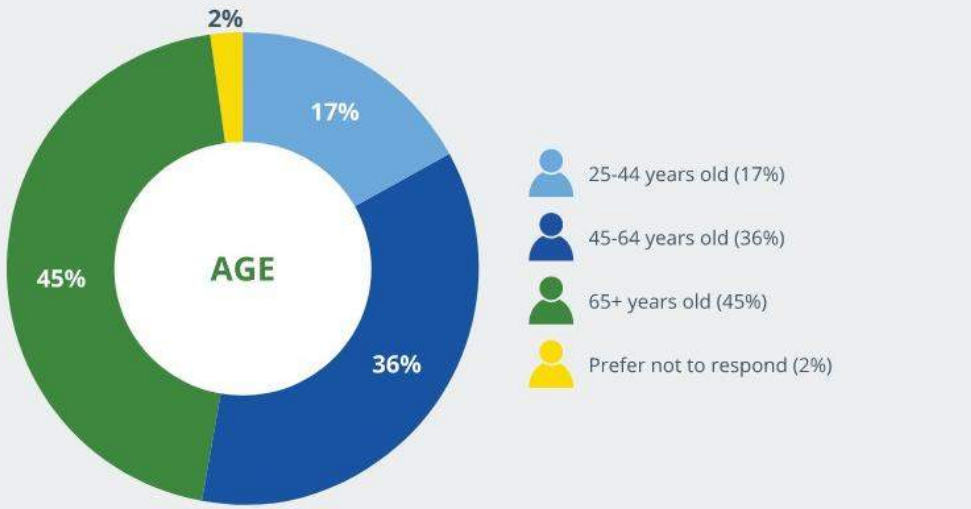
Key Engagement Findings

RESPONDENTS BY THE NUMBERS

100 survey, comment map, or email responses

RESPONDENTS BY AGE AND HOME REGION





Note: 1 star = No Alignment, 5 stars = Most Alignment

In addition to seeking guidance from the Safety Working Group and gathering input from the broader community on transportation safety, the County also met with various schools throughout their district to understand school-specific transportation safety needs. More information on this effort is provided in Chapter 4.

4 CRASH ANALYSIS

To effectively address fatal and serious injury crashes, an agency must understand what types of crashes are happening and where they occur. In unincorporated Deschutes County, the crash analysis used the most recent five years of crash data (2018–2022) to evaluate, chart, and map crash patterns and locations on roads under the County's jurisdiction.

> **From 2018–2022, 2,175 crashes were reported on County roads in unincorporated Deschutes County.**
> **172 of those crashes resulted in death or serious injury.**

The crash analysis also incorporated roadway context and existing intersection features to link roadway characteristics with crash data. Combined with community feedback, this information helped identify the county's key crash patterns, contributing factors, and priority locations for safety improvements.

Methodology

To support a comprehensive, systematic, and objective safety program for Deschutes County, the crash analysis investigated crashes through two primary methods:

- A **crash pattern assessment**, which examined historical crash patterns on County roads, specifically for characteristics like crash severity and location, temporal trends (e.g., time of day/year), collision types (e.g., run-off-the-road), contributing factors, road features (e.g., narrow shoulders, minimal signage), driver behavior (e.g., speeding), and external conditions (e.g., low lighting, weather). Information from this assessment revealed *what kind of crashes are happening in Deschutes County and its* ***Emphasis Areas***.
- A **network screening evaluation**, which searched for intersections and corridors with higher concentrations of crashes, especially serious ones. Information from this assessment revealed *where fatal and serious injury crashes are happening in Deschutes County and its* ***High Injury Network***.

For detailed results of these two analyses, see Appendix A. This appendix also includes a crash analysis of the entire county, including crashes reported on state highways.

UNDERSTANDING CRASH SEVERITY

The severity of a crash is based on the most serious injury of a person involved in that crash. There are five crash severity categories:

- **Fatal** (**K**): Any injury that results in death within 30 days of the crash.
- **Suspected Serious Injury** (**A**): Typically life-altering injuries such as broken or dislocated limbs, severe lacerations, paralysis, or organ damage. This category also includes unconsciousness, head injuries, and significant blood loss.
- **Suspected Minor Injury** (**B**): Other visible injuries evident at the crash scene, including minor lacerations, bruises, and rashes.
- **Possible Injury** (**C**): Any injury that is not fatal, serious, or minor. Includes complaint of nonvisible pain or injury, such as confusion, limping, or soreness.
- **Property Damage Only** (**O**): A collision without injury or complaint of pain but resulting in property damage to a vehicle or another object.

Crash Pattern Assessment

The crash pattern assessment reviewed the more than 2,000 crashes reported in unincorporated Deschutes County between 2018 and 2022 by severity, time, and location, as well as collision type, contributing factors, road features, driver behavior, and external conditions like weather. It then used this data to determine what crash types, causal factors, behaviors, and demographic features were of most concern.

Many characteristics were studied during the course of this analysis, but this plan presents only the issues and characteristics most critical for reducing fatal and serious injury crashes in unincorporated Deschutes County. For complete findings from the crash pattern assessment, including categories and characteristics like bicycle and pedestrian crashes, see Appendix A.

CRASH TYPES

The top five crash types in unincorporated Deschutes County, contributing to 85% of all crashes, are fixed object, turning, rear-end, non-collision (overturning), and angle (**Figure 4-1**). These top five crash types are the same for all crash severities and fatal and serious injury crashes. Fixed object and turning related crashes are the top two crash types, contributing to 32% and 19% of fatal and serious injury crashes, respectively (**Figure 4-2**). But non-collision (overturning) and angle crashes make up larger proportions of fatal and serious injury crashes as compared to total crashes of the same type.

> **Nearly 85% of all crashes in unincorporated Deschutes County involve a vehicle leaving the roadway, turning at or crossing intersections, or rear-ending another vehicle.**

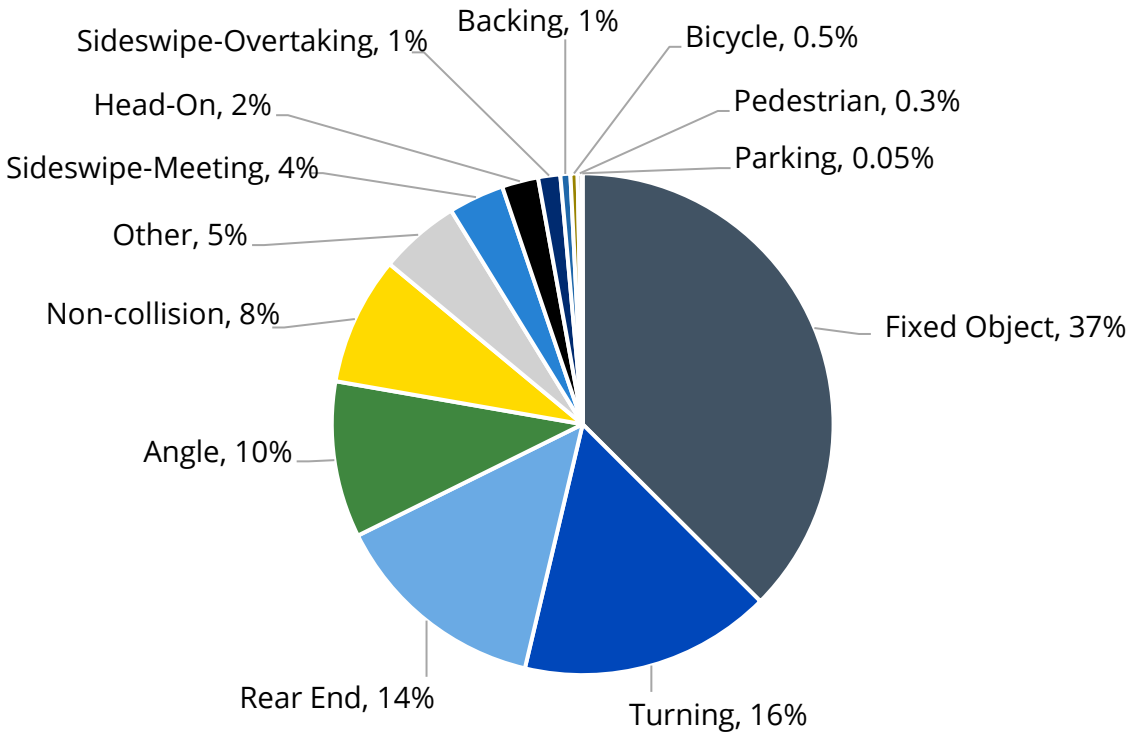


Figure 4-1. All Crashes by Crash Type

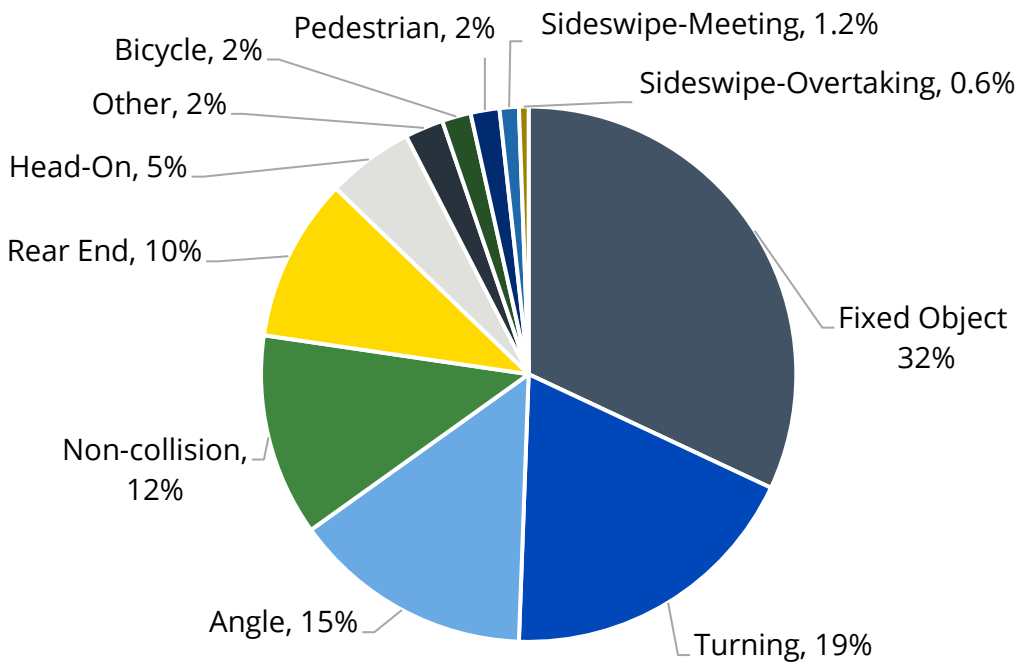
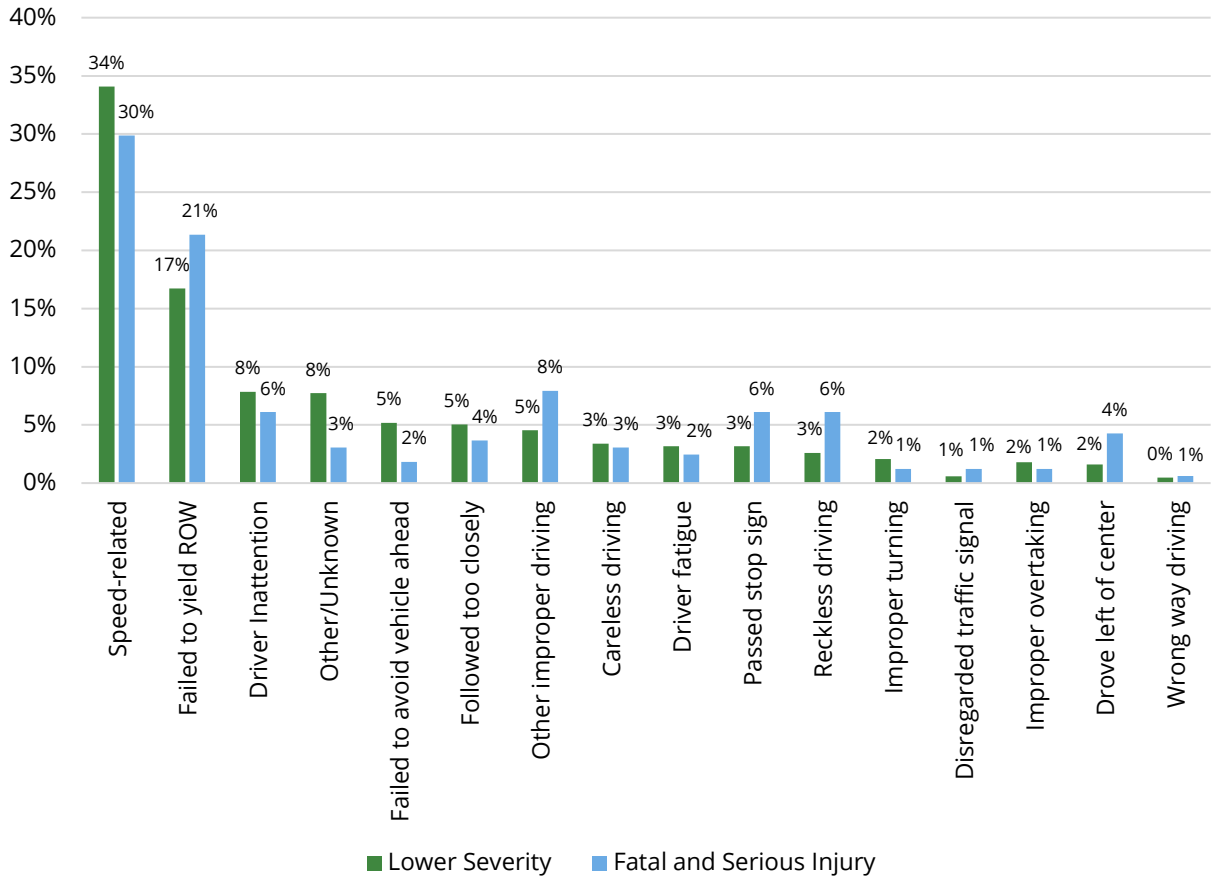


Figure 4-2. Fatal and Serious Injury Crashes by Crash Type

CAUSAL FACTORS

The most commonly reported crash cause was speed-related, representing 34% of lower severity crashes and 30% of fatal and serious injury crashes (**Figure 4-3**). Other common factors in fatal and serious injury crashes were failure to yield the right-of-way (21% of fatal and serious injury crashes); other improper driving (8% of fatal and serious injury crashes); and driver inattention, running a stop sign, and reckless driving (each 6% of fatal and serious injury crashes).

> **Speed-related factors and failure to yield were the most common reported causes of fatal and serious injury crashes in unincorporated Deschutes County.**



Note: Only causes reported in 10 or more crashes are shown.

Figure 4-3. Percentage of Crashes by Reported Crash Cause and Severity

BEHAVIOR

In unincorporated Deschutes County, speeding and driving while under the influence of drugs or alcohol were the most common behaviors that contributed to fatal and serious injury crashes.

SPEEDING

Speed contributed to crashes both when drivers exceeded the posted speed limit and when drivers drove too fast for road conditions. Speed was flagged as a contributor in approximately 37% of all reported crashes and 35% of fatal and serious injury crashes.

> **More than 1/3 of Deschutes County's fatal and serious injury crashes involved driving over the speed limit or too fast for road conditions.**

IMPAIRED DRIVING

Driving while impaired means driving while under the influence of drugs, alcohol, marijuana, or a combination thereof. In unincorporated Deschutes County, driving while impaired specifically by alcohol contributed to approximately 20% of fatal and serious injury crashes and 9% of all crashes. Nearly one-quarter (24%) of fatal and serious injury crashes involved some sort of impairment—and more than half (55%) of fatal crashes involved impaired driving (**Figure 4-4**). It should be noted that under certain circumstances, impairment is not investigated in single-occupant fatal crashes unless evidence is present at the crash scene.

> **More than half of all fatal crashes in Deschutes County involved impaired driving.**

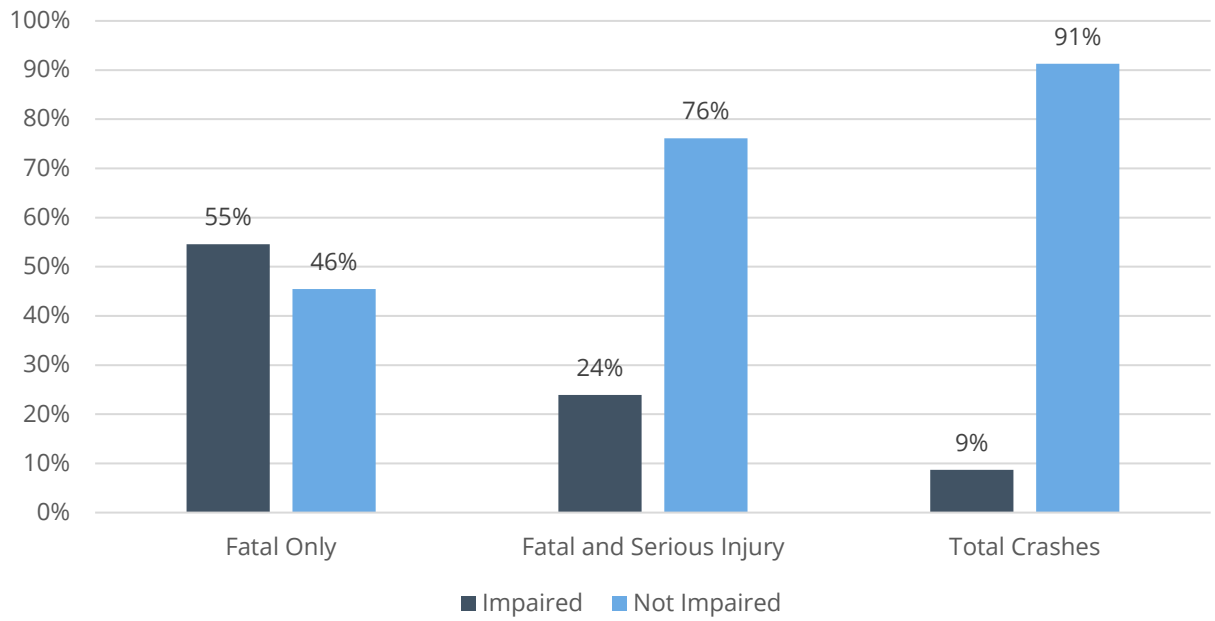


Figure 4-4. Percentage of Crashes Involving Impaired Driving

MOTORCYCLES

Although there were 76 crashes in unincorporated Deschutes County that involved a motorcycle (just 3% of all crashes), motorcycles were linked to 21% of all fatal and 20% of all serious injury crashes in the county (**Figure 4-5**). Of all crashes that involved a motorcycle, just under half (46%) resulted in a fatality or serious injury. As with other vulnerable road users like bicyclists and pedestrians, motorcyclists lack protection of a

vehicle and have a higher likelihood of serious injury or death when they are involved in crashes.

> **Almost half of all motorcycle crashes in unincorporated Deschutes County resulted in a fatality or serious injury.**

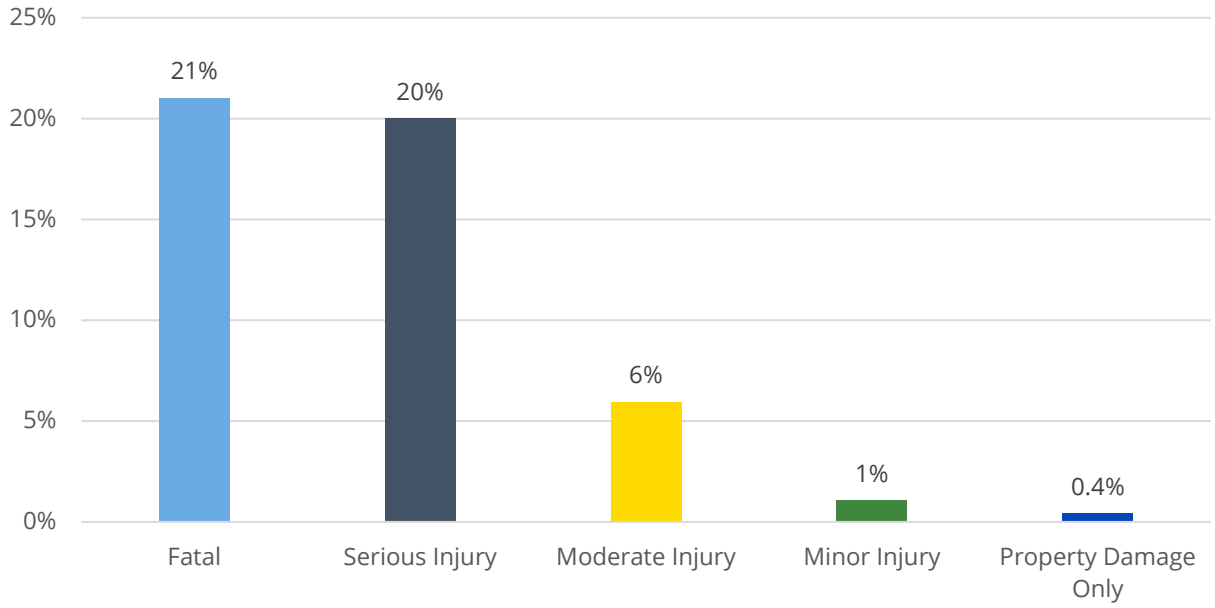


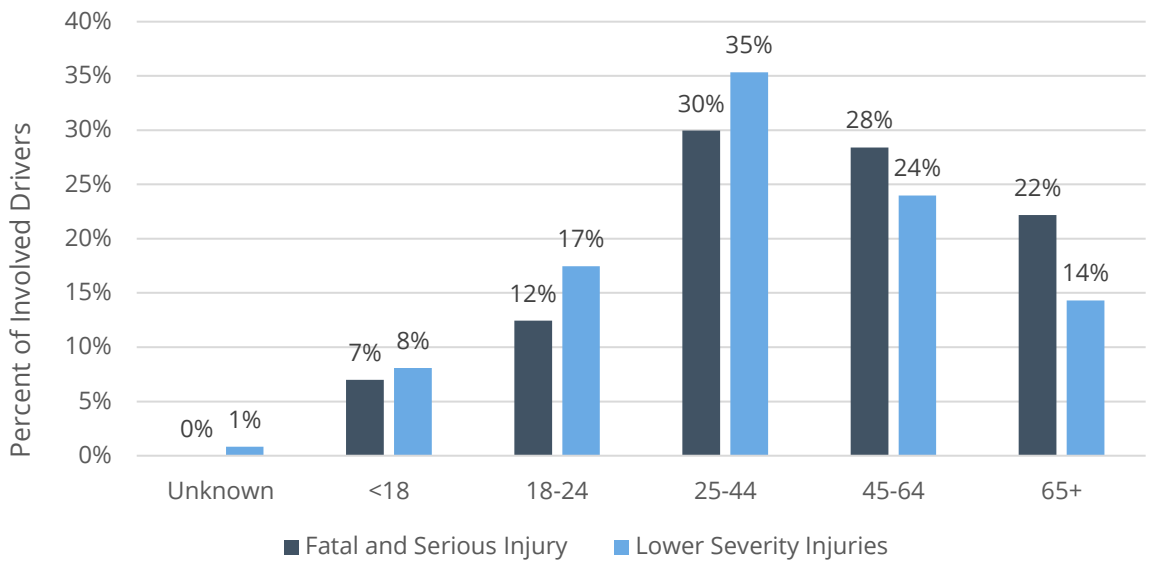
Figure 4-5. Crash Share Involving Motorcycles

DRIVER AGE

Whether young or old, driver age is correlated with crash severity and cause (**Figure 4-6** and **Figure 4-7**). Drivers aged 45–64 and drivers 65 and over were involved in a higher proportion of fatal and serious injury crashes. Drivers under 25 were most often involved in crashes where driving too fast for conditions is the primary cause. Drivers over 25 were most commonly involved in crashes where there was a failure to yield.

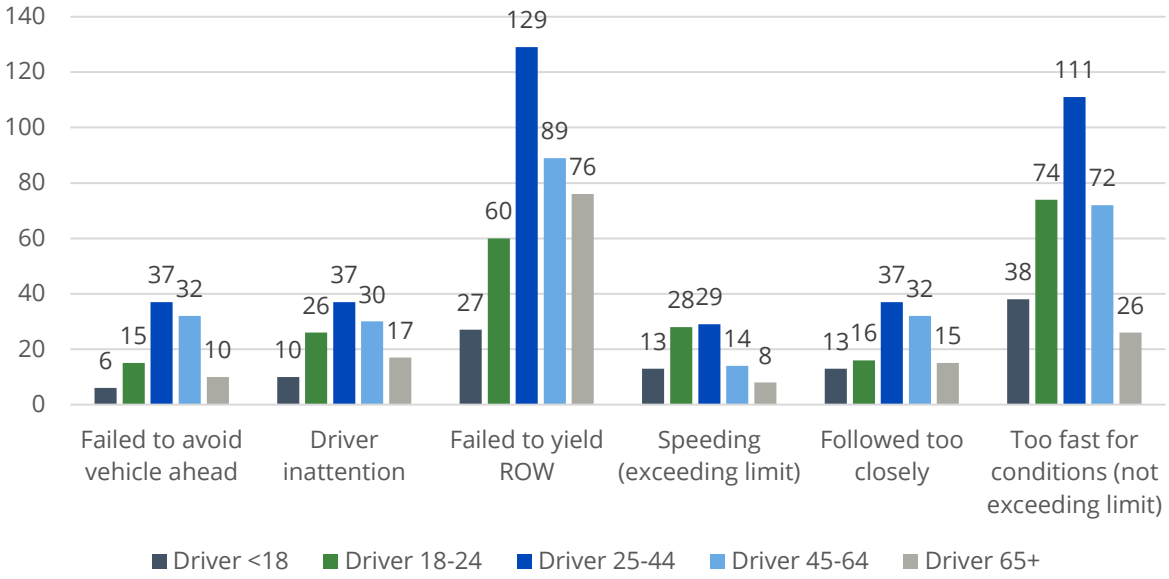
> **In unincorporated Deschutes County, older drivers were more likely to be involved in fatal and serious injury crashes, and younger drivers were more likely to be involved in crashes where speed is the primary cause.**

Note that because age is typically not reported for crashes that only result in property damage, age-related findings only apply to fatal and injury crashes.



Note: Excludes PDO Crashes

Figure 4-6. Share of Drivers by Age Group and Crash Severity



Note: Top six causes only. Excludes PDO crashes

Figure 4-7. Number of Crashes by Age Group and Cause

EMPHASIS AREAS

Emphasis areas help an agency know what types of crashes or types of crash locations to focus their safety efforts. To determine where Deschutes County should focus its safety efforts, the crash pattern assessment flagged attributes of crashes that met certain proportion or severity criteria, consistent with the 2021 Oregon TSAP:

- **Flag 1—Predominant Crash Attribute:** The crash attribute is present in more than 10% of fatal and serious injury crashes in unincorporated Deschutes County.
- **Flag 2—More Prevalent than Statewide:** The proportion of fatal and serious injury crashes for the given attribute in unincorporated Deschutes County is greater than the one attribute statewide in the Oregon TSAP.
- **Flag—3 High Severity Indicator:** The crash attribute has a higher share of fatal and serious injury crashes in unincorporated Deschutes County than its overall share of total crashes. For example, head-on crashes contribute to 11% of all fatal and serious injury crashes but only 3% of all crashes.

The emphasis areas represent the crash attributes that received two or more of the flags described above. For a complete discussion of this screening process and emphasis area selection, see Appendix A.

EMPHASIS AREAS

- **Roadway and Lane Departures***
- **Speeding**
- **Impaired Driving***
- **Motorcyclists***
- **Older Drivers (Age 65 and Over)** *
- **Younger Drivers (Age 15-25)** *
- **Intersection Crashes***

**Indicates an attribute received more than two flags*

These Emphasis Areas and their associated crash statistics previously presented guided the development of Systemic Treatments and Multidisciplinary Actions presented in Chapters 5, 6, and 8 of this plan.

Network Screening Evaluation

The network screening evaluation searched the unincorporated Deschutes County transportation network to locate intersections and roadways with the greatest need for site-specific safety improvements. The evaluation applied the *Highway Safety Manual* Equivalent Property Damage Only (EPDO) performance measure to locate system intersections and roadways with higher concentrations of crashes, particularly those resulting in fatal or serious injuries.

For a complete discussion of the network screening process, see Appendix A.

EPDO PERFORMANCE MEASURE

Fatal and serious injury crashes have clear and monumental costs to human life and health. The EPDO performance measure assigns weights to the five crash severity categories based on their estimated societal costs. These costs might include things like the cost of infrastructure repair, emergency response costs, medical costs, work-loss costs, and the value of quality of life. Fatal and serious injury crashes naturally receive the highest weights, while property damage only crashes receive the lowest weight:

- **Fatal (K) and Suspected Serious Injury (A) Crashes:** Weight of 100
- **Suspected Minor Injury (B) and Possible Injury (C) Crashes:** Weight of 10
- **Property Damage Only (O) Crashes:** Weight of 10

This weighting of crashes across unincorporated Deschutes County's transportation network revealed the county's High Injury Network and locations that it could prioritize for safety intervention.

HIGH INJURY NETWORK

A high injury network (HIN) represents areas that see a disproportionately high number of crashes, especially fatal and serious injury crashes. Agencies use a HIN to determine where to target safety improvements. The HIN for unincorporated Deschutes County is identified with red and orange locations, representing intersections and roadways that have the most frequent and serious crashes (**Figure 4-8**).

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SAFETY FOR ALL

ODOT's Social Equity Index (SEI) can help us understand how area crashes may be impacting historically underserved communities in unincorporated Deschutes County. The SEI uses demographic data from the American Community Survey to identify areas where residents may be transportation disadvantaged. ODOT has found that areas with a higher SEI (meaning higher disadvantage) experience a higher rate of injuries. This plan takes these areas into account by identifying equity disparity across the county as it relates to the HIN (**Figure 4-8**) and prioritizing locations for improvement near areas with higher SEI (see Chapter 7).

Deschutes County selected 10 HIN locations to address their crash history with capital improvements and systemic treatments. These 10 locations were selected based on their crash history, proximity to transportation disadvantaged communities, and public input.

PRIORITY CRASH LOCATIONS IN DESCHUTES COUNTY

1. US 97 / Jackpine Loop (North)
2. US 20 / Pinehurst Road
3. US 20 / Gerking Market Road
4. US 20 / Erickson Road-Torkelson Road
5. Day Road / Amber Lane / 5th Street
6. State Recreation Road / Huntington Road
7. Bear Creek Road / Ward Road
8. NE Smith Rock Way / 33rd Street
9. NE Smith Rock Way / NE 1st Street
10. NW Ice Avenue / NW 43rd Street

For more on these locations, including their site-specific projects, see Chapter 7.

School Safety Audits

The analysis for this plan included School Safety Audits at key schools either located within the unincorporated areas of the county or along County-owned and maintained roads within urban areas (specifically within La Pine) to evaluate walking, biking and to assess infrastructure gaps. Audits were conducted at the following schools:

- Three Rivers School
- La Pine Elementary, Middle, and High Schools
- Rosland Elementary School
- Buckingham Elementary School
- Tumalo Community School
- Terrebonne Community School

Common issues at these schools included congestion during the pickup hour, a lack of marked crossings, and discontinuous sidewalks. Several schools also expected to see more pedestrian activity due to nearby development. New sidewalks, crosswalk striping, and enhanced crossings, as well as school zone signage reviews, could help support safe walking, biking, and driving near these schools. These audits and their recommendations add an extra layer of safety evaluation and intervention in the county, focusing on school-age children who are among the most vulnerable road users walking and biking to school.

For complete information on each school's challenges and recommended improvements, see Appendix C.

5 SYSTEMIC TREATMENTS

Because crashes tend to occur throughout a transportation network, their locations can seem random. But a closer look often reveals predictable contributing factors. Proactively applying systemic countermeasures, most of which have relatively low costs, can help reduce the likelihood of seemingly random fatal and serious injury crashes.

This chapter presents engineering treatments that Deschutes County could apply across its transportation system based on site conditions and needs. The list of treatments was informed by the results from the crash pattern assessment, agency input, community feedback, and ODOT's crash reduction factor list. Many of these treatments are also Proven Safety Countermeasures, FHWA's collection of countermeasures and strategies that are effective at reducing roadway fatalities and serious injuries. Many of these treatments can be incorporated into ongoing maintenance efforts to maximize their cost-effectiveness.

Treatments have been organized into five groups:

- **Roadway and lane departure countermeasures**, which are treatments that help reduce crashes from drivers departing the travel lane or roadway.
- **Corridor access management countermeasures**, which are treatments designed to reduce crashes related to driveways.
- **Pedestrian and bicycle countermeasures**, which are treatments that address crashes involving vulnerable road users like people walking and biking.
- **Intersection countermeasures**, which are treatments that can be applied at County Road intersections to reduce intersection-related crashes.
- **Speed management strategies**, which are treatments designed to reduce speeding-related crashes. (These strategies are presented as a Speed Management Toolbox in Chapter 6).

Within each group, strategies have been organized into tiers based on cost and barriers to implementation. Each treatment includes a description, what types of crashes it addresses, its documented effectiveness (when available), and an estimate of its planning-level cost.

SYSTEMIC TREATMENT IMPLEMENTATION TIERS

- **Tier 1 Countermeasures** have a low cost and low barriers to implementation.
- **Tier 2 Countermeasures** have a medium cost and medium barriers to implementation.
- **Tier 3 Countermeasures** have a high cost and high barriers to implementation.

Roadway and Lane Departure Countermeasures

This group of countermeasures includes treatments to help reduce crashes from drivers departing the travel lane or roadway.

TIER 1 COUNTERMEASURES

Install Chevron Signs on Horizontal Curves		
Chevron signs along horizontal curves provide a visual cue to alert and guide motorists through an approaching curve. Chevron signs alert drivers to reduce speeds and prepare to enter a curve. Chevron placement also helps guide drivers through the curve by providing a visual cue to the approaching curve's radius.		
Applicable Collision Types	Run-off-the-road injury crashes	*Source: Deschutes County*
Potential Collision Reduction	16%	
Planning-Level Cost	$750 per sign	

Install Recessed Pavement Markers

Recessed pavement markers are installed along the edge and centerline of the roadway to increase reflectivity and visibility during night-time conditions.

Applicable Collision Types	Nighttime crashes
Potential Collision Reduction	15%
Planning-Level Cost	$20–$23 each $2,500–$3,000 per lane mile

Source: Deschutes County

Install Post-Mounted Delineators (Curve Application)

Post mounted delineators can be installed adjacent to the roadway to provide better delineation for drivers to see where the edge of the roadway is, particularly during low-visibility conditions.

Applicable Collision Types	Nighttime curve crashes
Potential Collision Reduction	30%
Planning-Level Cost	$90 each

Source: Deschutes County

Install Oversized or Doubled Up Advanced Curve Warning Signs

Oversized or doubled up warning signs can be installed in advance of curves to provide additional warning.

Applicable Collision Types	Run-off-the-road crashes
Potential Collision Reduction	20%
Planning-Level Cost	$1,500 each

Source: FHWA

Install Retroreflective Strips on Sign Posts Advanced Warning Signs

The posts on any sign, but particularly curve warning signs can be upgraded to install retroreflective strips on the post or additional emphasis on curves to provide additional warning to motorists.

Applicable Collision Types	Run-off-the-road crashes
Potential Collision Reduction	Not Available
Planning-Level Cost	$30 per post

Source: Deschutes County

Install LED Flashing Curve Signs/Chevrons

Upgrade existing curve warning signs and/or chevrons to LED flashing outlined sign at curves to provide additional warning to motorists.

Applicable Collision Types	Curve crashes	*Source: DKS*
Potential Collision Reduction	10%	
Planning-Level Cost	$1,000–$2,000 per sign	

Install Edgeline Striping (4”)

Stripe edgelines to delineate the traveled way and improve visibility for drivers. Edgelines help define the edge of the roadway. This increased visibility of the roadway edge can reduce the occurrence of vehicles leaving the roadway.

Applicable Collision Types	Run-off-the-road crashes	*Source: Texas A&M Transportation Institute*
Potential Collision Reduction	11%	
Planning-Level Cost	$0.25–1.50 per foot (thermoplastic); $0.15–0.75 per foot (paint)	

Install Wider Edgelines (8”)		
Restripe edgelines to increase their width to improve visibility for drivers. Wider edge-lines more clearly define the edge of the roadway. This increased visibility of the edge of roadway can reduce the incidence of vehicles leaving the roadway.		
Applicable Collision Types	All crashes	*Source: Google (Deschutes County)*
Potential Collision Reduction	14%	
Planning-Level Cost	$2.50–3.00 per foot (thermoplastic); $2.00 per foot (paint)	

TIER 2 COUNTERMEASURES

Install Dynamic Feedback Sign on Curves		
Dynamic speed warning signs alert drivers of their speed into the approach of a curve when their speed is above the curve design speed. Dynamic speed warning signs can reduce curve-related crashes by providing visual feedback to the driver that speeds should be reduced when approaching a curve.		
Applicable Collision Types	All crashes	*Source: FHWA*
Potential Collision Reduction	5%	
Planning-Level Cost	$20,000 per sign	

Install Shoulder Rumble Strips

Shoulder rumble strips provide auditory and tactile feedback to motorists when they begin to exit the outside of the travel lane. Shoulder rumble strips can help reduce run-off-the-road crashes by alerting drivers that they are traveling beyond the designated lane. Consideration should be given to bicycle traffic when determining where to place rumble strips and how to accommodate bicyclists on the shoulder.

Applicable Collision Types	Run off the road crashes
Potential Collision Reduction	22%
Planning-Level Cost	$3,000 per mile (both sides)

Source: FHWA

Install Shoulder Sinusoidal Rumble (Mumble) Strips

Shoulder rumble strips provide auditory and tactile feedback to motorists when they begin to exit the outside of the travel lane. Mumble strips reduce the amount of noise to nearby land uses while providing tactile feedback to the motorist. They are also more compatible with narrow paved shoulders. Consideration should be given to bicycle traffic when determining where to place rumble strips and how to accommodate bicyclists on the shoulder.

Applicable Collision Types	Run off the road collisions
Potential Collision Reduction	22%
Planning-Level Cost	$2,000 per mile

Source: Caltrans

Install Centerline Rumble Strips

Centerline rumble strips provide auditory and tactile feedback to motorists when they have begun to cross over the centerline of the roadway. Centerline rumble strips can reduce head-on and other crossover crash types on horizontal curves of undivided roadway segments by alerting drivers they are crossing over the centerline into the opposing direction of traffic.

Applicable Collision Types	All injury crashes; head-on and sideswipe meeting injury crashes
Potential Collision Reduction	12%; 45%
Planning-Level Cost	$2,000 per mile

Source: Deschutes County

Increase Pavement Friction (Segment or Curve Application)

High friction surface treatments apply aggregate to the pavement to increase or maintain the pavement friction at a site. Increasing or maintaining appropriate pavement friction through a curve can reduce the potential for motorists to lose control of their vehicle or skid when navigating a curve. Increased pavement friction has been shown to reduce crash frequency during wet conditions and in locations with high friction demand caused by vehicle speeds or roadway geometrics.

Applicable Collision Types	Run-off-the-road crashes (curves); Wet road crashes (segments)
Potential Collision Reduction	72% (curves); 57 (wet segments)%
Planning-Level Cost	$40 per square yard

Source: FHWA

Upgrade Guardrail End Treatments

Upgrading guardrail end treatments ensure that errant motorists who strike the leading end of a guardrail will strike an energy absorbing system that will minimize the risk of injury to the motorist.

Applicable Collision Types	Run-off-the-road crashes
Potential Collision Reduction	Not available
Planning-Level Cost	Varies

Source: Deschutes County

Review Pass/No Pass Markings

Systematically review Pass/No Pass Markings on two lane roads to ensure that passing zones are marked correctly and motorists have adequate sight distance to safely pass based on the posted or operating speeds. The review can be completed using traditional methods or by using LiDAR.

Applicable Collision Types	Head-on crashes; Side-swipe meeting crashes	*Source: ODOT*
Potential Collision Reduction	Varies	
Planning-Level Cost	Varies	

TIER 3 COUNTERMEASURES

Widen Paved Shoulder by 1–3 Feet

Widen the paved shoulder adjacent to travel lanes. Paved shoulders may increase safety performance when navigating horizontal curves by providing a paved recovery area for motorists who have left the travel lane. The shoulder can help a driver maintain control and correct the vehicle path. Widening the outside shoulder of a curve provides the greatest benefit on roads where existing space is limited. This treatment also benefits bicyclists by providing more dedicated space for the bicyclists separate from motor vehicle traffic.

Applicable Collision Types	All collisions
Potential Collision Reduction	6% (by 1 foot); 13% (by 2 feet); 18% (by 3 feet)
Planning-Level Cost	Varies

Source: Deschutes County

Install New Guardrail

Install guardrail where lane departure crashes strike object in the clear zone or where vehicles tend to roll over because of non-recoverable slopes in the clear zone.

Applicable Collision Types	Run-off-the-road injury crashes
Potential Collision Reduction	47%
Planning-Level Cost	$2,000 per lineal foot

Source: Deschutes County

Remove, Relocate, or Protect Fixed Objects Adjacent to Road		
Remove or relocate fixed objects adjacent to the roadway to increase the unpaved shoulder clear zone. Clearing or moving fixed objects away from the roadway can reduce fixed-object crashes by providing a clear zone that gives drivers more space and time to correct their path should they leave the road.		
Applicable Collision Types	All crashes	*Source: Deschutes County*
Potential Collision Reduction	22% (from 3 feet to 16 feet); 44% (from 16 feet to 30 feet)	
Planning-Level Cost	Varies	

Corridor Access Management Countermeasures

This countermeasure group includes a single treatment to reduce driveway related crashes.

TIER 3 COUNTERMEASURES

Close, Consolidate, or Relocate Urban Driveways (Access Management)		
Access management refers to the control of entry and exit points along a roadway. Access management treatments can include closing, consolidating, or relocating driveways or restricting certain movements in and out of driveways. This treatment can enhance safety for all modes, facilitate walking and biking, reduce trip delay and congestion, and decrease vehicle conflicts.		
Applicable Collision Types	All injury crashes	*Source: Deschutes County*
Potential Collision Reduction	25% (10–24 driveways to less than 10 per mile); 29% (48 driveways to 26–48 per mile); 31% (26–48 driveways to 10–24 per mile)	
Planning-Level Cost	Varies	

Pedestrian and Bicyclist Countermeasures

This group of countermeasures includes treatments to reduce crashes involving vulnerable road users such as bicyclists and pedestrians.

TIER 1 COUNTERMEASURES

Install Green Bike Lanes at Conflict Points

On-street bike lanes may be painted green to designate a high conflict location. This can include intersections where there are large volumes of right-turning vehicles, segments where there are many driveways or where the bicycle lane must cross over a motor vehicle lane. For example, when a right turn lane is developed, the through bicycle lane must cross it.

Applicable Collision Types	Bicycle crashes
Potential Collision Reduction	39%
Planning-Level Cost	$10 per square foot (pavement markings only)

Source: Deschutes County

Install Buffered Bike Lanes

Bike lanes are on-street facilities. This facility type includes bike lanes with a painted buffer (stripe) but no physical (horizontal and vertical) separation between vehicle travel lanes and bicycle travel lanes. The class II designation includes buffered bike lanes, which provide extra lateral separation visually but without vertical elements. In general, a buffer is preferred where possible. When bicycle lanes are installed on roads with on-street parking, the buffer should be wide enough to prevent "dooring" bicycle crashes. Buffered bicycle lanes are limited to roadways with a minimum of 36' of width as 18' per side is the minimum necessary to accommodate an 11' travel lane, 2' buffer and a 5' bike lane.

Applicable Collision Types	Bicycle injury crashes	
Potential Collision Reduction	47%	
Planning-Level Cost	$20,000–$30,000 per mile (striping only)	*Source: City of Corvallis*

Install Shared Roadway Features

Bike routes (which may be designated as "bicycle boulevards" or "urban greenways") provide shared use of right-of-way among bicyclists and motorists, as designated by signs or permanent markings along a route. Roadways designated as Class III bike routes should have enough width to accommodate motorists and bicyclists together. Shared-lane markings ("sharrows") can be used to alert users of the shared roadway environment. Because the right-of-way is shared, speed management on Class III bikeways is essential (see the Speed Management Toolbox later in this memorandum).

Applicable Collision Types	Bicycle crashes
Potential Collision Reduction	TBD
Planning-Level Cost	$500 per pavement marking

Source: NACTO

Install Shared Roadway Features

At locations with physical constraints, such as bridges and tunnels, active warning beacons, signage, and pavement markings may be used to alert drivers that bicyclists are on the roadway. It may be appropriate to reduce vehicle speeds through reduced posted or advisory speed limits and traffic calming measures to increase bicyclist comfort.

Applicable Collision Types	Bicycle crashes
Potential Collision Reduction	Not available
Planning-Level Cost	$10,000

Source: Deschutes County

TIER 2 COUNTERMEASURES

Install Pedestrian Refuge Island

Median refuge islands are physical crossing enhancements that allow for two-stage crossings (where people only need to cross one direction of travel at a time). This effectively shortens the crossing distance and reduces exposure to vehicles. Median refuge islands are most suitable for locations where pedestrians must cross three or more vehicle travel lanes (but may also be considered in other locations, space permitting). Medians may also support speed management on high-speed roadways at uncontrolled or midblock crossing locations.

Applicable Collision Types	Pedestrian crashes
Potential Collision Reduction	31%
Planning-Level Cost	$25,000

Source: New York City DOT

Install Urban Curb Extensions

Curb extensions visually and physically narrow the roadway at pedestrian crossing locations and provide additional space to wait at street corners while reducing crossing distances for pedestrians. Curb extensions increase visibility of pedestrians by bringing the crossing further into the roadway. This is especially beneficial with the presence of on-street parking at the approach to the crossing. Curb extensions can also serve as transit stop locations to support bus priority in not leaving the traffic stream.

Applicable Collision Types	All crashes
Potential Collision Reduction	30%
Planning-Level Cost	$25,000

Source: FHWA

TIER 3 COUNTERMEASURES

Install Raised or Tabletop Urban Crosswalks

At locations with high volumes of pedestrians or where pedestrians mix with higher speed traffic, raised crosswalks elevate the visibility of pedestrians while ensuring drivers reduce their speeds. Typically, they are flush with the adjacent sidewalk. Drainage can be issue. Generally, this countermeasure would only be implemented in urbanized environments and are not applicable to rural highways. They also complicate winter maintenance efforts (snow plowing).

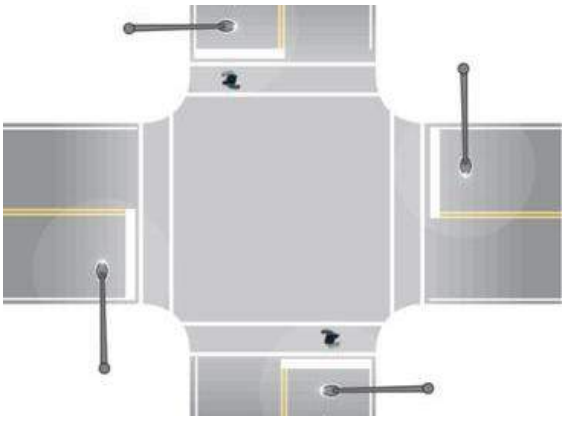
Applicable Collision Types	Bicycle and pedestrian crashes
Potential Collision Reduction	30%
Planning-Level Cost	$31,000

Source: FHWA

Install Intersection Lighting (Pedestrians/Bicyclists)

Adding intersection lighting for signalized and non-signalized intersections helps improve the visibility of the intersection and potential conflicts. Intersection illumination, including pedestrian crossings, helps illuminate crossing pedestrians for approaching motorists and assists pedestrians in navigating the crossing.

Applicable Collision Types	Nighttime pedestrian and bicycle injury crashes
Potential Collision Reduction	42%
Planning-Level Cost	$8,500 per pole



Source: FHWA

Install Rectangular Rapid Flashing Beacons

Rectangular Rapid Flashing Beacons (RRFBs) are pedestrian-actuated warning signs supplemented with high-visibility LED lights. When activated, RRFBs flash a high-visibility strobe-like light warning drivers when pedestrians are crossing. RRFBs have shown to reduce pedestrian collisions by up to 47%. RRFBs should be used in locations with high pedestrian safety issues as over-use may diminish their effectiveness. Installing median pedestrian islands with RRFBs can also reduce crashes at pedestrian crossings with more than two lanes.

Applicable Collision Types	Pedestrian crashes	*Source: Deschutes County*
Potential Collision Reduction	10% (2-lane road or 3-lane+ road without median); 56% (3-lane+ with median)	
Planning-Level Cost	$20,000 - $50,000	

Intersection Countermeasures

This group of countermeasures includes treatments to help reduce crashes involving motor vehicles at intersections.

TIER 1 COUNTERMEASURES

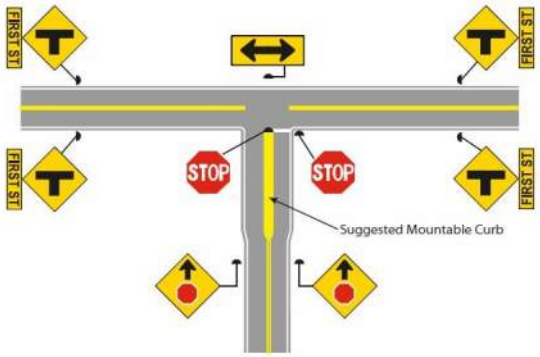
Increase Intersection Warning with Signing and Striping

Implementing a package of low-cost treatments can be used to increase intersection warning and improve safety performance at unsignalized intersections. The improvements may include:

- Doubled (left and right) oversize warning signs
- Doubled STOP signs
- A raised splitter island on the stop approach (if feasible)
- Street name signs
- Stop bars
- Removing any limitations to sight distance
- Double warning arrow at the stem of T-Intersections

This set of enhancements combines multiple treatments to make the approach of two-way stop-controlled intersections more visible to the driver and increase awareness and visibility of potential conflicts. These treatments can help slow approaching vehicles and increase stop compliance on the controlled approaches. The County and cities should determine which treatments are appropriate at the individual locations where they are applied; some of the treatment options may not be applicable at every location.

Applicable Collision Types	All collisions
Potential Collision Reduction	20% (1–2 treatments); 25% (3–4 treatments); 30% (5–7 treatments)
Planning-Level Cost	Varies: $750 per new sign; $1,500 per oversized sign; $1,200 per Stop Ahead legend



Source: FHWA

Install Transverse Rumble Strips on Stop-Controlled Approaches

Transverse rumble strips create an audible warning to attract the attention of a driver and alert them to a possible change of conditions, such as an upcoming stop control or curve. Transverse rumble strips should be used in conjunction with advance signing to warn of the intersection ahead. Care should be taken to avoid installing transverse rumble strips near residences and businesses due to the noise generated by the vehicles when driving over the strips. In locations with bicycle lanes or wide paved shoulders, these should not extend into the bicyclist's area. Breaks in the rumble strips may allow motorcycles to avoid them. The rumble strips may be ground into the pavement as shown in the photograph below or can be raised thermoplastic strips.

Applicable Collision Types	All fatal & serious injury crashes
Potential Collision Reduction	25%
Planning-Level Cost	$4 per foot

Source: FHWA

Install "Stop Ahead" Pavement Markings

Stop ahead pavement markings are used to alert drivers of the presence of an intersection and that stopping is required. These markings provide a supplementary message and should be used in conjunction with additional regulatory warning and stops signs.

Applicable Collision Types	All collisions
Potential Collision Reduction	31%
Planning-Level Cost	$1,200 each

Source: Deschutes County

Install Flashing LED Stop Sign[1]

Flashing LED stop signs help draw motorists' attention to an upcoming intersection, particularly in low light.

Applicable Collision Types	Angle crashes
Potential Collision Reduction	41%
Planning-Level Cost	$1,000 per sign

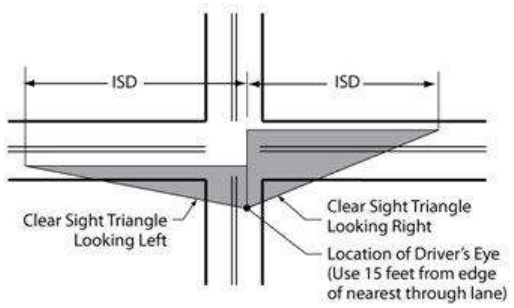
Source: Deschutes County

[1] FHWA Crash Modification Factor (CMF) Clearinghouse, CMF ID 6602

Increase Triangle Sight Distance

Increasing intersection sight distance may involve a variety of actions to increase the line of sight including clearing vegetation and embankments, relocating objects, implementing parking restrictions. By increasing intersection sight distance, drivers are provided with a greater distance to see potential conflicts and complete maneuvers to avoid potential collisions.

Applicable Collision Types	All injury crashes
Potential Collision Reduction	48%
Planning-Level Cost	Varies



Source: FHWA

TIER 2 COUNTERMEASURES

Install Raised Divider on Stop Approach (Splitter Island)[1]

Installing a raised divider (with mountable curb) on a stop-controlled approach to an intersection can reduce approach speeds by reducing the available and perceived width for motorists on approach. It may also allow for warning signs on the left as well as the right.

Applicable Collision Types	All crashes	*Source: FHWA*
Potential Collision Reduction	Not available	
Planning-Level Cost	$7-10 per square foot	

[1] *FHWA, "Low-Cost Safety Enhancements for Stop-Controlled and Signalized Intersections," (2014)*

Install Raised Divider on Major (Uncontrolled) Approach (Splitter Island)[1]

Installing a raised divider (with mountable curb) on a stop-controlled approach to an intersection can reduce approach speeds by reducing the available and perceived width for motorists on approach. It may also allow for warning signs on the left as well as the right.

Applicable Collision Types	All crashes	*Source: FHWA*
Potential Collision Reduction	Not available	
Planning-Level Cost	$7-10 per square foot	

[1] *FHWA, "Low-Cost Safety Enhancements for Stop-Controlled and Signalized Intersections," (2014)*

TIER 3 COUNTERMEASURES

Convert Minor Road Stop-Controlled Intersection to Compact or Mini Roundabout[1]

Compact and min-roundabouts feature channelized approaches and a traversable central island to move traffic through an intersection. As at typical roundabouts, entering traffic yields to vehicles already circulating, leading to improved operational performance. Mini roundabouts have an inscribed circular diameter (ICD) between 45 and 80 feet while compact roundabouts have an ICD between 70 to 110 feet. Both mini and compact roundabouts often fit within the footprint of the existing intersection. Mini roundabouts are more appropriate for lower speed environments such as urban or suburban areas. An Intersection Control Evaluation should be completed before install a compact or mini-roundabout.

Applicable Collision Types	All injury crashes
Potential Collision Reduction	61%
Planning-Level Cost	$100,000–$800,000

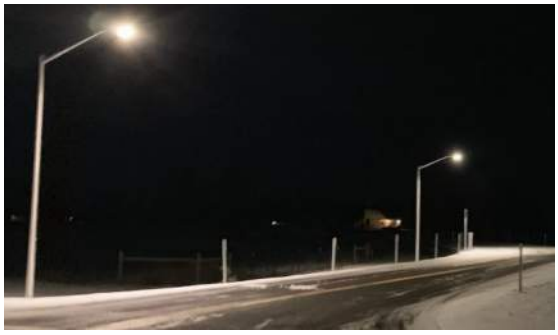
Source: Deschutes County

[1] *FHWA CMF Clearinghouse, CMF ID 11241*

Install Intersection Lighting (Motorists)

Adding intersection lighting for signalized and non-signalized intersections helps improve the visibility of the intersection and potential conflicts. Intersection illumination, including pedestrian crossings, helps illuminate crossing pedestrians for approaching motorists and assists pedestrians in navigating the crossing.

Applicable Collision Types	Nighttime crashes
Potential Collision Reduction	38%
Planning-Level Cost	$8,500 per pole



Source: Deschutes County

Convert Minor Road Stop-Controlled Intersection to Roundabout

Roundabouts feature channelized approaches and a central island to move traffic through an intersection. At roundabouts, entering traffic yields to vehicles already circulating, leading to improved operational performance. Single-lane roundabouts are typically designed so that drivers must approach the intersection at speeds below 25 miles per hour. The approach speed can reduce the severity of crashes when compared to other intersection forms. Roundabouts can be used in place of a two-way and all-way stop-controlled intersection, and potentially traffic signals depending on volume. Replacing a rural two-way stop-controlled intersection with a single-lane roundabout has been shown to reduce injury crashes as much as 82 percent.

Applicable Collision Types	All injury crashes
Potential Collision Reduction	82%
Planning-Level Cost	$2.5M - $3M

Source: Deschutes County

Reduce the Skew Angle of an Intersection

A skewed intersection has an angle of less than 90 degrees between the intersecting streets. Intersections with severe skews reduce sight distance for approaching drivers. They are especially problematic for older drivers who have reduced neck mobility.

Applicable Collision Types	All crashes
Potential Collision Reduction	Varies by skew angle
Planning-Level Cost	Varies

Source: Google (Deschutes County)

Install Left-Turn Lanes on Major Roads at Stop-Controlled Intersections

Left-turn lanes provide physical separation between turning vehicles and through traveling vehicles, thus separating the slowing vehicles from the rest of traffic and reducing the risk for rear-end crashes. Left-turn lanes allow drives to continue through the intersection without having to stop for traffic making left turns.

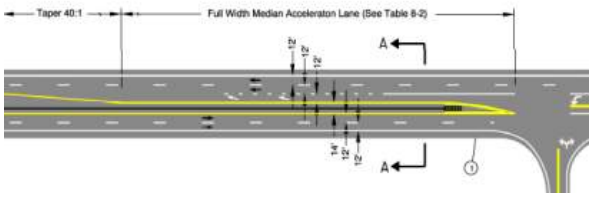
Applicable Collision Types	All crashes
Potential Collision Reduction	44% (3-leg intersection); 48% (4-leg intersection)
Planning-Level Cost	Varies

Source: Deschutes County

Install Rural Median Acceleration Lane

Rural median acceleration lanes allow vehicles turning from the side street onto the major street to complete a two-stage left-turn. Vehicles must wait for a gap in one direction of traffic before turning into the acceleration lane, where they are able to accelerate and merge into the travel lane at full speed.

Applicable Collision Types	All injury crashes
Potential Collision Reduction	45%
Planning-Level Cost	Varies



Source: ODOT APM

6 SPEED MANAGEMENT TOOLBOX

Because higher speeds increase the risk of fatal or serious injuries when a crash occurs—especially when a person walking or biking is involved—speed management is a top priority for Deschutes County.

This section presents treatments that can help reduce speeding-related crashes by preventing speeding and communicating to drivers that they need to slow down ahead of roadway changes, such as intersections or curves. These speed management strategies are low-cost treatments that can be implemented systemwide.

Some of the systemic treatments presented in Chapter 5 also function as speed management tools. For example, lane narrowing is an intersection-specific crash countermeasure that can also reduce speeds of motorists. These kinds of treatments have not been repeated in this chapter.

Speed management treatments have been are organized into three groups:

- **Pavement markings**
- **Physical roadway improvements**
- **Signing**

Each group has been further organized by implementation cost, and each treatment includes a description and guidance for typical application.

SPEED MANAGEMENT IMPLEMENTATION TIERS

- **Tier 1 Countermeasures** have a low cost.
- **Tier 2 Countermeasures** have a medium cost.

Tier 1 Countermeasures

Transverse Lane Marking

Description: Transverse lane markings are horizontal markings placed on the roadway. There are many types of transverse lane markings including optical bars and chevron marking. They may extend partially into a lane or be placed fully across the lane.

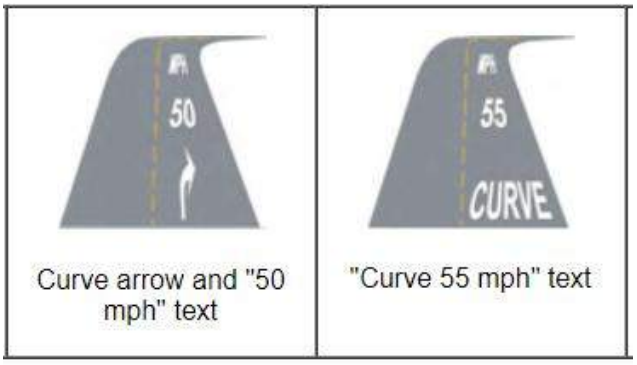
Application Guidance: Transverse markings are especially useful for transition zones and can be used in locations where there is an approaching change in roadway character such as an intersection or curve. Markings may be spaced increasingly closer on the approach to an intersection to give the appearance of increased speed so a driver is more aware of their speed. Transverse lane markings support decreased speeds on intersection approaches or other roadway transition. Optical speed bars are an additional type of transverse marking. *The Manual of Uniform Traffic Control Devices* (*MUTCD*) Section 3B.22 provides guidance on placement of optical speed bars.

Source: Deschutes County

Speed Advisory Markings in Lane ("Slow", "Curve", or "Speed Limit XX")

Description: Advisory markings provide information before curves and other advisory zones. Markings may include the speed limit or a warning of an approaching curve.

Application Guidance: NCHRP Report 600: Human Factors Guidelines for Road Systems contains guidelines for effective markings. The report found that usage of speed advisory markings may lower speeds by up to 4 mph and showed an 11% reduction in vehicles exceeding the speed limit. Speed advisory markings can supplement other signage such as curve advisory signs. *MUTCD* Section 3B.20 provides design and placement criteria for pavement advisory markings.



Source: FHWA

Narrow Travel Lanes on the Approach to Intersection

Description: Narrowing travel lanes on the approach to an intersection provided a visual cue to motorists to reduce speeds on the approach.

Application Guidance: Narrower lanes can be installed on the approach to signalized, stop controlled or uncontrolled approaches. The lanes may be narrowed by creating a media, a wider shoulder (or bicycle lane), or both. Narrower lanes may be supplemented by the addition of splitter islands, rumble strips, tubular markers, recessed pavement markers or buffered bike lanes depending on site conditions.

Source: FHWA

Centerline Delineator Posts

Description: Vertical centerline posts are a type of vertical treatment that delineates the centerline. This treatment is also known as a longitudinal channelizer.

Application Guidance: Vertical delineators can be used for lane narrowing. Delineators may be between 18 and 36 inches tall and spaced 32 inches apart. Posts should only be applied where there is enough room in the roadway to accommodate larger vehicles. This treatment can help reduce speed along long straight roadways. Centerline vertical delineators placed on rural roads have been shown to reduce average speed by as much as 3 mph. Delineators also have the benefit of separating oncoming traffic and potentially reducing the risk of head-on collisions.

Source: Iowa State University, Speed Management Toolbox for Rural Communities

LEDs in Pavement Markings or Signs

Description: LEDs can be embedded in delineators or any warning or regulatory sign. *MUTCD* Section 2A.08 contains guidance on the installation of signage with embedded LEDs.

Application Guidance: LEDs can draw driver attention and improve comprehension of signage on curves. This treatment has also been applied LEDs experimentally by placing LEDs in the roadway serving the function of roadway advisory pavement markings. LEDs may also be embedded in speed limit signs. LEDs on speed limit signs have been shown to reduce the number of vehicles that were traveling over the speed limit.

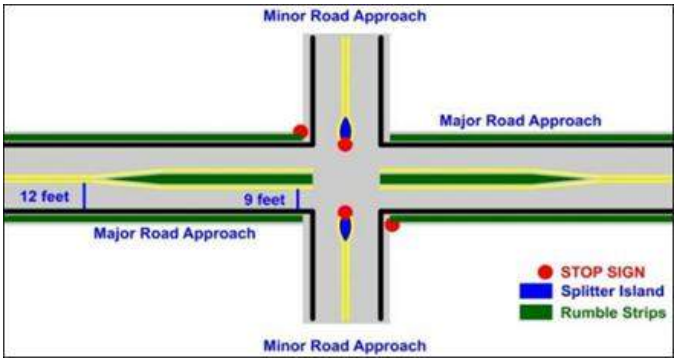
Source: Deschutes County

Tier 2 Countermeasures

Splitter Islands at Intersections

Description: Splitter islands are a treatment for stop-controlled intersections that may be located on the approach to an intersection to increase the intersection visibility and allow space to add a left-side stop sign. They can also be used to provide deflection on the intersection approach to support speed reduction. They help channelize and guide turning vehicles from the major roadway.

Application Guidance: Splitter islands have been shown to be effective at decreasing traffic speed and reducing intersections crashes. Splitter islands can be combined with doubled-up stop signs for increased visibility. *NCHRP Report 279* covers splitter island design and placement.



Source: FHWA

Horizontal Deflections

Description: Horizontal deflections are a type of physical roadway or curb enhancement to narrow or otherwise break up a roadway's straight design character. A horizontal deflection requires the motorist to navigate a curvilinear alignment stay on the roadway path.

Application Guidance: Horizontal deflections can provide a visual endpoint for the roadway along curves. Lateral shifts, chicanes, and roundabouts are examples of horizontal deflections. Horizontal deflections are more common in populated areas and can be integrated as a part of other roadway infrastructure such as medians, pedestrian islands, or curb extensions. Center islands are an additional type of horizontal defection that provides separation from traffic and can reduce the risk of a head-on collision occurring.

Source: Deschutes County

Dynamic Speed Displays and Vehicle-Actuated Signs / Speed Trailers

Description: Dynamic speed feedback signs display the speed of approaching vehicles. Dynamic signs can display other information or signage that is triggered by an approaching vehicle.

Application Guidance: Dynamic speed feedback signs on rural roadways may reduce 85th percentile speeds by 2–7 mph. Typical applications include paring a dynamic speed feedback sign with a speed limit sign or curve advisory sign.

Source: Deschutes County

7 SITE-SPECIFIC PROJECTS

In addition to systemic treatments, agencies can target specific locations that see high numbers of crashes, particularly fatal and serious injury crashes. This section presents locations on Deschutes County's HIN where the County could apply more extensive safety treatments to help eliminate fatal and serious injury crashes.

Deschutes County identified 10 priority locations for capital safety projects (typically representing more costly improvements that often require extensive planning and distinct funding sources) and systemic treatments (lower-cost interventions that can be incorporated into maintenance activities). The County selected these locations based on their crash history, proximity to transportation disadvantaged communities, and public input.

The recommendations presented in this section will continue to be refined by the County and its partners through further analysis, design, and community input.

Inclusion of a project in this plan does not represent a commitment by the County or ODOT to fund, permit, or construct the project. Projects on the State Highway System that are contained in the TSAP are note considered "planned" projects until they are programmed into the Statewide Transportation Improvement Program (STIP). As such, projects proposed in this plan that are located on a State Highway cannot be considered mitigated for future development or land use actions until they are programmed into an adopted STIP or ODOT provides a letter indicated that the project is "reasonably likely" to be funded in the STIP. State Highway projects that are programmed to be constructed may have to be altered or cancelled at a later time to meet changing budgets or unanticipated conditions such as environmental constraints.

Priority Locations

Deschutes County's priority locations include two intersections and a set of curves located just outside of La Pine, four intersections just outside of Bend, and three intersections north of Redmond (**Figure 7-1**). Some of these locations are near areas where people may have been historically underserved by the transportation system.

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3ULRULW\ /RFDWLRQV
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Recommended Improvements

Potential improvements have been recommended for each priority location. Conceptual layouts have been developed for five locations with capital project recommendations, and systemic treatments, without conceptual layouts, are recommended for the remaining five.

PRIORITY LOCATIONS WITH CONCEPTUAL LAYOUTS

- US 97 / Jackpine Loop (North)
- US 20 / Pinehurst Road
- US 20 / Gerking Market Road
- US 20 / Erickson Road-Torkelson Road
- Day Road / Amber Lane / 5th Street

PRIORITY LOCATIONS WITH SYSTEMIC TREATMENTS

- State Recreation Road / Huntington Road
- Bear Creek Road / Ward Road
- NE Smith Rock Way / NE 33rd Street
- NE Smith Rock Way / NE 1st Street
- NW Ice Avenue / NW 43rd Street

The recommendations presented in this section adhere to the design principles rooted in the Safe System Approach to address crash histories and patterns:

Projects range from increased signing and striping to access control and fixing intersection skews. Treatments were developed based on the detailed crash history at each site (e.g., types, severities, crash concentrations, other unique factors, etc.), the existing characteristics of the intersection or roadway (e.g., traffic control, direction of travel,

geometry, roadway space, visibility, etc.), and predominantly ODOT's crash reduction factor list.

Projects that are recommended at the County's five priority locations with conceptual layouts are presented in **Figure 7-2** through **Figure 7-6**. Short descriptions of these priority location are provided below.

- **US 97 / Jack Pine Loop (North) [Figure 7-2]:** Jackpine Loop, south of La Pine, intersects US 97 in two places, where the northern intersection provides access to nearby properties and shows notable highway-related crashes. This three-leg, two-way stop-controlled intersection lacks turn lanes, lighting, and warning signs for motorists on US 97, contributing to overtaking and turning crashes. The recommended improvement would close the intersection, reroute traffic to the US 97 / Masten Road intersection, and extend Pierce Road.
- **US 20 / Pinehurst Road [Figure 7-3]:** Pinehurst Road, west of Tumalo, supports east-west travel and access to nearby properties, but is a skewed two-way stop-controlled intersection with US 20. The location lacks lighting and turn lanes, and its history of rear-end and turning crashes indicates recurring safety issues. The recommended improvement is to separate the existing four-leg intersection into two three-leg intersections and add left-turn lanes on US 20.
- **US 20 / Gerking Market Road [Figure 7-4]:** Gerking Market Road, also west of Tumalo, is a three-leg, two-way stop-controlled, skewed intersection at US 20 with no turn lanes. US 20 has a westbound passing lane merging through the intersection. The recommended improvement focuses on reducing the skew and adding turn lanes on US 20 to address the history of rear-end and turning crashes.
- **US 20 / Erickson Road-Torkelson Road [Figure 7-5]:** Erickson Road, east of Bend, is a four-leg, two-way stop-controlled intersection at US 20 with intersection warning signs. The location lacks turn lanes and lighting, and may have visibility challenges. The recommended improvement would restrict side-street movements to right-in/right-out with a raised median and enhance intersection warning to address the history of angle crashes.
- **Day Road / Amber Lane / 5th Street [Figure 7-6]:** The Day Road / Amber Lane / 5th Street area, northwest of La Pine, consists of several closely spaced intersections and sharp curves that experience run-of-the-road crashes despite existing warning devices. The area also lacks lighting. The recommended improvement focuses on flattening the curves, widening shoulders, and enhancing curve warning speed feedback signs.

Table 7-1 and **Table 7-2** describe the recommended systemic treatments at the remaining five priority locations.

More details on the crash history, road characteristics, and treatments for the priority locations are available in Appendix C.

An implementation plan for the recommended projects is presented later in this, including planning-level cost estimates, implementation timeframes, and the criteria used to prioritize implementation.

Deschutes County Transportation Safety Action Plan

Preliminary Concept Subject to Change

Create a two-way stop-controlled intersection

Remove curve and create a 3-leg intersection

Construct an extension of Pierce Road to County standards

Construct an extension of Pierce Road to County standards

Disconnect Jackpine Loop from US 97

See Figure 4 for intersection details

Coordinate with ODOT on possible installation of median barrier on US 97

Upgrade southbound intersection warning signs to indicate the presence of Masten Road and OR 31

Pierce Road

Pierce Road No 2

6th Street

Masten Road

Jackpine Loop

US 97

OR 31

La Pine

Legend

Existing Roadway

Scale: 1" = 600'

600 300 0 600

The concepts presented herein are preliminary and for illustrative purposes. These representations are subject to further refinement through future studies.

Figure 7-3A: US 97 and Jackpine Loop

Deschutes County, Oregon

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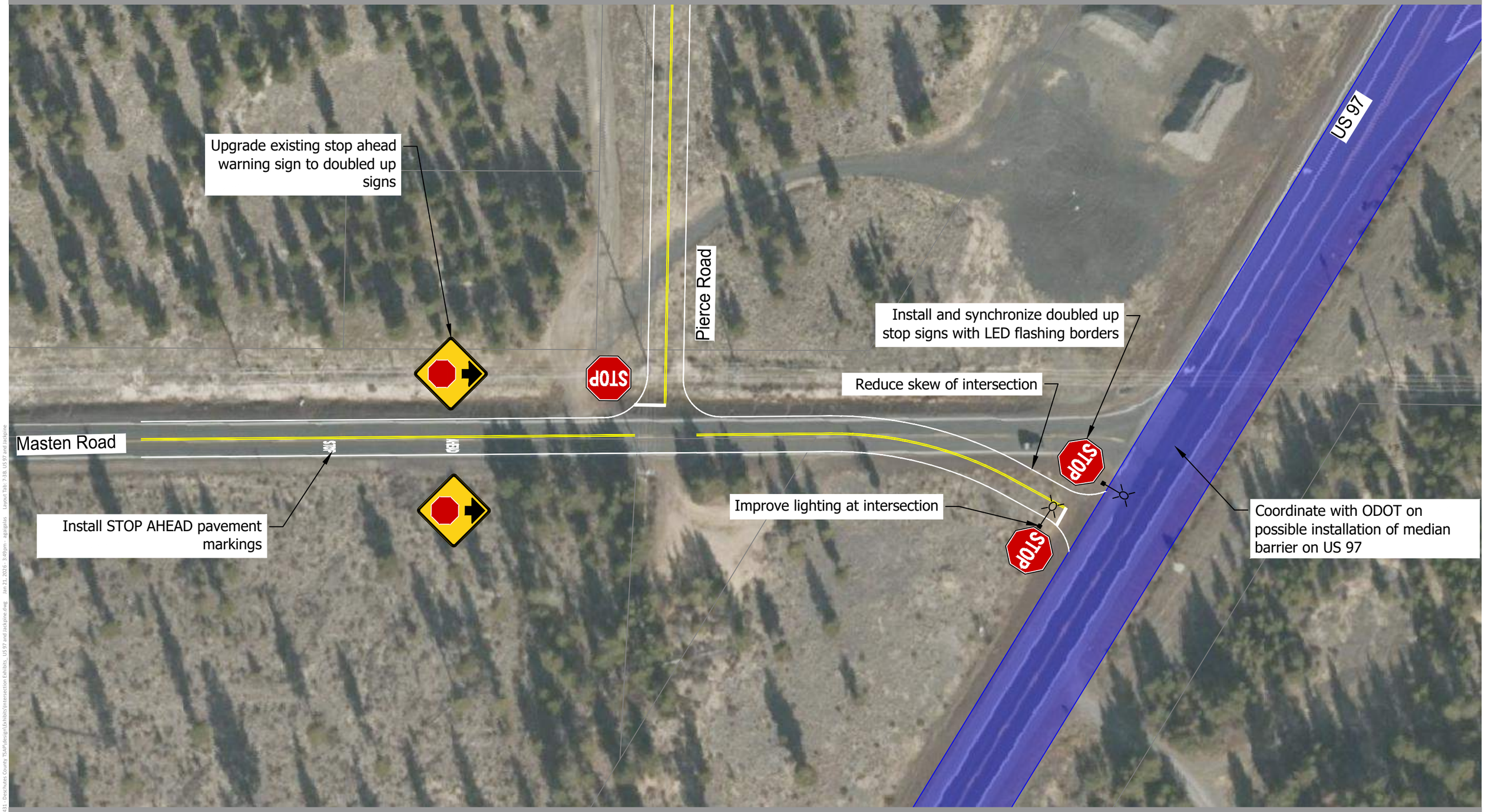
Deschutes County Transportation Safety Action Plan

Preliminary Concept Subject to Change



N

Scale: 1" = 60'

60 30 0 60

The concepts presented herein are preliminary and for illustrative purposes. These representations are subject to further refinement through future studies.

Figure 7-3B: US 97 and Masten Road

Deschutes County, Oregon

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Deschutes County Transportation Safety Action Plan

Preliminary Concept Subject to Change

Improve lighting at intersection

Install left turn lanes on northbound and southbound approaches with raised median

Smokey Butte Road

Improve lighting at intersection

Install doubled up intersection warning sign

Install stop sign

Install STOP AHEAD pavement markings

Install doubled up stop signs

Install northbound splitter island

Install southbound splitter island

Coordinate culvert installation with utility

Install doubled up stop signs

Install doubled up stop ahead warning signs

Install doubled up stop ahead warning signs

Pinehurst Road

Remove trees to increase triangle sight distance

Coordinate culvert installation with utility

Realign roadway

Install doubled up intersection warning sign

Install STOP AHEAD pavement markings

Improve lighting at intersection

US 20

Pinehurst Road

Legend

Existing Roadway

N

Scale: 1" = 150'

150 75 0 150

The concepts presented herein are preliminary and for illustrative purposes. These representations are subject to further refinement through future studies.

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Figure 7-4: US 20 and Pinehurst Road

Deschutes County, Oregon

Deschutes County Transportation Safety Action Plan

Preliminary Concept Subject to Change

Gerking Market Road

Install STOP AHEAD pavement markings

Install doubled up stop signs

Explore relocating the merge lane

Install doubled up intersection warning signs

Install doubled up stop ahead warning signs

Install southbound splitter island

Install channelized right turn lane

Install eastbound left turn lane

Improve lighting at intersection

Install doubled up intersection warning signs

US 20

N

Scale: 1" = 150'

150 75 0 150

The concepts presented herein are preliminary and for illustrative purposes. These representations are subject to further refinement through future studies.

Figure 7-5: US 20 and Gerking Market Road

Deschutes County, Oregon

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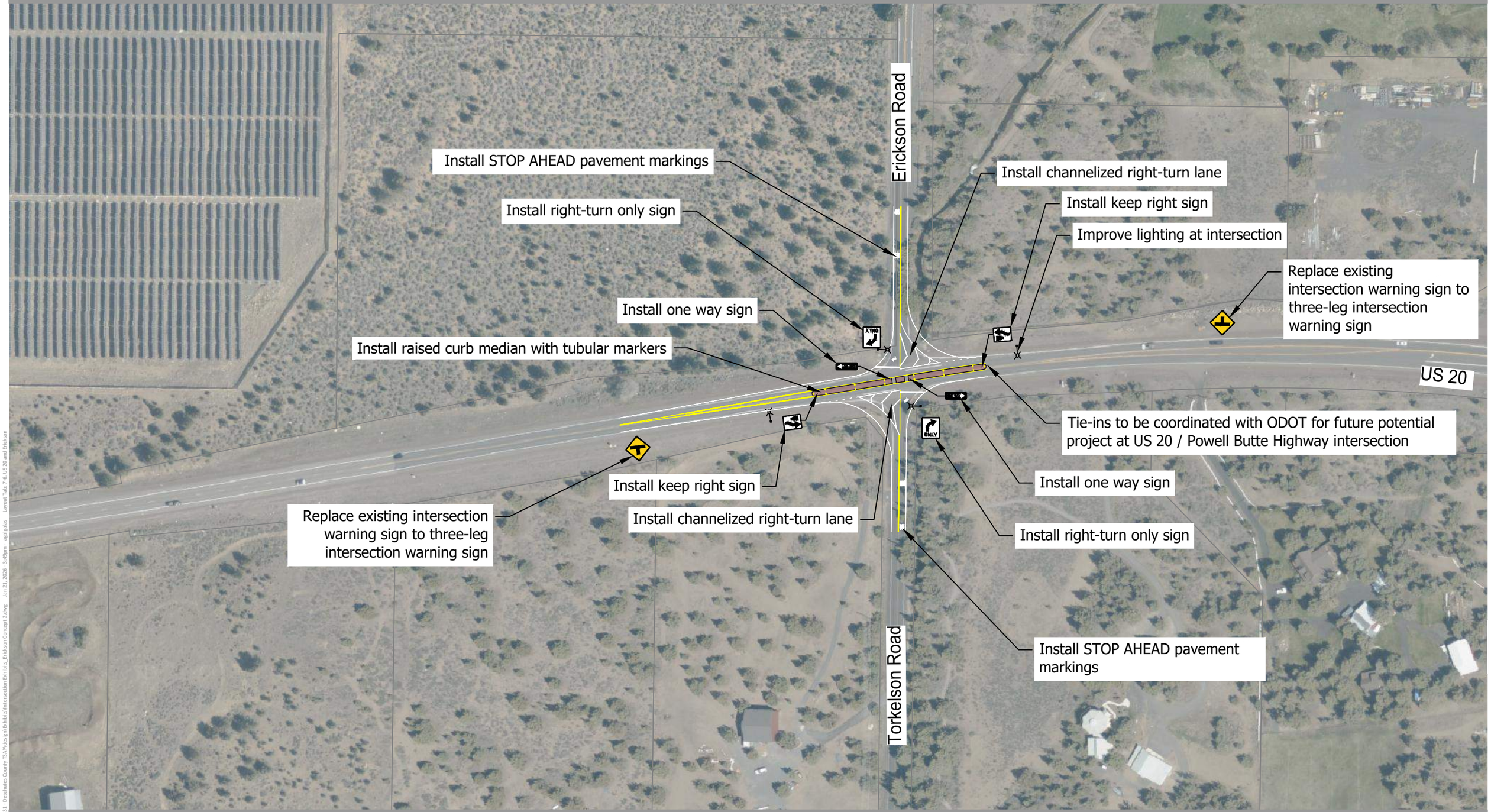
Deschutes County Transportation Safety Action Plan

Preliminary Concept Subject to Change



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Scale: 1" = 150'

150 75 0 150

The concepts presented herein are preliminary and for illustrative purposes. These representations are subject to further refinement through future studies.

Figure 7-6: US 20 / Erickson Road / Torkelson Road

Deschutes County, Oregon

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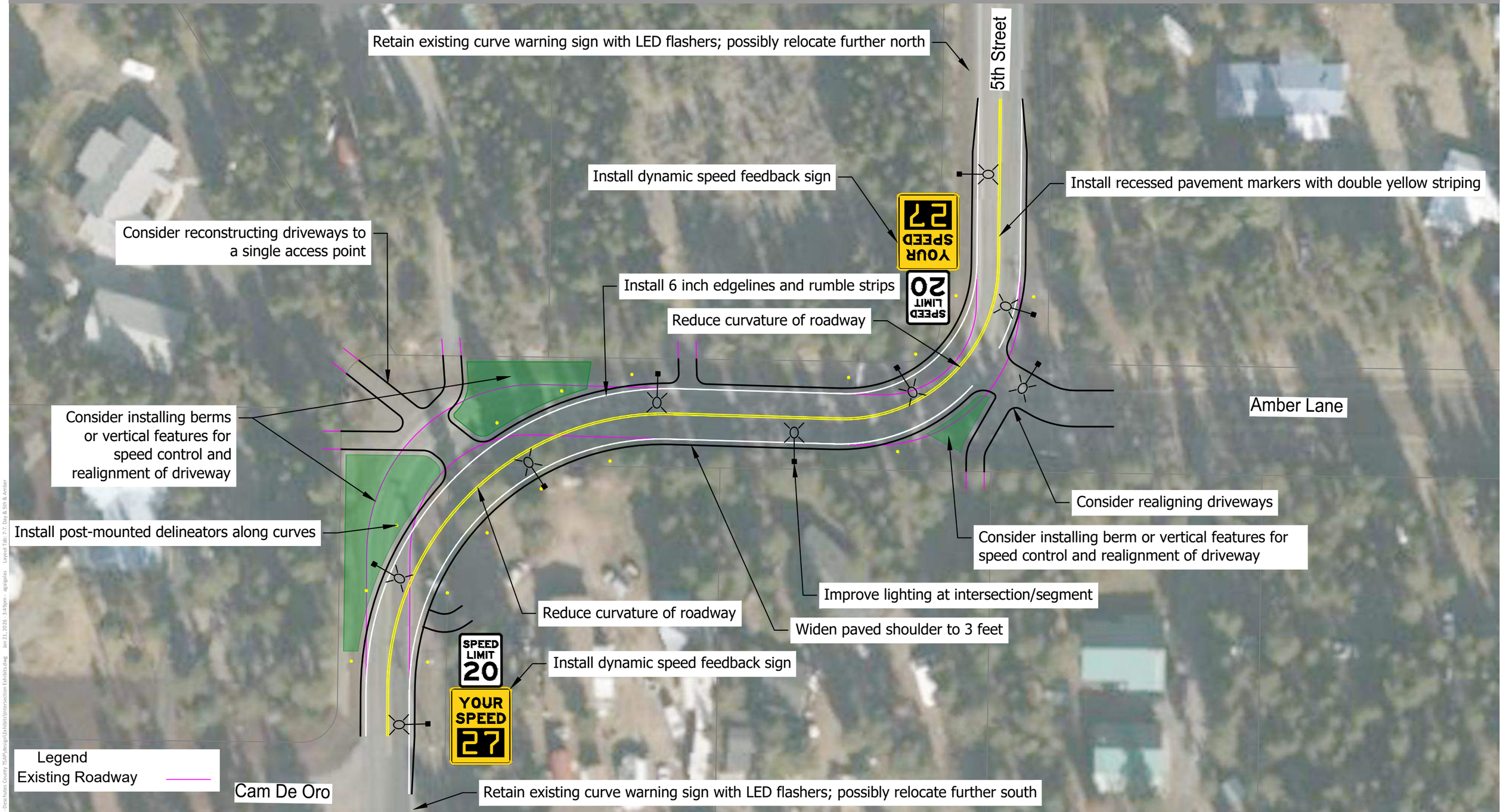
Deschutes County Transportation Safety Action Plan

Preliminary Concept Subject to Change



N

Scale: 1" = 50'

50 25 0 50

The concepts presented herein are preliminary and for illustrative purposes. These representations are subject to further refinement through future studies.

Figure 7-7: Day Road / 5th Street /Amber Lane

Deschutes County, Oregon

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PRIORITY LOCATIONS WITH SYSTEMIC TREATMENTS

This section presents the recommended modifications for the remaining five priority locations with systemic treatments. Given that many of the systemic treatments recommended at these priority locations are similar, the treatments for each location are presented in a matrix, including their potential crash reduction (**Table 7-1**).

Implementation Plan

The implementation plan presented in this section provides a roadmap for the County to develop and construct the high priority location projects according to a recommended timeline. These recommended timelines were determined by prioritizing each project based on the following criteria:

- Frequency and severity of crashes;
- Effects on transportation disadvantaged populations;
- Planning-level cost estimates;
- Community input;
- Potential environmental and right-of-way impacts; and,
- Multijurisdictional coordination.

Given that intersections and roadway segments differ in function, quantity of crashes, and implementation cost, projects for these facility types are prioritized separately from each other. The implementation plan is presented in **Table 7-2**. The cost estimates are planning level and do not account for design details such as right-of-way acquisition and environmental constraints or major structures like retaining walls. These should be identified through project development. The implementation timeframes are Near-Term (1-5 years), Mid-Term (5-10 years), and Long-Term (10-20 years). These priorities are intended to be flexible and adapt to changing priorities of the community and local agencies.

Details on the prioritization process as well as the cost estimate worksheets are included in Appendix E.

Table 7-1. Recommended Systemic Treatments at Priority Locations

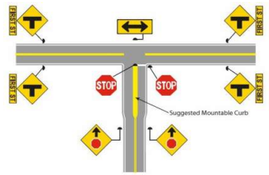
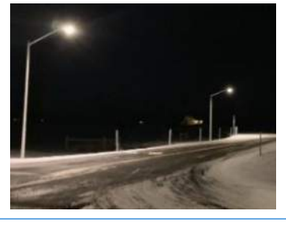
Treatment		State Rec Rd /Huntington Rd	Bear Creek Rd/ Ward Rd	NE Smith Rock Way/ NE 33rd St	NE Smith Rock Way/ NE 1st St	NW Ice Ave/NW 43rd St
Increase intersection warning with pavement markings and additional signage (CRF = 20-30%).		✓		✓	✓	✓
Provide flashing LED stop signs at stop-controlled approaches (CRF = 41%).		✓		✓	✓	✓
Double up stop signs with LED lights (CRF = 41%).			✓			
Install transverse rumble strips on the stop-controlled approaches (CRF = 25%).		✓				
Install 6-foot or greater raised dividers on the uncontrolled approaches with tubular markers.		✓	✓	✓	✓	✓
Install flashing beacons on intersection warning signs.			✓			
Install intersection lighting (CRF = 38%).			✓			

Table 7-2. Site-Specific Projects - Implementation Plan

Priority Location	Types of Improvements	Planning-Level Cost	Implementation Timeframe
US 97 / Jackpine Loop (N)	• Access consolidation • Local route improvements • Increased intersection warning	$3.8M	Mid-Term (5-10 Years)
US 20 / Pinehurst Road	• Intersection skew correction • Highway turn lanes • Increased intersection warning	$2.4M	Long-Term (10-20 Years)
US 20 / Gerking Market Road	• Intersection skew correction • Highway turn lanes • Channelization • Increased intersection warning	$2.0M	Long-Term (10-20 Years)
US 20 / Erickson Road-Torkelson Road	• Access control • Increased intersection warning	$900K	Mid-Term (5-10 Years)
Day Road / Amber Lane / 5th Street	• Horizontal curve flattening • Shoulder widening • Rumble strips • Increased curve warning	$700K	Long-Term (10-20 Years)
State Recreation Road / Huntington Road	• Increased intersection warning / LED-flashing stop signs • Transverse rumble strips • Raised dividers	See Section 5 for Unit Costs	Near-Term (1-5 Years)

Priority Location	Types of Improvements	Planning-Level Cost	Implementation Timeframe
Bear Creek Road / Ward Road	• Increased intersection warning • LED-flashing stop signs. • Flashing beacons on intersection warning signs • Lighting • Raised dividers	See Section 5 for Unit Costs	Near-Term (1-5 Years)
NE Smith Rock Way / NE 33rd Street	• Increased intersection warning • LED-flashing stop signs • Raised dividers	See Section 5 for Unit Costs	Near-Term (1-5 Years)
NE Smith Rock Way / NE 1st Street	• Increased intersection warning • LED-flashing stop signs • Raised dividers	See Section 5 for Unit Costs	Near-Term (1-5 Years)
NW Ice Avenue / NW 43rd Street	• Increased intersection warning • LED-flashing stop signs • Raised dividers	See Section 5 for Unit Costs	Mid-Term (5-10 Years)

Other Past & Ongoing Safety Projects

Other safety projects across Deschutes County have either been identified by past planning efforts or were being developed in concurrence with the TSAP through ongoing separate evaluation. These include the 2020 Deschutes County TSP and remaining projects from the previous version of this TSAP (2019). The recommendations within this plan either expand upon or incorporate the projects identified in these other plans. It is recommended that Deschutes County partner together and with the State to implement the projects in these other plans to strengthen the countermeasures developed in this document. Details on those additional projects are provided in Appendix F.

8 MULTIDISCIPLINARY ACTIONS

In addition to engineering treatments, agencies can use partnerships, polices, educational programs, and other community-oriented strategies to add additional safety layers to their transportation systems.

This chapter offers multidisciplinary actions Deschutes County can use to build redundant protections into its rural network. Generated through the crash pattern analysis, network screening, and community feedback, these actions bring together different agencies and community organizations and cover all five Safe System Approach objectives. These strategies are especially important for addressing behavior-related emphasis areas such as impaired driving or speeding.

> **Transportation safety is a community effort. County staff, elected officials, law enforcement, educators, emergency responders, and public health providers all have important roles to play in preventing fatal and serious injury crashes.**

03/18/2026 Item #10.

Table 8-1. Multidisciplinary Action Items

Action Item	Description	Focus Area(s)	Participating Agencies	Funding Need
A1	Support the Regional Transportation Safety Committee facilitated by Central Oregon Intergovernmental Council (COIC), which meets regularly to coordinate transportation safety efforts and carry out the Action Items identified in the TSAP. The committee should include representatives from outreach and advocacy groups to support community engagement, as well as City and County staff from departments such as police, streets, capital projects, engineering, and community development to promote resource sharing, data coordination, and unified safety strategies.	Safety Culture	ODOT, Deschutes County, Bend, Bend MPO, Redmond, Sisters, La Pine, Police, Sheriff, District Attorney's office, Emergency Services, OLCC, Department of Public Health, COIC	$$$
A2	Consider staffing needs or a consultant position to lead the Regional Transportation Safety Committee and lead implementation of the Action Items in the TSAP. Staff may be part of Deschutes County or ODOT to better serve the full region. Seek funding for this position. Collaborate with COIC on staffing needs or a consultant position to lead the Regional Transportation Safety Committee and TSAP Action Item implementation. Seek and develop a sustainable funding model for this position.	Safety Culture	ODOT, Deschutes County, COIC	$$
A3	Support the 2024 COIC Safety Communications Plan, including an education and public outreach system, that promotes a roadway safety culture that emphasizes attentive driving, sober driving, calm driving, driving at appropriate speeds, and awareness of individual impact on roadway safety. This should be a comprehensive and ongoing program.	Safety Culture, Aggressive Driving	ODOT, Deschutes County, Bend MPO, City of Bend, COIC	$$
A4	Develop a Safety Communications Calendar that provides monthly messages to emphasize in Deschutes County. Develop a plan for recurring educational events throughout the year(s). Provide educational programs at community events. Align Deschutes County safety messaging and recurring events with COIC's regional efforts.	Safety Culture	Deschutes County, ODOT, COIC	$$
A5	Provide educational materials to visitors through partnerships with Visit Bend, Visit Central Oregon, and local hotels/resorts. Expand upon ongoing efforts with COIC.	Safety Culture	Deschutes County, Bend MPO, City of Bend, Visit Bend, COIC	$$
A6	Develop and maintain policies to support the actions identified in the TSAP and to better incorporate safety into long-range planning and the project development process.	Safety Culture	Deschutes County	$
A7	Increase enforcement during highest risk times, based on the reported crash data patterns, and at locations identified in the TSAP based on reported crash data.	Safety Culture, Enforcement	Police/Sheriff, Deschutes County	$$
A8	Evaluate the need to increase sheriff staffing to increase enforcement. Explore funding opportunities to increase enforcement.	Safety Culture, Enforcement	Police/Sheriff, Deschutes County	$$
A9	Provide bystander training courses to the public to educate residents how to respond in an emergency event.	Emergency Response	Police, EMS, Hospitals	$$
A10	Reduce (optimize) response time to crashes. Work with the EMS Council and Oregon Area Trauma Advisory Board to complete this.	Emergency Response	EMS, Police	$

Action Item	Description	Focus Area(s)	Participating Agencies	Funding Need
A11	Develop criteria for identifying and designating safety corridors within the County.	Aggressive Driving, Safety Culture	Deschutes County, ODOT	$
A12	Encourage employers and families to institute policies related to driving safely, including attentive driving, by sharing the National Safety Council's sample contract in its Distracted Driving Toolkit. Expand upon ongoing efforts with COIC.	Safety Culture, Distracted Driving	Deschutes County, Employers, Local cities, COIC	$
A13	Educate youth and adults on the importance of paying attention when using the transportation system. Expand upon ongoing efforts with COIC.	Safety Culture, Distracted Driving	Deschutes County, COIC	$
A14	Continue to implement an unmarked car distracted driving program. Consider partnering with the City of Bend to expand the program.	Safety Culture, Distracted Driving, Enforcement	County Sheriff, Police, City of Bend	$$
A15	Develop an educational campaign to promote sober driving. Provide educational posters, social media posts, and public service announcements to inform the public about the dangers of impaired driving, including alcohol and drugs. Work in schools to educate students on the consequences of impaired driving. Expand upon ongoing efforts with COIC.	Safety Culture, Impaired Driving	Deschutes County, ODOT, Bend MPO, Schools, COIC	$
A16	Increase Driving Under the Influence and impaired driving enforcement through data-driven saturation patrols and provide officers with Drug Recognition Expert Training and standardized field sobriety tests training.	Impaired Driving, Enforcement	Police, County Sheriff, Deschutes County	$$
A17	Focus on programs and partnerships, such as he Shared Future Coalition, to increase education and awareness around impaired driving for all drivers. Expand upon ongoing efforts with COIC.	Safety Culture, Impaired Driving	Deschutes County (Shared Future Coalition), COIC	$$
A18	Develop repeat DUI driver offender programs focused on treating the causes of DUI.	Impaired Driving	District Attorney's Office	$
A19	Support the City of Bend in formalizing rideshare locations in the downtown area and near locations with multiple restaurants, bars, and pubs to encourage greater use of cabs and rideshare options. Expand upon ongoing efforts with COIC.	Safety Culture, Impaired Driving	Bend MPO, City of Bend, Downtown Bend, Restaurants and Bars, Cab and Rideshare companies, Deschutes County, COIC	$$
A20	Coordinate with local bars, businesses, and rideshare companies to develop and offer a program that provides users with a discount for taking a cab or rideshare to or from drinking establishments or special events (such as Bit of Bend, Summerfest, etc.). Expand upon ongoing efforts with COIC.	Safety Culture, Impaired Driving	Bend MPO, City of Bend, Downtown Bend, Restaurants and Bars, Cab and Rideshare companies; Deschutes County, COIC	$
A21	Report matter-of-fact crash statistics in a manner meant to inform potential riders of the risks associated with choosing the motorcycle as a mode of transportation. Expand upon ongoing efforts with COIC.	Safety Culture; Motorcycles	Deschutes County, ODOT, Bend MPO, City of Bend, COIC	$

Action Item	Description	Focus Area(s)	Participating Agencies	Funding Need
A22	Conduct targeted outreach using various means, relationships, and venues to encourage a change in safety culture to convince motorcyclists to enact safe riding practices. Work with motorcycle shops to educate riders about the behaviors associated with higher risk such as discouraging group rides. Provide educational posters, social media posts, and educational placards to inform motorcyclists of the consequences of crashes and promote safe riding practices, safety equipment, gear choice (full face helmets, full gloves, appropriate jackets and pants, boots, etc. and All the Gear All the Time (ATGATT)), importance of lights or reflective gear at night, the importance of not riding the wrong way, the importance of not riding impaired, and motorcycle handling skills and maintenance. Expand upon ongoing efforts with COIC.	Safety Culture, Motorcycles	Deschutes County, ODOT, COIC	$
A23	Encourage more education programs for riders who have taken a break from riding. Work with motorcycle retailers to encourage education for new riders and continued training after receiving their endorsement. Expand upon ongoing efforts with COIC.	Safety Culture, Motorcycles	Deschutes County, ODOT, COIC	$
A24	Continue partnership with Commute Options and Pedestrian Advisory Committee (BPAC).	Safety Culture, Pedestrians / Bicyclists	Deschutes County, BPAC	$
A25	Continue to provide local educational programs at schools and other venues (safety fairs, community events, etc.) for both students and parents, including: educate parents about traffic safety, including safe parking locations when lining up for school pick-up; educate students and parents about the importance of reflective clothing when walking or biking at night; educate students and parents on safe pedestrian and bicycle practices including safe crossing practices and not playing behind vehicles or near streets; educate about the importance of adult supervision; provide educational materials for students to share with parents about the risks associated with distracted driving, including distracted pedestrians.	Safety Culture, Pedestrians / Bicyclists	Commute Options, Schools	$$
A26	Collaborate with the Department of Public Health to work on active transportation, safe routes to school, health impact assessments, and rural access to health care. Include transportation safety in public health education programming.	Safety Culture	Deschutes County Health Department	$
A27	Commute Options is a community group that administers the “Friendly Driver Course.” Support this group to continue the course for truck drivers and expand it beyond truck drivers to include drivers associated with businesses and business activities. This program currently educates truck drivers on how to operate in the presence of people walking and biking. Offer incentive programs to encourage businesses to expand this program beyond truck drivers.	Safety Culture; Pedestrians/ Bicyclists	Commute Options, Local Businesses, Deschutes County	$$
A28	Evaluate where opportunities exist for new educational and promotional programs for pedestrians and bicyclists over time.	Safety Culture; Pedestrians/ Bicyclists	Commute Options, Deschutes County	$
A29	Conduct adult pedestrian and bicycle outreach, such as safe crossing practices and new pedestrian/bicycle infrastructure education. Expand upon ongoing efforts with COIC.	Safety Culture; Pedestrians/ Bicyclists	Commute Options, Deschutes County, COIC, City of Bend	$

Action Item	Description	Focus Area(s)	Participating Agencies	Funding Need
A30	Educate drivers and bicyclists about bicycle transportation, including proper driver and bicyclist behavior and rules of the road for bicyclists, when to dismount, how to use sidewalks and crosswalks, how to ride through roundabouts, common crash types, etc.	Safety Culture; Pedestrians/ Bicyclists	Deschutes County, Bend MPO, ODOT, Commute Options, COIC, City of Bend	$
A31	Coordinate with BPAC to reintroduce placards with rules for bicyclists, pedestrians, and motor vehicle drivers.	Safety Culture; Pedestrians/ Bicyclists	BPAC	$
A32	Develop a countywide bicycle route map that identifies the preferred bicycle routes (lower volume, lower speed, and available shoulders) and provide wayfinding to direct cyclists to these routes. Illuminate pedestrian crossings near schools in the County.	Pedestrians/ Bicyclists	Deschutes County	$$
A33	Provide transportation options through infrastructure that allows for transit, walking, and other forms of transportation, where possible. Partner with transportation assistance programs to promote non-driving options for seniors. Expand upon ongoing efforts with CET.	Senior Drivers	COIC, CET, Deschutes County, ODOT, COIC	$$
A34	Support driver education programs and safety education for younger drivers in rural areas. Support peer-based safe driving marketing efforts and outreach programs in high schools to provide driver and non-motorized travel safety education. Support family-based driver education to leverage parental influence. Expand upon ongoing efforts with COIC.	Safety Culture; Young Drivers	ODOT, Commute Options, COIC	$
A35	Begin safety education before young people reach driving age, as early as preschool. Partner with groups such as Safety Towns and school districts.	Safety Culture; Young Drivers	Commute Options, Safety Towns, School District, Central Oregon Health Council	$
A36	Seasonally educate drivers about proper driving behavior and vehicle preparations for winter conditions. Expand upon ongoing efforts with COIC.	Safety Culture; Winter Driving	ODOT, Deschutes County, Deschutes County, COIC, City of Bend	$
A37	Evaluate options to collect and use traffic volume, near-misses, and other data to understand where perceived safety issues may exist	Technology	Deschutes County, ODOT	$$
A38	Evaluate the ability to use crowdsourcing technology to identify risks and locations for additional assessment	Technology	Deschutes County, ODOT	$$
A39	Update the TSAP every 3 to 5 years.	Monitoring	Deschutes County	$

9 PERFORMANCE MONITORING

Performance measures help agencies evaluate their progress toward eliminating fatal and serious injury crashes on their road networks. This section offers information on how the County can track outcomes of its TSAP and what measures it can use to do so.

Helpful tracking measures include:

- The total number of fatal and serious injury crashes within the rural County.
- The number of fatal and serious injury crashes on all rural roads by emphasis area.

The County should report fatal and serious injury crashes annually, and assess performance based on the latest five-year annual average. Averaging helps help account for year-to-year fluctuations. Crash data can be accessed from ODOT.

To work toward its goal of zero transportation-related fatalities and serious injuries, Deschutes County has set a benchmark to reduce fatal and serious injury crashes (both in total and for each emphasis area) by 50% by the year 2050. **Table 9-1** compares current crash levels with 2050 benchmarks.

Table 9-1. Serious Crash Benchmark for Unincorporated Deschutes County

Performance Measure	Reported Fatal and Serious Injury Crashes (2018–2022)	2050 Benchmark (50% Reduction)
All Fatal and Serious Injury Crashes	172	86
Fatal or Serious Injury Crashes Involving:		
Roadway or Lane Departures	75	37
Speeding	61	30
Impaired Driving	36	18
Motorcyclists	35	17
Older Drivers (Age 65 and Over)	34	17
Younger Drivers (Age 15–25)	40	20
Intersections	76	38

Note: One fatal or serious injury crash may include multiple categories listed above. For example, a younger motorcyclist could crash while speeding. As a result, the sum of the crashes for these individual categories exceeds the total quantity of fatal and serious injury crashes.

DESCHUTES COUNTY

TRANSPORTATION SAFETY ACTION PLAN

Technical Appendix

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APPENDIX A–EXISTING CONDITIONS MEMORANDUM

Technical Memorandum

Date:	July 10, 2025	Kittelson Project No: 30431
To:	Project Management Team	
From:	Matt Kittelson, PE, Miranda Barrus, PE, Eza Gaigalas; Joel McCarroll; Lacy Brown, PhD, PE, RSP_2; Sylinda Villado	
Subject:	Final Tech Memo #1: Existing Conditions	

Introduction

Deschutes County is updating its 2019 Transportation Safety Action Plan (TSAP) for its unincorporated areas. The purpose of the TSAP is to help the County eliminate fatal and serious injury crashes from the transportation system through site-specific and systemic countermeasures and multidisciplinary actions. This memorandum summarizes existing conditions across the county as they relate to current safety plans and policies and crash history. The document is organized into the following four sections:

- **Existing Plans and Policies Review:** summarizes federal, state, and local transportation safety planning requirements and guidance to promote consistent transportation safety planning across the county.
- **Deschutes County TSAP Draft Goal and Policies:** recommends a draft goal and associated policies that move the region toward zero transportation-related deaths and serious injuries, in support of and coordination with the 2019 TSAP and Transportation System Plan (TSP).
- **Safety Analysis Framework:** describes the methodology and assumptions for the crash data analysis.
- **Crash Data Analysis:** summarizes the crash history in unincorporated Deschutes County, including crash patterns and locations where crashes may be concentrating, to identify crash emphasis areas (e.g., speeding, substance use, age of road user) and specific locations that could be prioritized for individual safety projects; it also assesses the effectiveness of safety projects that the County has implemented from its 2019 TSAP.

The information contained in this memorandum, in combination with input from the County and community, will serve as the basis for developing systemic, site-specific, and non-infrastructure strategies.

Existing Plans and Policies Review

A review of existing plans and policies is intended to guide development of the TSAP in accordance with federal, state, and local transportation safety objectives. Therefore, this section summarizes key information that is relevant to the TSAP from the following:

- The US Department of Transportation's (USDOT's) safety planning regulations as well as the requirements of its Safe Streets and Roads for All (SS4A) Grant Program;
- Oregon transportation planning rules and the goals, policies, and strategies of the Oregon TSAP; and,
- Current transportation safety goals, objectives, and projects identified in the County's 2019 TSAP and 2020-2040 Transportation System Plan (TSP).

Federal Regulations and Guidance

Federal transportation safety planning regulations were introduced in 1998 with the Transportation Equity Act for the 21st Century (TEA-21) and they have been carried forward through multiple federal transportation bills, including to the present-day Infrastructure Investment and Jobs Act (IIJA). In 2005, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) replaced TEA-21 and included the requirement that each state had to develop a Strategic Highway Safety Plan (SHSP) to address fatalities and serious injury crashes on all public roads. This SHSP requirement for states has been carried forward since 2005.

Oregon's TSAP, described later in this memorandum, is the state's SHSP. Within the SHSP, the state must establish annual targets for the following performance measures and monitor and report on them annually:

- Number of roadway fatalities
- Number of roadway serious injuries
- Roadway fatalities per vehicle miles traveled (fatality rate)
- Roadway serious injuries per vehicle miles traveled (serious injury rate)
- Combined nonmotorized fatalities / serious injuries
- High-Risk Rural Roads special rule (two-year fatality rate on rural collectors/local roads)
- Fatalities / serious injuries of aging drivers / pedestrians over two-year period (age > 65 years)

Although there are no federal requirements for local governments to have a SHSP or performance measures and targets, the federal requirements for the state have implications for Deschutes County. The state relies on partnerships with local jurisdictions to help reach state and national safety goals by reducing fatalities and serious injuries on their local transportation systems.

Additionally, the Deschutes County TSAP Update is funded by the Safe Streets and Roads for All (SS4A) Grant Program under the IIJA, which has its own specific set of requirements that the TSAP should meet. Information on those requirements and other details of the program that are useful for future grant pursuits by the County are summarized in the following section.

Safe Streets and Roads for All (SS4A) Grant Program

The IIJA was signed into law in November 2021 and continues previous requirements for states to have a SHSP. A SHSP must:

- Incorporate input from a range of partners from diverse disciplines;
- Address all roadway users on all public roads;
- Be data driven;
- Include measurable objectives; and,
- Identify how progress will be evaluated (Reference 1 – Oregon TSAP).

The IIJA established the new SS4A grant program with $5 billion in appropriated funds over five (5) years (Fiscal years 2022-2026) to prevent roadway deaths and serious injuries through planning, demonstration, and implementation grants ($1 billion is generally preserved for each year). Planning and demonstration grants fund the development or completion of an Action Plan, supplemental planning activities, and/or demonstration activities that will inform the development of an Action Plan. Implementation grants fund projects and strategies identified in a qualifying Action Plan (planning, design, and development activities), as well as supplemental planning and demonstration activities (Reference 2 – USDOT SS4A Grant Program).

The components of a qualifying SS4A Action Plan that the Deschutes County TSAP Update needs to include are summarized in Table 1.

Table 1. SS4A Action Plan Components

Component	Description
Leadership Commitment and Goal Setting	Official public commitment (e.g., resolution, policy, ordinance) by a high-ranking official and/or government body (e.g., County Board) to an eventual goal of zero roadway fatalities and serious injuries. Commitment must either include a target date for achieving zero roadway fatalities and serious injuries and/or an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating them.
Planning Structure	A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.

Component	Description
Safety Analysis	Analysis of existing conditions and historical trends that provide a baseline level of fatal and serious injury crashes across a jurisdiction, locality, Tribe, or region, without regard to road ownership. Includes analysis of crash locations, severities, types, and contributing factors by relevant road users (motorists, pedestrians, transit users, etc.). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographics, and structural issues). Analysis should include a geospatial identification of higher-risk locations (a High-Injury Network or equivalent).
Engagement and Collaboration	Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with governmental plans and planning processes to the extent practicable.
Equity Considerations	Plan development conducts inclusive and representative processes. Underserved communities are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.
Policy and Process Changes	Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.
Strategy and Project Selections	Identification of a comprehensive set of projects and strategies – shaped by data, the best available evidence and noteworthy practices, and stakeholder input and equity considerations – that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a Safe System Approach (*described later in this memorandum*) and effective interventions and consider multidisciplinary activities. To the extent practicable, data limitations are identified and mitigated. Once identified, the projects and strategies are prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explain prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.
Progress and Transparency	Document of the method to measure progress over time after an Action Plan is developed or updated, including outcome data. A means to ensure ongoing transparency is established with residents and other relevant stakeholders. The approach must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway facilities and serious injuries and public posting of the Action Plan online.

Source: 2024 SS4A Notice of Funding Opportunity

The USDOT has five (5) selection criteria for its Implementation Grant that the County should consider in developing its TSAP:

1. Safety Impact
2. Equity, Engagement, and Collaboration
3. Effective Practices and Strategies
4. Other USDOT Strategic Goals
5. Supplemental Planning and Demonstration Activities

These selection criteria are considered in numeric order of most to least important (e.g., Safety Impact is the most important and will be weighed more heavily). Criterion #5 only applies if the applicant requests funding for supplemental planning and/or demonstration activities in its grant application. In addition to these criteria, the USDOT will also evaluate "Project Readiness" and other considerations (Reference 3 – 2024 SS4A Notice of Funding Opportunity).

Attachment A provides additional details about the SS4A grant program as a reference for the County, including how USDOT's five priorities are reflected in the Implementation Grant selection criteria (see Table A-1), and examples of eligible Implementation Grant activities (Reference 3 – 2024 SS4A Notice of Funding Opportunity).

The next section briefly describes State rules and objectives for transportation safety planning in Oregon.

State Rules and Objectives

The State of Oregon has 19 statewide land use planning goals and Goal 12 is Transportation, which is implemented by the Transportation Planning Rule (TPR). The TPR requires the Oregon Department of Transportation (ODOT) to have a Transportation System Plan (TSP) that identifies facilities and services to meet state transportation needs. ODOT's TSP is comprised of the Oregon Transportation Plan and adopted state-level multimodal, mode, topic, and facility plans, including Oregon's Transportation Safety Action Plan (TSAP). The TPR also requires local jurisdictions to plan their transportation systems consistent with the state TSP. As such, the Deschutes County TSAP Update should be consistent with the state TSP, including the Oregon TSAP.

Oregon Transportation Safety Action Plan (TSAP)

The Oregon TSAP serves as the foundation for integrating behavioral and infrastructure-related safety practices into all aspects of planning, programming, and policy activities in the state. These safety practices are multidisciplinary and are supported by engineering, emergency response, law enforcement, and education.

While there is no requirement for local jurisdictions to develop their own TSAPs, the 2021 Oregon TSAP does include this call to action for local jurisdictions in its first chapter:

> *The TSAP is a strategic safety plan for all users, all roadways, and all transportation agencies in Oregon. The plan outlines the vision, goals, policies, and strategies for long-term safety and action to achieve near-term opportunities for transportation Safety in Oregon. The broad reach of the plan is matched by the array of partners that will need to commit to implement plans, policies, and programs to save lives and prevent injuries. These partners include state, regional, Tribal, county, and city agencies, and the private and non-profit sectors (transportation planning/engineering organizations, enforcement agencies, emergency medical service [EMS] providers, education providers, public health agencies, safety advocacy groups, private employers, and the traveling public).*

Further, ODOT is charged under Oregon Revised Statutes (ORS) 802.310 and 802.329 with collaborating with local governments on plans and activities for safety, and local agencies are explicitly allowed to participate in highway safety programs. Traffic-related fatalities and serious injuries come at a cost to families, society, and the economy. The 2019 comprehensive costs of one fatal or serious injury crash in Oregon, which include both economic costs and the cost of lost quality of life, were estimated at $1.1 million for urban local roads and $1.9 million for rural local roads. It is expected that these costs have increased over the last six years. Oregon aims for zero fatalities and life-changing injuries on Oregon roadways by the year 2035 (Reference 1 – Oregon TSAP).

GOALS, POLICIES, & STRATEGIES

Goals, policies, and strategies in the Oregon TSAP focus on changing safety culture and proactively planning, designing, operating, and maintaining a transportation system that eliminates fatalities and serious injuries – this is only possible with the help of safe traveling behaviors of residents and visitors and decision-makers investing in safety programs, policies, and infrastructure projects. The Oregon TSAP's six goal areas include:

1. Improving Safety Culture
2. Improving Infrastructure
3. Facilitating Health and Livable Communities
4. Using Best Available Technologies
5. Communicating and Collaborating
6. Investing Strategically

This latest Oregon TSAP also emphasizes equitable transportation safety for all users and all modes so that burdens and benefits of movement do not disproportionately impact one

community over another. Oregon's goals, policies, and strategies could be implemented at the state, regional, Tribal, county, and city governmental levels to help the State achieve its long-term safety vision (Reference 1 – Oregon TSAP).

EMPHASIS AREA ACTIONS

Over the long-term, the Oregon TSAP is intended to provide guidance to policymakers, planners, and designers. In the near-term, it provides actions for reducing fatalities and life-changing injuries in the form of Emphasis Area Actions. The Emphasis Areas include:

- **Risky Behaviors** (recommends various actions for minimizing impaired, unbelted, speeding, and distracted driving crashes)
- **Infrastructure** (recommends various actions for minimizing intersection and roadway departure crashes)
- **Vulnerable Users** (recommends various actions for minimizing pedestrian, bicycle, motorcycle, and aging road user crashes with a focus on low-income communities and communities that have been historically excluded based on race and ethnicity)
- **Improved Systems** (recommends various actions to continually improve data, train and educate transportation and safety staff, support law enforcement and emergency responders, and minimize vehicle crashes)

These can be used to inform project, program, and policy concepts, evaluation, and decision-making at the state, regional, Tribal, county, and city level. Additional information on the specific actions can be found within the Oregon TSAP (Reference 1 – Oregon TSAP).

IMPLEMENTATION

The Oregon TSAP provides guidance on how it fits into practice and how it can be implemented across the state through various local partners:

- Evaluate local spot-specific and systemic safety needs; develop plans and programs to address needs.
- Collaborate with state, Metropolitan Planning Organization (MPO), and stakeholder partners to educate the public about county transportation safety-related behavior issues.
- Integrate safety programming, planning, and policy into local planning.
- Develop coalitions with enforcement and EMS providers to target and improve specific community needs.
- Use the TSAP as a resource for local goals, policies, strategies, and actions (Reference 1 – Oregon TSAP).

Local Goals, Policies, and Projects

Beyond federal and state transportation safety planning requirements, Deschutes County has also identified transportation safety goals, policies, and/or projects in its current (2019) TSAP and its 2020-2040 TSP that will be carried forward with the Deschutes County TSAP Update.

Deschutes County TSAP

The County's 2019 TSAP focuses on identifying and addressing regional safety issues to support the statewide goal of zero fatal and serious injuries on Oregon's transportation system by 2035. The plan highlights several systemic and site-specific safety projects, many of which the County has worked to implement since 2019. Figure 1 illustrates the priority locations that were identified in the 2019 TSAP and the completion status of their site-specific projects. The TSAP Update will consider incorporating recommendations from the 2019 plan if not completed already. The details about each project that has yet to be implemented or is partially completed are summarized in Attachment B.

Deschutes County TSP

The 2020-2040 Deschutes County TSP, adopted in 2024, identifies seven goals for the County's transportation system and Goal 2 focuses on safety: "Provide a transportation system that promotes the safety of current and future travel by all users." Its associated policies include the following:

1. Design and maintain County roadways consistent with their expected use, vehicular travel speeds, and traffic volumes.
2. Incorporate the Transportation Safety Action Plan (TSAP) goals and action items into County planning projects and update the TSAP at appropriate intervals.
3. Coordinate with the Sheriff's Office to discuss enforcement activity on specific facilities in the County and jointly communicate safety issues when observed and encountered.
4. Continue the partnership with the County's Bicycle and Pedestrian Advisory Committee (BPAC) to promote education and outreach activities and to inform future County investment decisions in facilities for people riding bikes and walking.
5. Coordinate with the emergency service providers in the County to prioritize the maintenance and investment in key lifeline and evacuation routes.
6. Coordinate with ODOT, railroads, and local communities to prioritize safety investments at rail crossings.

7. Prioritize investments in key crossing locations for people walking and riding bikes across major County roadways and/or ODOT highways, especially at locations that serve vulnerable populations.

8. Coordinate with ODOT for planning for grade-separated wildlife crossings of State highways using relevant wildlife migration information, crash data, and best management practices.

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Deschutes County TSAP Draft Goal and Policies

The following outlines a recommended safety goal and five supporting policies for inclusion in the updated Deschutes County TSAP. These were collectively developed based on the goals and objectives of the current County TSAP and TSP and have been expanded to comply with objectives of the Oregon TSAP and federal SS4A program.

> *Provide all roadway users – including the most vulnerable - with an accessible transportation system that strives to eliminate fatal and serious injury crashes.*

1. Deschutes County will reduce transportation-related fatalities and serious injuries through design, operation, maintenance, education, and enforcement, with the objective of zero serious injuries and fatalities.
2. Deschutes County will prioritize the needs and safety of all users in transportation projects, programs, and funding decisions, with special attention to the needs of vulnerable users.
3. Deschutes County will design their roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
4. Deschutes County will establish and enforce appropriate motor vehicle travel speeds for the safety of all roadway users.
5. Deschutes County will regularly coordinate with emergency service providers and other safety partners to improve transportation planning, design, and maintenance activities.

The **goal** defines the community's desired outcomes for transportation safety.

The **policies** form the long-term foundation for the Deschutes County TSAP Update and provide a consistent course of action to move the community toward the goal. The policies will guide work programs, long-range planning projects, pursuit of funding opportunities and the budget and capital improvement programs. The policies are implemented through the County's land use regulations such as the zoning ordinance, subdivision ordinance, and standards and specifications.

The following section summarizes the safety analysis framework for the Deschutes County TSAP Update and its outcomes, which are described later in this memorandum.

Safety Analysis Framework

The safety analysis framework summarized in this section describes the safety analysis methodology for the Deschutes County TSAP Update that will support a prioritized list of projects, programs, and policies to reduce crash frequency and severity within the study area, shown in Figure 2. The study area includes all public roadways within the county, outside of all incorporated city boundaries.

Based on the desire of the County for a comprehensive, systematic, and objective safety program, the safety analysis framework summarized in the following sections builds upon statewide policies and applies crash analysis tools and methods from the Highway Safety Manual (Reference 4 – HSM) and other published resources from the Federal Highway Administration (FHWA) or National Cooperative Highway Research Program (NCHRP).

Coordination With Other Projects

The City of Bend TSAP, last adopted in 2019, is set for an update starting in 2025, with completion expected in 2026. The County will coordinate with the Bend Metropolitan Planning Organization (MPO) while the Deschutes County and Bend TSAPs are being updated. The County will also coordinate with the cities of La Pine, Sisters, and Redmond on any future safety action plans that they develop. Additionally, Jefferson and Crook counties are developing their own TSAPs. Given that several major roads cross county boundaries, future coordination with neighboring counties may be necessary to address shared safety concerns, such as joint grant applications to fund systemic improvements and/or safety culture campaigns for roads across jurisdictions.

Comprehensive Approach to Safety

A comprehensive approach to transportation safety acknowledges that policy, planning, programming, and projects are multidisciplinary. Recognizing this, USDOT has adopted the **Safe System Approach** to guide its roadway safety efforts based on six principles and five objectives, shown in the graphic to the right. The six Safe System Approach principles, shown on the outside ring of the graphic, encompass the fundamental beliefs upon which the approach is built. The five Safe System Approach objectives, shown in the middle ring of the figure, are conduits through which the approach is implemented (Reference 5 – USDOT Safe System Approach).

DESCHUTES COUNTY

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To achieve a multidisciplinary plan, input will be gathered by a variety of community interests throughout the plan development process:

- **Project Management Team (PMT)** – The PMT includes key staff from Deschutes County who meet regularly to provide technical input during key steps.
- **Safety Working Group (SWG)** – The SWG represents a wide range of interests (i.e., County public works and community development, Bend – La Pine Schools, bicycle/pedestrian advisory committee, transit services, health services, law enforcement, district attorney's office, fire and emergency medical services, Bend Metropolitan Planning Organization, and ODOT). This group will meet two times at key project milestones to provide input on the existing conditions analysis and the TSAP's policy, program, and project recommendations. This group will also discuss and identify non-engineering solutions to further support crash reductions through a multidisciplinary approach.
- **Community Engagement** – The planning process will include two rounds of public outreach at key milestones to inform transportation safety needs and develop associated recommendations.

Analysis Framework

The process, analysis tools, and methods that will be used to update the Deschutes County TSAP are organized into the four key phases that are summarized in Table 2.

Table 2. TSAP Update Process

Phase	Steps
#1 Due-Diligence	• Review inventory of existing data • Evaluate potential tools and methods
#2 Network Screening	• Identify reference populations • Establish data-driven emphasis areas • Establish thresholds for comparison • Identify sites for study within emphasis areas
#3 Countermeasure Development and Prioritization	• Diagnose identified sites • Identify contributing factors • Identify potential countermeasures • Calculate planning level project costs • Rank by relative priority and ease of implementation • Identify non-infrastructure countermeasures
#4 TSAP Implementation	• Develop performance measures • Develop annual update program

Details for phases #1 and #2 are described below as they are relevant to the crash analysis summarized later in this memo; phases #3 and #4 will be covered in a future memo.

Phase #1 – Due-Diligence

This first phase assesses the availability and quality of data and determines the best method for performing a Network Screening (Phase #2) with that data. Crash, volume, and roadway inventory data are typically needed to conduct an objective safety analysis, but the most critical data are reported crashes that are geospatially tied to the physical countywide roadway network. Other helpful data include more specific roadway characteristics like number of travel lanes, the presence of pedestrian and bicycle facilities and trails, transit centers, routes, and stops, freight routes, and streetlights. This secondary information is not necessary to complete the Network Screening but can be useful for detailed analyses and site diagnosis.

The data that is available for the Deschutes County TSAP Update and used in the crash analysis described later in this memo include:

- Reported Crash Data (January 1, 2018 to December 31, 2022) – provided by ODOT
- County Road & Local Access Road Network – provided by Deschutes County

Real-time data for fatal crashes are available from the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (SAS). These data fall outside of the study period of ODOT's reported crashes and is not be incorporated into the five-year crash analysis to prevent skewed results. However, fatal crashes from FARS that were reported more recent than the year 2022 are compared to the analysis results in Phase #2 later in this memorandum.

Phase #2 – Network Screening

This second phase screens the countywide roadway network to identify sites that have potential for reducing crash frequency or severity. Network screening methods applied to the Deschutes County TSAP Update are described in detail in Chapter 4 of the HSM and generally include the following steps:

1. **Establish Emphasis Areas**: safety trends (e.g., time of day, seasonal variability, driver age, crash types, crash causes, crash locations, speeding, pedestrian and bicycle crashes, roadway classifications, etc.) that the County will want to address with systemic treatments and multidisciplinary actions.
2. **Identify Reference Populations**: study area characteristics that, when organized into groups, help develop the most cost-effective projects at reducing crashes. These can include area types (e.g., urban, rural, suburban), traffic control (e.g., signalized, unsignalized, roundabout, etc.), number of approaches (e.g., three-leg or four-leg intersection), cross-section (e.g., number of through lanes and turning lanes), functional classification, and traffic volumes.

3. **Select Performance Measures**: applies a quantitative "score" to crash data across all sites. The HSM identifies 13 performance measures that can be used in network screenings. Based on available data, the Deschutes County TSAP Update applies the Equivalent Property Damage Only (EPDO) crash frequency performance measure to evaluate the study area (described later in this memo).
4. **Screen and Evaluate Results**: uses Geographic Information System (GIS) tools to perform the network screenings and rank roadways and intersections across the county based on their potential for reducing crash frequency and severity. Ten sites overall will be selected in the unincorporated county as priority for future improvement in coordination with the PMT; five of those locations will be identified for improvement concepts. In some situations, top-ranked sites based on score may not be selected as a priority (e.g., if another project is already planned at that location).

The following section summarizes the crash analysis performed for the Deschutes County TSAP Update based on the safety analysis framework described above.

Safety Walk Audits for Deschutes County Schools

As part of the existing conditions analysis, School Safety Audits will be conducted at key County schools to evaluate walking, biking, and driving needs and how they correlate with the crash data summarized in this memorandum. A separate memorandum will be prepared after the audits are complete that summarizes observations and findings. Recommendations will be developed as part of a future strategies memorandum. The team will consider the state's Safe Routes to School (SRTS) program requirements to ensure proposed recommendations are eligible for SRTS grants.

Crash Data Analysis

The crash data analysis summarized in the following sections evaluates historical crash patterns and locations where crashes have concentrated within the study area, with an emphasis on more serious injury crashes. This data may encompass crash information at locations where the County has since performed safety improvements. These instances will be identified starting with Table 8 accordingly.

The severity of a crash is determined based on the most serious injury of a person involved in the crash. Crash severities have five categories that are abbreviated as KABCO:

- **Fatal (K)**: Any injury that results in death within 30 days of the motor vehicle crash.
- **Suspected Serious Injury (A)**: Typically life-altering injuries such as broken limbs, dislocation, sever lacerations, paralysis, or organ damage, but also include unconsciousness, head injuries, and significant loss of blood.
- **Suspected Minor Injury (B)**: Other visible injuries that are evident at the scene of the crash, including minor lacerations, bruising, and rashes.
- **Possible Injury (C)**: Any injury that is not fatal, serious, or minor. Includes complaint of non-visible pain/injury, such as confusion, limping, and soreness.
- **Property Damage Only (O)**: A collision without injury or complaint of pain but resulting in property damage to a vehicle or another object, commonly referred to as a "fender bender."

Serious injuries and fatalities not only have life-changing impacts on people involved in and adjacent to these crashes, but they also impart a high cost on them and onto the overall region.

The crash analysis summarized herein investigates serious crashes through two primary methods:

1. **Crash Pattern Assessment** – identifies the history and patterns of crashes on all public roads, including characteristics like crash severity and location, temporal trends, collision types (e.g., rear-end, bicycle) and contributing factors, road features (e.g., lack of pedestrian infrastructure), driver behaviors (e.g., speeding), and external conditions (e.g., low lighting, weather). The results of this analysis help to identify Deschutes County's crash Emphasis Areas, presented later in this section.
2. **Network Screening Evaluation** – screens the transportation network for higher concentrations of crashes, particularly serious crashes, to identify Deschutes County's High Injury Network. The EPDO performance measure referenced previously assigns weights to the five crash severities ('100' for Injury K and A crashes, '10' for Injury B and C crashes, and '0' for Injury O crashes) to help locate intersections and street corridors within the entire system that exhibit the most frequent and serious crashes.

The crash analysis summarized herein focuses on crashes that have primarily been reported on roadways that are under the jurisdiction of Deschutes County. A broader crash analysis was completed for the entire county, including crashes reported on state highways, and the results of that analysis are contained in Attachments C through E for reference.

Crash Pattern Assessment

Based on the most recent five years of available crash data (2018-2022), 2,175 crashes were reported in unincorporated Deschutes County. The study area for crash patten assessment is defined as follows:

- Excludes crashes within the incorporated cities of Bend, Redmond, La Pine, and Sisters
- Includes crashes in the areas between city limits and Urban Growth Boundaries (UGBs)
- Excludes crashes on state highway segments[1]
- Excludes crashes at intersections of two state highways (where no County road is involved)[2]
- Includes crashes at intersections of a state highway and a County road

This section summarizes the historic crash patterns found in the county based on the categories below:

- Crash Location and Severity
- Temporal Trends
- Crash Types and Contributing Factors
- Roadway Characteristics
- Behavioral Characteristics
- Vulnerable Road Users

For the purposes of this section, “rural” areas or facilities are located outside of UGBs and “urban” areas or facilities are located outside of city limits but inside of UGBs.

Crash Location and Severity

In order to identify potential treatment types and where they would be most beneficial, it is important to determine where in the network fatal and serious crashes occur. Table 3 summarizes the crashes that occurred in the study area within the five-year period based on their severities, as compared to crashes that occurred countywide (including on State highways and USFS and BLM roads).

[1] Crash data analysis for the entire unincorporated county, including state highways, can be found in Attachment C.

Table 3. County Road System Crashes vs. Countywide System Crashes

Context	Fatal & Serious Injury	Moderate Injury	Minor Injury	PDO	Total Crashes
Deschutes County Road System Only	172	540	475	988	2,175
Countywide System	276	829	724	1,668	3,497

INTERSECTION AND SEGMENT CRASHES

Based on the five-year study data, segment crashes accounted for 56% of all crashes while intersections contributed to 44% of crashes. As shown in Chart 1 fatal and serious injuries occurred most often on rural roadway segments, followed by rural intersections, urban intersections, and urban segments, respectively. As shown in Table 4, crashes involving all modes are more likely to occur on segments, with the exception of bicycle-involved crashes, which occurred with more frequency at intersections than along segments.

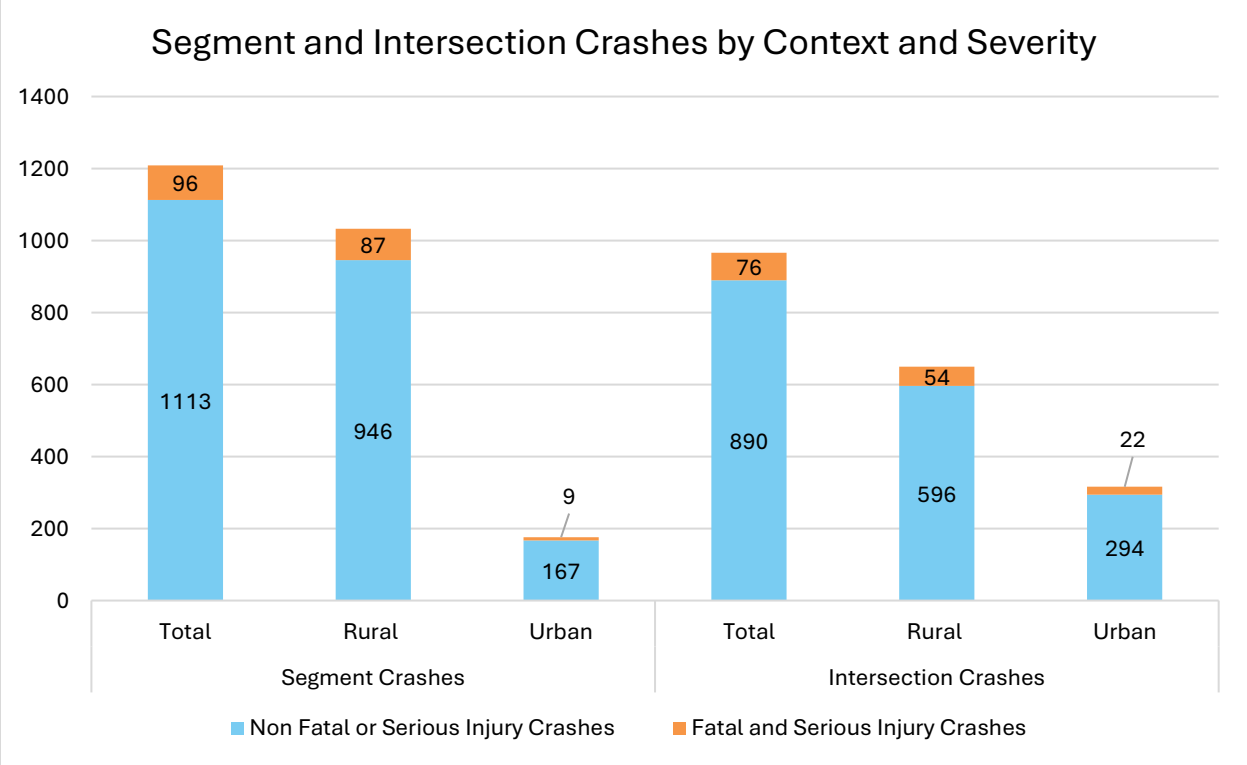

Chart 1. Segment and Intersection Crashes by Context

Table 4. Intersection and Segment Collisions by Mode

Mode	Intersections	Segments	Total
Pedestrian Crashes	1	7	8
Bicyclist Crashes	6	4	10
Motorcycle Crashes	28	48	76
Motor Vehicle-Only Crashes	931	1,150	2,081
Total Crashes	**966**	**1,209**	**2,175**
Percent of Total Crashes	**44.4%**	**55.6%**	**100%**

Temporal Trends

The following section summarizes temporal crash trends, describing reported crashes by year, month, and time of day within the five-year period.

CRASHES BY YEAR

The five-year period of 2,175 crashes is an average of 435 crashes per year. As shown in Chart 2, the total number of crashes has remained relatively constant since 2018, though the number and proportion of fatal and serious injury crashes has more than doubled. Fatal and serious injury crashes made up 6% of all crashes in 2018 compared to 11% of crashes in 2022.

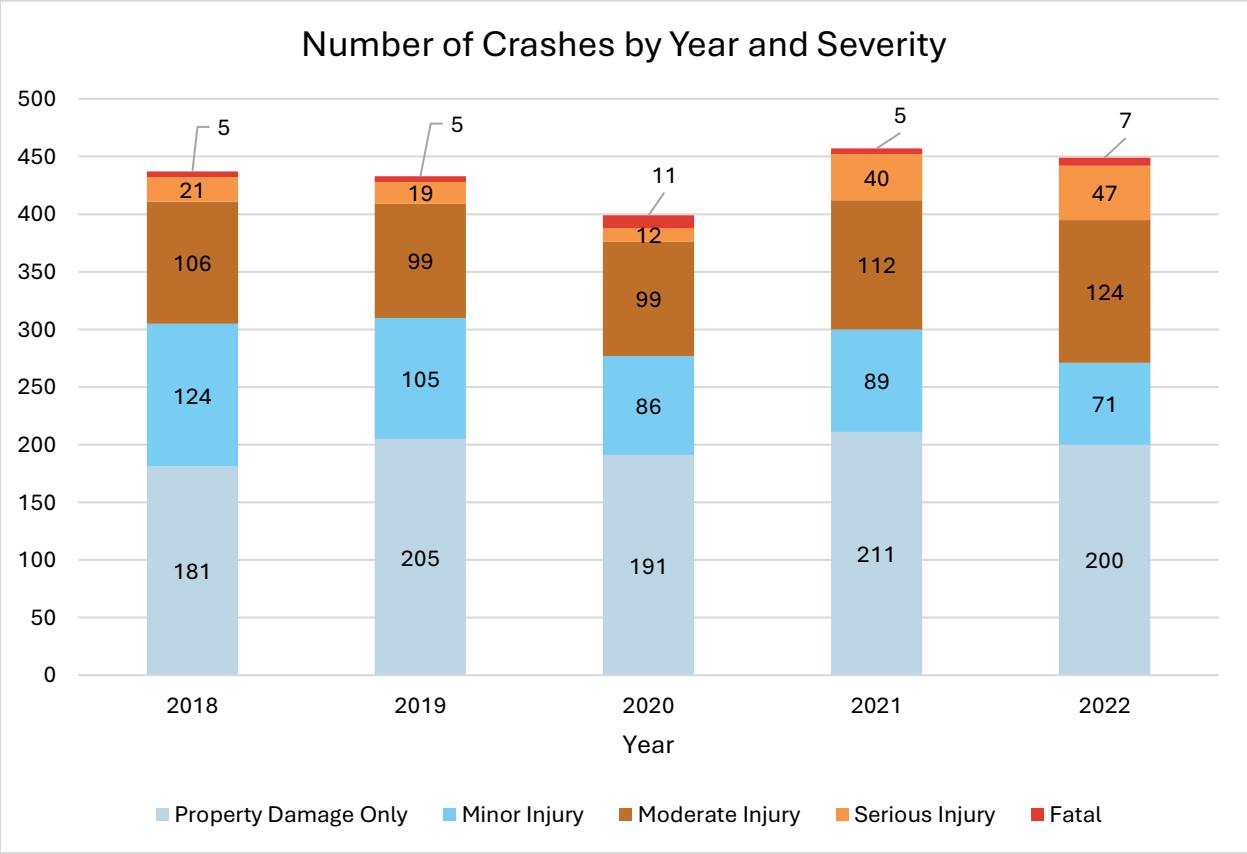

Chart 2. Number of Crashes by Year and Severity

CRASHES BY MONTH

As shown in Chart 3, the highest number of crashes occurred during the months of November, December, and January. December experienced the highest number of crashes (235), 7% of which were fatal or serious injury crashes. From November to February, 60% of crashes that occurred during those months were reported to occur on wet, snowy, or icy roads.

Notably, summer months (June to August) experienced the largest number of fatal and serious injury crashes ranging from 17 to 22 per month, which accounted for 9% to 14% of their total monthly crashes.

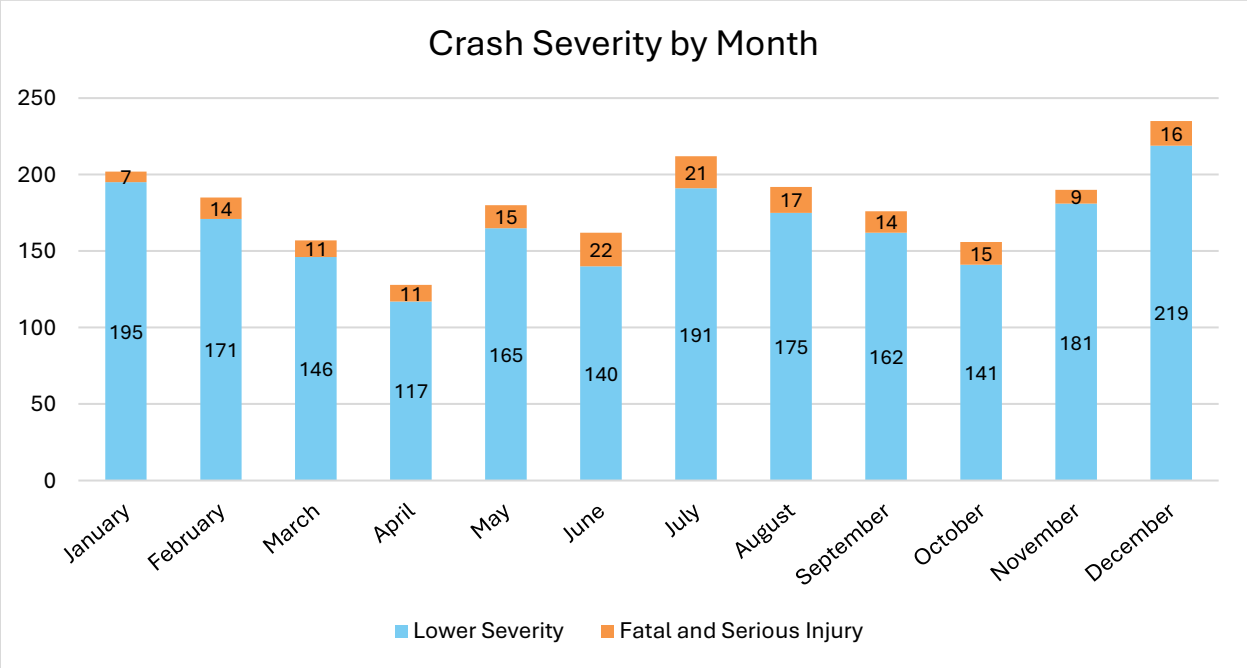

Chart 3. Number of Crashes by Month and Severity

CRASHES BY DAY

As shown in Chart 4 most crashes occurred mid-to-late week between Wednesday and Saturday, where Wednesday experienced the highest number of total crashes (371) and the highest number of fatal and serious injury crashes (32).

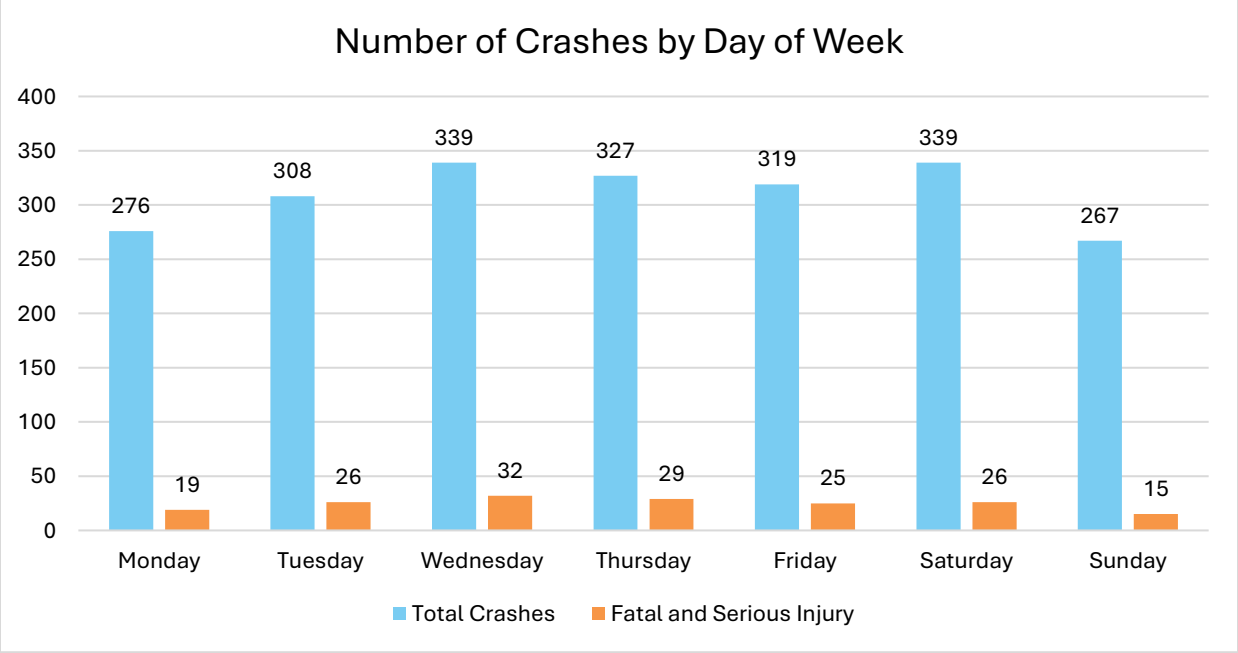

Chart 4. Number of Crashes by Day of Week and Severity

CRASHES BY TIME OF DAY

Chart 5 illustrates the number of crashes across a 24-hour day within the five-year study period. Crashes most often occurred from 3PM to 5PM (23%), consistent with typical afternoon commuter travel periods. However, fatal and serious injury crashes were more likely to occur in the earlier and later hours of the day.

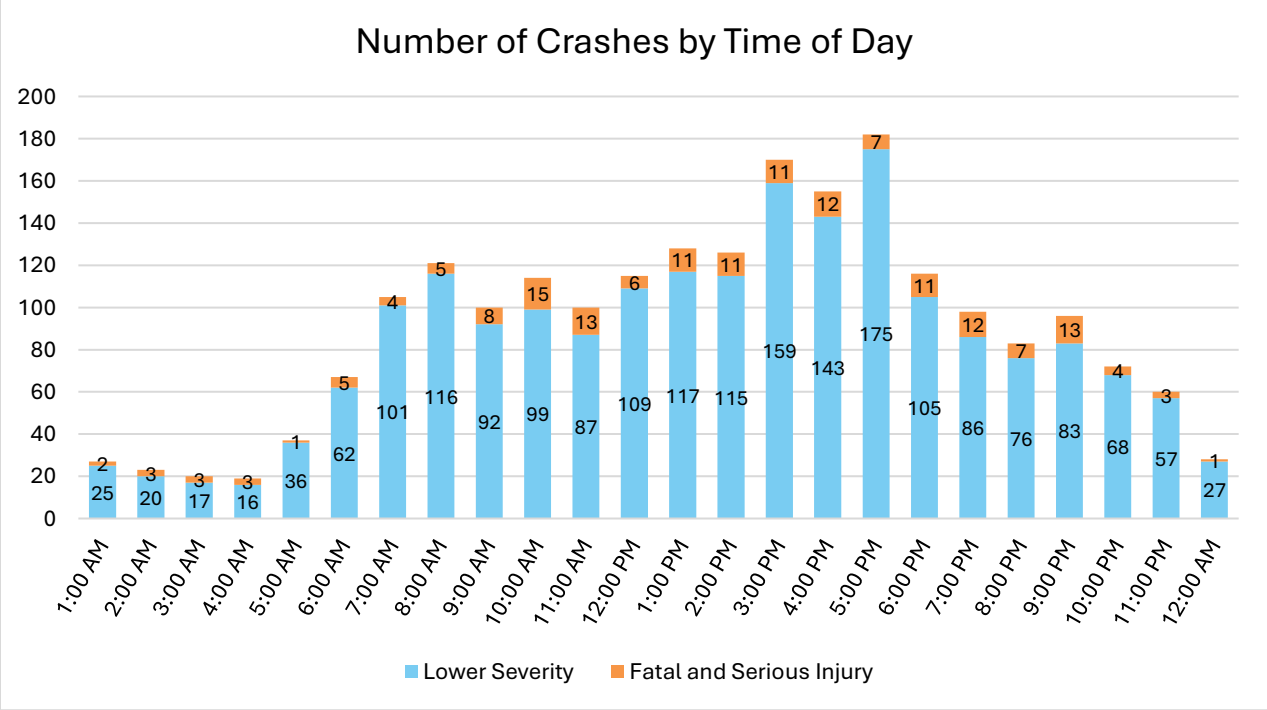

Chart 5. Number of Crashes by Time of Day and Severity

Crash Types and Contributing Factors

This section summarizes crash types, causes, and contributing factors to crashes reported in the study area over the five-year period.

CRASH TYPE

As shown in Chart 6 and Chart 7, the top five crashes types in Deschutes County, contributing to 86% of all crashes, are fixed object, turning, rear-end, non-collision (overturning), and angle. These top five crash types are the same when considering all crash severities or just fatal and serious injury crashes, but the individual proportions and order change. Fixed object and turning related crashes are the top two crash types across the board, contribtuing to 32% and 19% of fatal and serious injury crashes, respectively. Non-collision (overturning) and angle crashes make up larger proportions of fatal and serious injury crashes, while rear-end crashes make up a smaller proportion, as compared to total crashes.

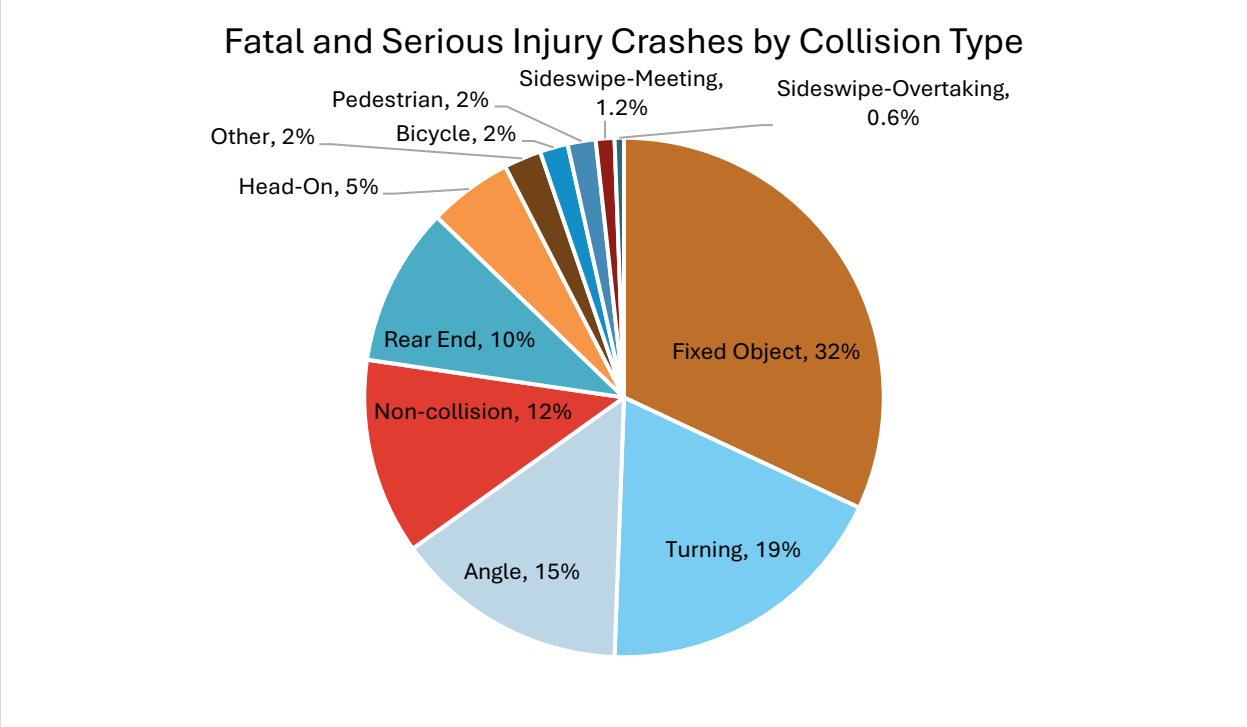

Chart 6. Fatal and Serious Injury Crashes by Collision Type

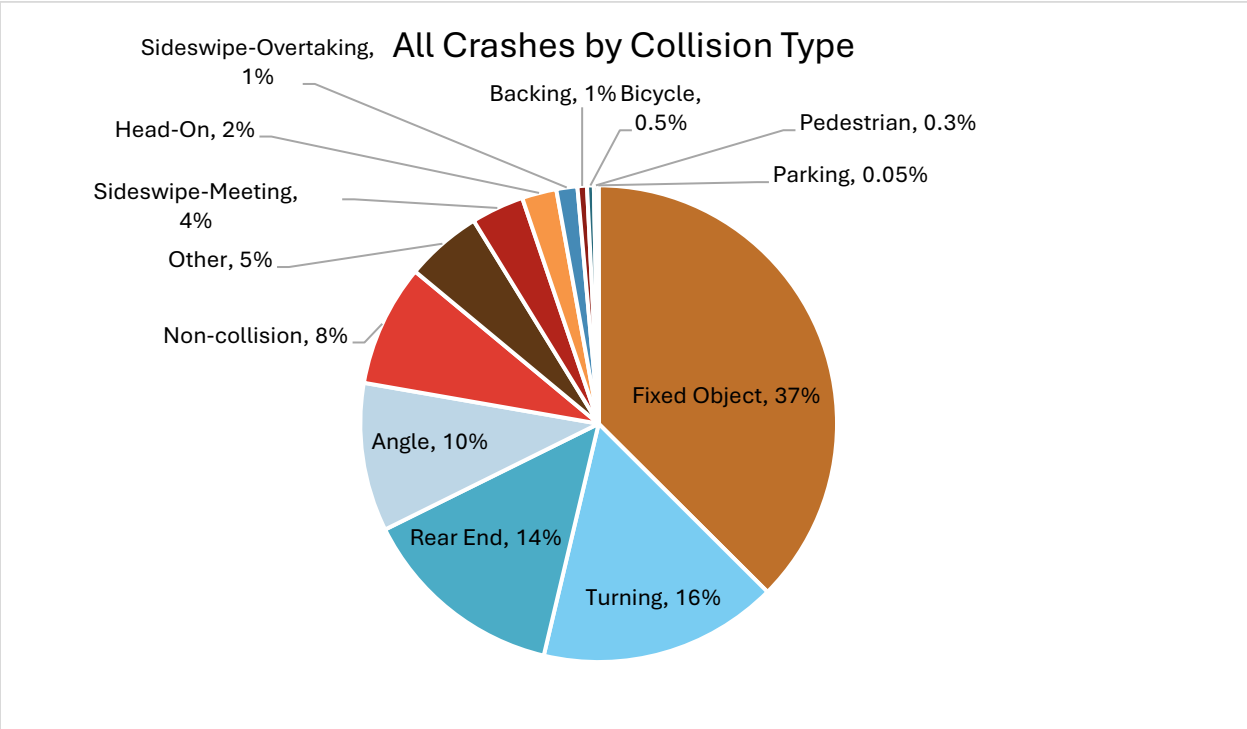

Chart 7. All Crashes by Collision Type

CRASH CAUSE

As shown in Chart 8, the most commonly reported crash cause was driving too fast for conditions but did not exceed the speed limit (29% of lower severity crashes, 24% of fatal and serious injury crashes). Other common contributing factors in fatal and serious injury crashes include failure to yield the right-of-way (21% of fatal and serious injury crashes), other improper driving (8% of fatal and serious injury crashes), and driver inattention, speeding (exceeding limit), passed stop sign, and reckless driving (6% of fatal and serious injury crashes).

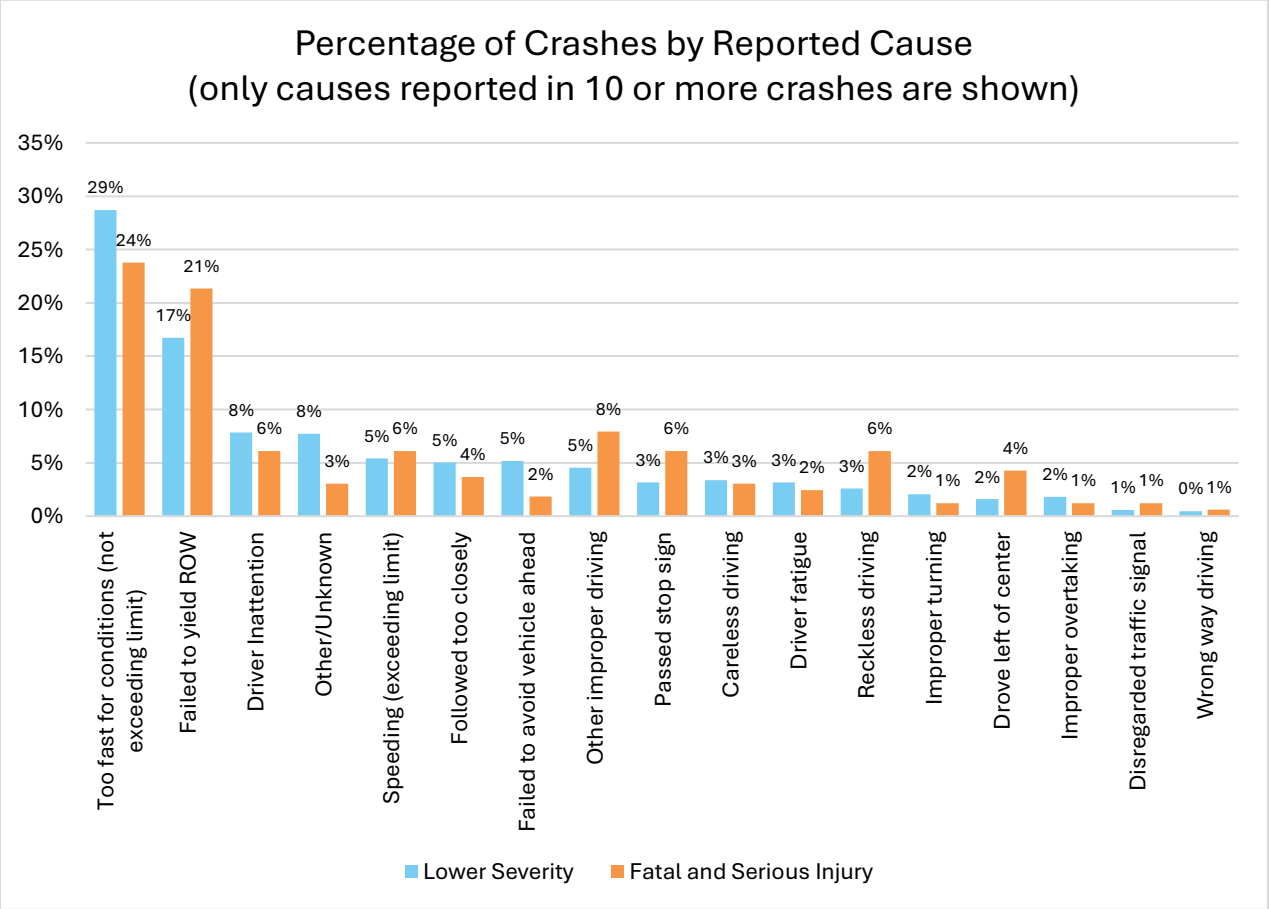

Chart 8. Number of Crashes by Reported Crash Cause and Severity

ROADWAY CONDITIONS

As shown in Chart 9 and Chart 10, the majority of crashes of all severity levels occurred in dry, clear conditions. Inclement weather, and more specifically a wet, snowy, or icy road surface was present during 27% of all crashes (622), compared to 15% of fatal and serious injury crashes (26). While this trend may be counterintuitive, it likely reflects a reduction in vehicle travel and lower vehicle speeds during inclement weather events, not a direct correlation between less severe outcomes and inclement weather.

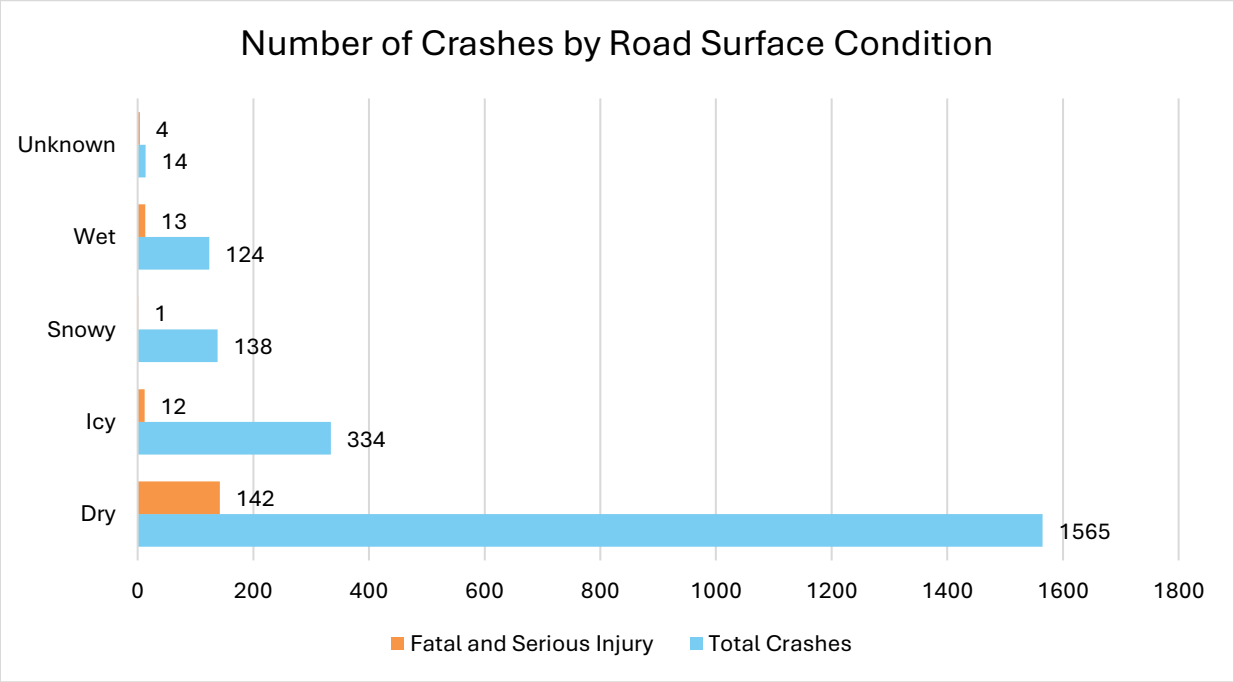

Chart 9. Number of Crashes by Road Surface Condition and Severity

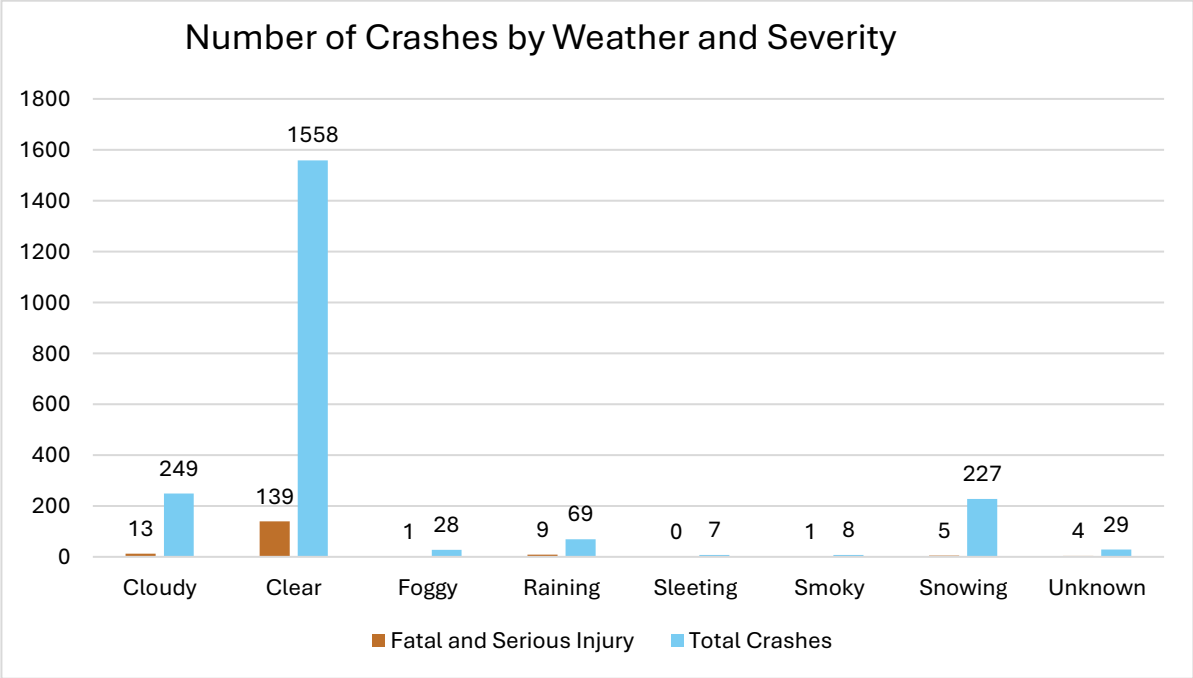

Chart 10. Number of Crashes by Weather Condition and Severity

Roadway Characteristics

This section summarizes roadway features and their corresponding crashes, including functional classification, traffic control devices, and lighting conditions.

FUNCTIONAL CLASSIFICATION

Throughout the five-year period, the largest plurality of crashes occurred on rural major collectors (Chart 11). Fatal and serious injury crashes that occurred on rural major collectors accounted for 30% of all fatal and serious injury crashes across all functional classification types. The roadway classifications are derived from ODOT's crash database and may not align with the County's classifications.

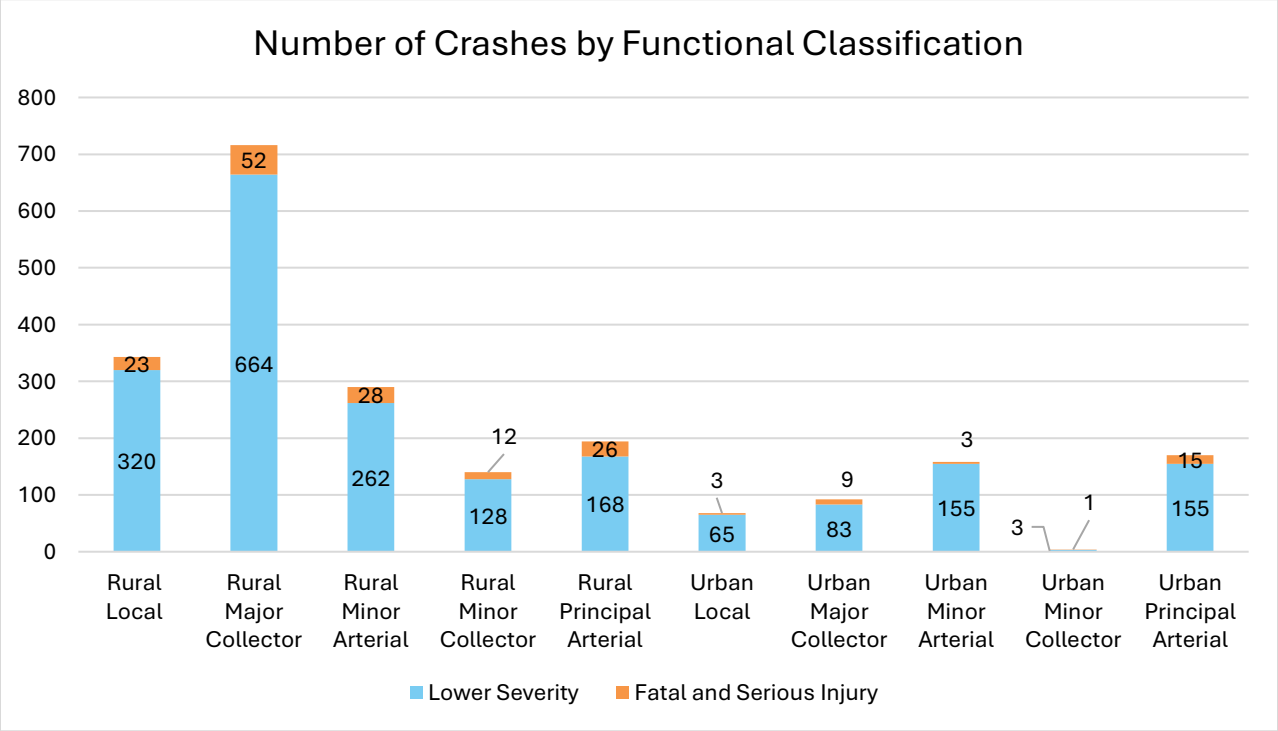

Chart 11. Crashes by Roadway Functional Classification and Severity

INTERSECTION TRAFFIC CONTROL

As shown in Chart 12, 68% of intersection crashes occurred at stop-controlled intersections. Other less-common traffic control types include yield control and traffic signals (there is one signalized intersection in the study area), as well as general warning signs (e.g., school crossing signs or curve warning signs). In many cases, locations coded as "no control" or "undefined" are rural intersections with no signing installed, where drivers are required to slow and yield to oncoming traffic.

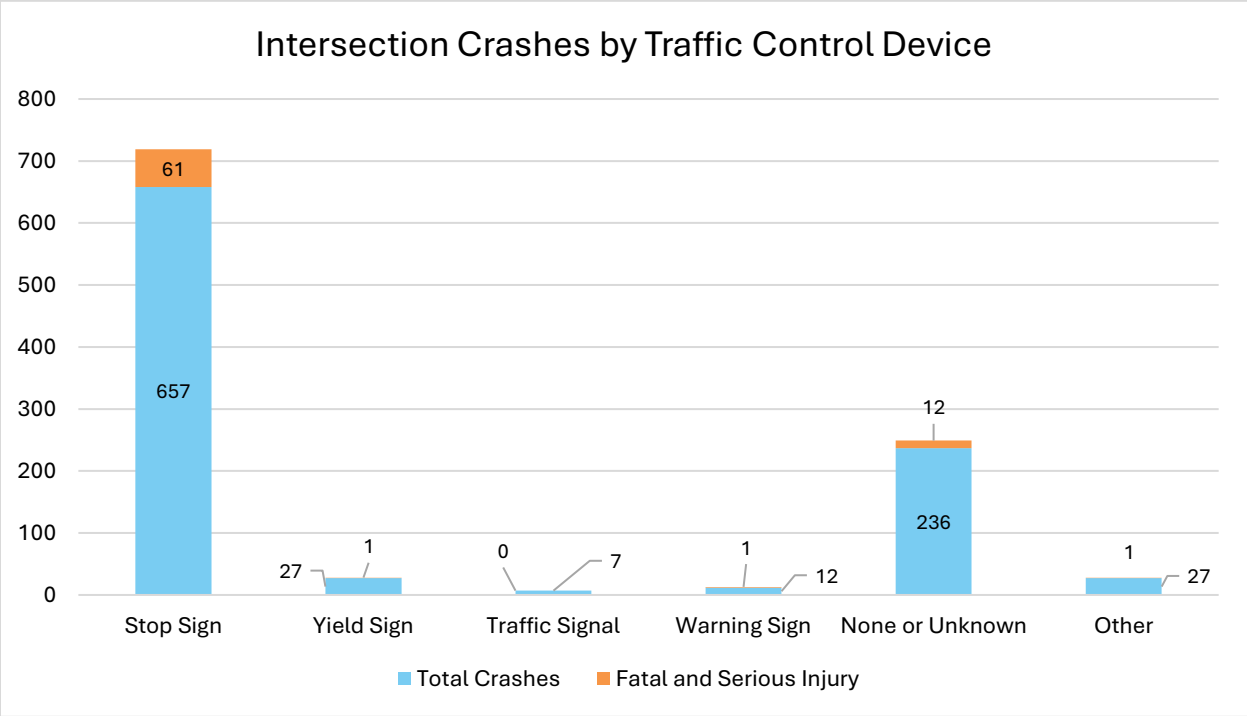

Chart 12. Intersection Crashes Traffic Control Devices and Severity

LIGHTING CONDITONS

As shown in Chart 13, crashes primarily occurred under daylight conditions, followed by darkness with no streetlights. The proportion of crashes occurring during dark (with or without street lights), dawn, and dusk conditions is similar when considering total crashes or just fatal and serious injury crashes (34% and 32%, respectively).

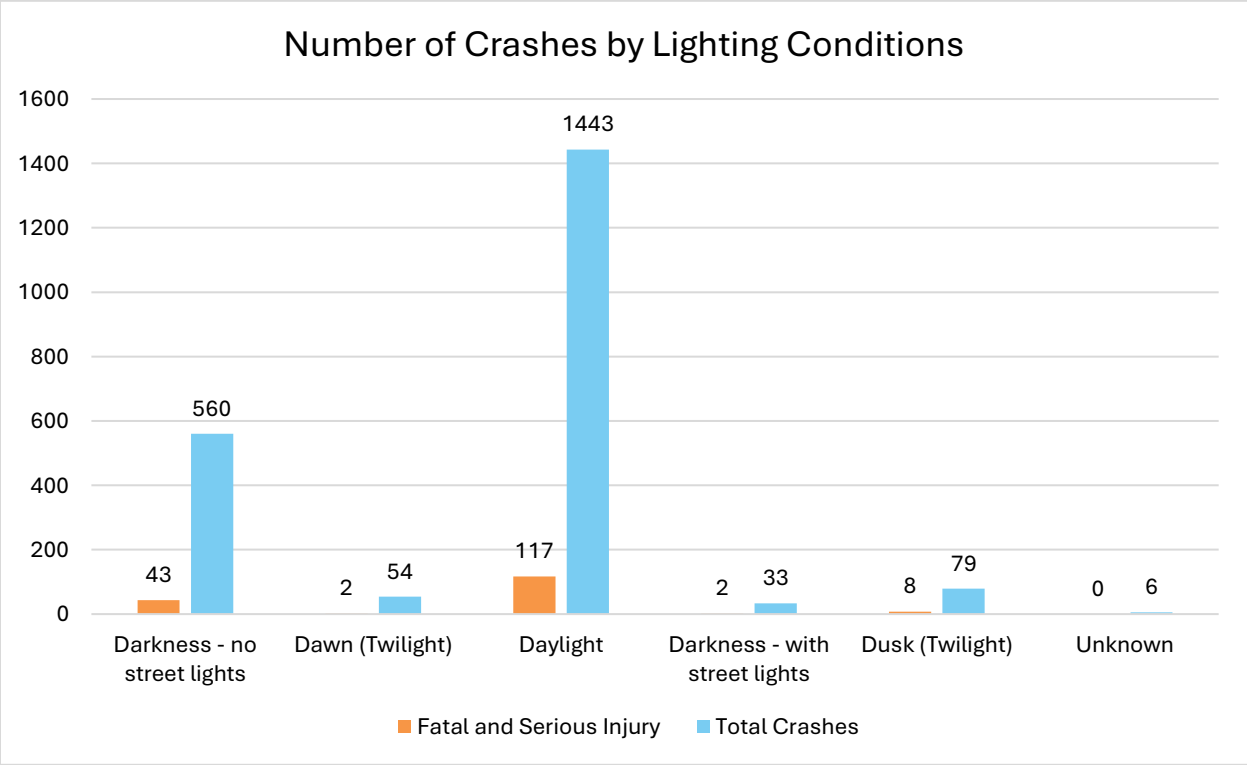

Chart 13. Number of Crashes by Lighting Conditions and Severity

Behavioral Characteristics

This section summarizes the driver behavioral characteristics reported in the five-year crash dataset, including speeding, impaired and/or distracted driving, and use of protective equipment.

SPEEDING

Crashes flagged as "speed-involved" include drivers who were exceeding the posted speed or driving too fast for conditions. Approximately 35% of fatal and serious injury crashes involved speeding, which is similar to the overall percentage of speed-involved crashes (37%).

IMPAIRED DRIVING

Impairment includes being under the influence of drugs, alcohol, and/or marijuana. Alcohol impairment is most prevalent, contributing to 19.8% of fatal and serious injury crashes and 8.6% of all crashes. As illustrated in Chart 14, nearly one-quarter (24%) of fatal and serious injury crashes involved some sort of impairment. That proportion more than doubles when considering fatal crashes only, of which 55% involved impaired driving.

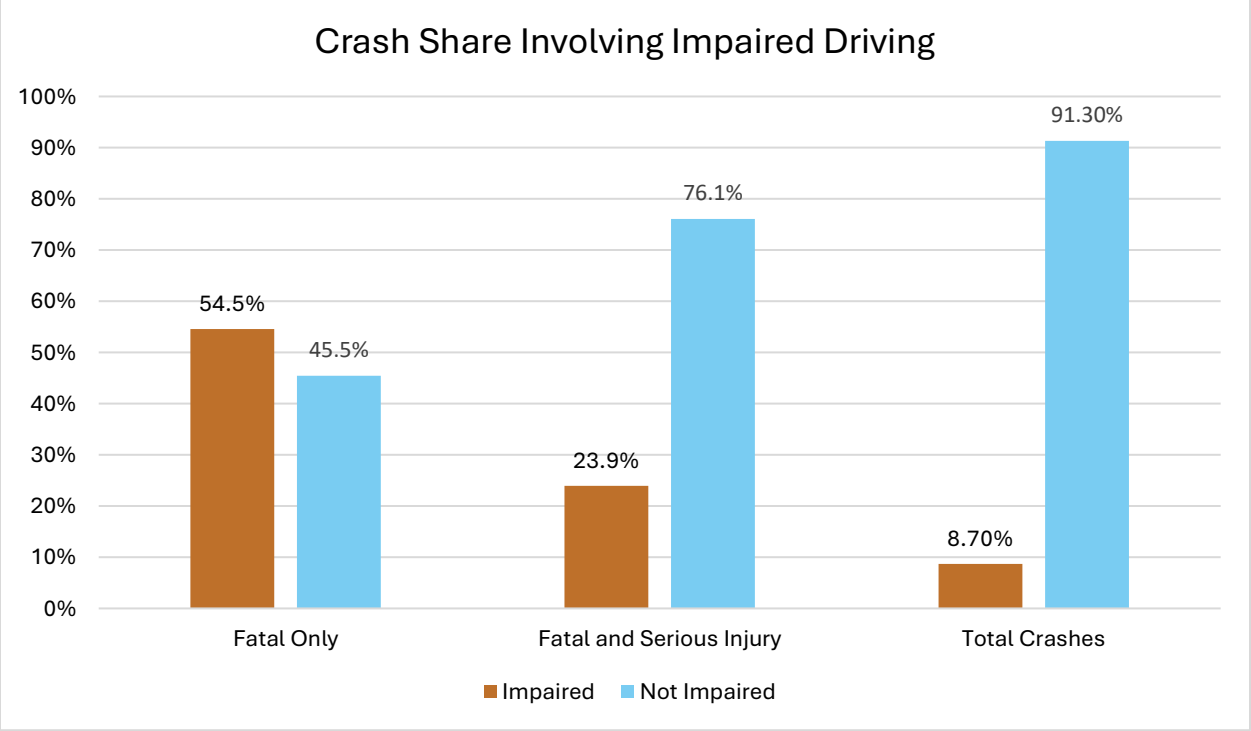

Chart 14. Crash Share Involving Impaired Driving

DISTRACTED DRIVING

Six percent (6%) of all fatal and serious injury crashes were reported to involve distracted driving. While distracted driving is a risky driving behavior nationwide, distracted driving often goes unreported (particularly in self-reporting states, like Oregon, where drivers must admit to distraction) and therefore these numbers may not accurately reflect distracted driving in the county.

PROTECTIVE EQUIPMENT USAGE

Protective equipment generally refers to the use of seatbelts by vehicle occupants but can also include non-motorists' safety equipment such as helmets. In most crashes, use of protective equipment is listed as "unknown" in crash reports, because it is difficult to verify usage after the crash, unless the person is still in the vehicle. A total of 67 crashes were confirmed to involve at least one person who was not properly using protective equipment, which is approximately 3% of all crashes. However, that percentage jumps to 24% in fatal crashes.

Vulnerable Road Users

Vulnerable road users are typically users that are at a greater risk of fatalities and serious injuries when involved in a roadway crash. For the purpose of this analysis, vulnerable road users include pedestrians, bicyclists, motorcyclists, people younger than 18, or people older than 65.

PEDESTRIAN AND BICYCLE CRASHES

Throughout the five-year period, 8 pedestrian crashes and 10 bicycle crashes were reported. As shown in Chart 15, 3 of the pedestrian crashes (38%) and 3 of the bicycle crashes (30%) resulted in fatal or serious injuries, amounting to 33% of all pedestrian and bicycle crashes. While crashes involving vulnerable road users are not common occurrences in the county, when they do occur, the outcome is likely to be severe.

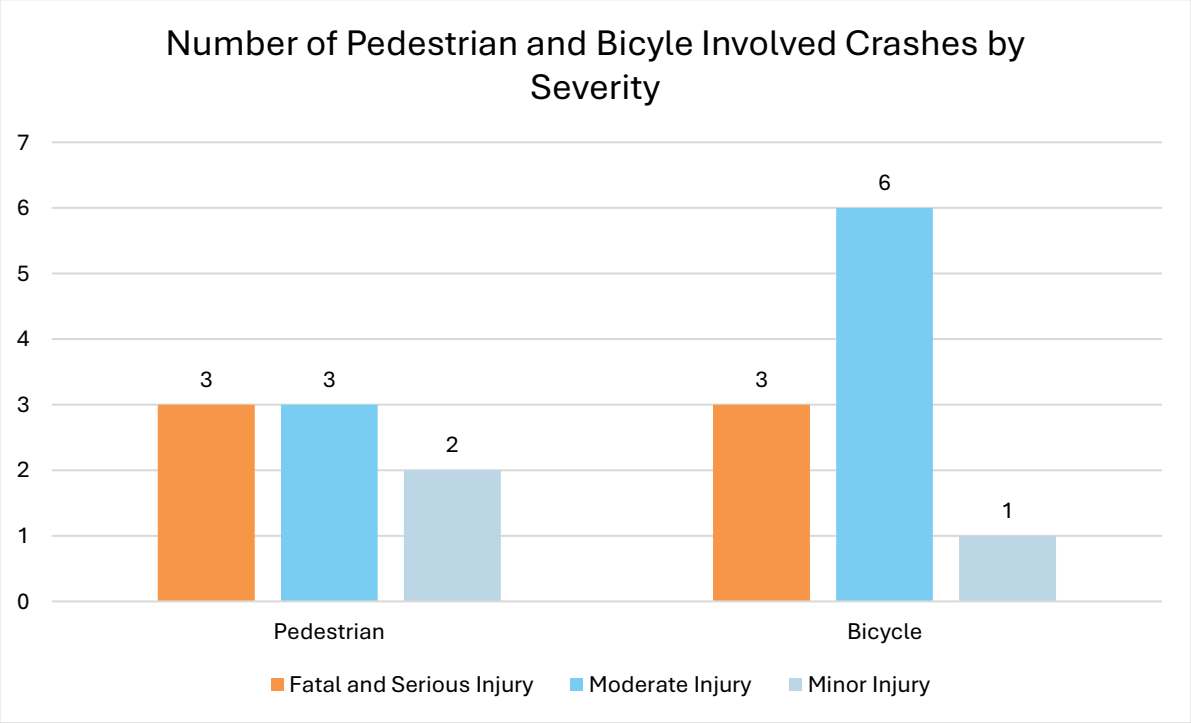

Chart 15. Pedestrian and Bicycle Involved Crashes by Severity

MOTORCYCLE CRASHES

Chart 16 summarizes motorcycle crashes compared to all other crashes and their share of each crash severity. Throughout the five-year period, 76 crashes were reported to involve a motorcycle, accounting for 3% of all crashes, but 20% of all fatal and serious injury crashes. Of the crashes that involved a motorcycle, 46% resulted in fatality or serious injury. As with other vulnerable road users, crashes involving motorcycles are a small portion of all crashes but when they do occur, they are likely to result in severe injuries.

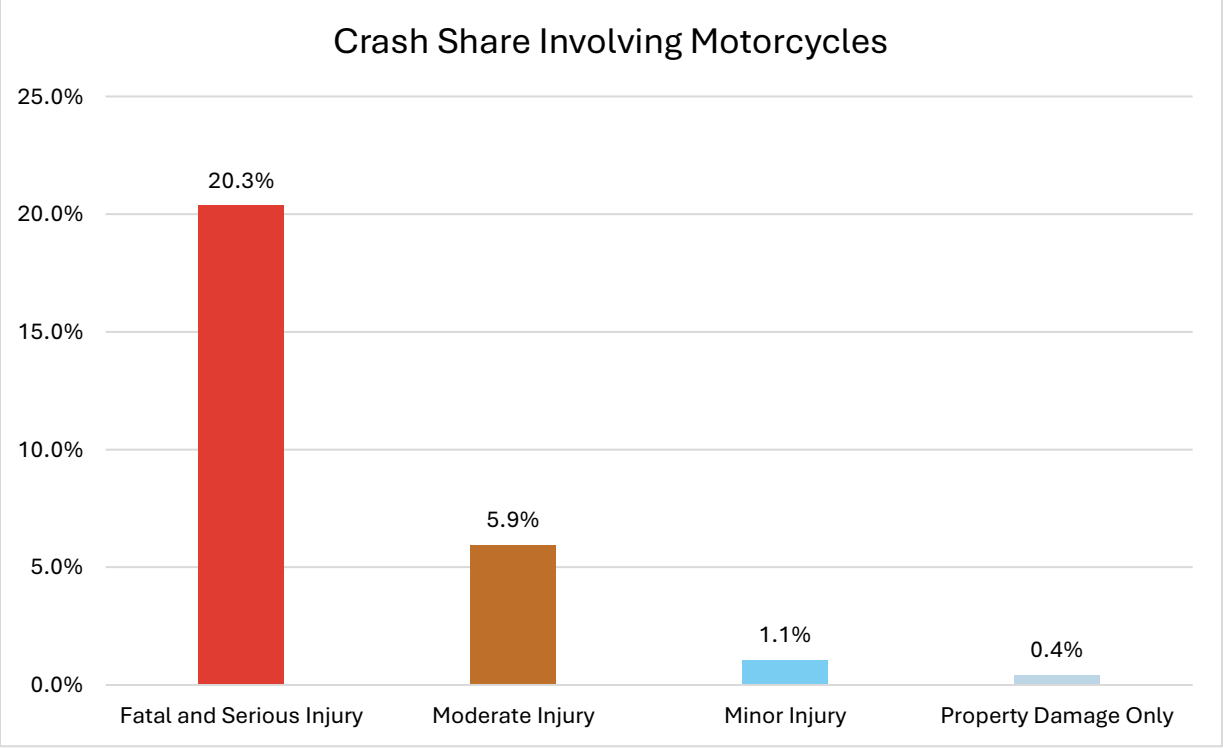

Chart 16. Crash Share Involving Motorcycles

DRIVER AGE

Participant-level information, like age, is not reported for property damage only (PDO) crashes. Therefore, the following key findings related to driver age apply only to fatal and injury crashes.

Chart 17 summarizes the share of drivers involved in crashes by age group and crash severity. This chart highlights that drivers in the 45-64 and 65+ age groups are involved in a higher proportion of fatal and serious injury crashes than the proportion of their involvement in total crashes (all severities).

When considering the primary contributing causes of crashes, speeding (too fast for conditions) is the most common among drivers younger than 25 years old. Drivers older than 25 are most commonly involved in crashes where there was a failure to yield (Chart 18).

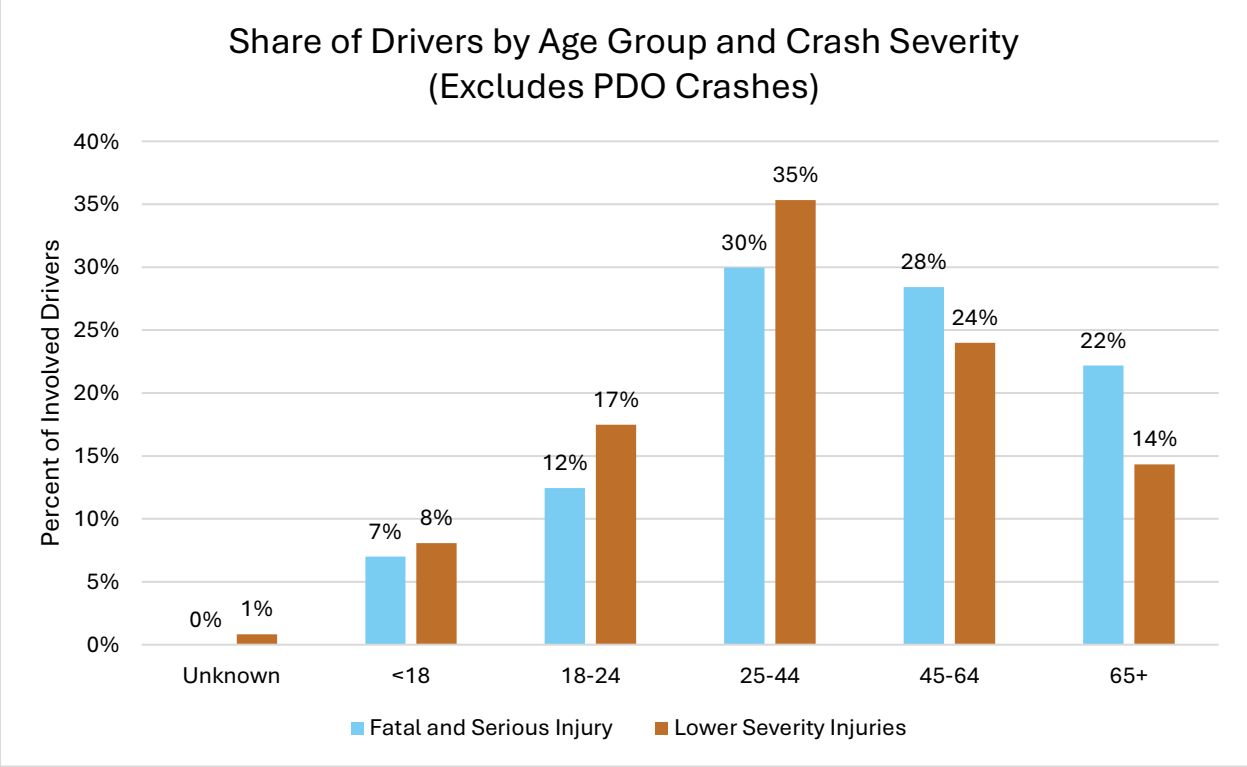

Chart 17. Percentage of Involved Drivers by Age Group and Severity

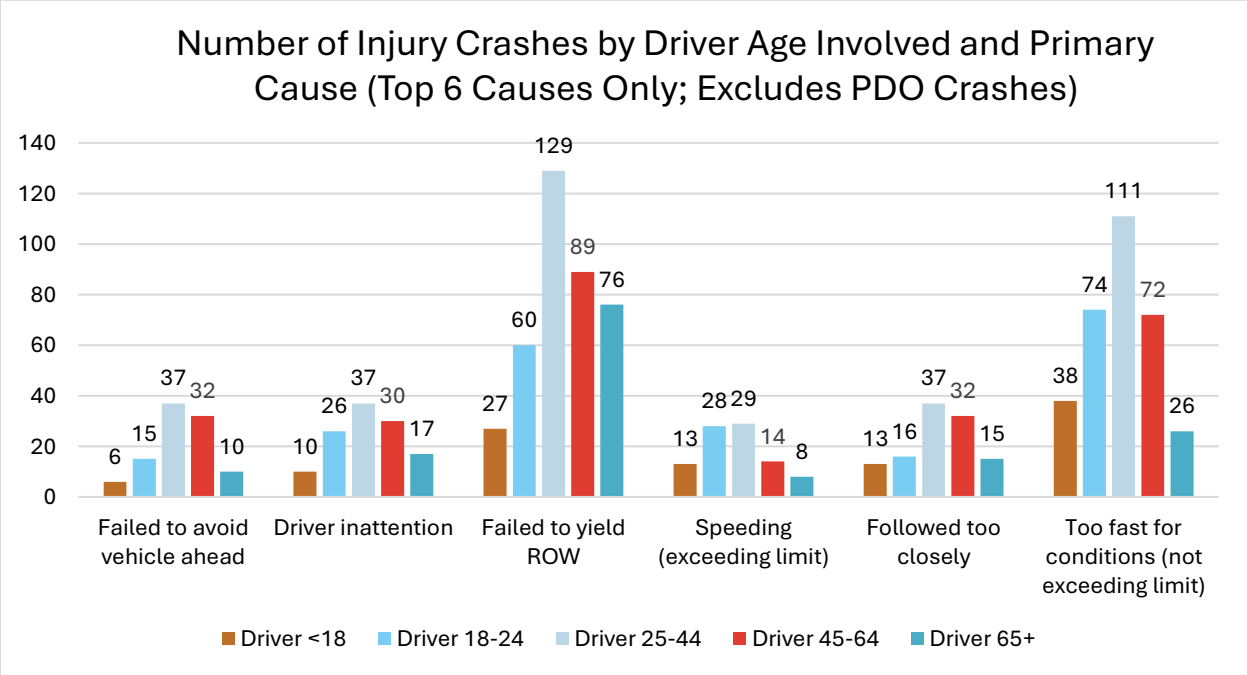

Chart 18. Number of Crashes by Age Group and Cause

Emphasis Areas

Emphasis areas are commonly developed by studying the crash characteristics that are most predominant or that are over-represented in fatal and serious injury crashes compared to lower severity crashes. For example, motorcycle-involved crashes may represent a small percentage of all crashes, but result in a much higher percentage of fatal and serious injuries. If so, an agency may choose to focus on motorcycle safety as an emphasis area as they are more likely to be seriously injured or killed when involved in a crash.

The 2021 Oregon TSAP contains a comprehensive crash attribute table for the State of Oregon that was used as a comparison for Deschutes County crash patterns. The comparison was performed by assigning the following "flags" to crash attributes when they meet specific criteria.

- **Flag 1 – Predominant Crash Attribute:** The crash attribute is present in more than 10% of fatal and serious injury crashes in unincorporated Deschutes County.
- **Flag 2 – More Prevalent than Statewide:** The proportion of fatal and serious injury crashes for the crash attribute in unincorporated Deschutes County is greater than the proportion of fatal and serious injury crashes for the crash attribute statewide as reported in the Oregon TSAP.
- **Flag – 3 High Severity Indicator:** The crash attribute has a higher share of fatal and serious injury crashes in unincorporated Deschutes County than its overall share of total crashes (e.g., head-on crashes contribute to 11% of all fatal and serious injury crashes but only 3% of all crashes).

Table 5 below indicates whether the "flags" are true for each crash attribute in Deschutes County, with respect to the criteria listed above. The more flags a given attribute has, the more likely that attribute is contributing to fatal and serious injury crashes.

Table 5: Deschutes County Emphasis Area Screening Results

Crash Attribute	Flag 1: Predominant Crash Attribute	Flag 2: More Prevalent than Statewide	Flag 3: High Severity Indicator
Roadway / Lane Departures	✓	✓	✓
Alcohol and/or Drug Use	✓	✓	✓
Alcohol Use Only	✓	✓	✓
Speed	✓	✓	
Nighttime (Dark/Dawn/Dusk) Conditions	✓		

Crash Attribute	Flag 1: Predominant Crash Attribute	Flag 2: More Prevalent than Statewide	Flag 3: High Severity Indicator
Intersections	✓	✓	
Young Drivers (15-25)	✓		✓
Aging Drivers (65+)	✓	✓	✓
Bicyclists			✓
Pedestrians			✓
Motorcyclists	✓	✓	✓

Based on the screening summary above, the following potential emphasis areas represent the crash attributes that were flagged as contributing to a high proportion of fatal and serious injury crashes or are more likely to result in fatal or serious injuries when a crash occurs. Bold attributes were flagged three times, while non-bold attributes were flagged twice.

- **Roadway and Lane Departure Crashes**
- **Drug and Alcohol Impairment**
- **Aging Drivers (65+)**
- **Motorcyclists**
- Younger Drivers (15-25)
- Speeding
- Intersections

There is no requirement for emphasis areas to be derived solely from the crash data, and final selection of emphasis areas should reflect the priorities of County staff, the Safety Working Group, and the community. The selected emphasis areas will provide a guiding framework for the TSAP Update and, ultimately, the County's future investment in safety strategies and projects. It is recommended that between 4 and 6 emphasis areas be selected. Too many emphasis areas can dilute the value of the plan as too many strategies and actions can be infeasible to implement. However, too few emphasis areas can result in missed opportunities to reduce fatal and serious injury crash risks. The County may also elect to combine related emphasis areas into one (e.g., a "Risky Behaviors" emphasis area may include impairment, speeding, and distraction).

Comparison with the 2019 Deschutes County TSAP

Since the completion of the 2019 TSAP, the County has implemented numerous systemic and site-specific projects to improve regional transportation safety. The systemic projects have primarily included treatments aimed at reducing roadway and lane departure crashes, such as horizontal curve warning upgrades, rumble strips, delineators and pavement markers, and speed feedback signs. Since the available crash data summarized in this memo only encompasses years 2018-2022, the data is insufficient to accurately assess the safety benefit associated with these recently performed improvements, either individually or collectively. However, Table 6 provides an anecdotal comparison specifically related to the number and proportion of roadway and lane departure crashes, which should not be used to draw conclusions, and any interpretation should carefully consider the following:

- The 2019 TSAP data was obtained directly from the Existing Conditions Summary dated May 2019. The 2019 TSAP had a different study area boundary than the current effort, namely the inclusion of reported crashes within the Redmond, Sisters and La Pine city limits. This will likely result in a difference in crash frequency and proportions, even without safety interventions.

- Nearly all of the projects the County has implemented occurred within or after the current 2018-2022 dataset, and many were not in place long enough to have a relevant impact on the data.

- There are also numerous confounding factors at play including notable population growth in rural areas of the county as well as the national, regional, and local increase in risky behaviors and the resulting increase in high severity crashes after the COVID-19 pandemic.

Table 6. Roadway/Lane Departure Crash Patterns (2019 TSAP vs 2026 TSAP)

Non-State Highway Crashes	2019 TSAP (2012-2016 data)	2026 TSAP (2018-2022 data)[2]
Fatal Crashes	12	22
Fatal / Serious Injury Crashes	77	130
Fatal / Serious Injury Road/Lane Departure Crashes[1]	57	75
Percent of Road/Lane Departure Crashes	74.0%	57.7%

[1] Includes fixed-object, non-collision overturning, head-on, and sideswipe collisions
[2] Excludes crashes at intersections of County roads and State highways

Network Screening Evaluation

The network screening evaluation helps to identify intersections and segments within the unincorporated Deschutes County transportation network that have the greatest need for site-specific safety improvements. As indicated in the "Safety Analysis Framework" in this memo, the network screening evaluation applies an EPDO analysis of intersections and roadway segments, which is a performance measure from the *Highway Safety Manual* (*HSM*) used to identify intersections and segments within the system that have the highest overall crash severity, based on both their quantity and severity of crashes.

The following sections describe these analyses and present their results. This information helps to inform which locations within the study area should be prioritized for safety improvements. The following sections also compare the safety performance of today's unincorporated transportation system in the county with that of 2019, as documented in the current TSAP. This includes:

- Assessing 2019 TSAP priority locations where recommended strategies have been implemented and if those strategies have reduced crashes, as applicable; and,
- Evaluating today's most severe locations to understand if and how these have changed and if there is a relationship to safety projects implemented prior to this effort.

EPDO Analysis

The EPDO analysis was completed for all public road facilities within the study area using GIS software. The performance of intersections were evaluated separate from that of roadway segments. The EPDO analysis results in an overall crash severity score for intersections and roadway segments so that they can be ranked based on the frequency and severity of their crash histories. The crash severity scores are determined by weighting crashes according to their severity, as shown in Table 7.

Table 7. Analysis Weights by Crash Severity

Crash Severity	Crash Severity Score Weight
Fatal (K)	100
Serious Injury (A)	100
Major Injury (B)	10
Minor Injury (C)	10
PDO (O)	1

Source: ODOT Safety Priority Index System (SPIS)

These weights are estimated relative to the cost that a single property-damage-only (PDO) crash has on society (e.g., cost of infrastructure repair, medical costs, work-loss costs, value of quality of life, etc.), which is the lowest cost out of all the severities.

As shown in Table 7, serious injury and fatal crashes have the greatest cost to society and are weighed similarly. The weights prioritize fatal and serious injury crashes equally to recognize that a death versus a serious injury is often a function of the health of the individual involved and/or of the emergency response time. The following sections describe how the evaluation was completed for intersections and roadway segments separately.

INTERSECTIONS

Crashes were defined as intersection or segment related based on their proximity to an intersection. For this evaluation, an intersection crash is defined as any crash that occurred within 250 feet of an intersection. Where intersections were less than 500 feet from each other, crashes were assigned to the nearest of the two intersections. Crashes occurring outside of these parameters were used in the segment analysis summarized in the next section.

A crash severity score was calculated for each intersection in the roadway network by multiplying each weight and the total crashes for the associated severity (by intersection type) and summing the results, as follows:

$$\begin{aligned}\boldsymbol{Crash\ Severity\ Score} &= (Fatal\ Weight \times \#\ of\ Fatal\ Crashes) \\ &+ (Serious\ Injury\ Weight \times \#of\ Serious\ Injury\ Crashes) \\ &+ (Major\ Injury\ Weight \times \#of\ Major\ Injury\ Crashes) \\ &+ (Minor\ Injury\ Weight \times \#of\ Minor\ Injury\ Crashes) \\ &+ (PDO\ Weight \times \#of\ PDO\ Crashes)\end{aligned}$$

The crash severity score was annualized by dividing it by the number of years (five) of crash data used in the analysis. The intersection EPDO analysis results are summarized and illustrated under the High Priority Locations section below.

SEGMENTS

An EPDO analysis was completed for roadway segments based on reported crashes that occurred outside of the intersection boundaries described above. The street network was split into overlapping half-mile segments, spaced every quarter mile, or a ‘sliding window’. Because these segments were overlapping, each crash could be assigned to more than one segment. As with the intersection methodology described above, crashes were summarized by severity and crash totals were multiplied by the crash severity weights in Table 7. The weighted crash severity scores were totaled and annualized by the number of years of crash data (five) to generate an annualized crash severity score. The segment EPDO network screening results are summarized and illustrated under the High Priority Locations section below.

High Priority Locations

This section presents the results of the EPDO analysis described above, highlighting the intersections and segments with the highest crash severity scores that could serve as the basis for the County to select its top 10 locations, including five for site-specific treatments and improvement concepts in the TSAP Update.

INTERSECTIONS

The intersection EPDO analysis was performed for all public roads in unincorporated Deschutes County to understand countywide safety needs. However, to aid the County in selecting priority locations on its roadway facilities, Figure 3 and several accompanying tables summarize the EPDO analysis results at County intersections. The accompanying tables provide the following:

- Table 8 lists the intersections from Figure 3 that are in the top 1% of crash severity scores (all locations are unsignalized) and are ranked against all intersections in unincorporated Deschutes County. Table 8 also indicates if an improvement has already been implemented at an intersection that is expected to reduce its crashes and improve its crash severity score in the future. Rows are shaded in colors that coordinate with Figure 1 earlier in this memo. See Attachment D for the countywide map and list of all top 1% sites.

- Table 9 compares the intersections from Table 8 with their counterparts from the 2019 TSAP. Of the 40 intersections in the 2025 top 1% sites, 11 also appeared in the 2019 top 1%, shown in bold. The highest-ranked site remains the same in both years, but other rankings have shifted. Some intersections have dropped off the list, while new ones have been added. Similarly, this table highlights if intersections have been improved or plan to be improved.

- Table 10 identifies the 2019 TSAP priority locations where recommended strategies from the current plan have been implemented, either partially or in full. This is either to illustrate whether the strategies have had an impact on the safety performance of each location or to make note that future safety performance at these intersections should be monitored as newer reported crash data become available. Similarly, this table highlights if intersections have been improved or plan to be improved.

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Table 8. County Intersections with Highest Crash Severity Scores (Top 1% Sites)

Rank	Intersection	Jurisdiction	Crash Severity Score	Total Crashes			Intersection Improvement Status
				Fatal / Serious Injury	Major / Minor Injury	PDO	
1	US 20 / Hamby Rd	ODOT	97.8	3	18	9	Roundabout constructed in 2022.
2	SW Hemholtz Way / OR 126	ODOT	91.8	3	15	9	-
3	US 20 / Old Bend Redmond Hwy	ODOT	84.8	3	12	4	Roundabout constructed in 2023.
4	US 97 / Vandevert Rd	ODOT	81.4	3	10	7	Divided highway with merge lanes constructed in 2022.
5	US 20 / OB Riley Rd / Cook Ave	ODOT	73.0	2	16	5	Roundabout constructed in 2023.
6	Powell Butte Hwy / NE Butler Market Rd	County	71.0	3	5	5	Roundabout constructed in 2024.
7	US 97 / Jackpine Lp	ODOT	62.0	3	1	0	-
8	State Recreation Rd / US 97	ODOT	56.6	2	8	3	-
9	Huntington Road / State Recreation Rd	County	52.6	2	6	3	-
10	NW Lower Bridge Way / NW 31st St	County	50.6	2	5	3	Improvement is planned.

Rank	Intersection	Jurisdiction	Crash Severity Score	Total Crashes			Intersection Improvement Status
				Fatal / Serious Injury	Major / Minor Injury	PDO	
11	US 20 / Pinehurst Rd	ODOT	50.4	2	5	2	-
12	NE Oneil Way / US 97	ODOT	49.6	2	4	8	-
13	Bear Creek Rd / Ward Rd	County	49.0	2	4	5	-
14	Alfalfa Market Rd / Elk Ln	County	44.4	2	2	2	-
15	SW 61st St / US 97	ODOT	44.4	1	12	2	-
16	NE 33rd St / NE Smith Rock Way	County	44.2	2	2	1	-
17	NE Smith Rock Way / NE 1st St	County	42.2	2	1	1	-
18	US 20 / Erickson Rd	ODOT	38.4	1	9	2	-
19	NW Lower Bridge Way / US 97	ODOT	35.2	1	7	6	Interchange under construction.
20	Deschutes Market Rd / Hamehook Rd	County	34.4	1	7	2	Roundabout constructed in 2024.
21	US 97 / Bowery Ln	ODOT	30.6	1	5	3	-
22	Cloverdale Rd / OR 126	ODOT	30.4	1	5	2	-

Rank	Intersection	Jurisdiction	Crash Severity Score	Total Crashes			Intersection Improvement Status
				Fatal / Serious Injury	Major / Minor Injury	PDO	
24	SW Quarry Ave / US 97	ODOT	30.2	1	5	1	-
25	S Century Dr / Spring River Rd	County	28.6	1	4	3	Improvement is planned.
26	US 20 / Powell Butte Hwy	ODOT	28.6	1	4	3	-
27	NW Lower Bridge Way / NW 43rd St	County	28.4	1	4	2	Improvement is planned.
28	OR 126 / SW 67th St	ODOT	27.4	1	3	7	-
29	S Century Dr / Vandevert Rd	County	27.0	1	3	5	Improvement is planned.
30	OR 126 / Goodrich Rd	ODOT	26.4	1	3	2	-
31	Fryrear Rd / US 20	ODOT	26.2	1	3	1	-
32	Holmes Rd / OR 126	ODOT	26.0	1	3	0	-
33	NW Canal Blvd / NE Oneil Way	County	26.0	1	3	0	-
34	C Ave / US 97	ODOT	26.0	1	3	0	-
35	US 20 / 5th St	ODOT	25.2	1	2	6	-
36	NW 43rd St / NW Ice Ave	County	24.6	1	2	3	-

Rank	Intersection	Jurisdiction	Crash Severity Score	Total Crashes			Intersection Improvement Status
				Fatal / Serious Injury	Major / Minor Injury	PDO	
37	Gist Rd / US 20	ODOT	24.6	1	2	3	-
38	US 20 / Peterson Ridge Rd	ODOT	24.2	1	2	1	-
39	NW Oasis Dr / OR 126	ODOT	24.2	1	2	1	-

Table 9. Comparison of EPDO Scores from 2019 and 2025 for Top 1% Sites

2019 Top1% Sites				2025 Top1% Sites			
Rank	**Intersection**	**Crash Severity Score**	**Intersection Improvement Status**	**Rank**	**Intersection**	**Crash Severity Score**	**Intersection Improvement Status**
1	**US 20 / Hamby Rd-Ward Rd**	**111**	Roundabout constructed in 2022.	1	**US 20 / Hamby Rd-Ward Rd**	**97.8**	Roundabout constructed in 2022.
2	**US 97 / Vandevert Rd**	**56**	Divided highway with merge lanes constructed in 2022.	2	OR 126 / SW Hemholtz Way	91.8	-
3	**US 20 / Fryrear Rd**	**50**	-	3	**US 20 / Old Bend Redmond Hwy**	84.8	Roundabout constructed in 2023.
4	Burgess Rd / Day Rd-Pine Forest Dr	45	-	4	**US 97 / Vandevert Rd**	81.4	Divided highway with merge lanes constructed in 2022.
5	**Bear Creek Rd / Ward Rd**	**41**	-	5	**US 20 / OB Riley Rd-Cook Ave**	73.0	Roundabout constructed in 2023.
6	Alfalfa Market Rd / Dodds Rd	40	-	6	**Powell Butte Hwy / NE Butler Market Rd**	71.0	Roundabout constructed in 2024.
7	**US 20 / Old Bend Redmond Hwy**	**38**	Roundabout constructed in 2023.	7	US 97 / Jackpine Loop	62.0	-
8	**US 20 / OB Riley Rd-Cook Ave**	**37**	Roundabout constructed in 2023.	8	State Recreation Rd / US 97	56.6	-

2019 Top1% Sites				2025 Top1% Sites			
Rank	Intersection	Crash Severity Score	Intersection Improvement Status	Rank	Intersection	Crash Severity Score	Intersection Improvement Status
9	**SW 61st St / US 97**	**35**	-	9	Huntington Road / State Recreation Rd	52.6	-
10	US 97 / 11th St-Lower Bridge Way	33	-	10	**NW Lower Bridge Way / NW 31st St**	50.6	Improvement is planned.
11	Canal Blvd / 61st St-Quarry Ave	32	-	11	US 20 / Pinehurst Rd	50.4	-
12	Northwest Way / Coyner Ave	31	-	12	US 97 / NE Oneil Way	49.6	-
13	Alfalfa Market Rd / Walker Rd	28	Partial improvement.	13	**Bear Creek Rd / Ward Rd**	49.0	-
14	US 97 / Smith Rock Way-B Ave	28	-	14	Alfalfa Market Rd / Elk Ln	44.4	-
15	**Deschutes Market Rd / Hamehook Rd**	**27**	Roundabout constructed in 2024.	15	**US 97 / SW 61st St**	44.4	-
16	US 97 / Burgess Rd	27	-	16	NE 33rd St / NE Smith Rock Way	44.2	-
17	US 20 / Hawks Beard (Black Butte Ranch)	26	-	17	NE Smith Rock Way / NE 1st St	42.2	-
18	El Camino Ln / Helmholtz Way	26	-	18	US 20 / Erickson Rd	38.4	-

2019 Top1% Sites				2025 Top1% Sites			
Rank	**Intersection**	**Crash Severity Score**	**Intersection Improvement Status**	**Rank**	**Intersection**	**Crash Severity Score**	**Intersection Improvement Status**
19	Canal Blvd / Helmholtz Way	25	-	**19**	US 97 / NW Lower Bridge Way	35.2	Interchange under construction.
20	Dickey Rd / Nelson Rd	24	Partial improvement.	**20**	**Deschutes Market Rd / Hamehook Rd**	34.4	Roundabout constructed in 2024.
21	US 97 / Galloway Ave	24	-	**21**	US 97 / Bowery Ln	30.6	-
22	**Powell Butte Hwy / NE Butler Market Rd**	**7**	Roundabout constructed in 2024.	**22**	OR 126 / Cloverdale Rd	30.4	-
23	Butler Market Rd / Hamby Rd	7	-	**23**	US 97 / OR 31	30.4	-
24	Butler Market Rd / Hamehook Rd	6	-	**24**	US 97 / SW Quarry Ave	30.2	-
25	Baker Rd / Cinder Butte Rd	5	-	**25**	S Century Dr / Spring River Rd	28.6	Improvement is planned.
26	S Century Dr / Huntington Rd	5	-	**26**	US 20 / Powell Butte Hwy	28.6	-
27	Cline Falls Rd / Coopers Hawk Dr-Falcon Crest Dr	2	-	**27**	**NW Lower Bridge Way / NW 43rd St**	28.4	Improvement is planned.

2019 Top1% Sites				2025 Top1% Sites			
Rank	**Intersection**	**Crash Severity Score**	**Intersection Improvement Status**	**Rank**	**Intersection**	**Crash Severity Score**	**Intersection Improvement Status**
28	Lower Bridge Way / 19th St	2	-	28	OR 126 / SW 67th St	27.4	-
29	**Lower Bridge Way / 31st St**	**2**	Improvement is planned.	29	S Century Dr / Vandevert Rd	27.0	Improvement is planned.
30	**Lower Bridge Way / 43rd St**	**2**	Improvement is planned.	30	OR 126 / Goodrich Rd	26.4	-
				31	**US 20 / Fryrear Rd**	26.2	-
				32	OR 126 / Holmes Rd	26.0	-
				33	NW Canal Blvd / NE Oneil Way	26.0	-
				34	US 97 / C Ave	26.0	-
				35	US 20 / 5th St	25.2	-
				36	NW 43rd St / NW Ice Ave	24.6	-
				37	US 20 / Gist Rd	24.6	-
				38	US 20 / Peterson Ridge Rd	24.2	-
				39	NW Oasis Dr / OR 126	24.2	-

The Top 1% intersections in the 2019 TSAP included locations within incorporated Cities in the County. As the analysis for the update focuses only on unincorporated county, more intersections have been identified within unincorporated county that represents the new list of Top 1% sites.

Table 10. 2025 Safety Performance of 2019 Priority Locations After Strategy Implementation

Intersection	2012-2016 Reported Crashes[3]				Improvement (Year)	2018-2022 Reported Crashes			
	Fatal/ Serious Injury	Major/ Minor Injury	PDO	Total		Fatal/ Serious Injury	Major/ Minor Injury	PDO	Total
US 20 / Ward Road-Hamby Road[1]	4	15	2	**22**	2022	3	21	9	**33**
US 97 / Vandevert Road[1]	2	7	8	**17**	2022	3	10	7	**20**
Burgess Road / Day Road-Pine Forest Drive	1	12	7	**20**	2019	0	10	10	**20**
Bear Creek Rd / Ward Rd	1	10	3	**14**	2016	2	4	5	**11**
Canal Blvd / 61st St-Quarry Ave	1	5	11	**17**	2019	0	0	1	**1**
Alfalfa Market Rd / Walker Rd[1,2]	0	2	1	**7**	2022	1	2	0	**3**
El Camino Ln / Helmholtz Way	1	1	2	**4**	2020	1	0	0	**1**
Canal Blvd / Helmholtz Way	1	2	4	**7**	2020	0	6	4	**10**

[1] Improvement is in the final year of the analysis study period. Crash reductions may be reported in future crash datasets.
[2] A partial improvement has been completed at this intersection.

SEGMENTS

Similar to the intersection EPDO analysis, the segment EPDO analysis was also performed for all public roads in unincorporated Deschutes County to understand countywide safety needs. However, Figure 4 illustrates the results of the analysis for only County roadways. County roadway segments in the top 1% of crash severity scores shown in this figure are labeled in the map and summarized in Table 11. The rankings shown in the table are relative to a countywide network screening for all public roadways, including state highways (e.g., the County's highest ranked roadway segment is fifth behind the four most severe roadway segments across the county, and so on). Top 1% crash severity scores for roadway segments are not available in the 2019 TSAP, and therefore, comparison tables like those for highly-ranked intersections are not provided.

Attachment D provides a countywide EPDO analysis map and list of all top 1% sites.

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Table 11. Roadway Segments with Highest Crash Severity Scores (Top 1% Sites – County Locations)

Rank	Roadway	Extents	Length (Miles)	Crash Severity Score	Total Crashes		
					Fatal / Serious Injury	Major / Minor Injury	PDO
5	Old Bend Redmond Hwy	MP 0.99 to MP 1.75	0.76	62.6	3	1	3
7	SW Canal Blvd	MP 2.80 to MP 4.49	1.69	50.2 - 30.2	2	5	1
9	Wilt Rd	MP 0.0 to MP 0.75	0.75	48.0 - 24.0	2	5	0
16	Navajo Rd	Cinder Butte Rd to Hopi Rd	0.57	42.4	2	1	2
18	Powell Butte Hwy	MP 0.75 to MP 1.25	0.50	40.0	2	0	0
19	NW 43rd St	MP 0.99 to MP 1.82	0.83	35.6 - 29.2	1	8	9
30	NW Chinook Dr	MP 0.0 to MP 0.75	0.75	26.6 - 26.2	1	3	3
33	Powell Butte Hwy	MP 2.75 to MP 3.51	0.76	26.4 - 24.4	1	3	3
34	SW Canal Blvd	MP 3.49 to MP 4.25	0.76	26.4 - 24.0	1	3	2
39	Powell Butte Hwy	MP 8.00 to MP 9.26	1.26	26.0 - 24.0	2	6	0
44	Old Bend Redmond Hwy	MP 1.18 to MP 1.93	0.75	24.4 - 24.0	1	3	2
46	Old Bend Redmond Hwy	MP 1.99 to MP 2.50	0.51	24.2	1	2	1
47	Alfalfa Market Rd	MP 1.00 to MP 1.75	0.75	24.2 - 24.0	1	2	1
48	Bailey Rd	MP 0.00 to MP 0.50	0.50	24.0	1	2	0
49	Deschutes Market Rd	MP 0.74 to MP 1.25	0.51	24.0	1	2	0

Rank	Roadway	Extents	Length (Miles)	Crash Severity Score	Total Crashes		
					Fatal / Serious Injury	Major / Minor Injury	PDO
50	Ponderosa Way	2,200 feet SW of Burgess Rd to 250 feet south of White Pine Way	0.76	24.0	1	2	0
58	61st St	MP 0.62 to MP 1.13	0.51	22.4	1	1	2
59	Deschutes Market Rd	MP 2.46 to MP 2.97	0.51	22.4	1	1	2
60	Shevlin Park Rd	MP 0.07 to MP 0.44	0.37	22.4	1	1	2
61	Alfalfa Market Rd	MP 7.00 to MP 7.50	0.50	22.4	1	1	2
62	Powell Butter Hwy	MP 0.0 to MP 0.48	0.48	22.4	1	1	2
63	South Century Drive	MP 18.22 to MP 18.92	0.70	22.4	1	1	2

Latest Data on Fatal Crashes

ODOT manages a website tool that provides preliminary information on fatal crashes in Oregon for the years 2023, 2024, and 2025. The information is subject to change daily as more information becomes available and is evaluated by ODOT. The current information on recent fatal crashes indicates that six have been reported on County roads in the last three years, beyond the study period for the TSAP. Those crashes are summarized in Table 12 as they relate to the crash pattern and EPDO analysis results summarized in previous sections of this memorandum.

Table 12. Reported Fatal Crashes from 2023 to 2025 (Subject to Change)

Year	Location	Key Crash Characteristics	Proximity to High-Crash Locations
2023	SW Canal Blvd between SW Helmholtz Way and SW McVey Ave	• Drugs / alcohol flagged • Head-on crash ('lane departure')	Crash was within a top 5% segment
2023	Knott Rd at China Hat Rd	• Drugs / alcohol flagged • Intersection related (angle crash) • 74 year-old	Crash was at a top 5% intersection
2023	Cascade Lakes Hwy near Sparks Lake	• Fixed-object crash ('roadway departure')	Crash was near top 5% and 10% segments
2024	Wilt Rd near Hinkle Butte Dr	• Drugs / alcohol flagged • 65 year-old • Fixed-object crash ('roadway departure')	Crash was near top 1% and 10% segments
2024	Knott Rd west of China Hat Rd	• Drugs / alcohol flagged • 64 year-old / 61 year-old • Sideswipe crash ('lane departure')	Crash was within a top 5% segment
2025	SW Canal Blvd near SW 61st St	• 16-year old • Head-on crash ('lane departure')	Crash was within a top 1% segment

Next Steps

This memorandum documents the crash patterns, emphasis areas, and potential priority locations for the Deschutes County TSAP Update based on the most recent five-year crash history in the county. Based on feedback from the Project Management Team (PMT) and Safety Working Group (SWG), this memorandum will be refined and serve as the basis for developing systemic safety countermeasures to address the emphasis areas across the study area, as well as potential project recommendations for priority locations selected by the PMT. Countermeasures will be developed from ODOT's crash reduction factor list to prepare for future funding through the All Roads Transportation Safety (ARTS) and Safe Streets and Roads for All (SS4A) grant programs.

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2. U.S. Department of Transportation. Safe Streets and Roads for All (SS4A) Grant Program. 2024. https://www.transportation.gov/grants/SS4A
3. U.S. Department of Transportation. USDOT FY24 Safe Streets and Roads for All Funding. Notice of Funding Opportunity (NOFO). https://www.transportation.gov/sites/dot.gov/files/2024-04/SS4A-NOFO-FY24-Amendment1.pdf
4. American Association of State Highway and Transportation Officials (AASHTO). Highway Safety Manual. 2010.
5. U.S. Department of Transportation. Principles of a Safe System Approach. https://www.transportation.gov/NRSS/SafeSystem

Attachment A – SS4A Grant Program Details

Informational details about the SS4A grant program are provided below (Reference 2 – USDOT SS4A Grant Program). This information was gathered from USDOT's 2024 Notice of Funding Opportunity (NOFO) and is subject to change when the 2025 NOFO is released.

Table A-1. Implementation Grant Selection Criteria

Selection Criteria	Evaluation Parameters
#1: Safety Impact	**Safety Problem Description** • Description includes historical trends and crash locations/types/contributing factors by road user. • Crashes and/or crash risk are displayed in a High-Injury Network, hot spot analysis, or similar geospatial risk visualization. • Project and strategy locations are described in relation to the High-Injury Network and geospatial information. • Safety risk is summarized from risk models, hazard analysis, the identification of high-risk roadway features, road safety audits/assessments, near miss data, and/or other proactive safety analyses. **Safety Impact Assessment (Projects and Strategies)** • Align with and comprehensively address identified safety problems. • Primarily on a High-Injury Network or address high-risk roadway features correlated with severe crash types. • Use low-cost, high-impact strategies and projects over a wide geographical area. • Use evidence-based, Proven Safety Countermeasures or other effective safety countermeasures to significantly improve existing roadways. • Use evidence-based Countermeasures that work with four or five stars to address persistent behavioral safety issues and consider equity in their implementation. • Measure safety impact through models, studies, reports, proven noteworthy practices, Crash Modification Factors (CMF), and other information on project and strategy effectiveness. • Will have safety benefits that persist over time. **Implementation Costs** • Are itemized and summarized in a logical manner, including capital costs for infrastructure, behavioral, and operational safety improvements. • Fund locations with past traffic fatalities and serious injuries and is expected to prevent fatalities and serious injuries per funds requested. Injuries will be weighted and combined with fatalities to assess this figure in relation to the Federal funding request.

Selection Criteria	Evaluation Parameters
#2: Equity, Engagement, and Collaboration	**Projects and Strategies:** • Ensure equitable investment in underserved communities in preventing roadway fatalities and serious injuries. • Are designed to decrease existing disparities identified through equity analysis. • Consider key population groups (e.g., people in underserved communities, children, seniors, Black, Latino, Indigenous and Native Americans, Asian Americans and Pacific Islanders, other persons of color, persons with disabilities, and persons otherwise adversely affected by persistent poverty or inequality) to ensure the impact to these groups is understood and addressed. • Include equity analysis, both quantitative and qualitative, and stakeholder engagement in underserved communities as part of the development and implementation process. • Include meaningful engagement with the public, including public involvement for underserved communities, community benefit agreements, and relevant stakeholders such as private sector and community groups, as part of implementation. • Leverage partnerships within their jurisdiction, with other government entities, non-governmental organizations, the private sector, academic institutions, and/or other relevant stakeholders to achieve safety benefits while preventing unintended consequences for persons living in the jurisdiction. • Inform representatives from areas impacted on implementation progress and meaningfully engage over time to evaluate the impact of projects and strategies on persons living in the jurisdiction. • Align with equity analysis performed as part of the development of an existing Action Plan.
#3: Effective Practices and Strategies	**Projects and Strategies:** • Demonstrate how updated policies, guidelines, and standards improve safety decision making. • Are supported by an existing Complete Streets Policy that prioritizes safety in standard agency procedures and guidance, or other roadway safety policies that have eliminated barriers to prioritizing the safety of all users. • Incorporate practices that promote efficiency within the planning and road management lifecycle (e.g., dig once, etc.). • Consider the impacts of land use and the built environment to promote transportation efficient design. • Leverage a Safe System Approach that uses multiple activities and interventions to address safety problems. • Encompass at least three of the five Safe System Approach elements in the National Roadway Safety Strategy (Safer People, Safer Roads, Safer Speeds, Safer Vehicles, and Post-Crash Care) to address the identified safety problem. • Include a mix of infrastructure, behavioral, operational, and/or post-crash safety activities.

Selection Criteria	Evaluation Parameters
	• Involve widely implemented improvements based on high-risk roadway features correlated with particularly severe crash types, including design features that reinforce appropriate motor vehicle speeds. • Incorporate technologies that promote safety and/or equity. • Improve safety for all road users along a roadway by providing accessible facilities (e.g., Public-Rights-of-Way Accessibility Guidelines [PROWAG]) and correcting barriers to individuals with disabilities. • Improve multimodal networks for people outside of a motor vehicle, including people who are walking, biking, rolling, public transit users, and people who have disabilities.
#4: Other DOT Strategic Goals	**Climate and Sustainability** • Reduce motor vehicle-related pollution such as air pollution and greenhouse gas emissions. • Increase safety of lower-carbon travel modes such as public transit, micromobility, and active transportation (e.g., people biking and walking). • Improve multimodal transportation systems that incorporate affordable transportation options such as public transit, micromobility, and active transportation (e.g., people biking and walking to transit stops and stations). • Reduce the lifecycle greenhouse gas emissions from the project materials such as the use of lower-carbon pavement and construction materials. • Support fiscally responsible land use and transportation efficient design that reduced greenhouse gas emissions through land use and zoning reform, rural main street revitalization, growth management, and equitable transit-oriented development. • Includes evidence-based climate resilience measures or features such as enhanced storm water management practices, upgrading infrastructure using the Federal Flood Risk Management Standard, and nature-based solutions that improve the built and/or natural environment. **Economic Competitiveness** • Lead to increased economic or business activity due to enhanced safety features for all road users. • Increase mobility and expand connectivity for all road users to critical community services such as education and healthcare, jobs, and business opportunities, especially for people in underserved communities. • Address the unique challenges rural and Tribal communities face related to mobility and economic development, including isolation and transportation cost burden.

Selection Criteria	Evaluation Parameters
	Workforce • For skilled construction labor needed on the project, incorporate strong labor standards (e.g., wages and benefits at or above prevailing; use of project labor agreements, registered apprenticeship programs). • For non-construction work on the project, commit to supporting training opportunities as part of the project, including pre-apprenticeship or apprenticeship readiness programs and youth service, with a description of how training and job opportunities on the project will lead into registered apprenticeship or good-paying jobs.
#5: Supplemental Planning and Demonstration Activities	**Supplemental Planning and Demonstration Activities:** • Lead to a significant reduction or elimination of roadway fatalities and serious injuries involving various roadway users. • Employ low-cost, high-impact strategies that can improve safety over a wider geographical area. • Involve engaging with a variety of public and private stakeholders. • Adopt innovative technologies to promote safety and equity. • Be evidence-based or build evidence around what works.
Project Readiness	**Applicant:** • Documents all applicable local, State, and Federal requirements. • Includes information on activity schedule, required permits and approvals, the National Environmental Policy Act (NEPA) class of action and status, State Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) status (if applicable), public involvement, right-of-way acquisition plans, procurement schedules, multi-party agreements, utility relocation plans and risk and mitigation strategies, as appropriate. • Is reasonably expected to begin any construction-related projects in a timely manner consistent with all applicable local, State, and Federal requirements.
Additional Considerations	• The percentage of Implementation Grant funds that will be spent in, and provide safety benefits to, locations in Census tracts designated underserved communities. • Whether the applicant is in a rural area. • Whether the applicant is identified as a priority community within the federal Thriving Communities Network. • Whether the applicant would enhance the geographic diversity of Implementation Grant award recipients. • Federal funding requests under $10 million.

- Eligible applicants can only apply for one of the two types of grants at a time, but grant recipients are not precluded from applying each year (i.e., SS4A award recipients from one year are still eligible to apply the following year).
- Applications have previously been due between May and July and awards are announced later in the year. Based on the 2024 implementation grant cycle, it is anticipated that SS4A Action Plans must be in place by April 2026 to be eligible to apply for 2026 grant funding. USDOT expects to obligate award funding within 12 months after awards have been announced.
- The minimum award for implementation grants is expected to be $2.5 million and the maximum to be $25 million.
- Per IIJA requirements, 40% of award funds will go toward Action Plans (Implementation Grants are highly competitive).
- The USDOT recommends that applicants use its Self-Certification Eligibility Worksheet to determine whether they and their projects are eligible in applying for an Implementation Grant. This worksheet asks questions of the applicant that align specifically to each of the Action Plan components from Table 1 (Reference 3 – 2024 SS4A Notice of Funding Opportunity)
- Eligible groups of applicants include:
    - A political subdivision of a State or territory, defined in the FY23 Notice of Funding Opportunity as a unit of government created under the authority of State law. This includes cities, towns, counties, special districts, certain transit agencies, and similar units of local government.
    - A federally recognized Tribal government.
    - Metropolitan planning organizations (MPOs).
    - A multijurisdictional group of entities from the ones described above (one lead applicant from group should be selected).
- Eligible applicants must meet at least one of these conditions:
    - Have ownership and/or maintenance responsibilities over a roadway network;
    - Have safety responsibilities that affect roadways; or,
    - Have agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction (defined as the US Census tracts where the applicant operates or performs their safety responsibilities) (Reference 3 – 2023 SS4A Notice of Funding Opportunity).
- The following SS4A discretionary program priorities support the USDOT's overall mission and are reflected in the grant selection criteria detailed in the following section:
    - Reduce or eliminate deaths and serious injuries from crashes on public roads;
    - Employ low-cost, high-impact strategies that can improve safety over a wide geographic area;
    - Ensure equitable investment in the safety needs of underserved communities;

  - Incorporate evidence-based projects and strategies and adopt innovative technologies and strategies;
  - Demonstrate engagement with a variety of public and private stakeholders; and,
  - Align with the USDOT's mission and Strategic Goals such as safety; climate change and sustainability; equity and environmental justice; and workforce development, job quality, and wealth creation.

- USDOT seeks to make Implementation Grant awards to projects and strategies that can be completed in full within five (5) years after the establishment of a grant agreement (Reference 3 – 2024 SS4A Notice of Funding Opportunity).
- Implementation Grant applicants may also "bundle" supplemental planning and demonstration activities with funding proposals for projects and strategies. These additional activities do not need to be in the same area as the projects and strategies and could be addressing a separate safety issue (Reference 2 – UDSOT SS4A Grant Program).
- Table A-2 provides illustrative examples of projects and strategies that could be conducted as part of an Implementation Grant. This list is not exhaustive and could include infrastructure, behavioral, and operational safety activities identified in an Action Plan. The following activities are not eligible:
  - Projects and strategies that do not primarily focus on roadway safety.
  - Projects and strategies for non-roadway transportation modes (e.g., air, rail, pipeline, etc.). Roadway intersections with other modes of transportation (e.g., at-grate highway rail crossings, etc.) are eligible activities.
  - Capital projects to construct new roadways for motor vehicles. New facilities exclusively for non-motorists (e.g., a shared use path) are eligible if the primary purpose is safety related.
  - Infrastructure projects primarily intended to increase capacity for motorists on an existing roadway (e.g., additional lanes).
  - Maintenance activities for an existing roadway primarily to maintain a state of good repair. Roadway modifications of an existing roadway in support of specific safety-related projects identified in an Action Plan are eligible.
  - Development or implementation of a public transportation agency safety plan, unless it identifies and addresses risks to pedestrians, bicyclists, personal conveyance and micromobility users, transit riders, and others that could inform Action Plan development (Reference 3 – 2024 SS4A Notice of Funding Opportunity).

Table A-2. Example Implementation Grant Projects and Strategies

Projects	Strategies
System-Wide Low-Cost Roadway Safety Treatments	• Left- and right-turn lanes at intersections • Centerline and shoulder rumble strips • Wider edge lines • High-friction surface treatments • Road diets • Better signage along high-crash corridors
Correction of Common Risks across a Network	• Pedestrian crosswalk improvements such as high-visibility pavement markers, lighting, and signage at transit stops, in a designated neighborhood, or along a busy public transportation route.
High-Injury Network Roadway Corridor Transformation	• Complete Street features to control speed, separate users, and improve visibility
Pedestrian Safety Enhancements	• Closing sidewalk network gaps • Rectangular Rapid Flashing Beacons (RRFBs) • Signal Improvements • Audible pedestrian signals
Bikeway Networks	• Bike lanes for different roadway volumes and speeds that are safe for people of all ages and abilities
Speed Management	• Traffic calming road design changes • Infrastructure to slow speeds on key corridors • Education and outreach • Appropriate speed limits • Speed safety cameras
Safe Routes to School / Public Transit Services	• Activities that lead to people safely walking, biking, and rolling in underserved communities
Innovative Technology / Strategy Promotion	• For safety and protection of vulnerable road users in high-traffic areas where commercial motor vehicles, pedestrians, bicyclists, motorcyclists, etc. interact
Education Campaigns on New/Innovation Infrastructure	• Roundabouts • Pedestrian hybrid beacons • Pedestrian-only zones

Projects	Strategies
Roadway Departure Crash Reduction	• Enhanced delineation • Shoulder widening • Rumble strips • Roadway safety improvements
Intersection Safety Improvements	• Innovative design changes • Improved delineation • Advanced warning

Attachment B – Local Safety Projects

Table B-1. Incomplete or Partially Complete 2019 Deschutes County TSAP Projects

The projects listed below were identified in the 2019 TSAP and are subject to change based on the findings from this TSAP Update. Projects shaded in yellow are either partially complete or in progress. The remaining projects are yet to be completed.

Project Name	Description
Site Specific Improvements	
US 20 / Fryrear Road	Install illumination and oversize advanced intersection warning signs as near-term treatments. Explore long-term improvements such as installing a roundabout, adding a left-turn lane for eastbound traffic, and using curb and gutter for raised channelization to improve intersection geometry.
Alfalfa Market Road / Dodds Road	Remove, relocate, or protect fixed objects adjacent to road for a low-cost treatment. (Pending All Roads Transportation Safety project.)
US 97 / 11th Street-Lower Bridge Way	Install a single-lane roundabout and flyover ramp.
Northwest Way / Coyner Ave	Improve intersection operations based on the results of a safety and capacity analysis. Reconfigure geometry to improve safety for vehicles and bicycles. Install new pavement markings and signage.
Alfalfa Market Road / Walker Road	Install illumination and implement intersection awareness treatments, such as post-mounted reflective delineators, oversized or doubled advanced warning signs, and enhanced edge-line and centerline markings.
US 97 / Smith Rock Way-B Ave	Improvements at this intersection have not yet been identified in any planning documents.
US 97 / Burgess Road	Install a traffic signal.
US 20 / Hawks Beard (Black Butte Ranch)	Improvements at this intersection have not yet been identified in any planning documents.
Dickey Road / Nelson Road	Install additional intersection ahead warning signs on the major approaches and assess sight lines.
US 97 / Galloway Avenue	Install a median barrier on US 97 from the O'Neil Junction to the Galloway Avenue intersection.

Project Name	Description
Butler Market Road / Hamby Road	In the near-term, delineate the nearby driveway with curb, install a raised median island to better delineate the right-turn, and provide signage to support stop-controlled conditions. Complete an operational analysis to determine if there are treatments such as converting the intersection to all-way stop-control or a mini-roundabout. Long-term, install a single lane roundabout and supplement intersection approaches with curb and gutter and raised channelization.
Butler Market Road / Hamehook Road	Install additional oversized advanced warning sign and complete an operational analysis to determine if there are treatments such as converting the intersection to all-way stop-control or a mini-roundabout in the near-term. Install a single lane roundabout and supplement intersection approaches with curb and gutter and raised channelization in the long-term.
Baker Road / Cinder Butte Road	In the near-term, improve the signing and striping and assess sight lines. In the long-term, square up the intersection and used raised channelization or install a roundabout.
S Century Drive / Huntington Road	Install a single-lane roundabout and illumination.
Cline Falls Road / Coopers Hawk Drive-Falcon Crest Drive	Shift stop bars on Coopers Hawk Dr/Falcon Crest Dr closer to Cline Falls Rd with painted right-turn islands to clarify turn movements. Realign the Cline Falls Rd bike crossing to be perpendicular, improving sight lines and reducing crossing distance. Adjust the northbound right-turn lane taper to begin after the bike crossing to eliminate ambiguity.
Lower Bridge Way / 19th Street	Install a left-turn lane, advance warning signs, and flashing LED stop signs. (Pending All Roads Transportation Safety project.)
Lower Bridge Way / 31st Street	Install a left-turn lane, advance warning signs, and flashing LED stop signs. (Pending All Roads Transportation Safety project.)
Lower Bridge Way / 43rd Street	Install a left-turn lane, advance warning signs, and flashing LED stop signs.

Attachment C – Countywide Crash Pattern Analysis Results

Based on the most recent five years of available crash data, 3,497 crashes were reported in unincorporated Deschutes County from 2018 to 2022 (many crashes may go unreported and therefore may not be tied to any dataset). The crash data analysis summarized in this attachment evaluates historical crash patterns within the study area, with an emphasis on more serious injury crashes. Serious injuries and fatalities not only have life-changing impacts on people involved in and adjacent to these crashes, but they also impart a high cost on them and onto the overall region.

Crash Pattern Assessment

The Crash Pattern Assessment identifies the history and patterns of crashes on all public roads, including characteristics like crash severity and location, temporal trends, collision types (e.g., rear-end, bicycle) and contributing factors, road features (e.g., lack of pedestrian infrastructure), driver behaviors (e.g., speeding), and external conditions (e.g., low lighting, weather).

This section summarizes the historic crash patterns found in the county based on the categories below:

- Crash Location and Severity
- Temporal Trends
- Crash Types and Contributing Factors
- Roadway Characteristics
- Behavioral Characteristics
- Vulnerable Road Users

For the purposes of this section, “rural” areas or facilities are located outside of Urban Growth Boundaries (UGBs) and “urban” areas or facilities are located outside of city limits but inside of UGBs.

Crash Location and Severity

In order to identify potential treatment types and where they would be most beneficial, it is important to determine where in the network fatal and serious crashes occur. Table 3 summarizes the crashes that occurred in the study area within the five-year period based on their severities, as

compared to crashes that occurred countywide (including on State highways and USFS and BLM roads).

Table 13. County Road System Crashes vs. Countywide System Crashes

Context	Fatal & Serious Injury	Moderate Injury	Minor Injury	PDO	Total Crashes
Deschutes County Road System Only	172	540	475	988	2,175
Countywide System	276	829	724	1,668	3,497

INTERSECTION AND SEGMENT CRASHES

Based on the five-year study data, segment crashes accounted for 72% of all crashes while intersections contributed to 28% of crashes. As shown in Chart 19 fatal and serious injuries occurred most often on rural roadway segments, followed by rural intersections, urban segments, and urban intersections, respectively. As shown in Table 14, crashes involving all modes are more likely to occur on segments, with the exception of bicycle-involved crashes, which occurred with the same frequency along segments and at intersections.

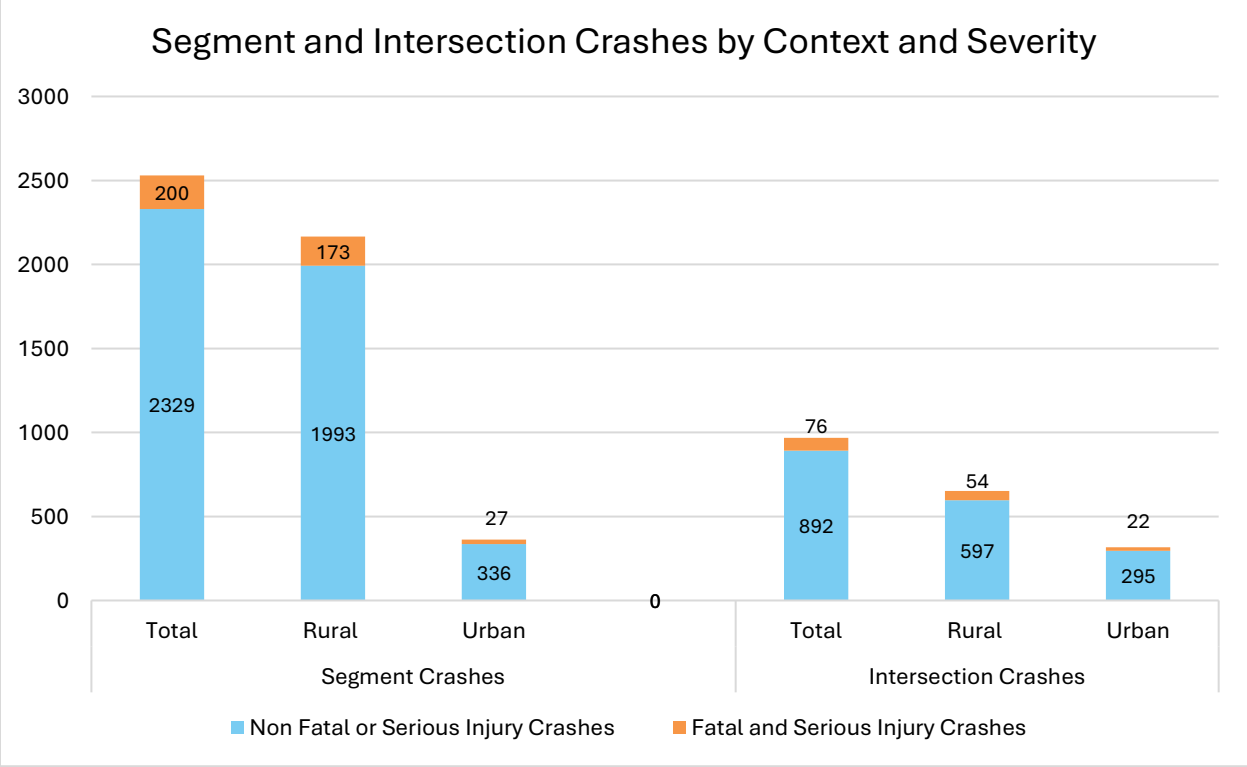

Chart 19. Segment and Intersection Crashes by Context

Table 14. Intersection and Segment Collisions by Mode

Mode	Intersections	Segments	Total
Pedestrian Crashes	1	10	11
Bicyclist Crashes	6	6	12
Motorcycle Crashes	28	71	99
Motor Vehicle-Only Crashes	933	2,442	3,375
Total Crashes	**968**	**2,529**	**3,497**
Percent of Total Crashes	**27.7%**	**72.3%**	**100%**

CRASHES BY ROADWAY OWNER

Within the study area, state highways and county-owned roads experienced a similar share of crashes, despite only 2.6% of road miles in the study area being state highways. Note that this comparison reflects the centerline miles of roadway and does not capture the differences in traffic volume (or vehicle miles travelled) on each roadway type. Regardless of the reason, the large

proportion of crashes occurring on state highways highlights the importance of coordination and partnership with ODOT as the County aims to improve safety for residents and visitors.

Table 15. Crashes by Roadway Owner

Roadway Owner	Number of Crashes (Percent of Total)	Road Miles (Percent of Total)	Crashes Per Road Mile
County	1,521 (43.5%)	1,279 (14.9%)	1.19
BLM / USFS / ODF / Unknown	262 (7.5%)	7,120 (82.6%)	0.04
State Highway	1,714 (49.0%)	216 (2.5%)	7.94
Total	**3,497 (100%)**	**8,615 (100%)**	**0.41**

Temporal Trends

The following section summarizes temporal crash trends, describing reported crashes by year, month, and time of day within the five-year period.

CRASHES BY YEAR

The five-year period of 3,497 crashes is an average of 699 crashes per year. As shown in Chart 20, the total number of crashes has remained relatively constant since 2018, though the number and proportion of fatal and serious injury crashes has more than doubled. Fatal and serious injury crashes made up 5.4% of all crashes in 2018 compared to 12.1% of crashes in 2022.

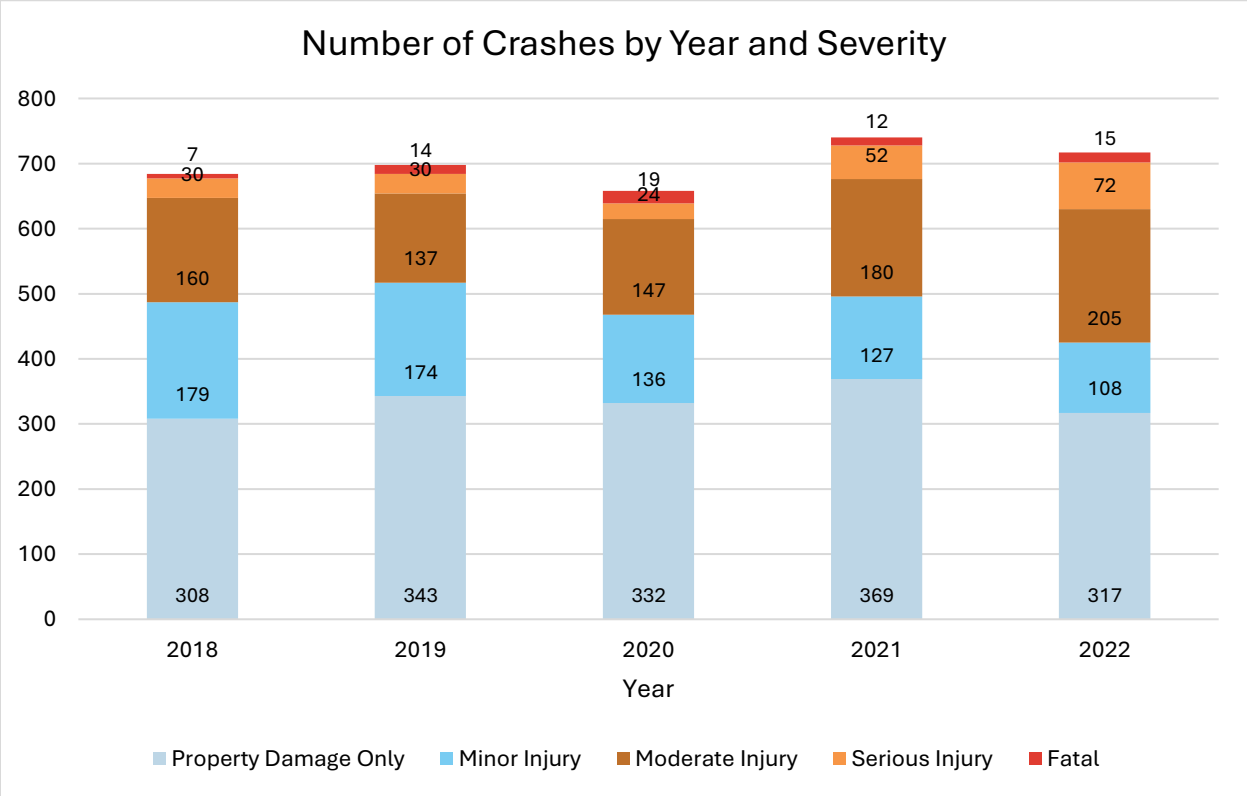

Chart 20. Number of Crashes by Year and Severity

CRASHES BY MONTH

As shown in Chart 21, the highest number of crashes occurred during the months of November, December, and January. December experienced the highest number of crashes (399), 6% of which were fatal or serious injury crashes. From November to January, 63% of crashes that occurred during those months were reported to have wet, snowy, or icy road conditions.

Notably, summer months (June to August) experienced the largest number of fatal and serious injury crashes ranging from 25 to 31 per month, which accounted for 9% to 10% of their total monthly crashes.

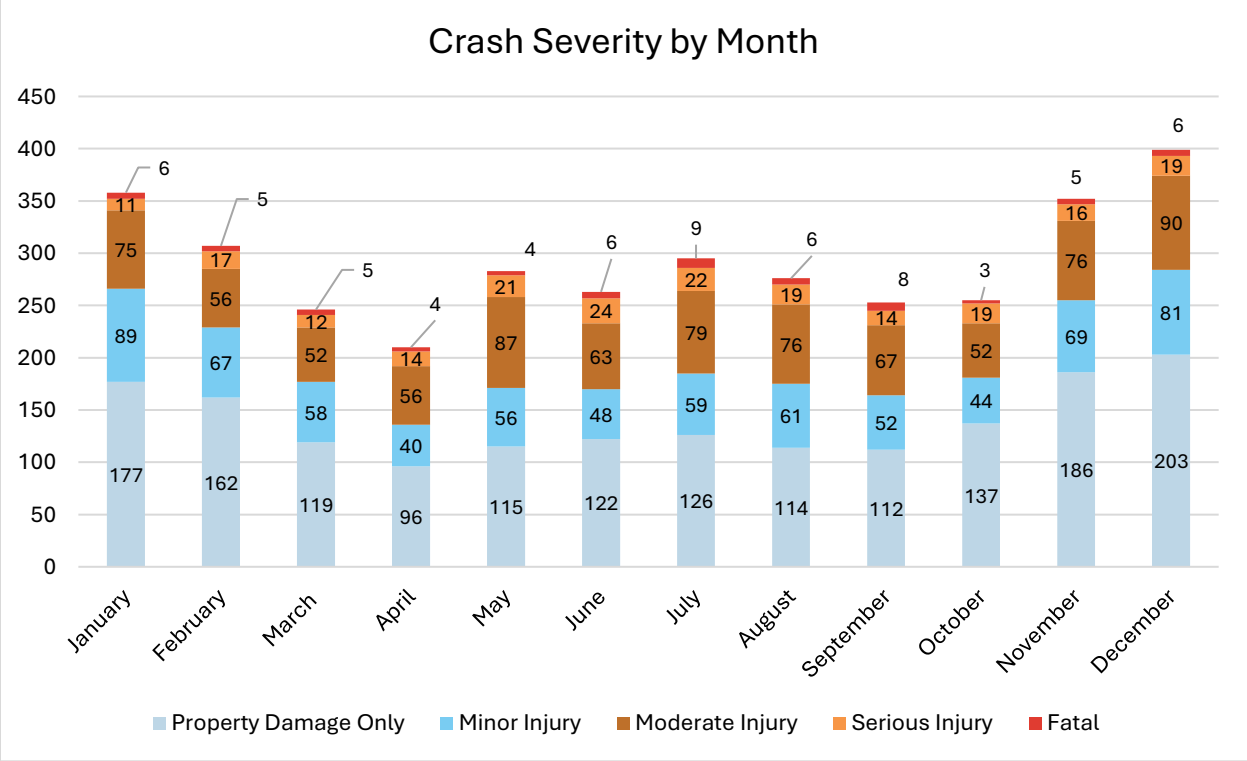

Chart 21. Number of Crashes by Month and Severity

CRASHES BY DAY

As shown in Chart 22, most crashes occurred mid-to-late week between Wednesday and Friday. Wednesday and Thursday experienced the same number of crashes (534), but Thursday experienced 13% more fatal and serious injury crashes than Wednesday. Friday experienced the highest number of total crashes (546), 2% more crashes than Wednesday and Thursday.

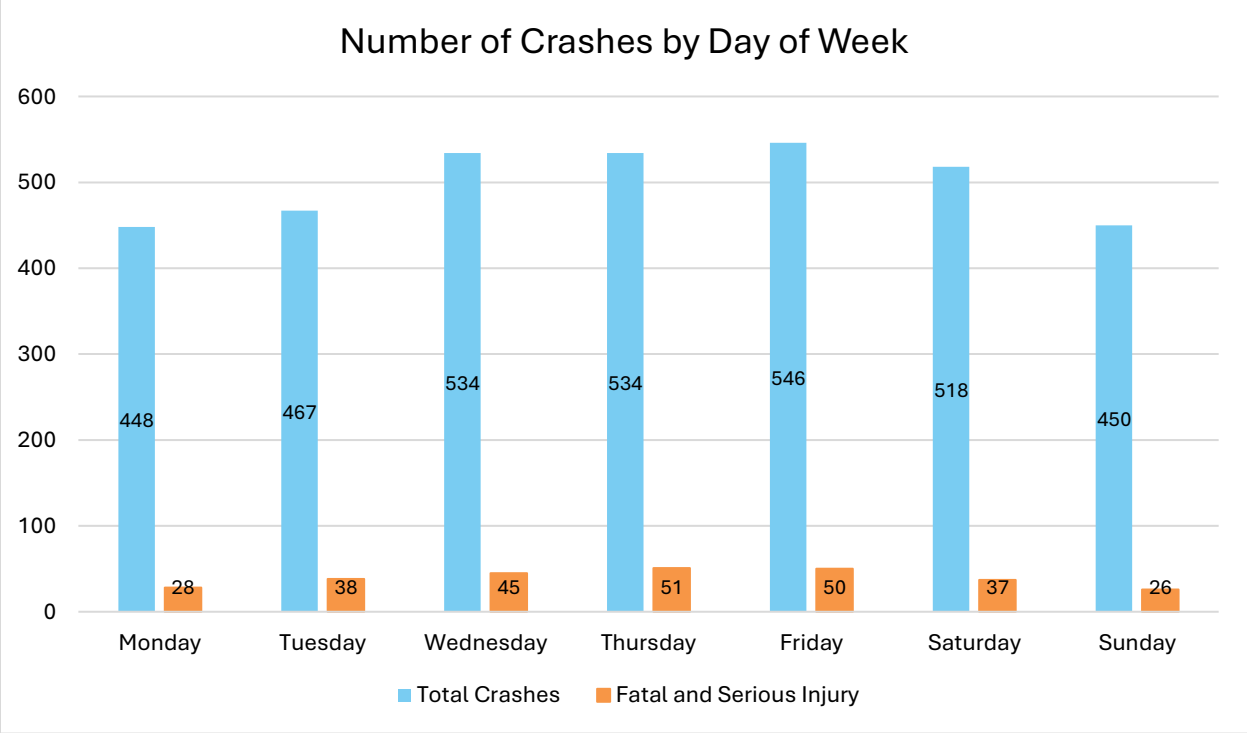

Chart 22. Number of Crashes by Day of Week and Severity

CRASHES BY TIME OF DAY

Chart 23 illustrates the number of crashes across a 24-hour day within the five-year study period. Crashes most often occurred from 3PM to 5PM (22%), consistent with typical afternoon commuter travel periods. Fatal and serious injury crashes were more frequent between the hours of 10AM to noon, 3PM to 5PM, and 7PM to 10PM.

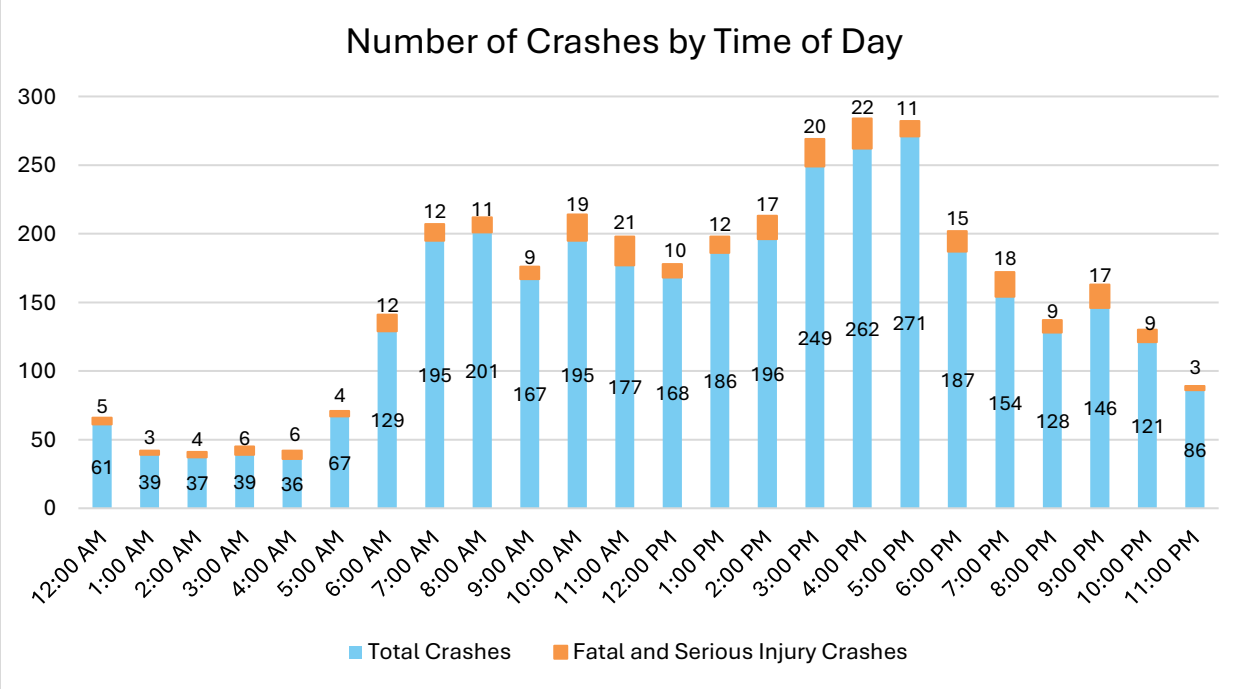

Chart 23. Number of Crashes by Time of Day and Severity

Crash Types and Contributing Factors

This section summarizes crash types, causes, and contributing factors to crashes reported in the study area over the five-year period.

CRASH TYPE

As shown in Chart 24, the most common collision types among fatal and serious injury crashes are fixed object (33%), turning (14%), non-collision/overturning[2] (12%), and head-on (11%). Among all crashes, fixed object (35%) and turning (12%) are accompanied by rear-end (15%) and "other" (11%)[3] as the top four collision types (Chart 25). Note that percentages shown as "0%" are collision types with at least one crash, but the proportion rounds to zero percent of the total.

[2] A non-collision crash initially involves only one vehicle, and cannot be classified as another collision. The most common non-collision crash type is an overturn (rollover). [2023 Motor Vehicle Traffic Crash Analysis and Code Manual]

[3] "Other" or "Miscellaneous" collisions include all animal crashes except animals drawing vehicles, and all crashes not classifiable under the other listed types. Examples include hitting a wild or domestic animal, lost load, or drive shaft fell from vehicle. [2023 Motor Vehicle Traffic Crash Analysis and Code Manual]

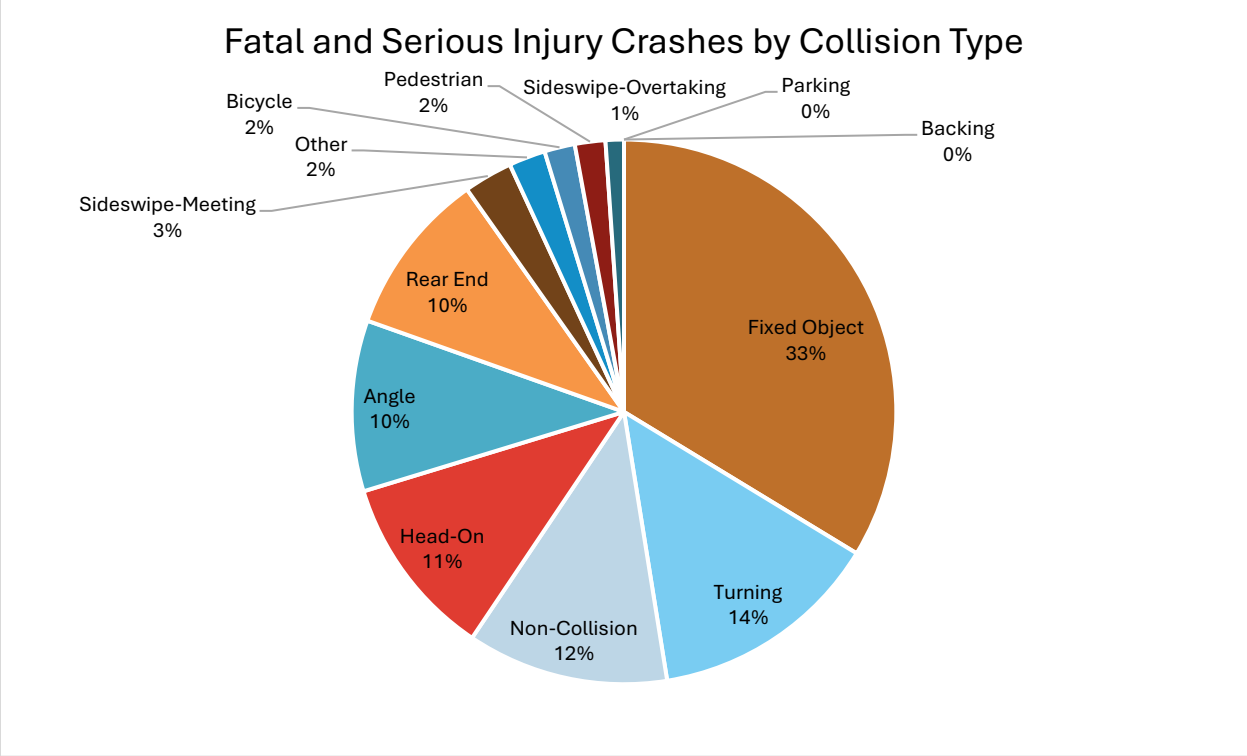

Chart 24. Fatal and Serious Injury Crashes by Collision Type

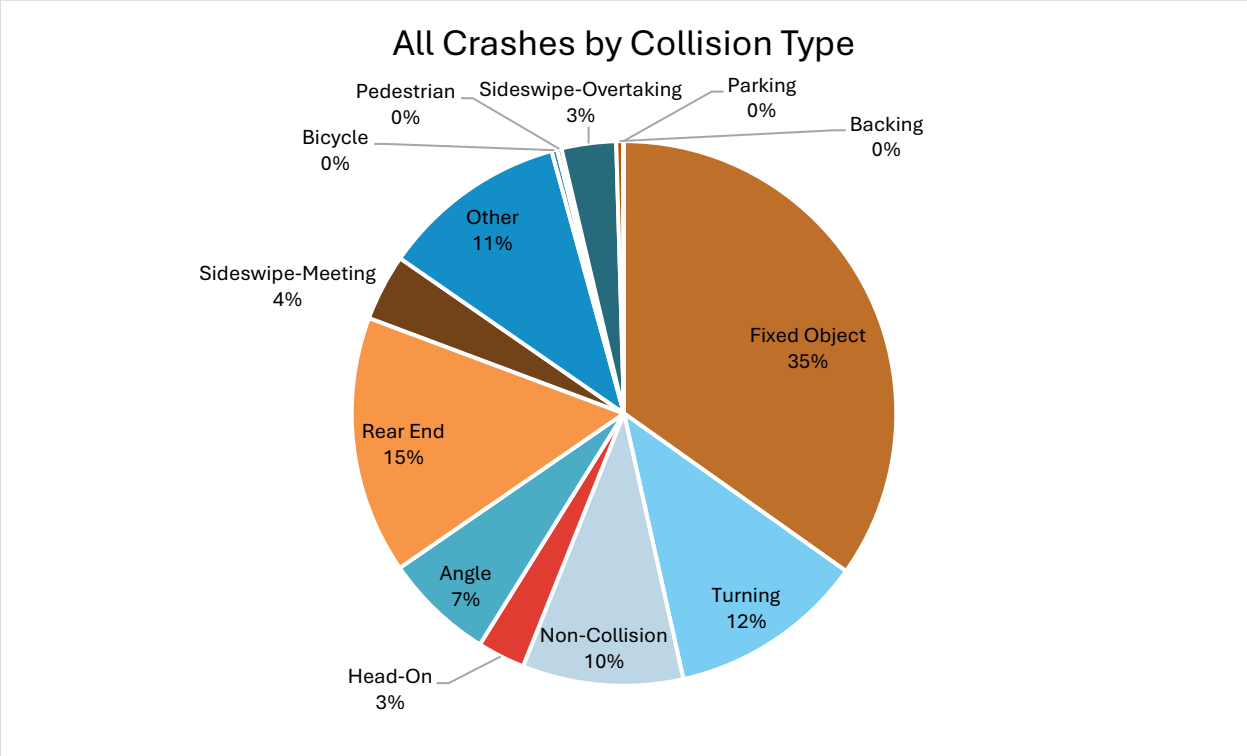

Chart 25. All Crashes by Collision Type

CRASH CAUSE

As shown in Chart 26, the most commonly reported crash cause was driving too fast for conditions but did not exceed the speed limit (29% of all crashes, 25% of fatal and serious injury crashes). Other common contributing factors in fatal and serious injury crashes include failure to yield the right-of-way (14%), other improper driving (8%), driving left-of-center (7%), and reckless driving (7%).

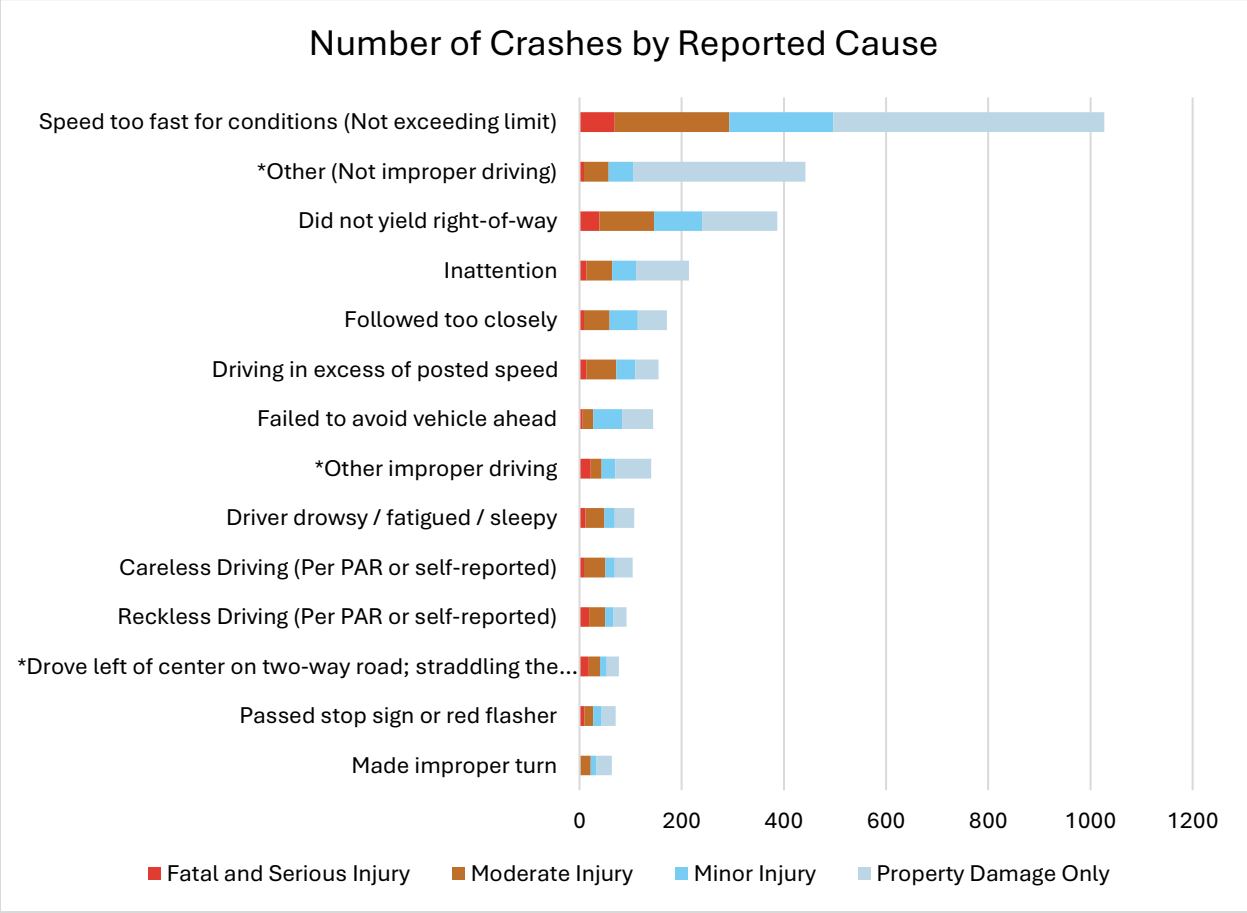

Chart 26. Number of Crashes by Reported Crash Cause and Severity

ROADWAY CONDITIONS

As shown in Chart 27 and Chart 28, the majority of crashes of all severity levels occurred in dry, clear conditions. Inclement weather, and more specifically a wet, snowy, or icy road surface was present during approximately 32% of all crashes, compared to just 21% of fatal and serious injury crashes. While this trend may be counterintuitive, it likely reflects a reduction in vehicle travel and lower vehicle speeds during inclement weather events, not a direct correlation between less severe outcomes and inclement weather.

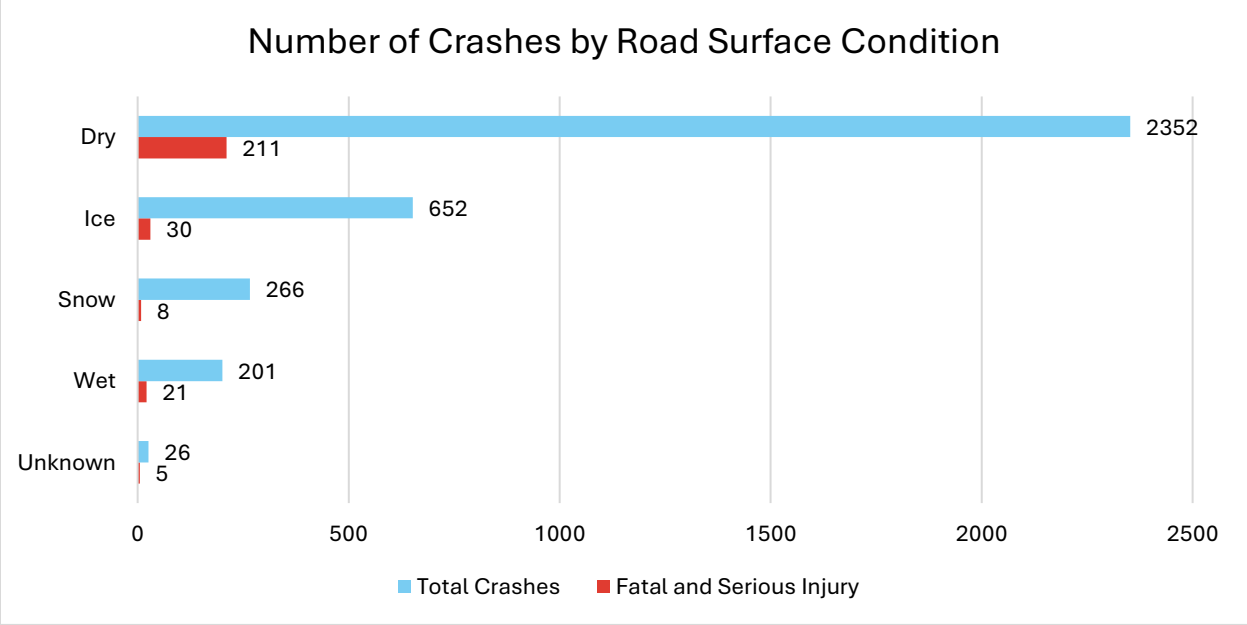

Chart 27. Number of Crashes by Road Surface Condition and Severity

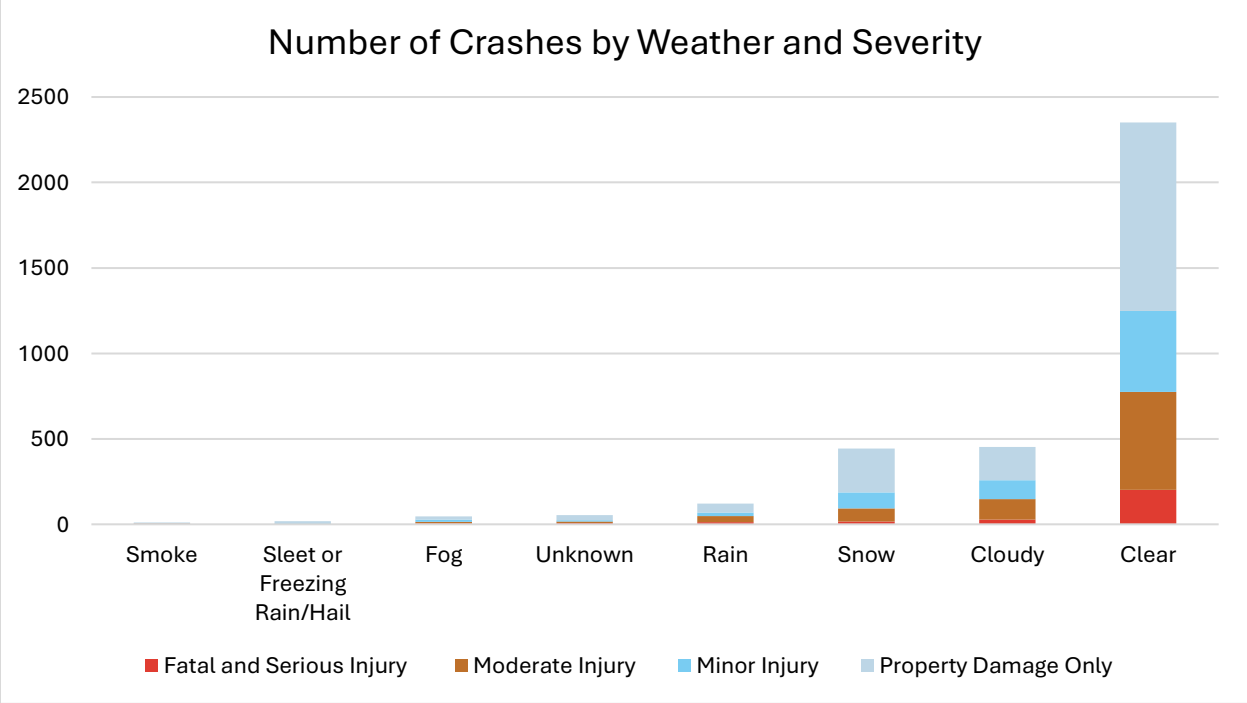

Chart 28. Number of Crashes by Weather Condition and Severity

Roadway Characteristics

This section summarizes roadway features and their corresponding crashes, including functional classification, traffic control devices, and lighting conditions.

FUNCTIONAL CLASSIFICATION

Throughout the five-year period, crashes overwhelmingly occurred on rural principal arterial roadways (Chart 29). Fatal and serious injury crashes that occurred on rural principal arterial roadways accounted for 37% of all fatal and serious injury crashes across all functional classification types.

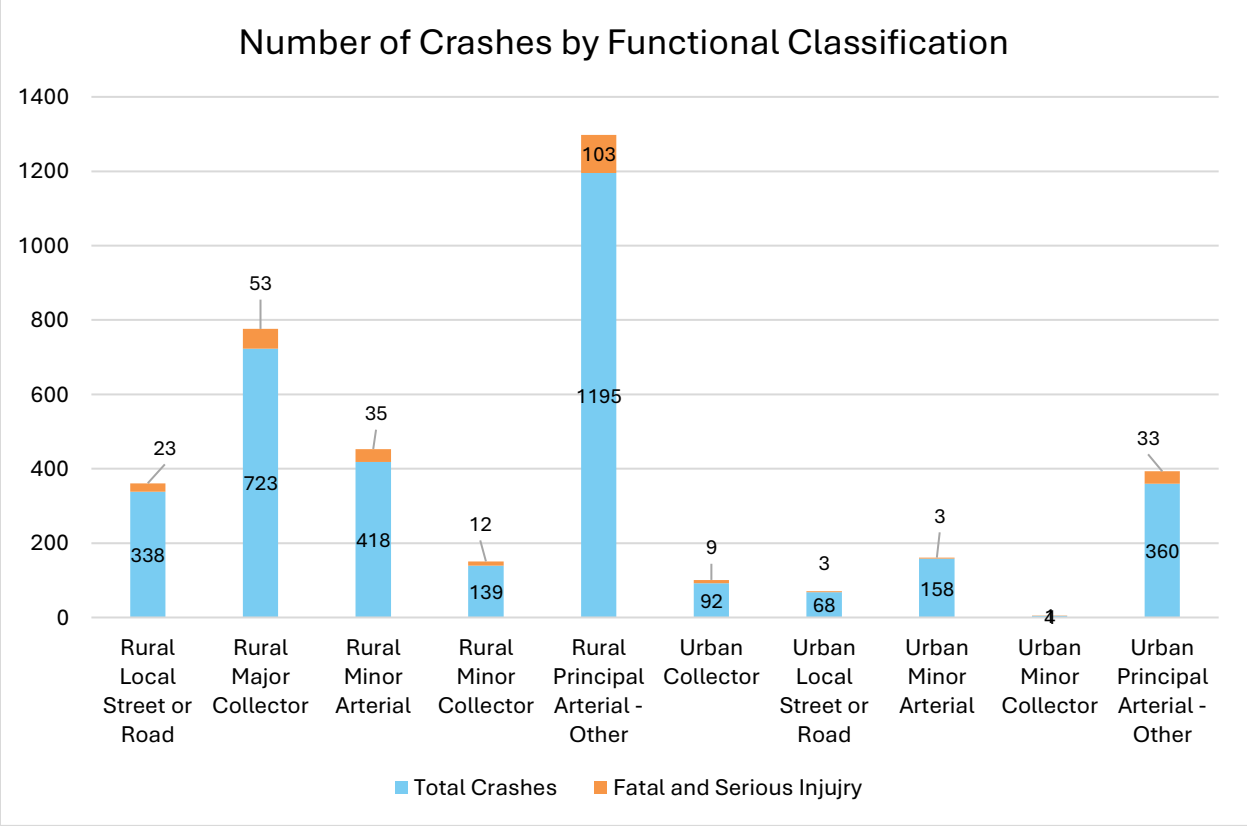

Chart 29. Crashes by Roadway Functional Classification and Severity

INTERSECTION TRAFFIC CONTROL

As shown in Chart 30, 68% of intersection crashes occurred at stop-controlled intersections. Other less-common traffic control types include yield control and traffic signals (there is one signalized intersection in the study area), as well as general warning signs (e.g., school crossing signs or curve warning signs). In many cases, locations coded as “no control” or “undefined” are rural intersections with no signing installed, where drivers are required to slow and yield to oncoming traffic.

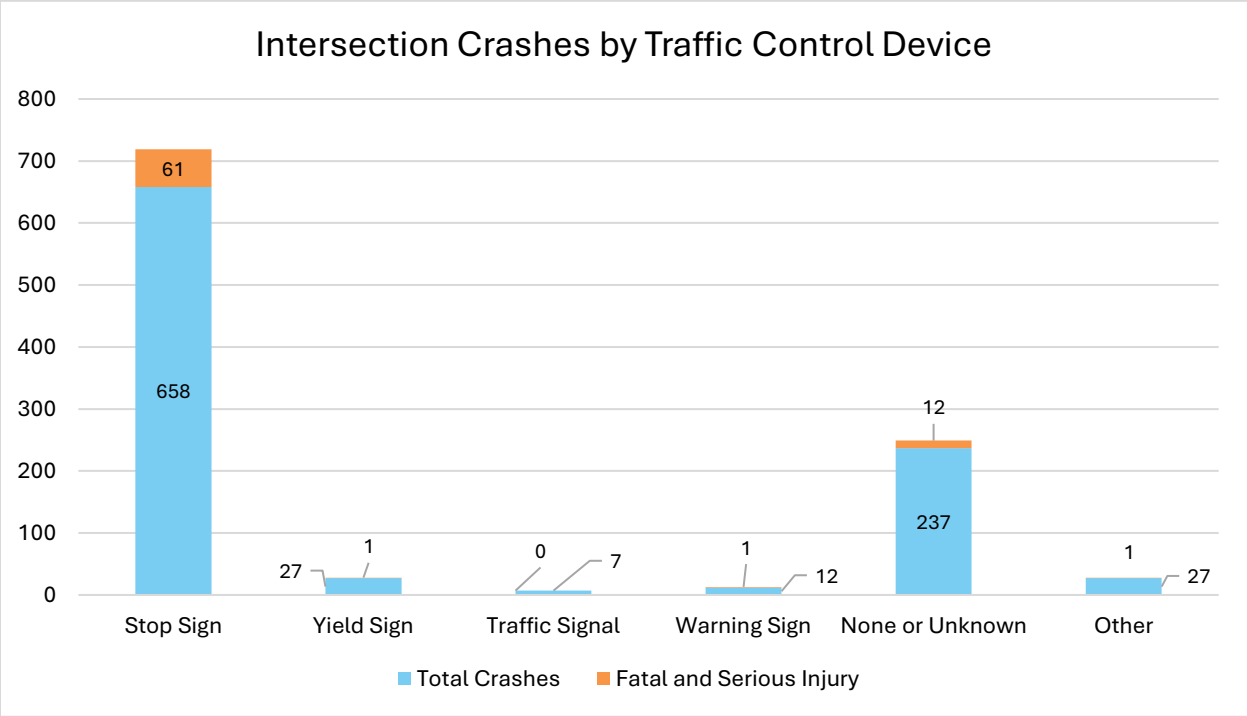

Chart 30. Intersection Crashes Traffic Control Devices and Severity

LIGHTING CONDITONS

As shown in Chart 31, crashes primarily occurred under daylight conditions, followed by darkness with no streetlights. While 64% of all crashes occurred in daylight conditions, 36% of fatal and serious injury crashes occurred in non-daylight conditions such as dawn, dusk, and darkness (with or without street lighting) conditions.

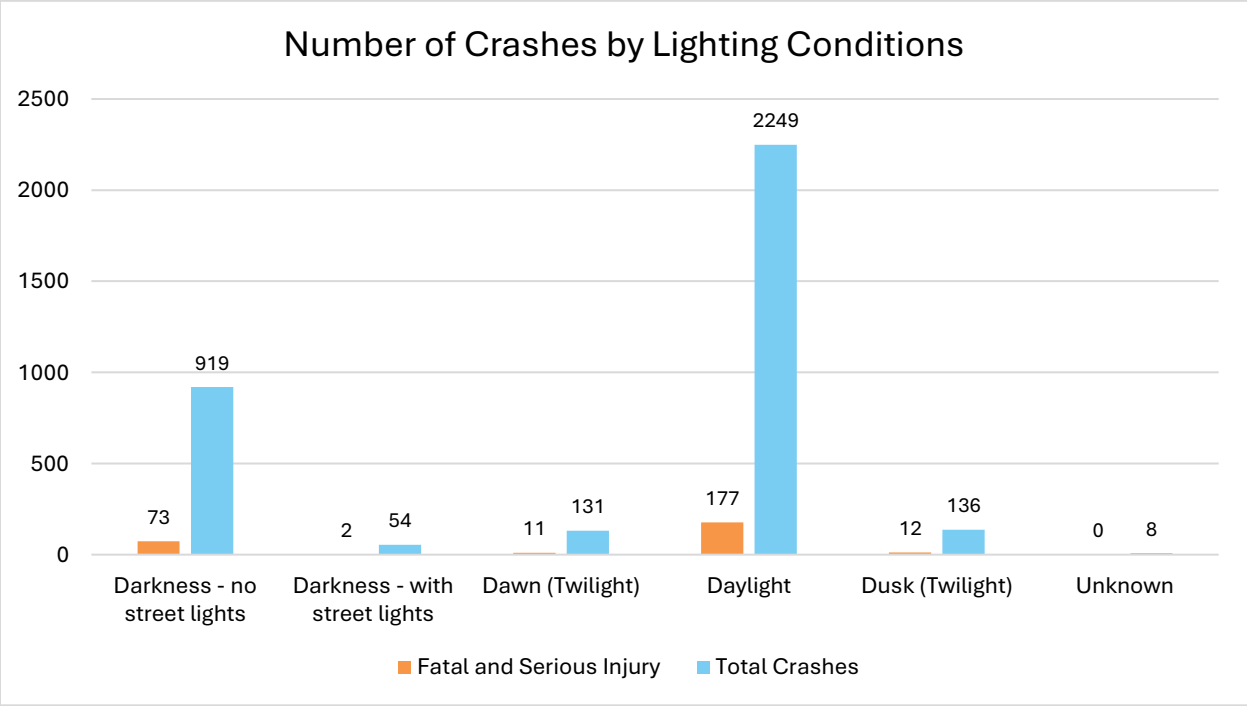

Chart 31. Number of Crashes by Lighting Conditions and Severity

Behavioral Characteristics

This section summarizes the driver behavioral characteristics reported in the five-year crash dataset, including speeding, impaired and/or distracted driving, and use of protective equipment.

SPEEDING

Crashes flagged as "speed-involved" include drivers who were exceeding the posted speed or driving too fast for conditions. Approximately 37% of fatal and serious injury crashes involved speeding, which is similar to the overall percentage of speed-involved crashes (39%). Notably, 33% of "too fast for conditions" crashes were during snowy weather conditions and 15% of those crashes resulted in a fatal or serious injury.

IMPAIRED DRIVING

Impairment includes being under the influence of drugs, alcohol, and/or marijuana. Alcohol impairment is most prevalent, contributing to 18% of fatal and serious injury crashes and 8% of all crashes. As illustrated in Chart 32, nearly one-quarter of fatal and serious injury crashes involved some sort of impairment. That proportion more than doubles when considering fatal crashes only, of which 49% involved impaired driving.

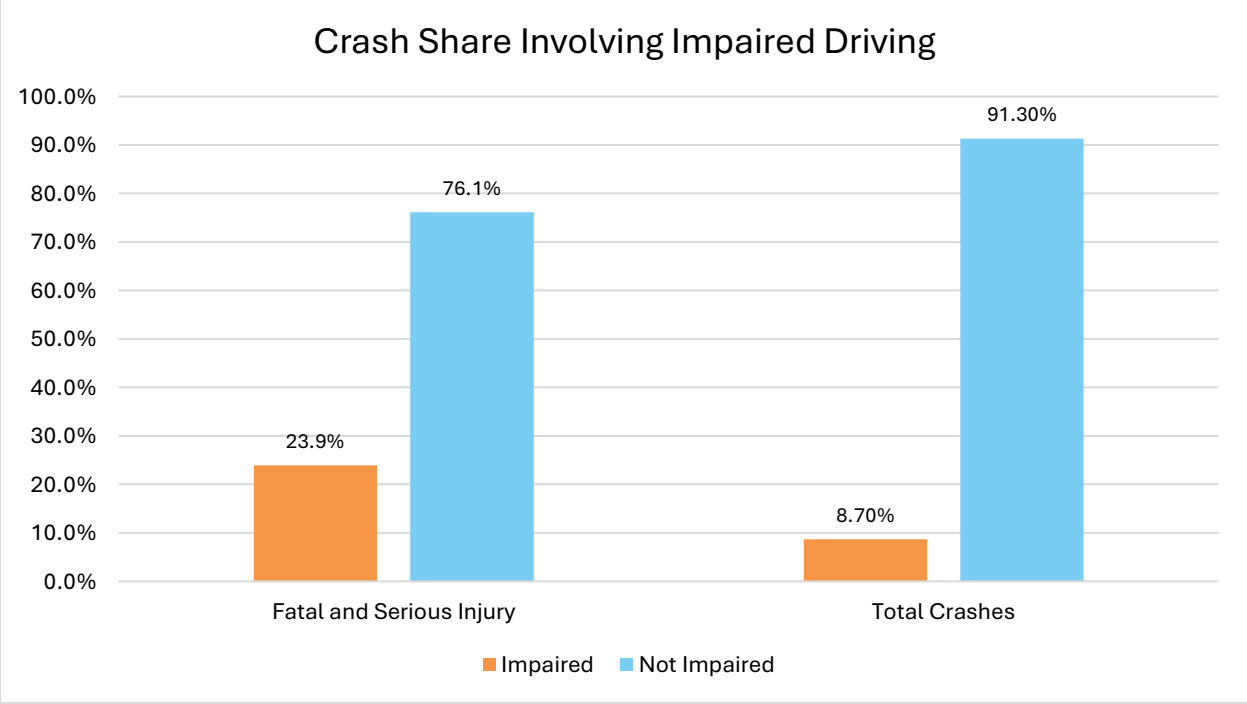

Chart 32. Crash Share Involving Impaired Driving

DISTRACTED DRIVING

Seven percent (7%) of all fatal and serious injury crashes were reported to involve distracted driving. While distracted driving is a risky driving behavior nationwide, distracted driving often goes unreported (particularly in self-reporting states, like Oregon, where drivers must admit to distraction) and therefore these numbers may not accurately reflect distracted driving in the county.

PROTECTIVE EQUIPMENT USAGE

Protective equipment generally refers to the use of seatbelts by vehicle occupants but can also include non-motorists' safety equipment such as helmets. In most crashes, use of protective equipment is listed as "unknown" in crash reports, because it is difficult to verify usage after the crash, unless the person is still in the vehicle. A total of 132 crashes were confirmed to involve at least one person who was not properly using protective equipment, which is approximately 4% of all crashes. However, that percentage jumps to 28% in fatal crashes.

Vulnerable Road Users

Vulnerable road users are typically users that are at a greater risk of fatalities and serious injuries when involved in a roadway crash. For the purpose of this analysis, vulnerable road users include pedestrians, bicyclists, motorcyclists, people younger than 18, or people older than 65.

PEDESTRIAN AND BICYCLE CRASHES

Throughout the five-year period, there were 11 pedestrian crashes and 12 bicycle crashes. As shown in Chart 33, 43% of these resulted in fatal or serious injuries. While crashes involving vulnerable road users are not common occurrences in the county, when they do occur, the outcome is likely to be severe.

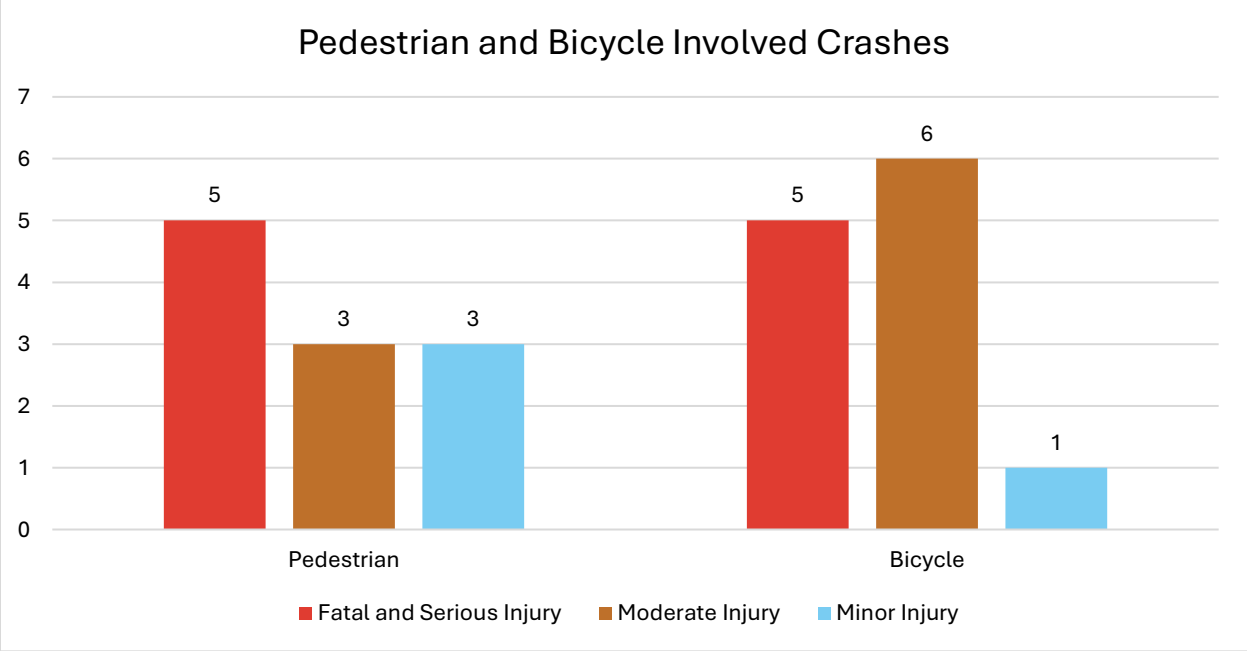

Chart 33. Pedestrian and Bicycle Involved Crashes by Severity

MOTORCYCLE CRASHES

Chart 34 summarizes motorcycle crashes compared to all other crashes and their share of each crash severity. Throughout the five-year period, 99 crashes were reported to involve a motorcycle, accounting for 3% of all crashes, but 15% of all fatal and serious injury crashes. Of the crashes that involved a motorcycle, 42% resulted in fatality or serious injury. As with other vulnerable road users, crashes involving motorcycles are a small portion of all crashes but when they do occur, they are likely to result in severe injuries.

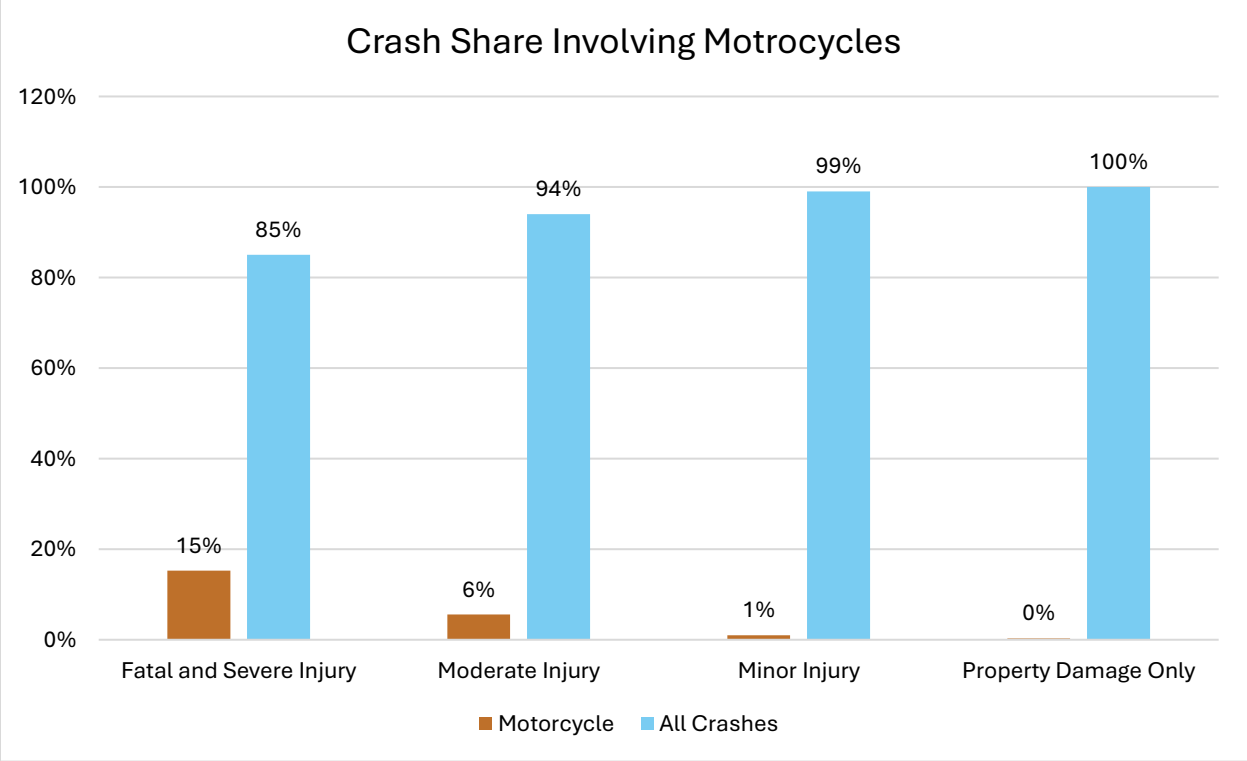

Chart 34. Crash Share Involving Motorcycles

DRIVER AGE

Participant-level information, like age, is not reported for property damage only (PDO) crashes. Therefore, the following key findings related to driver age apply only to fatal and injury crashes.

Chart 35 summarizes the share of drivers involved in crashes by age group and crash severity. This chart highlights that drivers in the 45-64 and 65+ age groups are involved in a higher proportion of fatal and serious injury crashes than the proportion of their involvement in total crashes (all severities).

When considering the primary contributing causes of crashes, speeding (too fast for conditions) is the most common across all age groups, except for drivers over the age of 65, who are most commonly involved in crashes where there was a failure to yield (Chart 36).

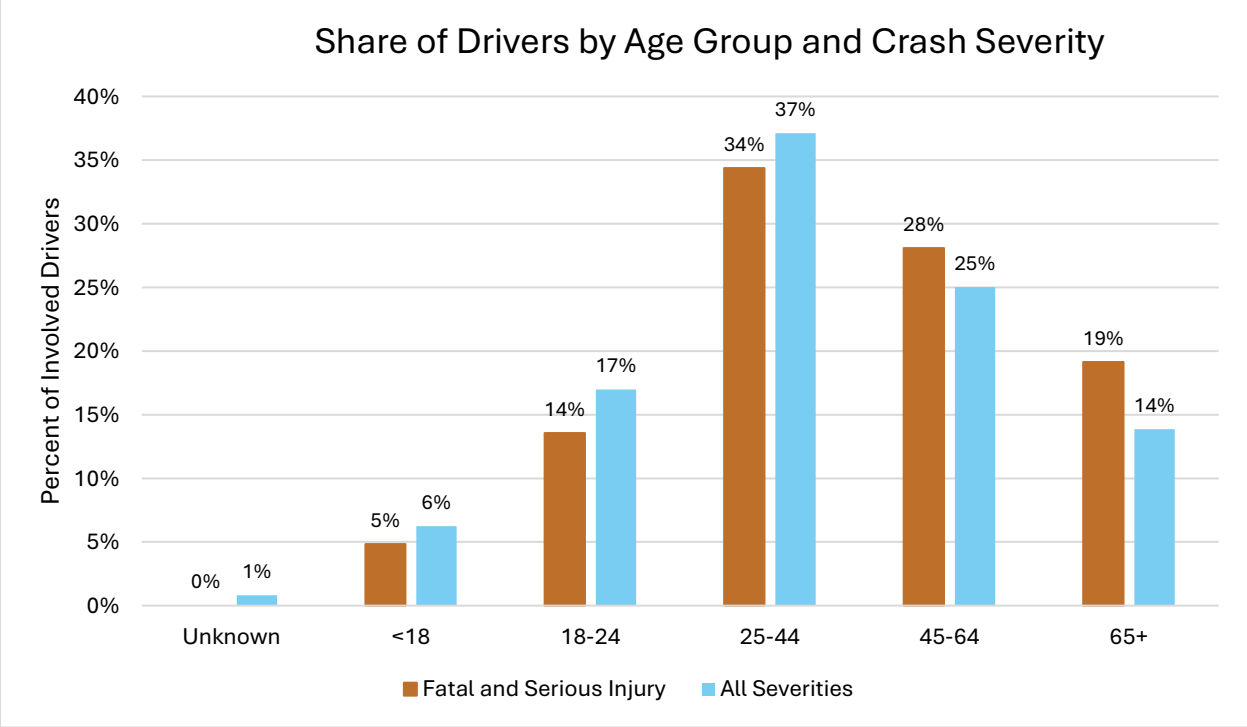

Chart 35. Percentage of Involved Drivers by Age Group and Severity

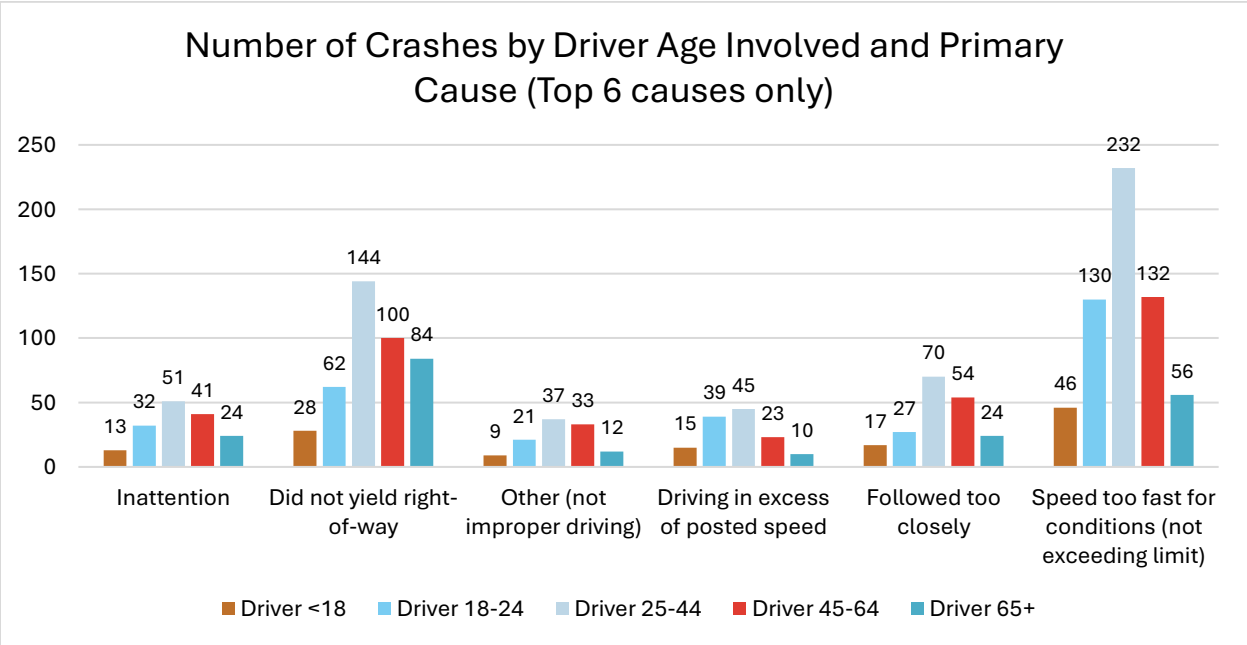

Chart 36. Number of Crashes by Age Group and Cause

Emphasis Areas

Emphasis areas are commonly developed by studying the crash characteristics that are most predominant or that are over-represented in fatal and serious injury crashes compared to lower severity crashes. For example, motorcycle-involved crashes may represent a small percentage of all crashes, but result in a much higher percentage of fatal and serious injuries. If so, an agency may choose to focus on motorcycle safety as an emphasis area as they are more likely to be seriously injured or killed when involved in a crash.

The 2021 Oregon TSAP contains a comprehensive crash attribute table for the State of Oregon that was used as a comparison for Deschutes County crash patterns. The comparison was performed by assigning the following "flags" to crash attributes when they meet specific criteria.

- **Flag 1 – Predominant Crash Attribute:** The crash attribute is present in more than 10% of fatal and serious injury crashes in unincorporated Deschutes County.
- **Flag 2 – More Prevalent than Statewide:** The proportion of fatal and serious injury crashes for the crash attribute in unincorporated Deschutes County is greater than the proportion of fatal and serious injury crashes for the crash attribute statewide as reported in the Oregon TSAP.
- **Flag – 3 High Severity Indicator:** The crash attribute has a higher share of fatal and serious injury crashes in unincorporated Deschutes County than its overall share of total crashes (e.g., head-on crashes contribute to 11% of all fatal and serious injury crashes but only 3% of all crashes).

Table 16 below indicates whether the "flags" are true for each crash attribute in Deschutes County, with respect to the criteria listed above. The more flags a given attribute has, the more likely that attribute is contributing to fatal and serious injury crashes.

Table 16: Deschutes County Emphasis Area Screening Results

Crash Attribute	Flag 1: Predominant Crash Attribute	Flag 2: More Prevalent than Statewide	Flag 3: High Severity Indicator
Roadway / Lane Departures	✓	✓	✓
Alcohol and/or Drug Use	✓	✓	✓
Alcohol Use Only	✓	✓	✓
Speed	✓	✓	✓
Distracted Driving			✓

Crash Attribute	Flag 1: Predominant Crash Attribute	Flag 2: More Prevalent than Statewide	Flag 3: High Severity Indicator
Nighttime (Dark/Dawn/Dusk) Conditions	✓	✓	✓
Intersections	✓		
Work Zones			
School Bus / School Zone			
Young Drivers (15-25)	✓		✓
Aging Drivers (65+)	✓	✓	✓
Bicyclists			✓
Pedestrians			✓
Motorcyclists	✓		✓

Based on the screening summary above, the following potential emphasis areas represent the crash attributes that were flagged as contributing to a high proportion of fatal and serious injury crashes or are more likely to result in fatal or serious injuries when a crash occurs. Bold attributes were flagged three times, while non-bold attributes were flagged twice.

- **Roadway and Lane Departure Crashes**
- **Drug and Alcohol Impairment**
- **Speeding**
- **Nighttime Crashes**
- **Aging Drivers (65+)**
- Younger Drivers (15-25)
- Motorcyclists

There is no requirement for emphasis areas to be derived solely from the crash data, and final selection of emphasis areas should reflect the priorities of County staff, the Safety Working Group, and the community. The selected emphasis areas will provide a guiding framework for the TSAP Update and, ultimately, the County's future investment in safety strategies and projects. It is recommended that between 4 and 6 emphasis areas be selected. Too many emphasis areas can

dilute the value of the plan as too many strategies and actions can be infeasible to implement. However, too few emphasis areas can result in missed opportunities to reduce fatal and serious injury crash risks. The County may also elect to combine related emphasis areas into one (e.g., a "Risky Behaviors" emphasis area may include impairment, speeding, and distraction).

Comparison with the 2019 Deschutes County TSAP

Since the completion of the 2019 TSAP, the County has implemented numerous systemic and site-specific projects to improve regional transportation safety. The systemic projects have primarily included treatments aimed at reducing roadway and lane departure crashes, such as horizontal curve warning upgrades, rumble strips, delineators and pavement markers, and speed feedback signs. Since the available crash data summarized in this memo only encompasses years 2018-2022, the data is insufficient to accurately assess the safety benefit associated with these recently-performed improvements, either individually or collectively. However, Table 17 provides an anecdotal comparison specifically related to the number and proportion of roadway and lane departure crashes, which should not be used to draw conclusions, and any interpretation should carefully consider the following:

- The 2019 TSAP data was obtained directly from the Existing Conditions Summary dated May 2019. The 2019 TSAP had a different study area boundary than the current effort, namely the inclusion of reported crashes within the Redmond, Sisters and La Pine city limits. This will likely result in a difference in crash frequency and proportions, even without safety interventions.

- Nearly all of the projects the County has implemented occurred within or after the current 2018-2022 dataset, and many were not in place long enough to have a relevant impact on the data.

- There are also numerous confounding factors at play. Most notable is the national, regional, and local increase in risky behaviors and the resulting increase in high severity crashes after the COVID-19 pandemic.

Table 17. Roadway/Lane Departure Crash Patterns (2019 TSAP vs 2026 TSAP)

Non-State Highway Crashes	2019 TSAP (2012-2016 data)	2026 TSAP (2018-2022 data)
Fatal / Serious Injury Crashes	77	130
Fatal / Serious Injury Road/Lane Departure Crashes[1]	57	86
Percent of Road/Lane Departure Crashes	74.0%	66.2%

[1] Includes fixed-object, non-collision overturning, head-on, and sideswipe collisions

Attachment D – Countywide Intersection EPDO Analysis Results

DESCHUTES COUNTY

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Table D-1. Countywide Intersections with Highest Crash Severity Scores (Top 1% Sites)

Rank	Intersection	Jurisdiction	Crash Severity Score	Total Crashes			Intersection Improvement Status
				Fatal / Serious Injury	Major / Minor Injury	PDO	
1	US 20 / Hamby Rd	ODOT	97.8	3	18	9	Roundabout constructed in 2022.
2	SW Hemholtz Way / OR 126	ODOT	91.8	3	15	9	-
3	US 20 / Old Bend Redmond Hwy	ODOT	84.8	3	12	4	Roundabout constructed in 2023.
4	US 97 / Vandevert Rd	ODOT	81.4	3	10	7	Divided highway with merge lanes constructed in 2022.
5	US 20 / OB Riley Rd / Cook Ave	ODOT	73.0	2	16	5	Roundabout constructed in 2023.
6	Powell Butte Hwy / NE Butler Market Rd	County	71.0	3	5	5	Roundabout constructed in 2024.
7	US 97 / Jackpine Lp	ODOT	62.0	3	1	0	-
8	State Recreation Rd / US 97	ODOT	56.6	2	8	3	-
9	Huntington Road / State Recreation Rd	County	52.6	2	6	3	-
10	NW Lower Bridge Way / NW 31st St	County	50.6	2	5	3	Improvement in progress.

Rank	Intersection	Jurisdiction	Crash Severity Score	Total Crashes			Intersection Improvement Status
				Fatal / Serious Injury	Major / Minor Injury	PDO	
11	US 20 / Pinehurst Rd	ODOT	50.4	2	5	2	-
12	NE Oneil Way / US 97	ODOT	49.6	2	4	8	-
13	Bear Creek Rd / Ward Rd	County	49.0	2	4	5	-
14	Alfalfa Market Rd / Elk Ln	County	44.4	2	2	2	-
15	SW 61st St / US 97	ODOT	44.4	1	12	2	-
16	NE 33rd St / NE Smith Rock Way	County	44.2	2	2	1	-
17	NE Smith Rock Way / NE 1st St	County	42.2	2	1	1	-
18	US 20 / Erickson Rd	ODOT	38.4	1	9	2	-
19	NW Lower Bridge Way / US 97	ODOT	35.2	1	7	6	Interchange under construction.
20	Deschutes Market Rd / Hamehook Rd	County	34.4	1	7	2	Roundabout constructed in 2024.
21	US 97 / Bowery Ln	ODOT	30.6	1	5	3	-
22	Cloverdale Rd / OR 126	ODOT	30.4	1	5	2	-

Rank	Intersection	Jurisdiction	Crash Severity Score	Total Crashes			Intersection Improvement Status
				Fatal / Serious Injury	Major / Minor Injury	PDO	
23	US 97 / OR 31	ODOT	30.4	1	5	2	-
24	SW Quarry Ave / US 97	ODOT	30.2	1	5	1	-
25	S Century Dr / Spring River Rd	County	28.6	1	4	3	Improvement is planned.
26	US 20 / Powell Butte Hwy	ODOT	28.6	1	4	3	-
27	NW Lower Bridge Way / NW 43rd St	County	28.4	1	4	2	Improvement is planned.
28	OR 126 / SW 67th St	ODOT	27.4	1	3	7	-
29	S Century Dr / Vandevert Rd	County	27.0	1	3	5	Improvement is planned.
30	OR 126 / Goodrich Rd	ODOT	26.4	1	3	2	-
31	Fryrear Rd / US 20	ODOT	26.2	1	3	1	-
32	Holmes Rd / OR 126	ODOT	26.0	1	3	0	-
33	NW Canal Blvd / NE Oneil Way	County	26.0	1	3	0	-
34	C Ave / US 97	ODOT	26.0	1	3	0	-
35	US 20 / 5th St	ODOT	25.2	1	2	6	-

Rank	Intersection	Jurisdiction	Crash Severity Score	Total Crashes			Intersection Improvement Status
				Fatal / Serious Injury	Major / Minor Injury	PDO	
36	NW 43rd St / NW Ice Ave	County	24.6	1	2	3	-
37	Gist Rd / US 20	ODOT	24.6	1	2	3	-
38	Cottonwood Rd / S Imnaha Rd	County	24.4	1	2	2	-
39	US 20 / Peterson Ridge Rd	ODOT	24.2	1	2	1	-
40	NW Oasis Dr / OR 126	ODOT	24.2	1	2	1	-

Attachment E – Countywide Segment EPDO Analysis Results

DESCHUTES COUNTY

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Table E-1. Countywide Segments with Highest Crash Severity Scores (Top 1% Sites)

Rank	Roadway	Extents	Length (Miles)	Jurisdiction	Crash Severity Score	Total Crashes		
						Fatal/ Serious Injury	Major/ Minor Injury	PDO
1	US 97	MP117.52 to MP 118.28	0.76	ODOT	108.4 - 90.8	5	6	4
2	US 97	MP 125.33 to MP 127.58	2.25	ODOT	76.2 - 24.4	5	19	10
3	US 97	MP 158.46 to MP 159.44	0.98	ODOT	69.4 - 41.2	4	4	11
4	US 97	MP 112.82 to MP 115.02	2.20	ODOT	66.2 - 22.4	6	9	7
5	Old Bend Redmond Hwy	MP 0.99 to MP 1.75	0.76	County	62.6	3	1	3
6	US 97	MP 132.07 to MP 132.83	0.76	ODOT	50.8 - 47.2	2	5	7
7	SW Canal Blvd	MP 2.80 to MP 4.49	1.69	County	50.2 - 30.2	2	5	1
8	US 97 NB	MP 146.67 to 147.43	0.76	ODOT	49.2 - 47.0	2	4	6
9	Wilt Rd	MP 0.0 to MP 0.75	0.75	County	48.0 - 24.0	2	5	0
10	US 97	MP 128.07 to MP 128.83	0.76	ODOT	47.0 - 44.6	2	5	8
11	US 97 NB	MP 151.83 to MP 152.56	0.73	ODOT	47.0 - 42.4	2	4	5
12	US 97	MP 124.40 to MP 125.09	0.69	ODOT	45.8 - 44.4	2	4	9
13	US 20	MP 59.20 to MP 59.96	0.76	ODOT	44.2	4	0	1
14	OR 126	MP 2.57 to MP 3.08	0.51	ODOT	42.6	2	1	3
15	US 20	MP 5.8 to MP 6.30	0.50	ODOT	42.6	2	1	3

Rank	Roadway	Extents	Length (Miles)	Jurisdiction	Crash Severity Score	Total Crashes		
						Fatal/ Serious Injury	Major/ Minor Injury	PDO
16	Navajo Rd	Cinder Butte Rd to Hopi Rd	0.57	County	42.4	2	1	2
17	US 20	MP 31.43 to MP 32.19	0.76	ODOT	42.4 - 42.2	2	1	2
18	Powell Butte Hwy	MP 0.75 to MP 1.25	0.50	County	40.0	2	0	0
19	NW 43rd St	MP 0.99 to MP 1.82	0.83	County	35.6 - 29.2	1	8	9
20	US 97	MP 133.07 to MP 133.57	0.50	ODOT	31.8	1	5	9
21	US 97 SB	MP 148.32 to 149.08	0.76	ODOT	30.8 - 26.6	1	4	5
22	US 97	MP 118.52 to MP 119.03	0.51	ODOT	30.2	1	5	1
23	OR 126	MP 107.40 to MP 108.15	0.75	ODOT	30.2 - 30.0	1	7	1
24	US 20	MP 95.21 to MP 96.46	1.25	ODOT	30.2 - 24.2	2	7	3
25	US 97 NB	MP 130.07 to MP 130.60	0.53	ODOT	28.4	1	4	2
26	US 97 SB	MP 150.33 to MP 151.08	0.75	ODOT	28.4 - 24.6	1	4	3
27	US 97	MP 116.52 to MP 117.02	0.50	ODOT	28.2	1	4	1
28	OR 126	MP 104.64 to MP 105.14	0.50	ODOT	26.8	1	3	4
29	US 20	MP 7.68 to MP 9.20	1.52	ODOT	26.8 - 23.0	2	5	11
30	NW Chinook Dr	MP 0.0 to MP 0.75	0.75	County	26.6 - 26.2	1	3	3
31	US 97 SB	MP 151.58 to MP 152.83	1.25	ODOT	26.6 - 22.4	2	5	5

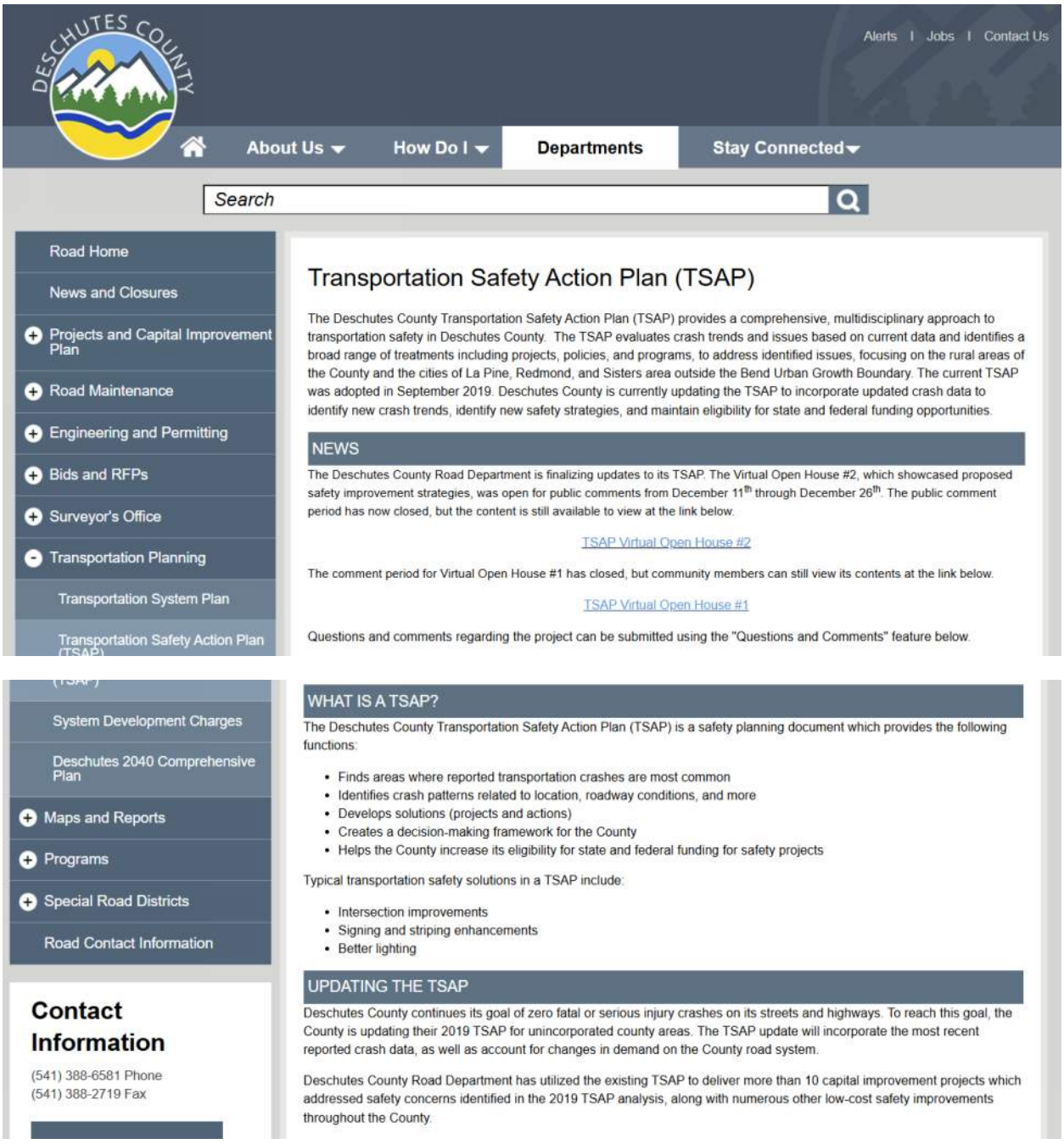
Rank	Roadway	Extents	Length (Miles)	Jurisdiction	Crash Severity Score	Total Crashes		
						Fatal/ Serious Injury	Major/ Minor Injury	PDO
32	US 20	MP 99.21 to MP 99.74	0.53	ODOT	26.4	1	3	2
33	Powell Butte Hwy	MP 2.75 to MP 3.51	0.76	County	26.4 - 24.4	1	3	3
34	SW Canal Blvd	MP 3.49 to MP 4.25	0.76	County	26.4 - 24.0	1	3	2
35	US 20	MP 3.05 to MP 3.53	0.48	ODOT	26.2	1	3	1
36	US 97 NB	MP 152.83 to MP 153.35	0.52	ODOT	26.2	1	3	1
37	OR 126	MP 99.91 to MP 100.68	0.77	ODOT	26.2 - 23.0	1	3	5
38	US 97 NB	MP149.67 to MP 150.44	0.77	ODOT	26.0 - 24.0	1	3	0
39	Powell Butte Hwy	MP 8.00 to MP 9.26	1.26	County	26.0 - 24.0	2	6	0
40	US 20	MP 15.48 to MP 15.98	0.50	ODOT	25.0	1	2	5
41	US 20	MP 11.68 to MP 12.44	0.76	ODOT	24.6 - 24.4	1	2	3
42	US 97 SB	MP 131.06 to MP 131.82	0.76	ODOT	24.6 - 22.6	1	2	3
43	SW Century Dr	MP 16.87 to MP 17.37	0.50	ODOT	24.4	1	2	2
44	Old Bend Redmond Hwy	MP 1.18 to MP 1.93	0.75	County	24.4 - 24.0	1	3	2
45	US 20	MP 2.93 to MP 3.43	0.50	ODOT	24.2	1	2	1
46	Old Bend Redmond Hwy	MP 1.99 to MP 2.50	0.51	County	24.2	1	2	1
47	Alfalfa Market Rd	MP 1.00 to MP 1.75	0.75	County	24.2 - 24.0	1	2	1

Rank	Roadway	Extents	Length (Miles)	Jurisdiction	Crash Severity Score	Total Crashes		
						Fatal/ Serious Injury	Major/ Minor Injury	PDO
48	Bailey Rd	MP 0.00 to MP 0.50	0.50	County	24.0	1	2	0
49	Deschutes Market Rd	MP 0.74 to MP 1.25	0.51	County	24.0	1	2	0
50	Ponderosa Way	2,200 feet SW of Burgess Rd to 250 feet south of White Pine Way	0.76	County	24.0	1	2	0
51	US 20	MP 57.18 to MP 57.70	0.52	ODOT	24.0	1	2	0
52	OR 126	MP 95.64 to MP 96.16	0.52	ODOT	23.2	1	1	6
53	US 97	MP 169.16 to MP 169.65	0.49	ODOT	22.6	1	1	3
54	SW Century Dr	MP 6.61 to MP 7.36	0.75	ODOT	22.6 - 22.4	1	1	3
55	OR 126	MP 97.89 to MP 98.40	0.51	ODOT	22.4	1	1	2
56	OR 126	MP 103.89 to MP 104.40	0.51	ODOT	22.4	1	1	2
57	OR 126	MP 106.12 to MP 106.63	0.51	ODOT	22.4	1	1	2
58	61st St	MP 0.62 to MP 1.13	0.51	County	22.4	1	1	2
59	Deschutes Market Rd	MP 2.46 to MP 2.97	0.51	County	22.4	1	1	2
60	Shevlin Park Rd	MP 0.07 to MP 0.44	0.37	County	22.4	1	1	2
61	Alfalfa Market Rd	MP 7.00 to MP 7.50	0.50	County	22.4	1	1	2
62	Powell Butter Hwy	MP 0.0 to MP 0.48	0.48	County	22.4	1	1	2

Rank	Roadway	Extents	Length (Miles)	Jurisdiction	Crash Severity Score	Total Crashes		
						Fatal/ Serious Injury	Major/ Minor Injury	PDO
63	South Century Drive	MP 18.22 to MP 18.92	0.70	County	22.4	1	1	2
64	US 97	MP 162.20 to MP 162.95	0.75	ODOT	22.4	1	1	2

APPENDIX B–COMMUNITY ENGAGEMENT MATERIALS

Project Website



TSAP UPDATE STUDY AREA

The study area for the Deschutes County TSAP Update will focus on all public roads within the county and outside of all incorporated city boundaries.

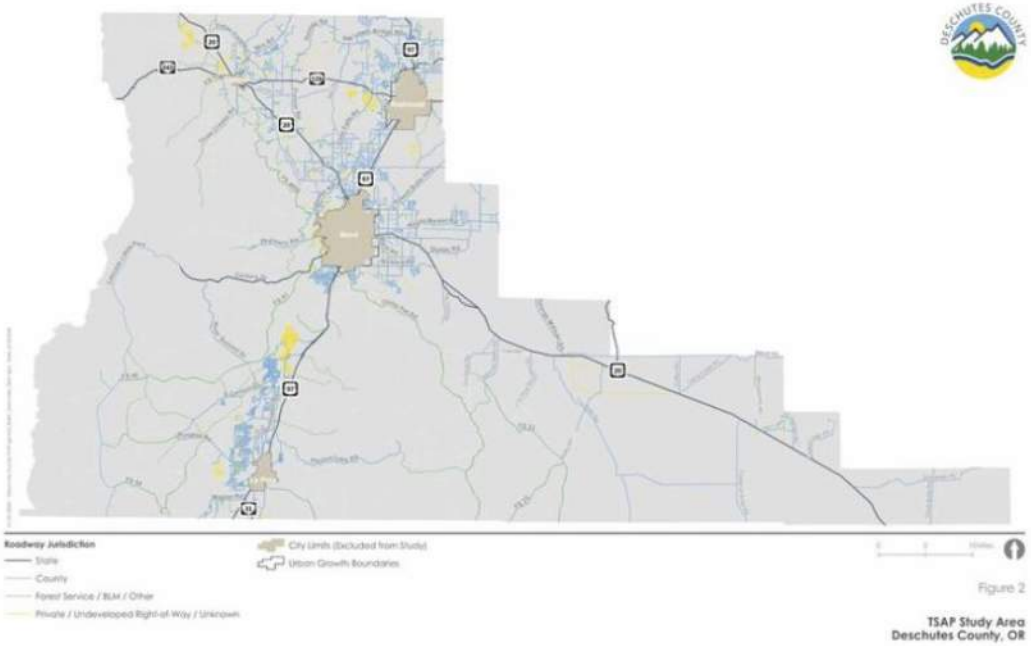


Figure 2

TSAP Study Area
Deschutes County, OR

WHAT WILL THE TSAP ACCOMPLISH?

This project will:

- Identify goals, policies, and strategies to facilitate a safer multimodal transportation network in rural Deschutes County.
- Use crash data, school safety audits, and community input to identify high-risk areas and guide future improvements.
- Increase safety for all roadway users traveling to their destinations, including the most vulnerable (e.g., pedestrians, bicyclists), with engineering, education, emergency response, and enforcement strategies.
- Incorporate equity to ensure safety strategies benefit everyone, especially historically underserved communities.

ESTIMATED COST AND SCHEDULE

The United States Department of Transportation (USDOT) awarded the County a $144,000 Safe Streets and Roads for All (SS4A) Grant in early 2024 to update its TSAP. There may be other grants that the County can pursue in the future to fund the implementation of recommendations in the TSAP. The estimated total project cost is $187,000.

The TSAP is currently being finalized. Final adoption is anticipated in February 2026.

PUBLIC INVOLVEMENT

Perspectives and input from members of the public are an important element of updating this plan. The County invites community members to share their thoughts on how rural transportation safety can be improved in Deschutes County. The Engagement Strategy for the TSAP Update is provided below under “Supporting Documents”.

Two Virtual Open Houses are planned for Spring and Fall 2025. Additional details on each event will be provided here in advance – be sure to check back periodically for updates.

PROJECT TEAM

Project Management Team (PMT)

- Cody Smith, County Engineer/Assistant Road Department Director
- Blaine Wruck, Senior Transportation Engineer
- Chris Doty, Road Department Director

Consultant Team

- Matt Kittelson, PE, Consultant Project Manager, Kittelson & Associates, Inc.
- Miranda Barrus, PE, Consultant Deputy Project Manager, Kittelson & Associates, Inc.
- Joel McCarroll, PE, Consultant Project Principal, DKS Associates

COMMENTS AND QUESTIONS

Your Comments and Questions *

Name *

Email Address

Phone Number

Submit

Supporting Documents

- Tech Memo #1, Existing Conditions - TSAP Update (12 MB)
- Engagement Strategy - TSAP Update (3 MB)
- 2019 Transportation Safety Action Plan (67 MB)
- Appendix 1, 2019 TSAP (719 KB)
- Appendix 2, 2019 TSAP (4 MB)
- Appendix 3, 2019 TSAP (6 MB)
- Appendix 4, 2019 TSAP (243 KB)
- tsap-update-study-area-image-2025.jpg (124 KB)

Phase 1 Community Engagement

ADVERTISEMENTS

Deschutes County · Follow
May 27, 2025 ·

Join the conversation for safer roads in Deschutes County!

The County is updating its 2019 Transportation Safety Action Plan to help eliminate fatal and serious injury crashes from the County road network. We want YOUR input to help determine County roads that need the most help.

Participate in our virtual open house at the website below to voice your thoughts on how you think roads could be safer in unincorporated Deschutes County! Please provide your input by Friday, May 30.

Whether you walk, roll, bike or drive, we want you to reach your destination safely.

https://www.deschutescounty.gov/.../transportation-safety...

County Road Department seeks public input on Transportation Safety Action Plan

The Deschutes County Road Department is actively seeking community input to enhance transportation safety on rural county roadways. As the department works to update its 2019 Transportation Safety Action Plan (TSAP), it is hosting a virtual open house where community members can provide their feedback and insights.

Deschutes County has a goal of zero fatal or serious injury crashes on county roadways. The TSAP is a planning document that helps the Road Department achieve this goal by identifying safety issues and opportunities for location-specific and systemic safety improvements to the county road system. The TSAP update focuses on county roads located in the unincorporated, rural areas outside of the cities of Bend, LaPine, Redmond, and Sisters.

Pedestrians, cyclists and drivers are all encouraged to participate in the virtual open house and provide their feedback. To participate in the virtual open house and share your feedback, please visit the TSAP website beginning Tuesday, May 27 through Wednesday, June 9.

###

Media Contact:

Cody Smith, County Engineer

(541) 388-6581

News Release Issued: May 27, 2025

Deschutes County seeks community feedback to update road safety plan

Central Oregon Daily News Staff
May 28, 2025

Canva

BEND, Ore. -- The Deschutes County Road Department is holding a virtual open house, asking the public for its input to improve safety on rural county roads. The open house is available on the Transportation Safety Action Plan website through June 9. The survey can be found at this link.

Here is the full announcement from Deschutes County:

The Deschutes County Road Department is actively seeking community input to enhance transportation safety on rural county roadways. As the department works to update its 2019 Transportation Safety Action Plan (TSAP), it is hosting a virtual open house where community members can provide their feedback and insights.

Transportation Safety Action Plan (TSAP)

The Deschutes County Transportation Safety Action Plan (TSAP) provides a comprehensive, multidisciplinary approach to transportation safety in Deschutes County. The TSAP evaluates crash trends and issues based on current data and identifies a broad range of treatments including projects, policies, and programs, to address identified issues, focusing on the rural areas of the County and the cities of La Pine, Redmond, and Sisters area outside the Bend Urban Growth Boundary. The current TSAP was adopted in September 2019. Deschutes County is currently updating the TSAP to incorporate updated crash data to identify new crash trends, identify new safety strategies, and maintain eligibility for state and federal funding opportunities.

NEWS

The Deschutes County Road Department is finalizing updates to its TSAP. The Virtual Open House #2, which showcased proposed safety improvement strategies, was open for public comments from December 11th through December 26th. The public comment period has now closed, but the content is still available to view at the link below.

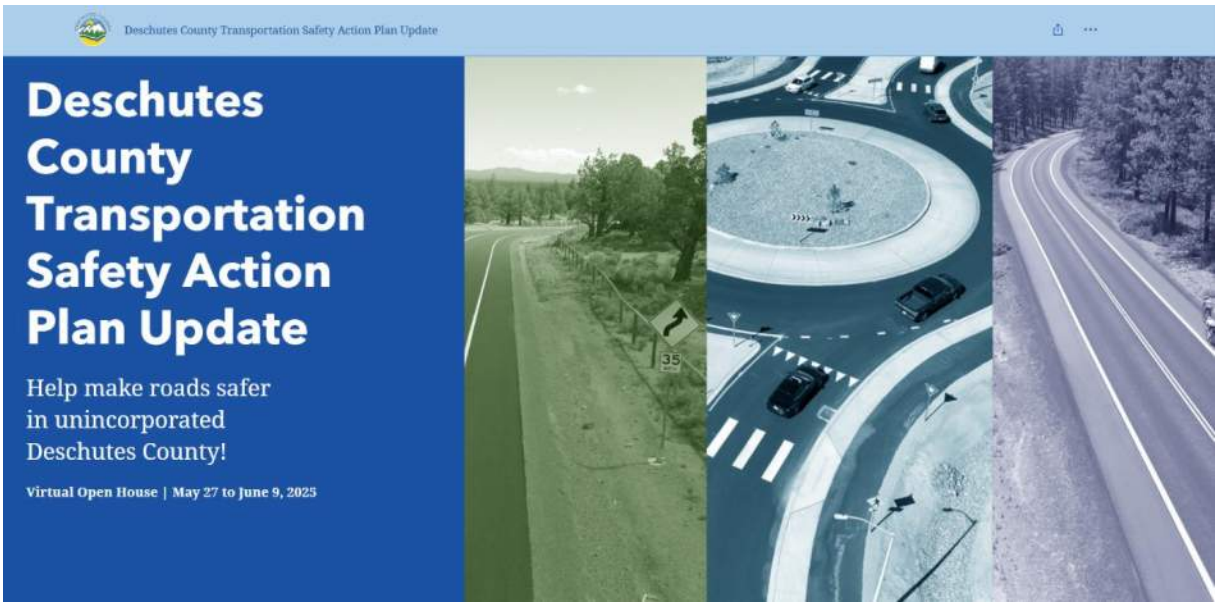
TSAP Virtual Open House #2

The comment period for Virtual Open House #1 has closed, but community members can still view its contents at the link below.

TSAP Virtual Open House #1

Questions and comments regarding the project can be submitted using the "Questions and Comments" feature below.

VIRTUAL OPEN HOUSE



PROJECT BACKGROUND WHY IS THE UPDATE NEEDED? HOW YOU CAN HELP? KEY CRASH PATTERNS SURVEY

PROJECT BACKGROUND

Welcome to the first virtual open house for the Deschutes County TSAP Update!

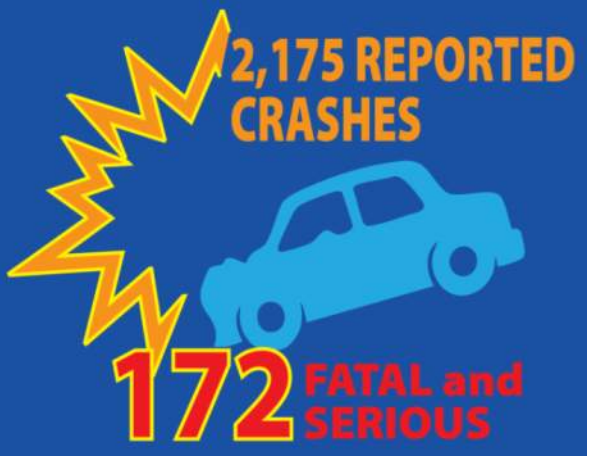
In this open house you can:

- *Learn about the objectives of the TSAP Update;*
- *Share your valuable input on how unincorporated Deschutes County can become a safer place for driving, walking, biking, and rolling; and,*
- *Discover the County's current safety situation by exploring the latest crash data.*

PROJECT BACKGROUND WHY IS THE UPDATE NEEDED? HOW YOU CAN HELP? KEY CRASH PATTERNS SURVEY

WHY IS THE UPDATE NEEDED?

Between 2018 and 2022, ***172 crashes*** *were reported on County roads in unincorporated Deschutes County that* ***resulted in fatal or serious injuries*** *(representing 8% of all 2,175 reported crashes).* The primary goal of the Deschutes County TSAP is to identify actions that can eliminate these serious crashes from the County's transportation system.

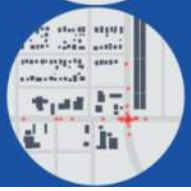


PROJECT BACKGROUND | WHY IS THE UPDATE NEEDED? | HOW YOU CAN HELP? | KEY CRASH PATTERNS | SURVEY

In order to identify such actions, the TSAP Update will evaluate the following:

Contributing factors to serious crashes (e.g., driver age, driver behavior, physical characteristics of streets / intersections)

Types of crashes resulting in fatal or serious injuries.



Locations where fatal and serious injury crashes are concentrating.

PROJECT BACKGROUND | WHY IS THE UPDATE NEEDED? | HOW YOU CAN HELP? | KEY CRASH PATTERNS | SURVEY

Recommended physical changes to streets and intersections and recommended action items for the County to carry out with its various partners (e.g., schools, health departments, emergency response teams).

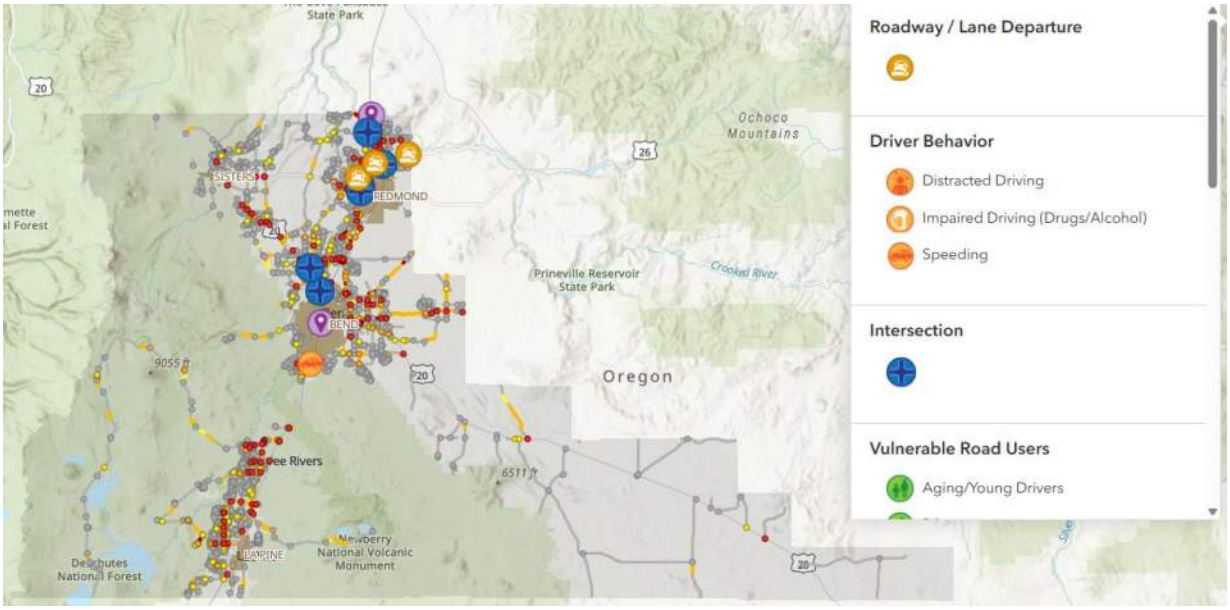
Funding sources to support implementing the recommendations.

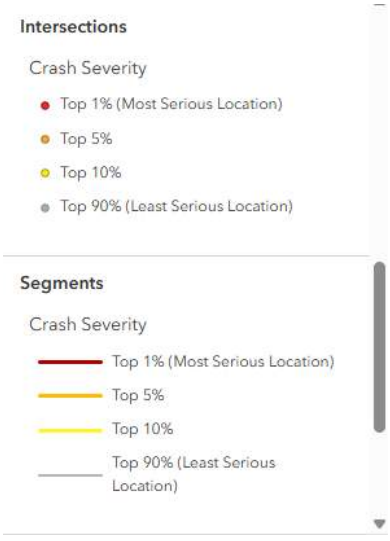
The TSAP is an important roadmap for Deschutes County that enables them to prioritize safety improvements and justify applying for state and federal funding to implement those improvements.

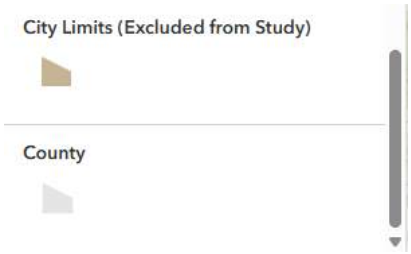
PROJECT BACKGROUND | WHY IS THE UPDATE NEEDED? | HOW YOU CAN HELP? | KEY CRASH PATTERNS | SURVEY

HOW YOU CAN HELP?

We would like to hear about your experiences related to transportation safety in unincorporated Deschutes County! You can help us by identifying locations on County roads in the map below where you don't feel safe or observe behaviors that should be addressed. The map illustrates where crashes have concentrated on County roads. Red dots and lines show the most serious locations where either many crashes have been reported or higher severity crashes have happened.



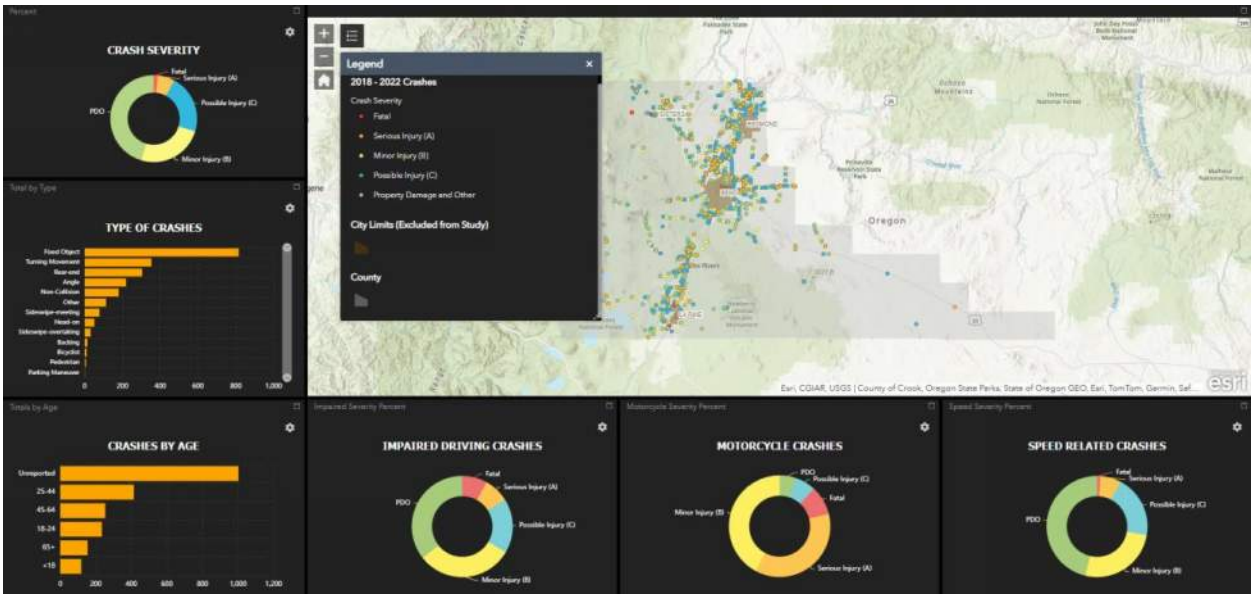




PROJECT BACKGROUND | WHY IS THE UPDATE NEEDED? | HOW YOU CAN HELP? | KEY CRASH PATTERNS | SURVEY

KEY CRASH PATTERNS

Use the interactive map and charts below to explore the most recent 5 years of crash data reported on County roads to understand current safety issues.



" Thank you for participating in the first Virtual Open House for the Deschutes County TSAP Update! Your input is valuable to this planning process. Later this year, the project team will run a second and final Virtual Open House to present draft recommendations. Be sure to check the Project Website periodically! "

Deschutes County TSAP Update Survey

Your feedback is an important part of the Deschutes County TSAP Update so that the County can understand where to prioritize safety improvements. The following questions will help County staff ensure that people throughout rural Deschutes County and from different backgrounds are getting the opportunity to participate in the TSAP Update. Your responses should only take a couple minutes to provide.

1. Select how often you do the following to get around rural Deschutes County.

	Frequently (multiple times per week)	Occasionally (once per week or less)	Never
Drive alone in personal car, truck, or van	◯	◯	◯
Carpool with others (car, truck, or van)	◯	◯	◯
Drive a motorcycle	◯	◯	◯
Take the bus	◯	◯	◯
Ride a bike	◯	◯	◯
Walk	◯	◯	◯
Use wheelchair/mobility aid	◯	◯	◯
Other	◯	◯	◯

2. What is your zipcode?

3. What is your age?

- ◯ 5-14 years old
- ◯ 15-24 years old
- ◯ 25-44 years old
- ◯ 45-64 years old
- ◯ 65+ years old
- ◯ Prefer not to respond

4. Do you have a motor vehicle available for your use?

- ◯ Yes
- ◯ No

5. Please share any other feedback you have on transportation safety in rural Deschutes County.

FEEDBACK

DESCHUTES COUNTY TRANSPORTATION SAFETY ACTION PLAN UPDATE

Community Engagement Phase 1 Results May 27 - June 9, 2025

195 people reached

56 online survey or email responses

13 online map comments

TOP COMMUNITY PRIORITIES FOR SAFETY IMPROVEMENTS
(BASED ON COMMENTS RECEIVED)

Speeding | Active Transportation | Intersections | Roadway/Lane Departures

TRANSPORTATION MODES OF PARTICIPANTS

Mode	Frequently	Occasionally	Never
Drive alone in personal car, truck, or van	73%	27%	0%
Walk	38%	29%	33%
Carpool with others (car, truck, or van)	31%	36%	33%
Ride a bike	22%	34%	44%
Drive a motorcycle	3%	11%	87%
Take the bus	3%	5%	92%
Use wheelchair/mobility aid	3%	3%	94%

COMMON THEMES

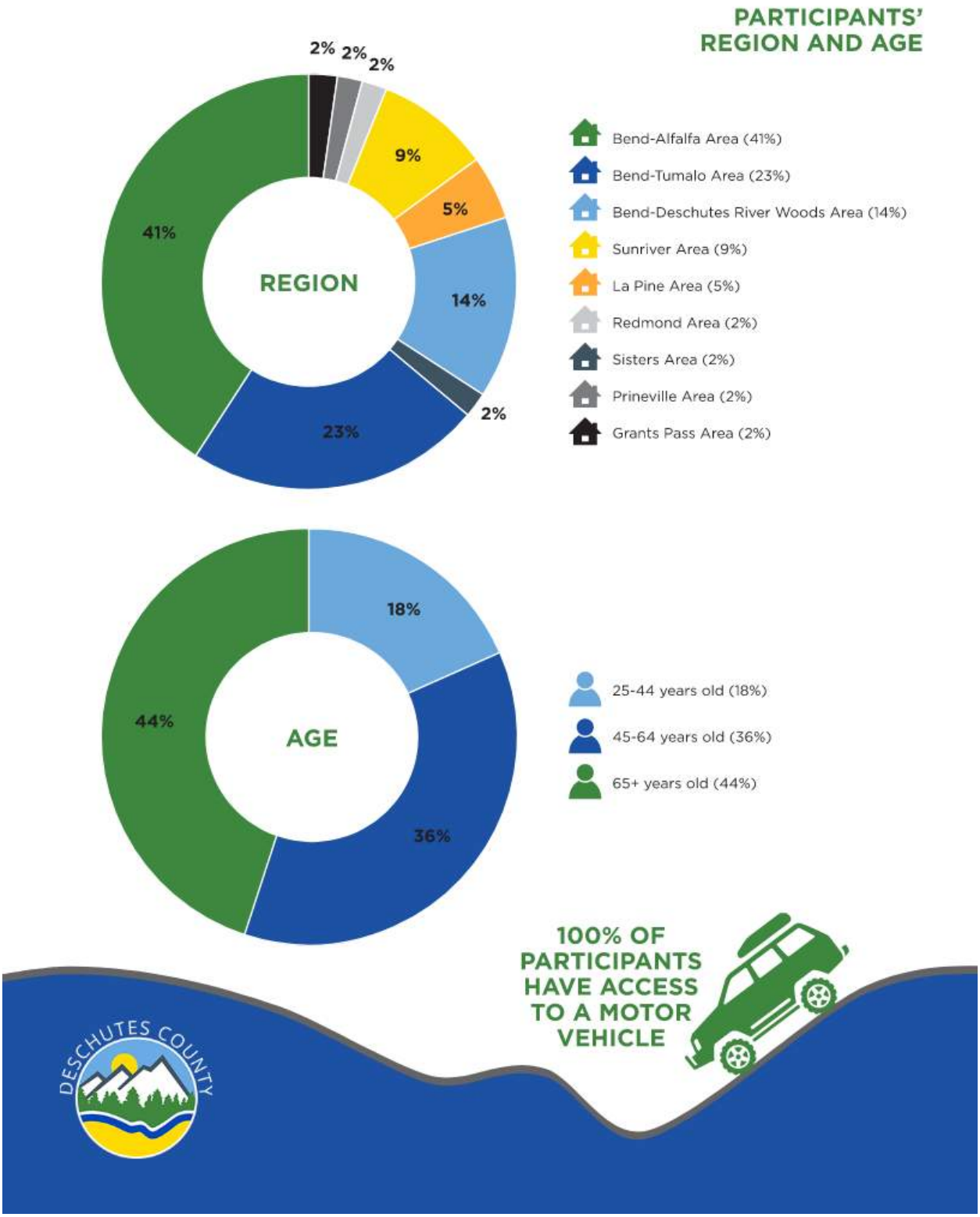
Wildlife Needs (signage, reduced speeds, education, wildlife crossings)

Reduced Posted Speeds (Hamby, Johnson, Dorrance Meadow, Spring River, Dickey)

Intersection Traffic Control (8 specific intersections, some mentioned multiple times)

Hamby Road Concerns (speeding, unmuffled exhaust braking, increased truck and RV traffic, limited active transportation facilities)

More active transportation facilities where appropriate


PARTICIPANTS' REGION AND AGE
REGION
2%
2%
2%
9%
5%
14%
2%
23%
41%
Bend-Alfalfa Area (41%)
Bend-Tumalo Area (23%)
Bend-Deschutes River Woods Area (14%)
Sunriver Area (9%)
La Pine Area (5%)
Redmond Area (2%)
Sisters Area (2%)
Prineville Area (2%)
Grants Pass Area (2%)
AGE
18%
36%
44%
25-44 years old (18%)
45-64 years old (36%)
65+ years old (44%)
100% OF PARTICIPANTS HAVE ACCESS TO A MOTOR VEHICLE
DESCHUTES COUNTY

- Lazy River Dr. (directly south of Thousand Trails near Sunriver) was completely rebuilt about 25 years ago with funds provided by the residents living there and Deschutes County agreed to maintain said collector street thereafter. Because of extensive cracking, insufficient sealing, subsequent freezing and heaving with continued heavy construction traffic, you are on the verge of losing this road structure. Please have your consultants come look at this road (I am more than happy to drive them down here). Please don't perform more chip sealing until you consider milling and overlaying with new asphalt or complete removal of the problem areas.
- How about a traffic light on Hwy 26 & Helmholtz on the west side of Redmond
- At a recent Deschutes County BPAC meeting, a member of the public gave public comment that the new pedestrian and bicycle underpass of Hwy 10 in Tumalo was underused and that most cyclists were crossing HWY 20 at the roundabout, a fairly dangerous place to cross. In an informal survey, he discovered that most cyclists did not know the underpass existed. He suggested that wayfinding signage on Cook Ave, Bailey Rd, and OB Riley Rd would make cyclists aware of the underpass and encourage them to use it.
- The ODOT rep responded that this is part of a state scenic bikeway but that the bikeway only is recognized as going in one direction and they've already installed the signage they are obligated to provide.
- Please include signage to encourage cyclists to use the underpass as a project in the TSAP. This will greatly improve cycling safety in Tumalo.
- People commonly ride bikes and walk along county roads, especially on proposed county bikeways. Many of these roads do not have a shoulder wide enough to allow people to walk or bike safely out of the traffic lane. Please add shoulders to these roads as maintenance is scheduled. Unfortunately, this was not done on some roads used regularly by cyclists in the last couple of years. This needs more attention in the future.
- The number one thing to do to reduce traffic fatalities is to lower the speed limit on Hwy 97. And enforce it.
- Thank you for the complete data-based report. A couple of comments: 1. I was surprised that the review of data ended in 2016 - that is nine years ago, and Deschutes County has experienced significant growth since then. Shouldn't more recent data be analyzed? Helmholtz and Hwy 126 recently had a school bus crash with significant injuries, for example. 2. Very happy to see a wide variety of solutions based on the particular issues of a site. We have a new flashing stop sign at the intersection of Wickiup Ave and Helmholtz - very noticeable! 3. As a long-time bicyclist, I have a concern about Highway 126 at Cline Falls where the bridge is very narrow. Back in the day, it was possible to time one's ride across the bridge so that no cars were close, but there is so

much traffic now that one has to "take the lane" at times - and it feels scary. The flashing "bike on bridge" sign would be nice. Thanks again for all the work on this.

- My comments mainly concern Dickey Rd from the intersection at Butler Market - extending to the intersection of Torkelson/Bear Creek.
- Dickey Rd was repaved in the past 3 years and seems that the project was not completed or the scope of the project was incomplete to start with. There are no speed limit signs from the intersection of Dickey Rd and Butler Mkt Rd to the intersection of Torkelson and Bear Creek Rd. Every surrounding road is posted at 35 mph (Powell Butte Hwy) or 45 mph Hamby/Hamehock and Neff Road (going to 40 past Big Sky Park), as well as Butler Market from Powell Butte Hwy is 50mph (a larger road with wider, paved shoulders). In the past year, Dickey Rd has been used as a detour for construction with large equip and vehicles traveling a road that has limited shoulder space at or in many cases in excess of 55mph. One 40mph sign during construction on Powell Butte Hwy/Butler Mkt Rd Roundabout was posted but not enforced.
- The project to repave this area also failed to include reasonable paved shoulders to accommodate bicyclists and pedestrians. The gravel shoulders are not solid enough to provide a safe option for bicyclists or pedestrians. In some cases, the shoulder drops off quickly into a ditch. This is a road that children walk to the bus stop and is NOT a safe route to school.
- There are many driveways that enter on to this stretch from Dickey/Butler Mkt to Torkelson/Bear Creek. There are more than 10 drive ways from Dickey/Butler Mkt to the corner of Dickey/Erickson Rd alone.
- The section from Dickey/Butler Mkt Rd to Dickey/Nelson Rd is particularly unsafe for bicyclists and pedestrians. It is an uphill/downhill no passing zone with limited shoulder space for pedestrians and limited visibility for drivers. In the evenings this road is often used by motorcycles and cars as test track for speed.
- Would love to see a couple of things
  - 1. Speed limit (below 55mph) posted and enforced.
  - 2. Improved shoulders to safely accommodate pedestrians and bicyclists - it would be great if this were a bike lane with the extra separation. (double stripping)
  - #2 applies to most roads in the unincorporated county. There are really limited shoulders and no designated bike/walk paths (that I have found) in the county that take you into any of the incorporated areas.
- I hope in repaving Nelson Rd there is paved shoulder included otherwise, this is a missed opportunity.
- Thanks for hosting this opportunity for comment. Please feel free to contact me for further details.

- Hamby Rd.(In front of Buckingham Elementary) is difficult to cross on foot at times due to increase in traffic and speeding cars and large front loader trucks. 20 mph in front of Buckingham Elementary is only in the am and pm during school days. All other times the speed is excessive compared to 30 mph at all times on Empire and Butler Mkt. Rd.near Trinity Lutheran, for example. I'm always concerned about a fatal accident waiting to happen as cars exit Big Sky Park onto Hamby Rd. Another area of concern is the crazy intersection of Hamby and Butler Mkt. Rds. There needs to be a round-about there.
- My property is on Hamby road across from the East Fire Station. I frequently hear/see motorcycles, cars and trucks speeding dangerously and never see police monitoring the road except when Buckingham School is in session. Change speed limit and monitor traffic at off hours.
- Hamby between Buckingham Elementary and at least Neff needs a reduced speed limit! 30 mph! Increase traffic, Jake breaks and speeding putting us all at risk!
- In the 36 years I have lived on Quail Ridge Rd (with property adjacent to Hamby Rd) traffic on Hamby Rd has increased dramatically. I would like to see the speed limit reduced to 35 mph (average speed now is probably close to 55mph except when school speed limit is in use), I would like to see bike lanes of appropriate width, and I would LOVE to see unmuffled exhaust brakes on large trucks prohibited.
- I live off Hamby by Buckingham Elementary School. The speed limit seem excessively high compared to other roads where there are schools, sports complexes and a fire station. There is also an inordinate amount of large truck traffic lately. I'm worried about a potential fatal accident on the stretch from just north of Buckingham to Neff Road.
- My concerns mainly pertain to the roadway south of the Hamehook/Hamby intersection through east Hwy. 20; noted as follows:
  - 1. Would suggest improvements to the three way intersections @ Hamehook/Butler Market and Hamby/Butler Market as the two way stop sign configurations are quite ambiguous and prone to confusion/accidents.
  - 2. Since limiting the Buckingham Elementary school zone speed to 20 mph only when lights are flashing, speed has become much more of a problem as it is common for parties to exceed 45 mph. This is especially dangerous given the location and constant ingress/egress from the school, in light of notable pedestrian and bicycle traffic associated with both the school and Big Sky Park. I would ask for consideration in reducing the speed limit from the school to east Highway 20 to 35 mph.

- 3. Based upon the location of the school, park and surrounding residential communities, I think it is high time to designate the area from Buckingham Elementary through the east Hwy. 20 as a ""no unmuffled braking zone"". The constancy of the noise has become quite elevated/undesirable effecting the livability of people who reside, are educated, or recreate in and around this thoroughfare.
- Thanks very much for your kind consideration!
- I am lucky to live in a walkable neighborhood and can walk to many of the locations I frequent easily. However, that's in a city. Much greater distances are required in the county. During the water months I ride my bike, but never in the colder months. I know that by making active transportation easier and safer, more and more people would like and use that option. We will look into e-bikes soon.
- We live just off of Hamby Road and use this for our access everywhere. We have been seeing an increasing amount of heavy truck and recreational vehicle use of Hamby especially, since the state has not provided any clear access from Highway 97 for those going east to get onto the highway 20. It appears the truckers and those with gps are starting to use hamby for-this access. There is a a fire station,school, Parks,and residential areas on Hamby that are directly affected by the recreational vehicle and increasing truck traffic as well as a general increase in car traffic due to the growth. We are becoming increasingly concerned for the safety of everyone using this county Road for a thoroughfare.
- Hamby Road in front of Buckingham is very dangerous. Since the flashing lights for the school zone went in and it changed to 20 MPH only when flashing cars and big trucks are driving 65+ MPH. There are kids crossing at all times of day and with Big Sky sports complex also on weekends. The speed zone by the school needs to be lowered to 35 MPH. This should also be a no compression braking for large trucks. It is just a matter of time until a child gets injured.
- Hamby Road is heavily used and too high of a speed limit with park access, fire dept and school in near proximity
- Concerns: speeding through a school zone (Buckingham) and near a park (Big Sky), large trucks engine braking, no bike lanes. I can't pull out of Quail Ridge Road without cars coming around the blind corner at 50 mph on Hamby Rd.
- Hamby Road needs safety updates. Automobile, truck and large semi trucks have dramatically increased. Please, no loud braking. Thee needs in this area are: reduced speed (currently 45, but many go 60), improved bike lanes for getting to/from school and the park), putting 3 way stops in at the intersections of Butler Market Road and both Hamby and Hamehook. These three way intersections are currently 2 way stops and one direction not stopping (think one vehicle going 50+MPH through the

intersection one way, one stopped, and one trying to make a left hand turn). It makes it confusing, dangerous and can back up traffic if someone is trying to make a left hand turn, but are having difficulty doing so with the traffic. It was fine when this was a less frequently traveled road, but that is no longer the case.

- Hamby on the east side could use some safety updates. There has been a notable increase in all traffic but most notable has been the heavy duty and semi truck traffic. We would like to see a reduction in the 45 mph speed limit, dedicated bike lanes along the entire length, and prohibiting unmuffled exhaust breaking. There are multiple neighborhoods, churches, schools, Big Sky sports complex, and the fire station which access Hamby. This access is getting riskier with a good number of vehicles regularly exceeding the speed limit.
- Lack of sidewalks, adequate street lighting, and signage (deer crossing, lit/flashing alerts to cross streets near hills or curves, hwy 97 ruts need fixed, and dividers down high speed areas of hwy.
- We need enforcement of the speed limit and safe distances for cyclists
- Yes Johnson road is the link to an Oregon scenic bike route and the speed limit is not marked so it is 55. This is extremely fast and dangerous for cyclists on this road. It only seems logical that it should be 45 mph if not slower by some of the homes. Please consider this for everyone's safety let's not wait until someone gets hit and dies to address this issue
- I have lived on Paloma off Hamby Rd since 1986. Since the massive development of Petrosa and adjacent subdivisions and improved access by roundabouts at Hwy 20 and Hamehook/Deschutes Market Rd., Hamby has become a high speed bypass. At the same time, it often has significant congestion to pick up and drop off of students at Buckingham school and the new entrance to Big Sky Park which has frequent athletic events at its many ball field, bicycle track and trails and one of the larger off leash dog parks in the area. At the north end is the J bar J youth facility, which, in addition to generating its own traffic, has frequent athletic events on its ball field and a major horse riding event for two weeks in the summer. If all that weren't enough, it has the major fire station for the east side Of Bend and rural to shoots county.
- A speed limit of 45 miles an hour is significantly too high, especially when giant semi earth hauling trucks frequently exceed it by 5 to 10 miles an hour. The intersection of Paloma and Hamby is a set up for a serious accident to happen in the future. When exiting Paloma, the visibility to the south is blocked by multiple telephone poles and visibility to the north is blocked by a small lava flow (which some idiot keeps building a stone cairn on). There is no left turn lane for southbound traffic to turn onto Paloma. And at least once a month when I am northbound and slowing to make a right turn

onto Paloma someone will cross over the double left line and pass me in the intersection.

- If nothing else, the speed limit on Hamby should be lowered to 35 miles an hour between nephro and Butler market. Lowering the speed limit to 40 mph as was done on Neff Road from Big Sky to Eagle Road would probably not significantly slow the speeding traffic.
- At the intersection of Paloma and Hamby, there is not room to install a roundabout or even a left term lane without running up prohibitive cost. Although all direct Stop sign intersections seem to be an anethma comparable to long COVID to traffic planners, I think in this case, it could be a sensible and financially feasible solution. It would require solar powered flash red boarders on the Hamby stop signs and warning grooves crossways in the road approaching the intersection (this worked well on Riggs Road in crook County), but it would have the advantage of significantly slowing the traffic on what has become a mile long Speedway between Neff and Butler market roads.
- Unfortunately, it took multiple fatalities before the intersections at Hamby Road and Highway 20 and Hamby Road and Neff Road improved. I hope that won't be the case for the rest of Hamby Road.
- More separated bike/ped paths. Excited for Bend to Lava Lands and Lava Lands to La Pine paths. Big need for paths between communities or communities to nearby amenities or attractions. E-bikes are changing how people move about, infrastructure and rules need to keep up with this change.
- Please add bike lanes to Knott Road east of 15th to 27th. This will complete a loop around Bend with bike lanes.
- We love the rural roundabouts, especially the ones that cannot be driven through (with art work and/or built up higher in the center) to keep everyone on the pavement. They are safer 24/7 and require everyone to slow down.
- Dorrance Meadow is the only major road in La Pine that does not have a speed limit. Vehicles and motorcycles constantly drive above 55 mph with one motorcyclist admitting to going 80 mph when he hit a deer and cut it in half recently.
- Dorrance Meadow Rd. needs a speed limit now set to 45 mph or less.
- Walking/riding paths to allow bikes and pedestrians to stay off of the roads are a win…every time.
- STOP BUILDING ROUNDABOUTS. MAKE STRAIGHT ROADS, INSTEAD OF MAKING PEOPLE HAVE MOTION SICKNESS FROM THE WINDING CURVEY ROADS YOU PUT EVERYWHERE.

- STOP MAKING CURB BUMP OUTS. STOP ACCOMMODATING BICYCLE RIDERS AND WALKERS BECAUSE THIS TOWN IS TO BIG AND WE HAVE TOO LONG OF WINTER TO ACCOMMODATE ANYTHING OTHER THAN VEHICLES.
- IT SHOULD NOT TAKE MORE THAN 20 MINUTES TO GET ANYWHERE IN THIS TOWN BUT IT OFTEN TAKES OVER 30 MINUTES. STOP TAKING SO LONG TO FIX BAD ROADS. STOP THE WASTEFULNESS AND GET THE ROAD LAYOUT AND STOPLIGHTS RIGHT THE FIRST BUILD, THIS TOWN HAS BUILT AND ERASED JUST TO REBUILD THINGS LIKE CURB ISLANDS, CHANGING INTERSECTIONS TO ROUNDABOUTS, ETC. IT'S VERY WASTEFUL AND UNNECESSARY!
- Just stop punishing the LOCALS and confusing the tourists, vehicles will never not be needed in Deschutes Co, stop encouraging people to move away from driving because its not going to work. There are so many people that live in Deschutes Co that are not capable of walking or riding a bike so we've had enough of that being the main focus. Safety is not the issue, timely, easy navigation while driving a vehicle is the issue.
- Please fix Empire between Boyd acres & 3rd. It's a terrifying disaster.
- We need more wildlife crossings and more education about driving at dawn and dusk.
- Reduce speed limit on Spring River Rd to 25 all year round.
- Unpaved and not groomed roads are unsafe. Take for example the unpaved portion of Scenic Dr. people using it end up driving of the wrong side to avoid horrible pot holes even around blind curves. Kids walk this road too.
- Expand the bike lanes on major arterials, e.g. Huntington Rd, Spring River, S Century, Burgess, State Recreation Rd, Day Rd. Extend the bike path from Bend to La Pine. Extend the 4 lanes on 97 from Vandevert Rd to Wickiup Junction
- Add more speed markers. People speed down rural roads
- I know of one place that needs attention, it is a big spot sticking up on a main road!
- Widen road to allow for better bike lanes
- The greenwood st..needs to go back the way it was...you guys bottle necked the road for what reason??? We need more road for DRIVING on NOT parking...
- I think the biggest issue is speeding on these rural roads, and unsafe passing--when it's only 55 mph zone, and people are driving 65-70+ mph, that is NOT safe!! And so many people pass illegally & speed, which is very dangerous!
- They need to do more traffic enforcement and have routine patrols out on those roads, esp. bet. Bend & Prineville and Redmond & Prineville. Those are such dangerous roads now, esp. during 'rush hours' (4p-6p).
- I think that's where the money needs to go, and once people start getting tickets (which can pay for the extra patrols), hopefully that will start to slow people down. There have been way too many accidents and fatalities on those 2 roads!

- Thank you so much for asking for our feedback!
- No safety concerns
- When you live outside the towns there is no other option except to drive. People on the rural roads do not follow the speed limits and are generally not good drivers.
- We need more medians all along highways to separate fast moving traffic. Additionally, slowing down traffic could help. Road diets.
- Truck traffic, speeding, and traffic volumes have all increased dramatically on Hamby Road making it often risky to enter from adjacent neighborhoods, schools,and, and parks. Reducing the speed limit to 35 mph between Butler Mkt and Neff Rd would improve the situation.
- You need to widen 97. It cannot handle cross traffic at peak hours, then people pass close to Bend.
- As the County population grows and the state highways become more congested, demand (auto and bicycle) on the county road system increases. Safety on key commuting corridors and key biking corridors should be prioritized.

Phase 2 Community Engagement

ADVERTISEMENTS

Deschutes County's Post

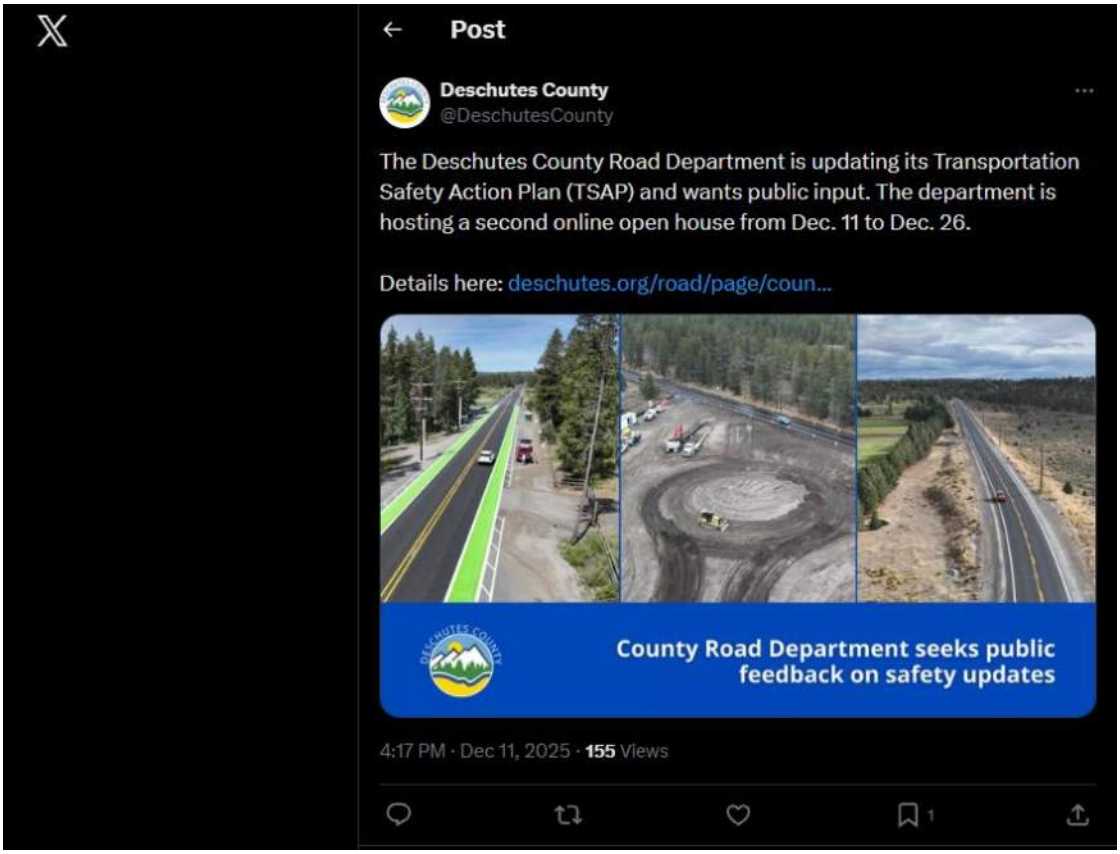
Deschutes County
December 11, 2025 ·

The Deschutes County Road Department is updating its Transportation Safety Action Plan (TSAP) and wants public input. The department is hosting a second online open house from Dec. 11 to Dec. 26, for residents to review and comment on proposed safety improvements to county roads in the unincorporated, rural areas outside Bend, La Pine, Redmond, and Sisters.

Deschutes County has a goal of zero fatal or serious injury crashes on its roadways. The TSAP helps the Road Department meet this goal by identifying safety issues and finding ways to improve specific locations and the overall county road system. Feedback gathered during the first online open house last spring led to the latest updates of the TSAP.

Pedestrians, cyclists and drivers are encouraged to provide feedback on the proposed updates. To participate, please visit the TSAP website here: https://www.deschutescounty.gov/.../transportation-safety...

Public comments will be accepted online from Thursday, Dec. 11 through Friday, Dec. 26.



County Road Department seeks public feedback on safety updates

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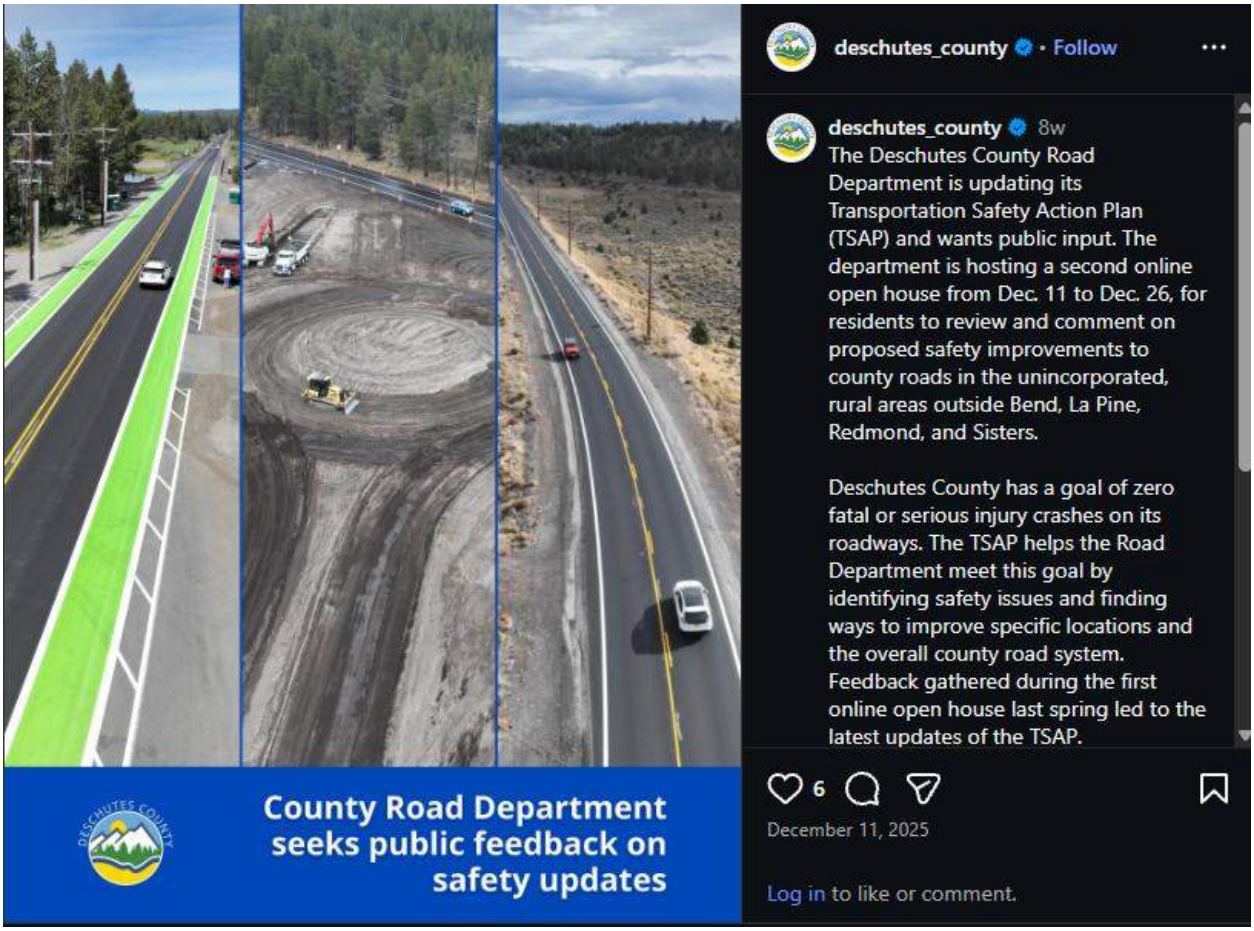
Media Contact:

Cody Smith, County Engineer/Assistant Director

(541) 388-6581

News Release Issued: December 11, 2025


County Road Department seeks public feedback on safety updates
deschutes_county • Follow
deschutes_county 8w
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6
December 11, 2025
Log in to like or comment.

the SOURCE Bend's Independent Voice

Credit: Jimmy Emerson

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This story is based on submitted information and has not been verified by our news team.

Cale

Transportation Safety Action Plan (TSAP)

The Deschutes County Transportation Safety Action Plan (TSAP) provides a comprehensive, multidisciplinary approach to transportation safety in Deschutes County. The TSAP evaluates crash trends and issues based on current data and identifies a broad range of treatments including projects, policies, and programs, to address identified issues, focusing on the rural areas of the County and the cities of La Pine, Redmond, and Sisters area outside the Bend Urban Growth Boundary. The current TSAP was adopted in September 2019. Deschutes County is currently updating the TSAP to incorporate updated crash data to identify new crash trends, identify new safety strategies, and maintain eligibility for state and federal funding opportunities.

NEWS

The Deschutes County Road Department is finalizing updates to its TSAP. The Virtual Open House #2, which showcased proposed safety improvement strategies, was open for public comments from December 11th through December 26th. The public comment period has now closed, but the content is still available to view at the link below.

TSAP Virtual Open House #2

The comment period for Virtual Open House #1 has closed, but community members can still view its contents at the link below.

TSAP Virtual Open House #1

Questions and comments regarding the project can be submitted using the "Questions and Comments" feature below.

Virtual Open House

Deschutes County Transportation Safety Action Plan Update

Community Engagement Phase 2

Virtual Open House | Available through December 26, 2025

Welcome to the second and final open house for the Deschutes County Transportation Safety Action Plan (TSAP) Update!

This Virtual Open House presents transportation safety projects that have been recommended to address current transportation safety needs in rural Deschutes County. These transportation safety needs and recommended projects focus on rural County roads outside of all City Limits. Crash patterns and hotspots were identified as part of the Existing Conditions analysis in TM#1, which can be found by clicking here.

Projects are based on the latest 5-year crash history (2018-2022) in the county and the community input we received during our May-June virtual open house. Recommended projects aim to reduce all crashes in the county but focus especially on eliminating fatal and serious injury crashes within rural Deschutes County.

Projects are organized into two categories: countywide systemic treatments and priority location capital projects. Please review them and take a moment to complete the questionnaire to let us know what you think. Your input is a critical component of updating this plan!

Systemic Treatments

Systemic treatments are lower-cost projects that can be applied to roads and intersections across Deschutes County. These focus on reducing the following types of crashes:

- Crashes involving Drug and/or Alcohol Impairment
- Crashes involved Aging Drivers (65+)
- Motorcyclist Crashes
- Crashes involving Younger Drivers (15-25)
- Crashes involving Speeding
- Crashes at Intersections

These types of crashes correspond to the Emphasis Areas identified in TM#1: Existing Conditions.

The treatments are organized into five general groups:

- **Roadway/Lane Departure Countermeasures,** which are treatments to reduce the crashes from motorists departing the travel lane or roadway.
- **Corridor Access Management Countermeasures,** which are treatments designed to reduce crashes related to driveways.
- **Pedestrian and Bicycle Countermeasures,** which include treatments that address crashes involving vulnerable road users, most commonly bicyclists and pedestrians.
- **Intersection Countermeasures,** which may be applied in a systemic fashion at intersections in the County
- **Speed Management Strategies,** which are treatments designed to reduce crashes related to vehicles speeding.

Roadway/Lane Departure Countermeasures

Chevron Signs on Curves
(Potential Crash Reduction = 16%)

Recessed Pavement Markers
(Potential Crash Reduction = 15%)

Post-Mounted Delineators in Curves
(Potential Crash Reduction = 30%)

Oversized or Doubled Up Advance Curve Warning Signs
(Potential Crash Reduction = 20%)

Edgeline Striping / Wider Striping
(Potential Crash Reduction = 11-14%)

Shoulder and Centerline Rumble Strips
(Potential Crash Reduction = 12-45%)

Pavement Friction (Segment or Curve Application)
(Potential Crash Reduction = 72% curves; 57% segments)

Guardrail End Treatments / New Guardrail
(Potential Crash Reduction = 47%)

Wider Shoulders
(Potential Crash Reduction = 6-18%)

Pass/No Pass Markings
(Potential Crash Reduction Varies)

Remove, Relocate, or Protect Fixed Objects Adjacent to Road
(Potential Crash Reduction = 22-44%)

1. Do the countermeasures for preventing roadway and lane departure crashes presented above align with your expectations for improving rural road safety? 5 stars mean they align very well and 1 star means they don't align.

2. Are there other measures you would prioritize instead to improve rural roadway safety?

Corridor Access Management Countermeasures

Close, Consolidate, or Relocate Driveways (Access Management)
(Potential Crash Reduction = 25-31%)

3. Do the countermeasures for preventing corridor access management crashes presented above align with your expectations for improving rural road safety? 5 stars mean they align very well and 1 star means they don't align.

4. Are there other measures you would prioritize instead to improve rural corridor access management safety?

Pedestrian & Bicyclist Countermeasures

Green Bike Lanes at Conflict Points
(Potential Crash Reduction = 39%)

Buffered Bike Lanes
(Potential Crash Reduction = 47%)

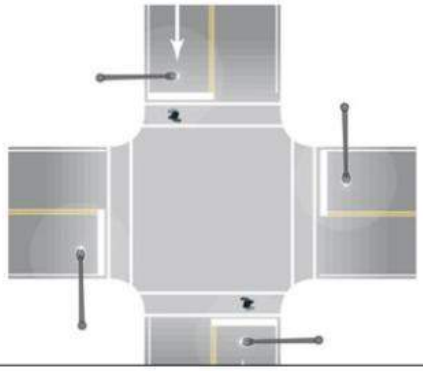
Shared Roadway Features
(Potential Crash Reduction Varies)

Pedestrian Refuge Island
(Potential Crash Reduction = 31%)

Curb Extensions
(Potential Crash Reduction = 30%)

Bicycle Signage and Beacons at Pinch Points
(Potential Crash Reduction Not Available)

Raised or Tabletop Crosswalks
(Potential Crash Reduction = 30%)



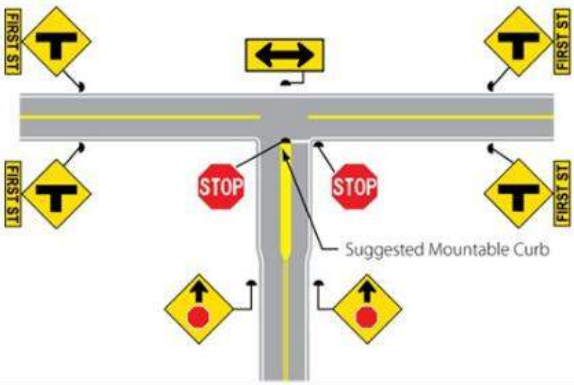
Lighting for Pedestrians/Cyclists
(Potential Crash Reduction = 42%)

Rectangular Rapid Flashing Beacons
(Potential Crash Reduction = 10-56%)

5. Do the countermeasures for preventing pedestrian and bicyclist crashes presented above align with your expectations for improving rural road safety? 5 stars mean they align very well and 1 star means they don't align.

6. Are there other measures you would prioritize instead to improve rural pedestrian and bicycle safety?

Intersection Countermeasures



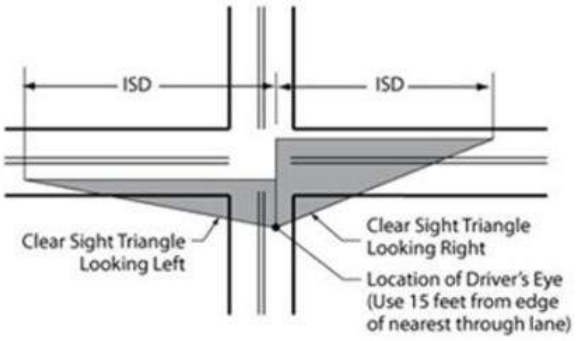
Increased Intersection Warning
(Potential Crash Reduction = 20-30%)

Rumble Strips Before Intersections
(Potential Crash Reduction = 25%)

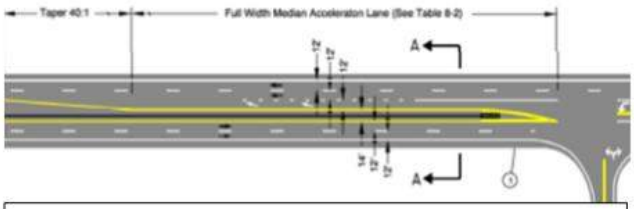
Lighting (Potential Crash Reduction = 38%)

'Stop Ahead' Pavement Markings
(Potential Crash Reduction = 31%)

LED Stop Signs
(Potential Crash Reduction = 41%)



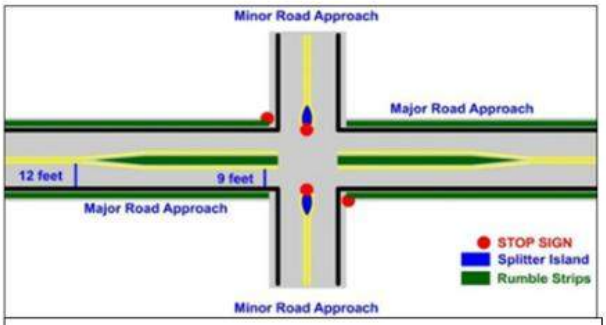
Greater Visibility at Intersections
(Potential Crash Reduction = 48%)



Median Acceleration Lane
(Potential Crash Reduction = 45%)

Mini or Full-Size Roundabout
(Potential Crash Reduction = 61-82%)

Splitter Islands on Uncontrolled Approaches



Splitter Islands on Stop Approaches

Left-Turn Lanes on Major Roads
(Potential Crash Reduction = 44%)

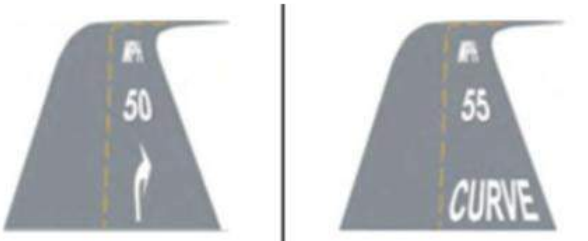
Reduce the Skew Angle of an Intersection (Potential Crash Reduction Varies by Skew Angle)

7. Do the countermeasures for preventing intersection crashes presented above align with your expectations for improving rural road safety? 5 stars mean they align very well and 1 star means they don't align.

8. Are there other measures you would prioritize instead to improve rural intersection safety?

Speed Management Strategies

Transverse Lane Marking



Curve arrow and "50 mph" text

"Curve 55 mph" text

Speed Advisory Markings in Lane

Narrow Travel Lanes at Intersection Approaches
(Potential Crash Reduction = 30%)

Centerline Delineator Posts

LEDs in Advisory Signs

Splitter Islands at Intersections

Horizontal Deflections

Dynamic Speed Displays

Site Specific Capital Projects

Site-specific capital projects are higher-cost interventions identified at five locations within the county —marked in green on the map below—to address areas with some of the most frequent and severe crashes. Five additional intersections—highlighted in blue—are proposed for systemic treatment to address a common pattern of crashes identified at each location. These priority locations are on the High Injury Network (HIN) for the County's road system, ranking in the Top 5% of all rural locations. Many other HIN locations not presented below have improvements planned or already constructed.

Priority Locations

The map below shows the priority locations for capital improvements. The intersection locations are listed below.

Priority Locations with Conceptual Layouts of Potential Improvements

- US 97 / Jackpine Loop (North)
- US 20 / Pinehurst Road
- US 20 / Gerking Market Road
- US 20 / Erickson Road-Torkelson Road
- Day Road / Amber Lane / 5th Street

Priority Locations with Systemic Treatments Applied

- State Recreation Road / Huntington Road
- Bear Creek Road / Ward Road
- NE Smith Rock Way / NE 33rd Street
- NE Smith Rock Way / NE 1st Street
- NW Ice Avenue / NW 43rd Street

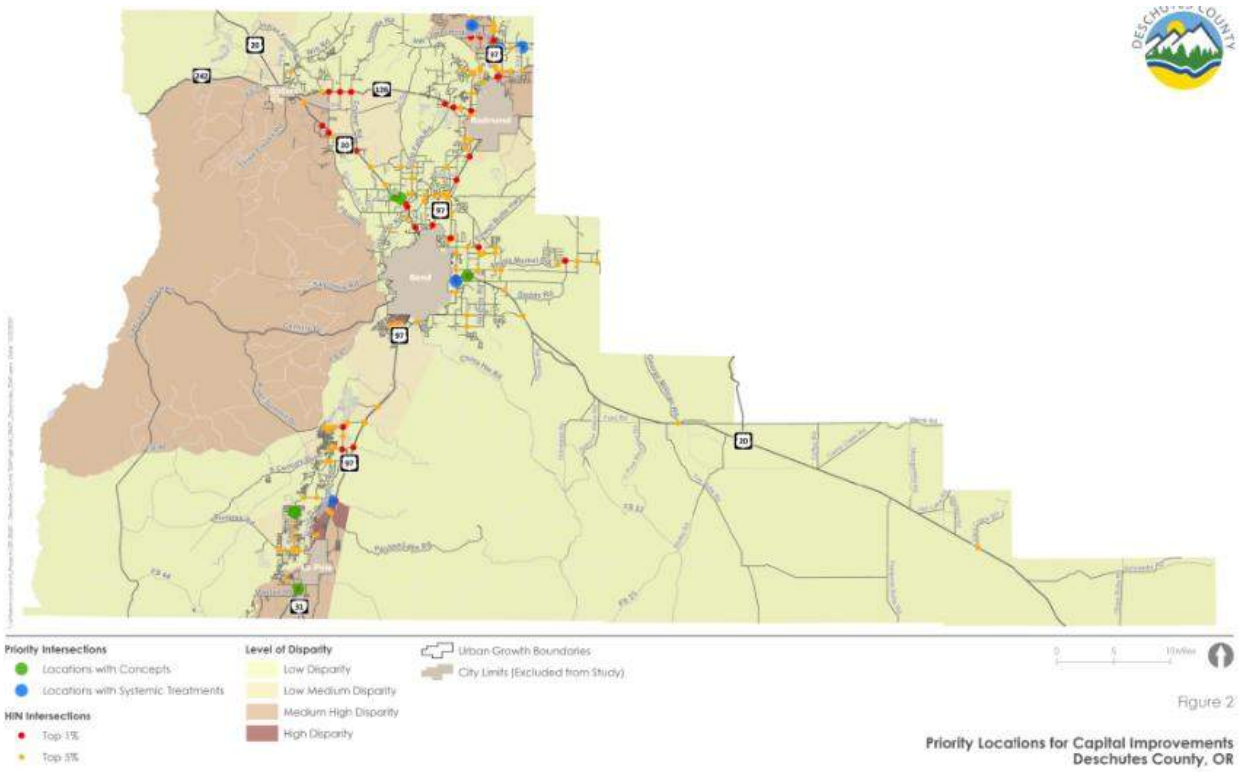


Figure 2

Priority Locations for Capital Improvements
Deschutes County, OR

Priority Locations with Concepts

The treatments recommended at these priority sites are based on a detailed review of the crash history. **The concepts presented below are in draft form.**

US 97 / Jackpine Loop

- Disconnect Jackpine Loop from US 97 and extend Pierce Road south to Masten Road, crossing Jackpine Loop
- Stop-control the new Pierce Road / Jackpine Loop intersection
- Remove curve on Pierce Road No 2 and create a 3-leg intersection
- Increase signage on US 97 warning drivers of Masten Road intersection
- Coordinate with ODOT on potential median barrier on US 97

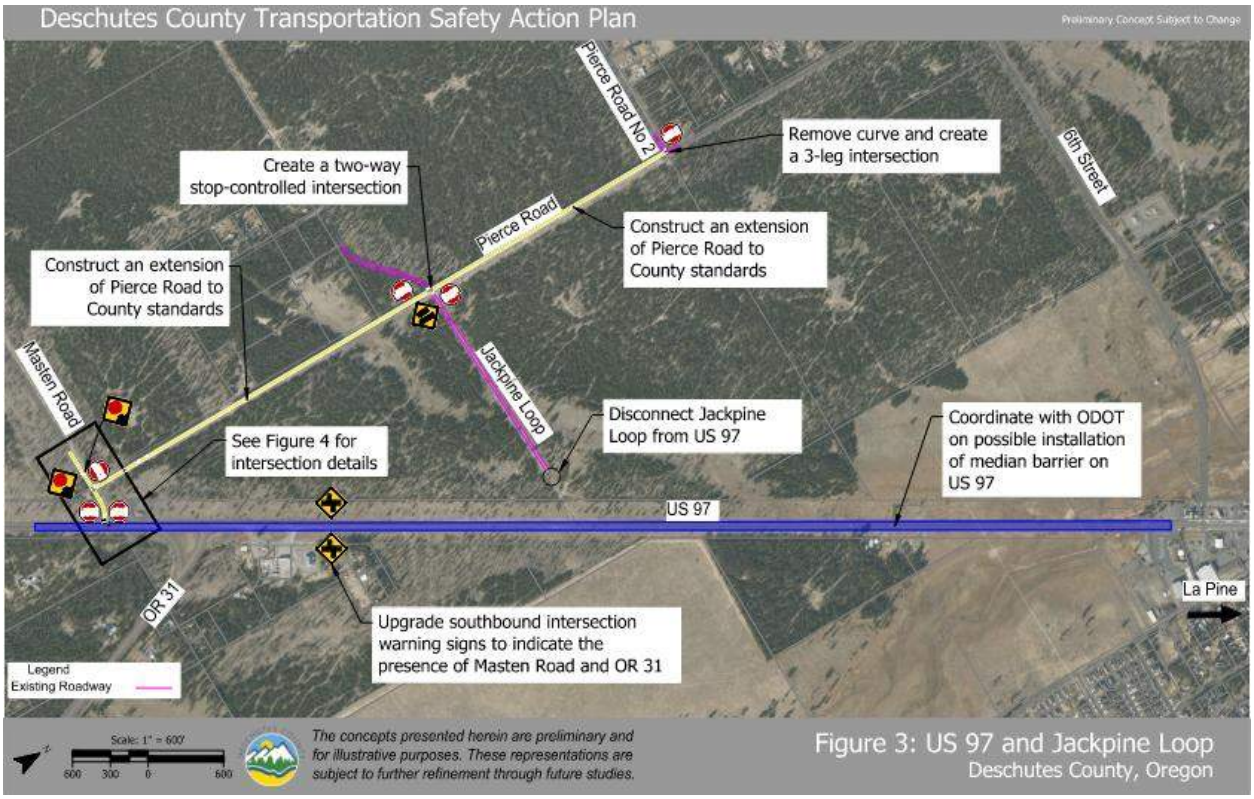


Figure 3: US 97 and Jackpine Loop
Deschutes County, Oregon

US 97 / Masten Road

- Reduce intersection skew
- Double up 'stop ahead' warning signs
- Install doubled up stop signs with LED flashing borders
- Install 'STOP AHEAD' pavement markings
- Investigate improved lighting at intersection
- Coordinate with ODOT on potential median barrier on US 97

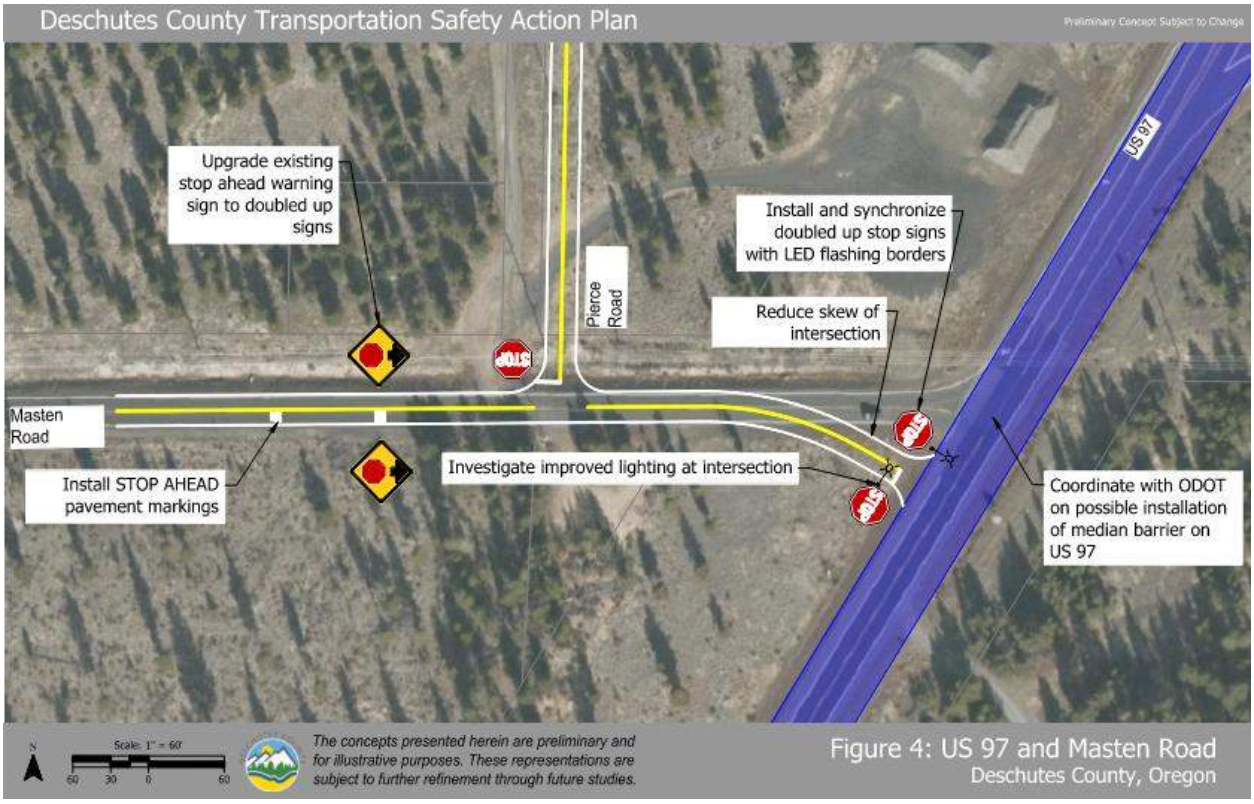
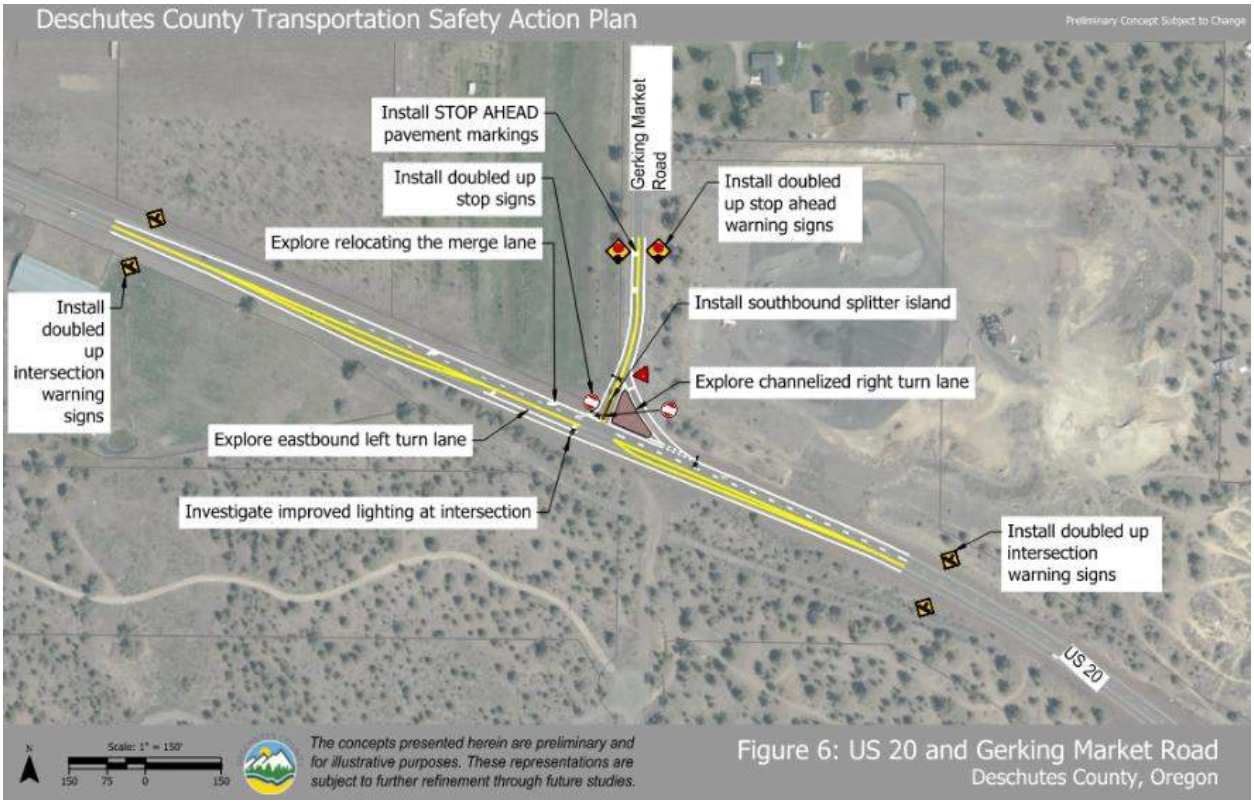


Figure 4: US 97 and Masten Road
Deschutes County, Oregon

US 20 / Gerking Market Road

- Reduce intersection skew
- Install doubled up intersection warning signs on US 20
- Explore turn lanes on US 20
- Investigate improved lighting at intersection
- Install doubled up 'stop ahead' warning signs and stop signs on Gerking Market Road
- Install 'STOP AHEAD' pavement markings on Gerking Market Road
- Explore relocating the US 20 merge lane



US 20 / Erickson Road-Torkelson Road

- Explore turn lanes on US 20
- Install doubled up 'stop ahead' warning signs and stop signs with LED flashing borders on Erickson Road and Torkelson Road
- Install 'STOP AHEAD' pavement markings on Erickson Road and Torkelson Road
- Install splitter islands on Erickson Road and Torkelson Road
- Investigate improved lighting at intersection
- Remove trees near intersection to increase sight distance for drivers pulling onto US 20

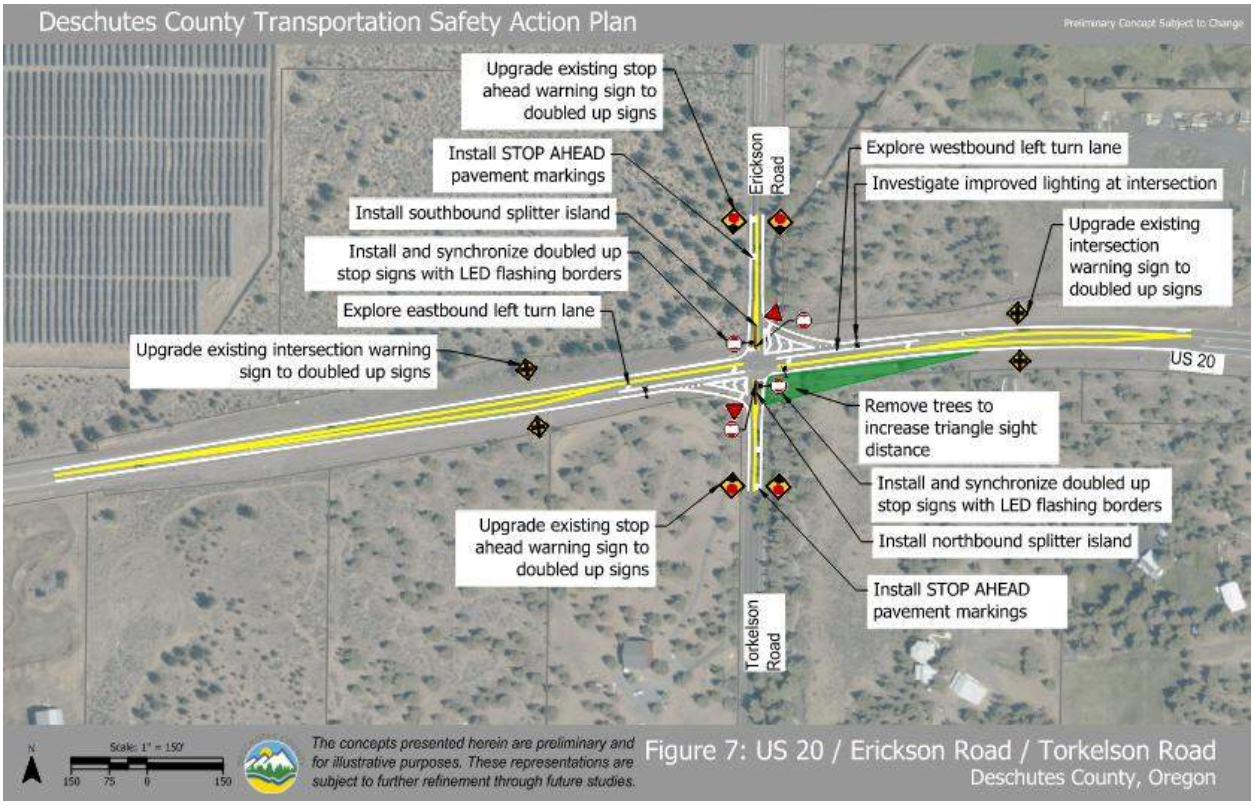
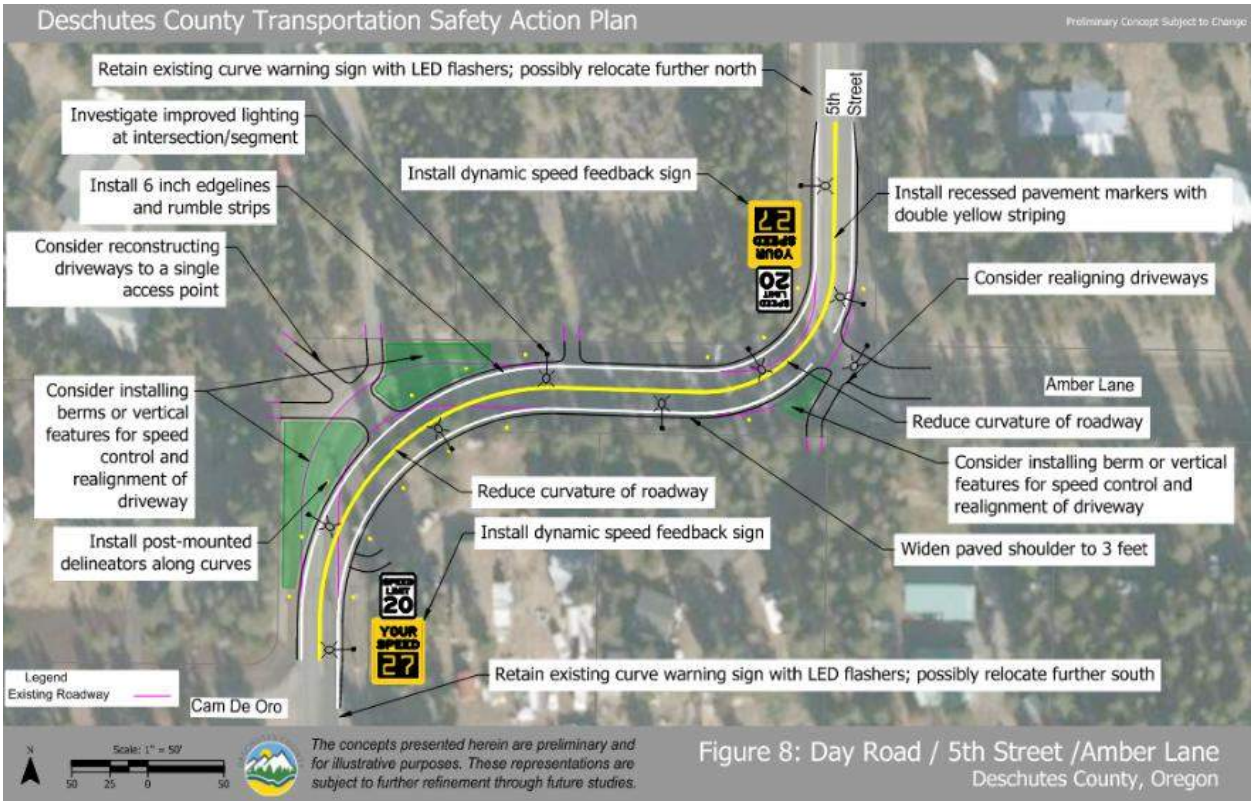


Figure 7: US 20 / Erickson Road / Torkelson Road
Deschutes County, Oregon

Day Road / Amber Lane / 5th Street

- Reduce sharpness of curves and consider realigning driveways
- Install post-mounted delineators along curves
- Install speed feedback signs before curves
- Retain existing curve warning signs with LED flashers
- Install centerline recessed pavement markers with double yellow striping
- Widen fog lings
- Widen shoulders and install rumble strips



9. How well do these five priority locations that we've identified for capital projects align with your expectations for improving rural road safety? 5 stars mean they align very well and 1 star means they don't align.

10. Are there other treatments that we should consider at these locations? Please provide your input in the comment boxes below.

US 97 / Jackpine Loop - US 97 / Masten Road

US 20 / Pinehurst Road

US 20 / Gerking Market Road

US 20 / Erickson Road-Torkelson Road

Day Road / Amber Lane / 5th Street

Priority Locations with Systemic Treatments
Lower-cost systemic treatments are recommended for the other 5 priority locations shown in the map. Those treatments are listed under each intersection.

State Recreation Road / Huntington Road

- Improve intersection warning with pavement markings and additional signage.
- Provide flashing LED stop signs at the stop-controlled approaches.
- Install transverse rumble strips on the stop-controlled approaches.
- Install raised dividers on the uncontrolled approaches with tubular markers.

Bear Creek Road / Ward Road

- Improve intersection warning by doubling up the stop signs with LED lights.
- Install flashing beacons on the intersection warning signs on Ward Road.
- Install intersection lighting.
- Install raised dividers on the uncontrolled approaches with tubular markers.

NE Smith Rock Way / NE 33rd Street

- Improve intersection warning with pavement markings and signage.
- Provide flashing LED stop signs at the stop-controlled approaches.
- Install raised dividers on the uncontrolled approaches with tubular markers.

NE Smith Rock Way / NE 1st Street

- Improve intersection warning with pavement markings and signage.
- Provide flashing LED stop signs at the stop-controlled approaches.
- Install raised dividers on the uncontrolled approaches with tubular markers.

NW Ice Avenue / NW 43rd Street

- Improve intersection warning with pavement markings and additional signage.
- Provide flashing LED stop signs at the stop-controlled approaches.
- Install dividers on the uncontrolled approaches with tubular markers.

11. How well do these five priority locations that we've identified for systemic treatments align with your your expectations for improving rural road safety? 5 stars mean they align very well and 1 star means they don't align.

12. Are there other treatments that we should consider at these locations? Please provide your input in the comment boxes below.

State Recreation Road / Huntington Road

Bear Creek Road / Ward Road

NE Smith Rock Way / NE 33rd Street

NE Smith Rock Way / NE 1st Street

NW Ice Avenue / NW 43rd Street

Optional Demographics Questionnaire

The following questions will help Deschutes County ensure that people throughout the county are getting the opportunity to participate in the TSAP Update process. Your responses are helpful but not required.

13. What is your zip code?

14. What is your age?

- ◯ Younger than 18 years old
- ◯ 18-24 years old
- ◯ 25-44 years old
- ◯ 45-64 years old
- ◯ 65 years old and older
- ◯ Prefer not to respond

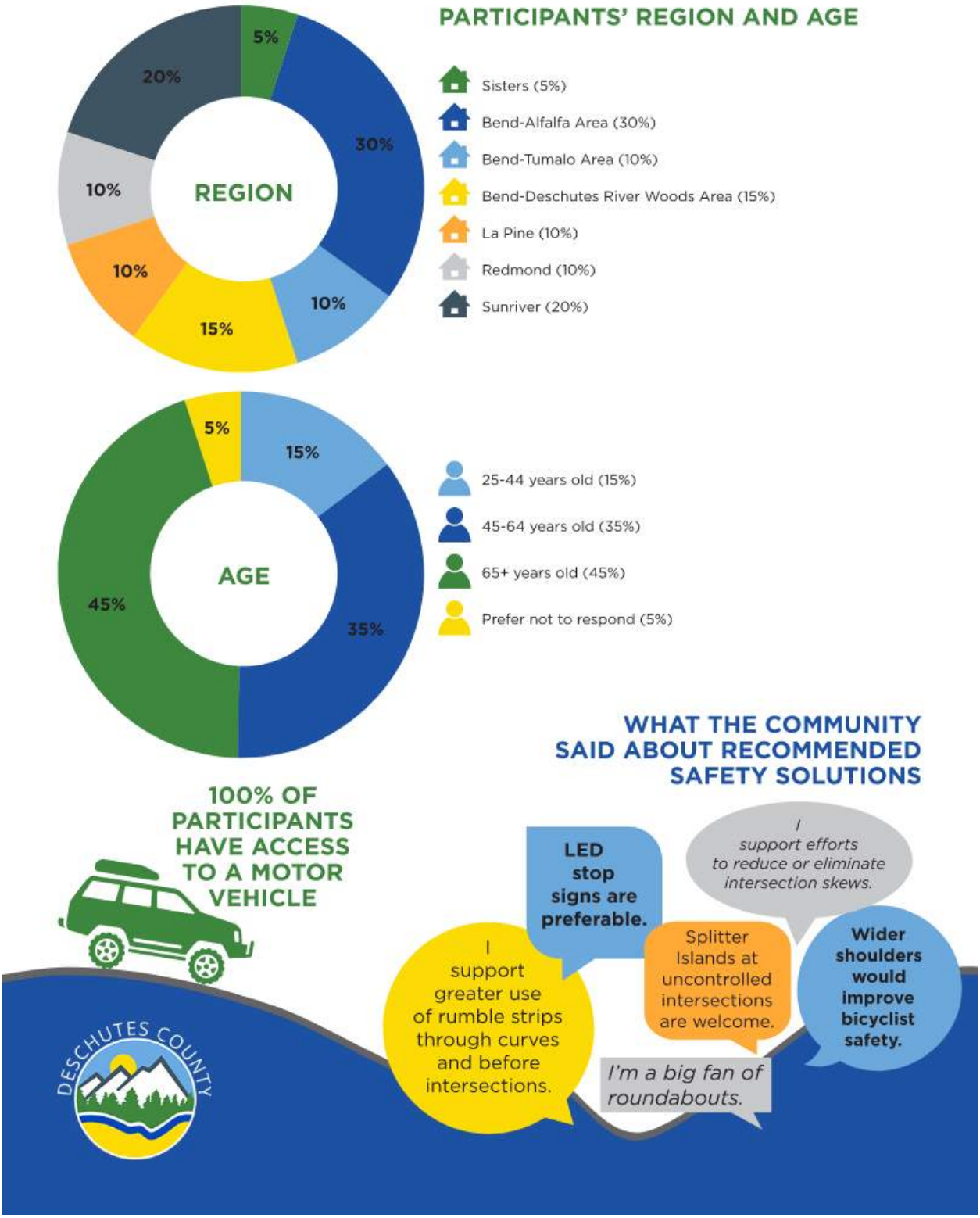
15. Do you have a motor vehicle available for your use?

- ◯ Yes
- ◯ No

16. Please share any other feedback you have on transportation safety in rural Deschutes County.

Feedback

DESCHUTES COUNTY TRANSPORTATION SAFETY ACTION PLAN UPDATE
Community Engagement
Phase 2 Results
December 11-26, 2025
HOW RECOMMENDATIONS ALIGN WITH COMMUNITY SAFETY GOALS
Roadway/Lane Departure Countermeasures
4+ out of 5 stars
Access Management Countermeasures
3+ out of 5 stars
Pedestrian & Bicyclist Countermeasures
3+ out of 5 stars
Intersection Countermeasures
4 out of 5 stars
HIGH PRIORITY LOCATIONS
Capital Improvements
3+ out of 5 stars
Systemic Treatments
3+ out of 5 stars
Represents community rating of recommended safety solutions
COMMON THEMES
Improve intersections
(11 specific intersections, some mentioned multiple times)
Reduce and enforce posted speeds
(Huntington Road, Hamby Road)
Improve intersection sight distance
(reduce skew, cut back vegetation)
Consider low-cost interim treatments while long-term projects are programmed
Consider context for bicycle facilities


PARTICIPANTS' REGION AND AGE
REGION
5%
30%
10%
15%
10%
20%
Sisters (5%)
Bend-Alfalfa Area (30%)
Bend-Tumalo Area (10%)
Bend-Deschutes River Woods Area (15%)
La Pine (10%)
Redmond (10%)
Sunriver (20%)
AGE
15%
35%
45%
5%
25-44 years old (15%)
45-64 years old (35%)
65+ years old (45%)
Prefer not to respond (5%)
100% OF PARTICIPANTS HAVE ACCESS TO A MOTOR VEHICLE
WHAT THE COMMUNITY SAID ABOUT RECOMMENDED SAFETY SOLUTIONS
LED stop signs are preferable.
I support efforts to reduce or eliminate intersection skews.
I support greater use of rumble strips through curves and before intersections.
Splitter Islands at uncontrolled intersections are welcome.
Wider shoulders would improve bicyclist safety.
I'm a big fan of roundabouts.
DESCHUTES COUNTY

- I would like to see a round about put it at the intersection of hwy 97 & hwy 31. I would also like to see an over pass or underpass at Hwy 97 and state rec rd.
- So far you have done nothing but made the roadways more congested and smaller. Your bike roads and safety posts have made it harder to drive in Bend. Longer commutes, unsafe driving habits and angry drivers. So, well done. Everyone I've talked to hates what you have done to our roadways for what you safe is safer for all.
- Need center divider on all sections of Hwy 97 where the speed limit is over 35 to accomplish zero head on crashes.
- Please see my comments posted on the virtual open house
- The intersection of Knott and China Hat roads is something I've been dealing with for years and it is getting worse. When I pull out of Tall Pine Ave. I've had several near collisions due to cars going east around the the corner at a high rate of speed. These include both cars and semi trucks. It seems a roundabout would be a perfect solution. There have been fatalities and accidents there over the years. Why has nothing been done other than placing plastic poles around the curve?
- We live on Hwy 31 in La Pine but have to commute to Bend weekly for doctor appointments and shopping. We have noticed there are cement barriers halfway from Bend on Hwy 97 but stops short of coming all the way to La Pine. It is our's and many other residents that those cement barriers need to continue all the way down Hwy 97 to La Pine. I/we are of the firm belief that such a barrier would have saved numerous lives during the winter months. How can you put a price on the life of someone??
- We live at 20160 Winston Loop, Bend, OR 97703. We are in an unincorporated zone in Deschutes County. I have a few areas of concern near our home. At the intersection of Tumalo Road and Simon Road, we need a blinking light and a cross walk. That corner is very dangerous and we now have 17 kids who live in our neighborhood (likely more as I don't know the families on Swalley). It would be extremely helpful to have a blinking light and crosswalk to protect people when crossing the road. In addition, that turn from Simon Rd heading West on Tumalo Road is harrowing. Also, people hardly EVER stop for the school bus even when their stop sign is out. Hopefully a crosswalk and blinking light would slow down cars and increase safety. Also, given the large number of families who walk around this area, it would be helpful if a sidewalk is put in from Tumalo Rd/Simon intersection all the way to Tumalo Center. It's extremely dangerous to walk on Tumalo Road yet I know many families who would love to walk to Tumalo Center but do not feel safe doing so with the current situation.

Are there other measures you would prioritize instead to improve rural roadway safety?

- Wildlife crossings and fencing!

- Lane widening to give more room to catch yourself before heading over the yellow line, maybe with those single narrow lanes in the middle.
- Seems like the percentages should speak to the allocation of limited resources. For example, the curved surface preps seem like they'd be expensive, but the percentages are compelling. On the other hand, guardrail ends seem relatively inexpensive, but again the percentages are compelling.
- Nothing to add, but I support greater use of shoulder and centerline rumble strips, particularly on curves.
- More passing lanes so slower traffic does not impede.
- More concrete barriers on Hwy 97 north and south, change to double lanes instead of single lanes on 97.
- A roundabout or traffic light MUST be installed at Hemholtz & Hwy 126!!!!!!!
- Lower speed limits. Mark incoming roads better.
- Let them wreck. Most are driving reckless. The no passing painting is what 2 lines is already for and we see that does nothing.
- O'Neil Junction... That intersection is a death trap and an impossible dilemma for drivers. You need to put in a roundabout. In the interim. You need to completely block the ability to cross the road from O'Neill to Pershall
- BIKE SAFETY

Are there other measures you would prioritize instead to improve rural corridor access management safety?

- Several T intersections on Hwy 20 between Bend and Sisters have limited visibility and no provisions for a partial leftbturn into a central refuge lane, so drivers must wait for simultaneous openings in both lanes and contend with speeding cars, limited visibility and no options for escape.
- Cutting vegetation and trees back further to allow for a farther visual before turning out of driveways.
- No stop installing these.
- A roundabout or traffic light MUST be installed at Hemholtz & Hwy 126!!!!!!!
- Reduce speed limits. Better signage
- With building and growth that may be needed
- O'neill junction between Redmond and Terrebonne

Are there other measures you would prioritize instead to improve rural pedestrian and bicycle safety?

- More consistency in roadway and shoulder withs so bicyclists can enjoy regular, predictable riding areas. Also, shoulders often seem to collect loose gravel and crap so more regular sweeping would be great.
- If those riding their bikes actually follow the rules, we wouldn't need to over engineer everything.
- As a driver and avid cyclist I like the added emphasis on pedestrian and cyclist safety. Clear expectations for all helps.
- I would encourage the green painted bike lanes not just at conflict points, but along major bike routes in the area. For example, they would seem perfect for the Cascade Lakes Highway, Skyliners Rd, and select "bike" routes like Twin Bridges.
- The roads in the rural areas generally have very narrow or no area from pedestrians or bikes, e.g. Huntington Rd between S Century and State Recreation. There are many bicyclists using county roads. Having a wider designated shoulder would improve safety. Earlier this year work crews added gravel to build up and maybe widen the shoulders. Unfortunately once an automoblie drives on this area the gravel collapses. It seems like this was a waste of public funds.
- A roundabout or traffic light MUST be installed at Hemholtz & Hwy 126!!!!!!!
- There are way too many bike lanes and bike safety corridors for the number of folks who actually ride daily. Most of these corridors impact drivers, making our turn lanes smaller.
- Stop putting in sidewalks that go no where, stop widening sidewalks that’s a waste of space and money, stop putting in bike lanes in rural areas or taking away full functionally lanes for bikers! It’s snows half the year here. Put in a bus system not bike lanes… such a waste
- Separated multiuse paths and separated grade crossings.
- Slow the speed down. You have Harper bridge shown here. Were there wrecks before? I live off that road and never see anything it’s congested you aren’t doing 80
- I tried to inspire some bike safety ideas for the newest roundabout at Huntington and South Century currently under construction. It's not too late to add a creative bike lane away from the roundabout.....plenty of time and very important in your(our)motto of "... a goal of zero fatal or serious injury crashes on its roadways"

Are there other measures you would prioritize instead to improve rural intersection safety?

- Reducing the skew angles makes intersections much wider for people crossing on foot. A raised triangle separating the two lanes would be helpful. The splitter Islands at uncontrolled intersections and stops will be very welcome.

- I'm a big fan of roundabouts and educated people using them. Sometimes I find road furniture, particularly posts, can clutter an intersection and actually make it harder to see pedestrians or other hazards so I think they should be used judiciously.
- Not a big fan of rumble strips before intersections. LED stop signs are preferable.
- No measures to add, but I strongly support greater use of rumble strips before intersections. We also have a large number of skewed intersections, and I support efforts to reduce or eliminate the skews.
- A roundabout or traffic light MUST be installed at Hemholtz & Hwy 126!!!!!!!
- More lighted stop signs. Reduce speed limits.
- Think snow removal. These are horrible
- Make it impossible to cross cross from O'Neill road to pershall road at O'Neill junction. It is a death trap. Put concrete barriers in. Eventually put in a roundabout.
- minimize signage to what is necessary. adopt the red street lamp concept for wildlife and to align with our Dark Sky goals++ https://www.reddit.com/r/mildlyinteresting/comments/ex7k3x/the_town_we_vacationed_in_has_red_street_lights/

Are there other treatments that we should consider at these locations? Please provide your input in the comment boxes below. [US 97 / Jackpine Loop - US 97 / Masten Road]

- Active speed enforcement - ticketing!
- Reduce speed limits

Are there other treatments that we should consider at these locations? Please provide your input in the comment boxes below. [US 20 / Pinehurst Road]

- Active speed enforcement - ticketing!
- Reduce speed limits

Are there other treatments that we should consider at these locations? Please provide your input in the comment boxes below. [US 20 / Gerking Market Road]

- Active speed enforcement - ticketing!

Are there other treatments that we should consider at these locations? Please provide your input in the comment boxes below. [US 20 / Erickson Road-Torkelson Road]

- Active speed enforcement - ticketing!
- Not sure this should be a high priority

Are there other treatments that we should consider at these locations? Please provide your input in the comment boxes below. [Day Road / Amber Lane / 5th Street]

- Active speed enforcement - ticketing!

- Not sure this should be a high priority

Are there other treatments that we should consider at these locations? Please provide your input in the comment boxes below. [State Recreation Road / Huntington Road]

- Adding a blinking stop light and rumble strips will definitely help. Why not a 4-way stop or roundabout? I think when people pull up to that intersection, people are usually distracted with something (technology, thoughts, food, etc) and they immediately forget that it is a two-way, and just pull out. Possibly reduce the speed on State Rec to 35 until after that intersection and add a blinking yellow caution sign on State Rec right before that intersection, alerting those drivers to try to watch for people making poor choices.
- Yes
- Just put another stop sign and you are good

Are there other treatments that we should consider at these locations? Please provide your input in the comment boxes below. [Bear Creek Road / Ward Road]

- No
- Consider all way stop similar to Hamby/Neff intersection. Flashing LED stop signs like those already installed on Bear Creek
- Make this a 4-way stop.

Are there other treatments that we should consider at these locations? Please provide your input in the comment boxes below. [NE Smith Rock Way / NE 33rd Street]

- No

Are there other treatments that we should consider at these locations? Please provide your input in the comment boxes below. [NE Smith Rock Way / NE 1st Street]

- Yes

Are there other treatments that we should consider at these locations? Please provide your input in the comment boxes below. [NW Ice Avenue / NW 43rd Street]

- Yes
- i'm not familiar enough with these areas to comment

Please share any other feedback you have on transportation safety in rural Deschutes County.

- I want to see much more active and consistent police presence and photo enforcement of speeding and reckless driving!
- You can't make those riding their bikes follow the rules unless we start ticketing them for not following the rules. You can continue to over engineer streets like Wilson,

Greenwood and soon to be Olney. I have been at the lights or roundabouts for all of those streets and have had bikers completely dismiss the bike lanes and continue to ride in car lanes. We'd need to start ticketing bikers if you expect any of the changes to actually work.

- I think the County does a great job with our roads and I know there are a lot of issues on hwy 97 that you can't control without the help of the State. I would emphasize the winter upkeep on Huntington from La Pine to Sunriver because that's the safer way to travel when the highway has snow and ice on it. The highway is not maintained as well as it could be, and is extremely dangerous to travel on in winter. So keeping Huntington safe is really important to those of us in La Pine. I would really like to see one of the flashing lights at Vandevert and Hwy 97. It's so dark there at night, and the first time I turned south there at night, I almost didn't see the stop sign in time. When I looked left, I saw that yellow line in the southbound lane and couldn't see much further in front of me, and now know why so many people turn left into that lane into oncoming traffic. It's not that clear to see you need to cross the highway to go north. And the "do not enter" signs aren't lit up without oncoming northbound traffic so I didn't even notice them.
- Appreciate your work!
- Look again at adding a paved connection between Sisters and Suttle Lake on the NE side of the highway, i.e. don't adversely impact Black Butte Ranch folks.
- The Vandevert/S Century intersection is "an accident waiting to happen". It is a VERY dangerous intersection, especially the traffic going north on S Century. The Huntington Rd to State Recreation seems to be a race course for some people. The double yellow lines do not have an impact. What can be done to slow traffic down? There are many curves, neighborhood access streets, and blind driveways thta create potential satefy hazards.
- Hamby Road traffic speed needs to be significantly reduced. Consider all way stop At Paloma. Or at least left turn lane for southbound Hamby and right turn lane for northbound. Even though it’s a no passing zone when you slow to make a right turn onto Paloma it’s routine for cars behind to pass you. Visibility for cars entering from
- Paloma is blocked by a lava flow on the north and power poles on the south. Hamby has become a defacto east side bypass the frequent massive earth hauling and construction truck traveling 45-55mph.
- PLEASE consider a roundabout at Burgess and 97. PLEASE at least add an LED stop sign at Vandevert and 97-the stop sign is hardly visible especially at night. Please remove the yellow line on the south lane of 97 at Vandevert intersection because at night, there is not good lighting there so it makes entering 97 look like the northbound lane is the

first lane and people keep turning left onto the southbound lane. Or put yellow diagonal stripes n that shoulder to discourage northbound drivers turning there. Please work to add a middle turn lane on 97s in north La Pine in front of the businesses like Habitat for Humanity Restore because it's very unsafe to stop there on 97s to turn left when cars and semis don't stop and fly past you on the shoulder. Please install a roundabout at State Rec road and 97. The only way to safely turn left onto 97 in La Pine is at the one stop light on 97 in town.

- A roundabout or traffic light MUST be installed at Hemholtz & Hwy 126!!!!!!! Please address this very dangerous intersection. I see near accidents EVERY day and have witnessed some terrible accidents many times. A roundabout or a traffic light would save lives.
- Fix Butler Market and Hamby/ Hamehook intersections sooner rather than later. Do more lighted signs until you can do roundabouts. Lower speed limits on Hwy 97.
- These bike lanes are out of hand and such a waste of money. The reed market train plan is a bad plan and also the road blocks from bend to Redmond is a horrible plan cutting off driveways and businesses causing MORE people to turn and pull out in front of fast moving traffic. Makes no sense AT ALL! Think things through people!
- People are going to drive reckless no matter what. Don't make it harder for semis and snow removal. Stop wasting other peoples money.
- The neglect of the dangerous intersection at O'Neill junction is shameful. There are crashes and wrecks. There constantly a number of deaths. When? Oh when will you pay attention to it. Smith Rockaway and 33rd is not dangerous. Neither is first Street and Smith Rockaway. Opened your eyes deal with the O'Neill junction hazards
- more bike lanes please. i would love for the community to be able to bike from the oww2 neighborhood +/~ to sunriver more++ safely

APPENDIX C–SCHOOL SAFETY AUDITS MEMORANDUM

Technical Memorandum

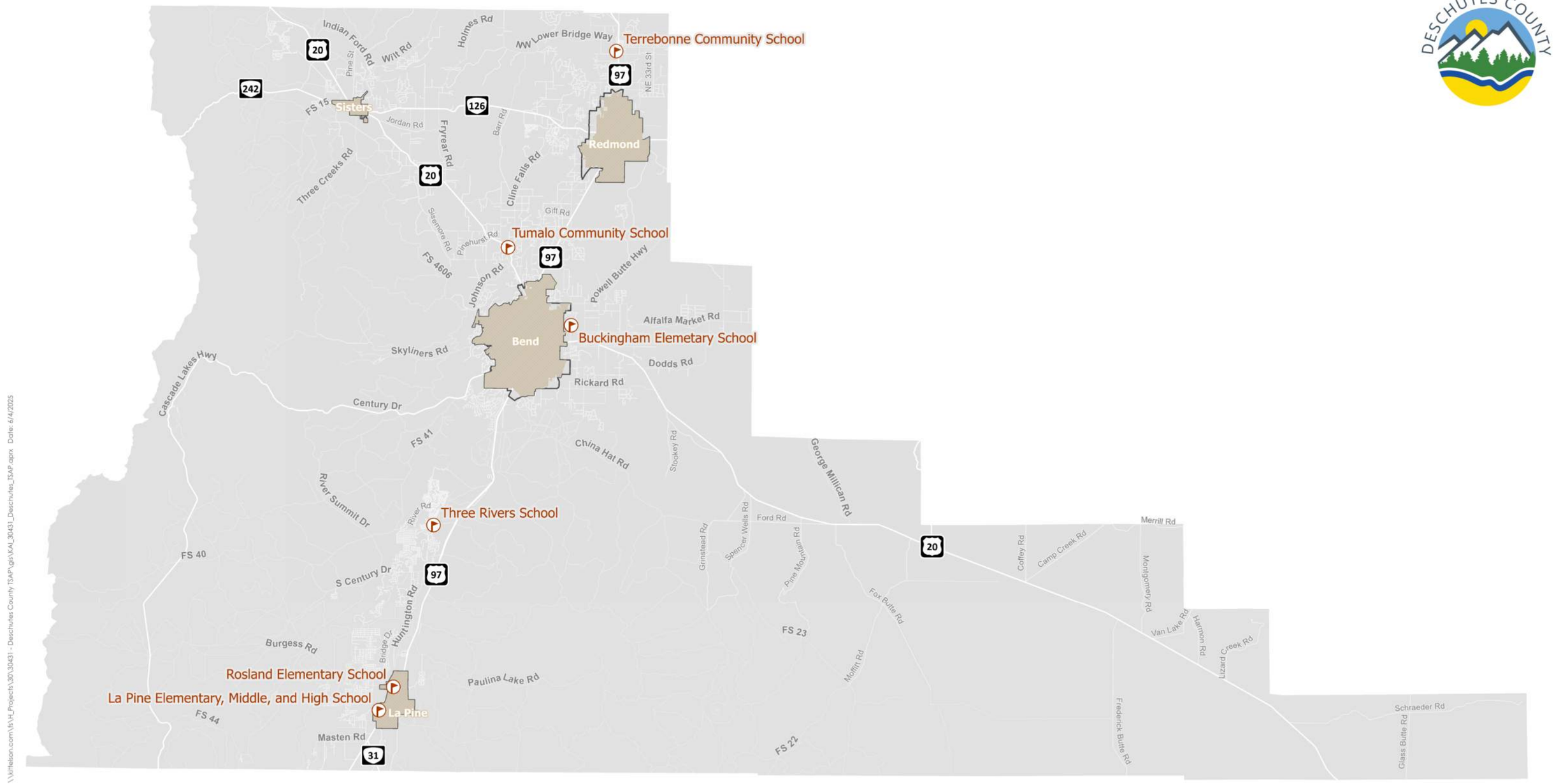
Date:	July 29, 2025	Kittelson Project No: 30431
To:	Project Management Team	
From:	Matt Kittelson, PE, Miranda Barrus, PE, and Eza Gaigalas	
Subject:	Final School Safety Audit Memo	

Introduction

Deschutes County is updating its 2019 Transportation Safety Action Plan (TSAP) to focus on the unincorporated areas of the county. The purpose of the TSAP is to help the County eliminate fatal and serious injury crashes from the transportation system through site-specific and systemic countermeasures and multidisciplinary actions. As part of the TSAP Update, the team conducted School Safety Audits at key schools either located within the unincorporated areas of the county or along County-owned and maintained roads within urban areas (specifically within La Pine) to evaluate walking, biking, and driving needs as they correlate to the crash data, and presence of gaps in existing infrastructure. The audits were conducted at the following schools, as shown in Figure 1:

- Three Rivers School
- La Pine Elementary, Middle, and High Schools
- Rosland Elementary School
- Buckingham Elementary School
- Tumalo Community School
- Terrebonne Community School

This memorandum summarizes key observations from the audits and potential treatment opportunities at each school location. This information, in combination with input from the County and community, will serve as the basis for identifying specific actions, either in the short-term or long-term, that could be implemented at or near these school sites.



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Audited Schools

City Limits (Excluded from Study)

Urban Growth Boundaries

0 5 10 Miles

Figure 1

School Safety Audit Locations
Deschutes County, OR

Three Rivers School

Three Rivers School is a K-8 school in Sunriver. The school safety audit was conducted on May 8th, 2025, by Blaine Wruck and Torina Wilson (Deschutes County), Tim Broadbent (Three Rivers Principal), Chris Mather (Bend-La Pine Assist. Transp. Director), and Matt Kittelson (Kittelson & Associates).

Key Observations

The key observations from the school safety audit are detailed on an aerial map in Attachment A. Below is a summary of these observations.

- Traffic flow leaving the school in the afternoon can be challenging. There are long delays during the pickup hour associated with exiting vehicles, with queues forming at the Venture Lane and Enterprise Drive intersection. All participants noted that the forthcoming changes to the Venture Lane and S Century Drive intersection, which currently are being pursued by the County, are expected to address most vehicular circulation challenges noted.
- Walking and biking trips to and from the school are fairly limited with more students relying on buses or parent pick-up and drop-off. Students that do walk are generally traveling to a destination within the Venture Business Loop, the Sunriver Village, or to a nearby residence. Walking and biking routes are generally either along local paths within the Venture Lane area or via a multiuse path east of the school that connects to S Century Drive.
- Bus drivers find the difference in vertical grades at the Enterprise Drive and School Access intersection to be challenging.

Treatment Opportunities

Based on the observations described above, opportunities to improve vehicle, pedestrian, and bicycle circulation around the school were identified as minor yet impactful strategies that could be implemented in the school vicinity. These improvements are shown in Figure 2 and correspond to the summary below.

Note: While the County may consider these recommendations for future projects, some initiatives might fall under the jurisdiction of partner agencies or may not align with the County's funding or prioritization criteria. These recommendations aim to provide a general framework for improving school access over time, potentially with the involvement of or leadership by partner agencies. Also, future improvements may differ from recommendations below pending further project evaluation and design.

1. Install sidewalk along the north and south sides of Venture Lane and Enterprise Drive between Century Drive and the school.
2. Stripe a crosswalk on the west leg of the Venture Lane and Enterprise Drive intersection.

Safety Walk Audit Treatment Opportunities

Preliminary Concept

1. Install sidewalk along the north and south sides of Venture Lane and Enterprise Drive between Century Drive and the school.
2. Stripe a crosswalk on the west leg of the Venture Lane and Enterprise Drive intersection.

Three Rivers School

S Century Drive

Enterprise Drive

Venture Lane

1

2

A roundabout is under design at S Century Drive & Venture Lane. Construction is planned to begin in 2026.

The concepts presented herein are preliminary and intended to illustrate a range of potential improvements. These representations are subject to further refinement through future studies.

N

Scale: 1" = 100'

100 50 0 100

Figure 2: Three Rivers School

Sunriver, Oregon

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La Pine Elementary, Middle, and High Schools

La Pine Elementary, Middle, and High schools serve students from grades K-12. The schools have separate campuses adjacent to each other in La Pine, so an audit was conducted for each to understand individual school needs. The school safety audit for the high school was conducted on May 8th, 2025, by Blaine Wruck and Torina Wilson (Deschutes County), Scott Olszewski (La Pine High School Principal), Chris Mather (Bend-La Pine Schools Assistant Transportation Director), Michelle Rhoads (Bend-La Pine Schools Active Transportation Coordinator), Deputy/Student Resource Office Jeff Woods (Deschutes County Sheriff's Office), Matt Kittelson and Miranda Barrus (Kittelson & Associates), and additional La Pine HS staff. The school safety audit for the middle and elementary schools was conducted on May 21st, 2025, by Blaine Wruck (Deschutes County), Megan Silvey (La Pine Elementary School Principal), Brian Barringer (La Pine Middle School Principal), Deputy/Student Resource Office Jeff Woods (Deschutes County Sheriff's Office Deputy/SRO), and Matt Kittelson, Miranda Barrus, and Eza Gaigalas (Kittelson & Associates).

Key Observations

The key observations from the school safety audit are detailed on an aerial map in Attachment A. Below is a summary of these observations.

- There is pedestrian traffic between the schools and the residences and businesses to the east. This is because many students reside in the developments to the east of Huntington Road. Additionally, a Bi-Mart across from Huntington Road attracts students, especially during the lunch hour.
- Coach Road, which is a north-south frontage road and primary access road for the elementary and high schools, lacks any marked midblock crosswalks. As a result, students accessing Bi-Mart or other locations to the east cross Coach Road at non-marked locations.
- Future residential and commercial development northeast of the schools along Huntington Road is expected to increase student trips to and from this vicinity.
- Today, students cut through the wooded, undeveloped parcel between Coach Road and Huntington Road in front of the High School.
- Students also use an existing sidewalk located south of the Mid Oregon Credit Union site, which connects Coach Road to Huntington Road. On Huntington Road, the east end of this sidewalk connects to a marked school zone crossing. However, the west end does not fully extend to Coach Road and lacks curb ramps or a marked mid-block crosswalk.
- To the south, students cross at various locations along 1st Street, including at the Coach Road and 1st Street intersection, Huntington Road and 1st Street traffic signal, and unmarked locations at other places along 1st Street.

- More students walk to school in the winter due to challenging winter driving conditions. However, snow berms along roads in the vicinity, and especially along Memorial Lane, force students to walk on the road.
- Multiple intersections surrounding the schools are lacking crosswalks on one or more legs.
- Vehicles often exceed the posted speed limit on Huntington Road and Coach Road.
- The Memorial Lane and Huntington Road intersection is slated to have additional curb ramps and crosswalks installed as part of an ongoing residential development in the northeast corner. Long-term, the intersection is planned for a roundabout.
- A more detailed review of school zone signs in the vicinity of the schools is needed to confirm compliance with current guidance in the *Manual on Uniform Traffic Control Devices (MUTCD)* on sign placement and school zone designations.

Treatment Opportunities

Based on the observations described above, opportunities to improve pedestrian and bicycle circulation around the school were identified. These improvements are shown in Figure 3 and correspond to the summary below.

Note: While the County may consider these recommendations for future projects, some initiatives might fall under the jurisdiction of partner agencies or may not align with the County's funding or prioritization criteria. These recommendations aim to provide a general framework for improving school access over time, potentially with the involvement of or leadership by partner agencies. Also, future improvements may differ from recommendations below pending further project evaluation and design.

1. Install crosswalks on 1st Street at the Stillwell Street intersection.
2. Investigate converting the 1st Street and Morson Street intersection to all-way stop control and stripe crosswalks on the west and south legs.
3. Install sidewalk on the south side of 1st Street.
4. Review school zone signage along area streets and update to be compliant with MUTCD guidance and state law. Consider time-of-day flashing beacons with speed feedback signs along Coach Road.
5. Install a midblock crosswalk along Coach Road at the elementary school entrance (near Mid Oregon).
6. Install a crossing on the west and south legs of the Coach Road and Memorial Lane intersection and evaluate all-way stop-control.
7. Install an enhanced crossing, such as an RRFB, at the crosswalk in front of the Bi-Mart.
8. Install an enhanced crossing, such as an RRFB, and crosswalk on the north leg at the intersection of Memorial Lane and Huntington Road.
    a. Note: a roundabout is planned at this location in the long-term per City of La Pine plans.

9. Install sidewalk on the west side of Coach Road in front of La Pine High School to infill pedestrian pathways within the right-of-way.
10. Install sidewalks on the north and south sides of Memorial Lane from Huntington Road to the school (north side to be constructed by ongoing residential development).

Safety Walk Audit Treatment Opportunities

Preliminary Concept

Legend

- Time-of-Day Flashing Beacon
- Rapid Rectangular Flashing Beacon
- School Speed Limit Sign
- Speed Feedback Sign
- Pedestrian Crossing Sign
- Stop Sign

1. Install crosswalks on 1st Street at the Stillwell Street intersection.
2. Investigate converting the 1st Street and Morson Street intersection to all-way stop control and stripe crosswalks on the west and south legs.
3. Install sidewalk on the south side of 1st Street.
4. Review school zone signage along area streets and update to be compliant with MUTCD guidance and state law. Consider time-of-day flashing beacons with speed feedback signs along Coach Road.
5. Install a midblock crosswalk along Coach Road at the elementary school entrance (near Mid Oregon).
6. Install a crossing on the west and south legs of the Coach Road and Memorial Lane intersection and evaluate all-way stop-control.
7. Install an enhanced crossing, such as an RRFB, at the crosswalk in front of the Bi-Mart.
8. Install an enhanced crossing, such as an RRFB, and crosswalk on the north leg at the intersection of Memorial Lane and Huntington Road.
   Note: a roundabout is planned at this location in the long-term per City of La Pine plans.
9. Install sidewalk on the west side of Coach Road in front of La Pine High School to infill pedestrian pathways within the right-of-way.
10. Install sidewalks on the north and south sides of Memorial Lane from Huntington Road to the school (north side to be constructed by ongoing residential development).

La Pine Middle School

La Pine Elementary School

La Pine High School

Morson Street

1st Street

Coach Road

Huntington Road

Memorial Lane

A roundabout is planned for the long-term at Memorial Lane & Huntington Road.

The concepts presented herein are preliminary and intended to illustrate a range of potential improvements. These representations are subject to further refinement through future studies.

Scale: 1" = 200'

N

200 100 0 200

Figure 3: La Pine Elementary, Middle, and High Schools

La Pine, Oregon

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Rosland Elementary School

Rosland Elementary School is a K-5 school in La Pine. The school safety audit was conducted on May 21st, 2025, by Blaine Wruck (Deschutes County), Deborah Buduan (Rosland Elementary School Principal), Chris Mather (Bend-La Pine Schools Assistant Transportation Director), Michelle Rhoads (Bend-La Pine Schools Active Transportation Coordinator), and Matt Kittelson, Miranda Barrus, and Eza Gaigalas (Kittelson & Associates).

Key Observations

The key observations from the school safety audit are detailed on an aerial map in Attachment A. Below is a summary of these observations.

- There are paths on the east and west sides of the school along City of La Pine streets that do not currently connect to any services or neighborhoods. A network of unpaved roads are present south of the school within undeveloped, forested lands.
- In front of the school, Burgess Road lacks pedestrian facilities and marked crosswalks, and it is not designated as a school zone. Staff at the school noted that students walking to the school is not common, though one student walks today and crosses at the intersection of Pine Drive and Burgess Road. There are no designated pedestrian routes for walking to and from school. Additional pedestrian activity is anticipated as development continues to occur in the area.
- School staff cross Burgess Road at Pine Drive to access the school mailbox, which is on the north side of this intersection.

Treatment Opportunities

Based on the observations described above, opportunities to improve pedestrian and bicycle safety around the school were identified. These improvements are shown in Figure 4 and correspond to the summary below.

Note: While the County may consider these recommendations for future projects, some initiatives might fall under the jurisdiction of partner agencies or may not align with the County's funding or prioritization criteria. These recommendations aim to provide a general framework for improving school access over time, potentially with the involvement of or leadership by partner agencies. Also, future improvements may differ from recommendations below pending further project evaluation and design.

1. Install a marked crosswalk and enhanced crossing, such as an RRFB, at the Pine Drive and Burgess Road intersection. Provide a sidewalk connection to the mailboxes on the north side of Burgess Road. Coordinate with the school district to improve the existing path along Pine Drive.

2. As development occurs south of the school, coordinate with the City of La Pine to identify improved access routes to and from the school for people driving, walking, and biking.
3. Review school zone signage along Burgess Road and update to be compliant with MUTCD guidance and state law. Consider time-of-day flashing beacons.

Safety Walk Audit Treatment Opportunities

Preliminary Concept

Legend

- Time-of-Day Flashing Beacon
- Rapid Rectangular Flashing Beacon
- School Speed Limit Sign
- Pedestrian Crossing Sign

Burgess Road

Yeager Drive

Pine Drive

Rosland
Elementary School

1. Install a marked crosswalk and enhanced crossing, such as an RRFB, at the Pine Drive and Burgess Road intersection. Provide a sidewalk connection to the mailboxes on the north side of Burgess Road. Coordinate with the school district to improve the existing path along Pine Drive.
2. As development occurs south of the school, coordinate with the City of La Pine to identify improved access routes to and from the school for people driving, walking, and biking.
3. Review school zone signage along Burgess Road and update to be compliant with MUTCD guidance and state law. Consider time-of-day flashing beacons.

The concepts presented herein are preliminary and intended to illustrate a range of potential improvements. These representations are subject to further refinement through future studies.

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Scale: 1" = 150'

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Figure 4: Rosland Elementary School

La Pine, Oregon

Buckingham Elementary School

Buckingham Elementary School is a K-5 school in Bend. The school safety audit was conducted on May 21st, 2025, by Blaine Wruck (Deschutes County), Michelle Wilson (Buckingham Elementary School Principal), Bend-La Pine Schools staff, Michelle Rhoads (Bend-La Pine Schools Active Transportation Coordinator), and Matt Kittelson, Miranda Barrus, and Eza Gaigalas (Kittelson & Associates).

Key Observations

The key observations from the school safety audit are detailed on an aerial map in Attachment A. Below is a summary of these observations.

- There are a few students who live in the neighborhood surrounding Quail Ridge Road and walk to school. However, there are no pedestrian paths or sidewalks connecting to the school, except for a gravel path from Big Sky Park.
- There are no turning lanes at the school vehicular access points along Hamby Road. While southbound vehicles are waiting to turn left, other southbound vehicles have been observed to pass turning vehicles using the roadway shoulder.
- Buses and vehicles have reported that it is challenging to exit the school due to congestion on Hamby Road.
- Many students live within a mile of the school but they are bused or dropped off since there are no walking routes. The only students observed to walk to school do so from the Quail Ridge neighborhood directly west of the school.
- In 2024, the County installed time-of-day flashing beacon school zone signs, speed feedback signs, a pedestrian crossing of Hamby Road at Quail Ridge Road, and pedestrian crossing ahead warning signs on Hamby Road.

Treatment Opportunities

Based on the observations described above, opportunities to improve pedestrian and bicycle safety around the school were identified. These improvements are summarized below.

Note: While the County may consider these recommendations for future projects, some initiatives might fall under the jurisdiction of partner agencies or may not align with the County's funding or prioritization criteria. These recommendations aim to provide a general framework for improving school access over time, potentially with the involvement of or leadership by partner agencies. Also, future improvements may differ from recommendations below pending further project evaluation and design.

- Since school improvements were recently constructed, no specific improvements to County-owned facilities were identified in the near-term.

- The school could work with agency partners to improve pedestrian and bicycle circulation in the near-term, including evaluating the feasibility of using the adjacent Bend Park and Recreation District (BPRD) parking lot to facilitate school pick up and drop off activities.

Tumalo Community School

Tumalo Community School is a K-5 school in Tumalo. The school is planned to be fully expanded as a K-8 school by the 2028/2029 school year. The school safety audit was conducted on May 27th, 2025, by Blaine Wruck (Deschutes County), Sam Platt (Tumalo Community School Principal), and Miranda Barrus and Eza Gaigalas (Kittelson & Associates).

Key Observations

The key observations from the school safety audit are detailed on an aerial map in Attachment A. Below is a summary of these observations.

- There are no sidewalks along 2nd Street except in front of the school. There are no sidewalks along Cook Avenue except south of the fire station. Some students walk to school, and there are outdoor education activities off of 4th Street to the east by the river, where there are no sidewalks.

Treatment Opportunities

Based on the observations described above, opportunities to improve pedestrian and bicycle safety around the school were identified. These improvements are shown in Figure 5 and correspond to the summary below.

Note: While the County may consider these recommendations for future projects, some initiatives might fall under the jurisdiction of partner agencies or may not align with the County's funding or prioritization criteria. These recommendations aim to provide a general framework for improving school access over time, potentially with the involvement of or leadership by partner agencies. Also, future improvements may differ from recommendations below pending further project evaluation and design.

1. Install sidewalks on the north and south side of 2nd Street.
2. Install sidewalks on the west side of Cook Avenue.
3. Install an enhanced crossing, such as an RRFB at the intersection of Cook Avenue and 4th Street.

Safety Walk Audit Treatment Opportunities

Preliminary Concept

Legend

- Rapid Rectangular Flashing Beacon
- Pedestrian Crossing Sign

Tumalo Community School

2nd Street

Cook Avenue

Cline Falls Highway

Tumalo Road

4th Street

A roundabout is planned for Cline Falls Road & Tumalo Road in the County's Capital Improvement Plan for Year 2029.

1. Install sidewalks on the north and south side of 2nd Street.
2. Install sidewalks on the west side of Cook Avenue.
3. Install an enhanced crossing, such as an RRFB at the intersection of Cook Avenue and 4th Street.

The concepts presented herein are preliminary and intended to illustrate a range of potential improvements. These representations are subject to further refinement through future studies.

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Scale: 1" = 100'

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Figure 5: Tumalo Community School

Tumalo, Oregon

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Terrebonne Community School

Terrebonne Community School is a K-5 school in Terrebonne. The school safety audit was conducted on June 4th, 2025, by Blaine Wruck (Deschutes County), Cyndi Ganfield (Terrebonne Community School Principal), Bend-La Pine Schools staff and Miranda Barrus (Kittelson & Associates).

Key Observations

The key observations from the school safety audit are detailed on an aerial map in Attachment A. Below is a summary of these observations.

- The midblock crosswalk on B Avenue lacks continental striping and Americans with Disabilities Act (ADA) compliant curb ramps.
- The bus drop off/pick up occurs on B Avenue and the parent drop off/pick up occurs on C Avenue.
- Vehicle on-street parking queues on C Avenue may block visible of the school zone signs and contribute to vehicle speeding in the corridor. The school places a cone in the middle of the midblock crosswalk on C Avenue to encourage vehicles to slow down.
- The Morning Glory neighborhood is not in the bussing zone and walking facilities for students within one mile of school are limited.

Recommendations/Opportunities

Based on the observations described above, opportunities to improve pedestrian and bicycle safety around the school were identified. These improvements are shown in Figure 5 and correspond to the summary below.

Note: While the County may consider these recommendations for future projects, some initiatives might fall under the jurisdiction of partner agencies or may not align with the County's funding or prioritization criteria. These recommendations aim to provide a general framework for improving school access over time, potentially with the involvement of or leadership from partner agencies. Also, future improvements may differ from recommendations below pending further project evaluation and design.

1. Install a continental crosswalk and install new curb ramps at the existing crossing on B Avenue in front of the school.
2. Review school zone signage along C Avenue and update to be compliant with MUTCD guidance and state law. Consider installing time-of-day flashing beacon school zone signs with speed feedback signs.
3. Install a crossing sign in the middle of the existing midblock crosswalk on C Avenue behind the school per MUTCD guidance.

Safety Walk Audit Treatment Opportunities

Preliminary Concept

Legend

- Time-of-Day Flashing Beacon
- School Speed Limit Sign
- Speed Feedback Sign
- In-Street Pedestrian Crossing Sign

1. Install a continental crosswalk and install new curb ramps at the existing crossing on B Avenue in front of the school.
2. Review school zone signage along C Avenue and update to be compliant with MUTCD guidance and state law. Consider installing time-of-day flashing beacon school zone signs with speed feedback signs.
3. Install a crossing sign in the middle of the existing midblock crosswalk on C Avenue behind the school per MUTCD guidance.

C Avenue

Terrebonne Community School

B Avenue

US 97

An RRFB is under construction on the north leg of US97 & B Avenue.

The concepts presented herein are preliminary and intended to illustrate a range of potential improvements. These representations are subject to further refinement through future studies.

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Scale: 1" = 100'

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Figure 6: Terrebonne Community School

Terrebonne, Oregon

Attachments

Attachment A – School Safety Audit Notes

Safety Walk Audit

S Century Drive
- Some ped traffic to SR village

Venture Lane

Enterprise Drive

Key Intersections
- S Century Drive / Venture Lane

- Bus-Vehicle conflicts

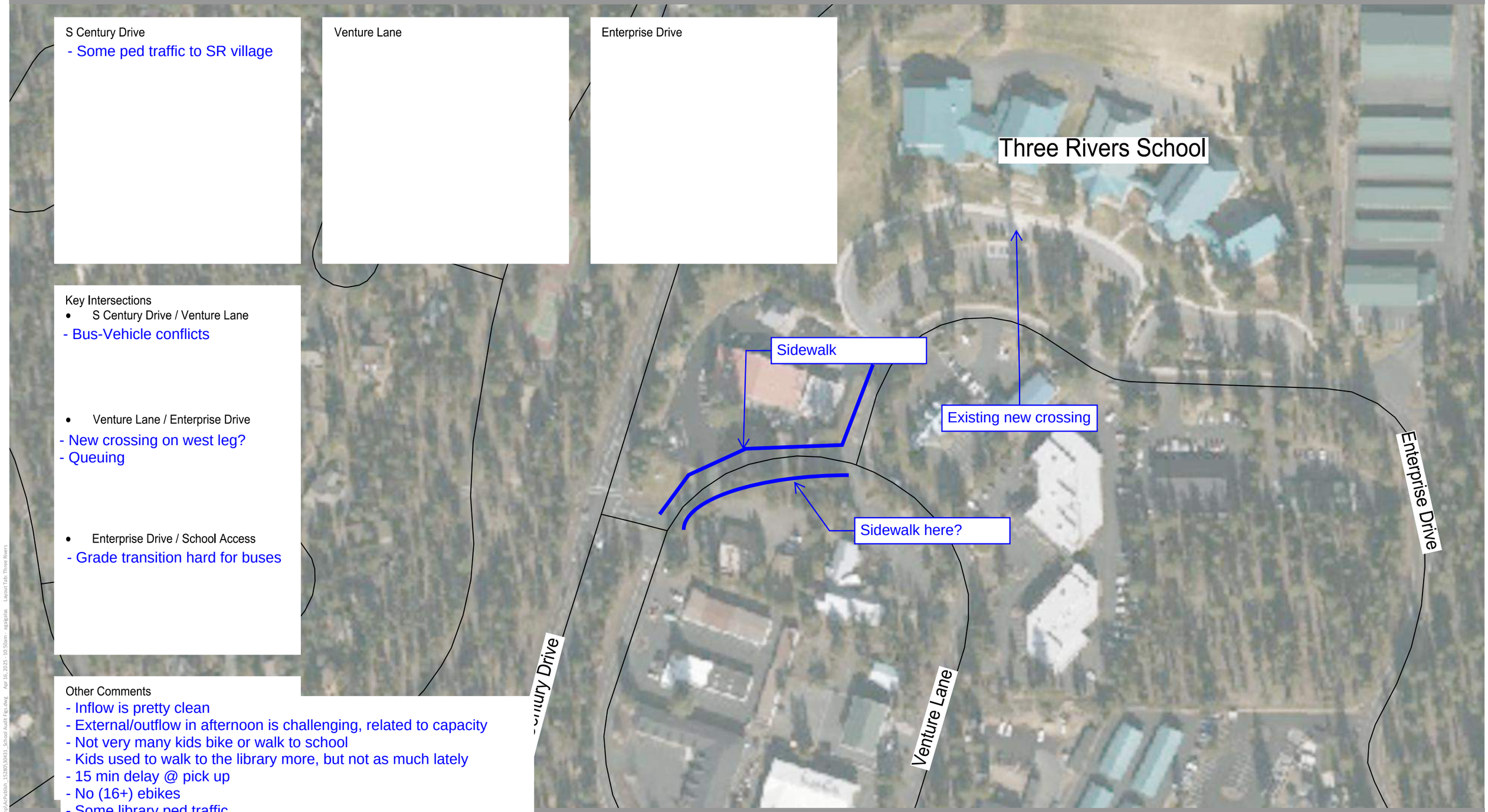
- Venture Lane / Enterprise Drive

- New crossing on west leg?
- Queuing

- Enterprise Drive / School Access

- Grade transition hard for buses

Other Comments
- Inflow is pretty clean
- External/outflow in afternoon is challenging, related to capacity
- Not very many kids bike or walk to school
- Kids used to walk to the library more, but not as much lately
- 15 min delay @ pick up
- No (16+) ebikes
- Some library ped traffic
- School newsletter 1st + 15th



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S Century Drive, Venture Lane, and Enterprise Drive

Three Rivers School

Safety Walk Audit

Key Intersections

- Coach Road / 1st Street

- Check crossings - a lot of foot traffic
- Traffic at pick up and drop off

- Huntington Road / 1st Street

- Backs up at pick up

- Coach Road / Memorial Lane

- No crosswalks
- Crossing should be on west leg
- AWSC? NB approach is free

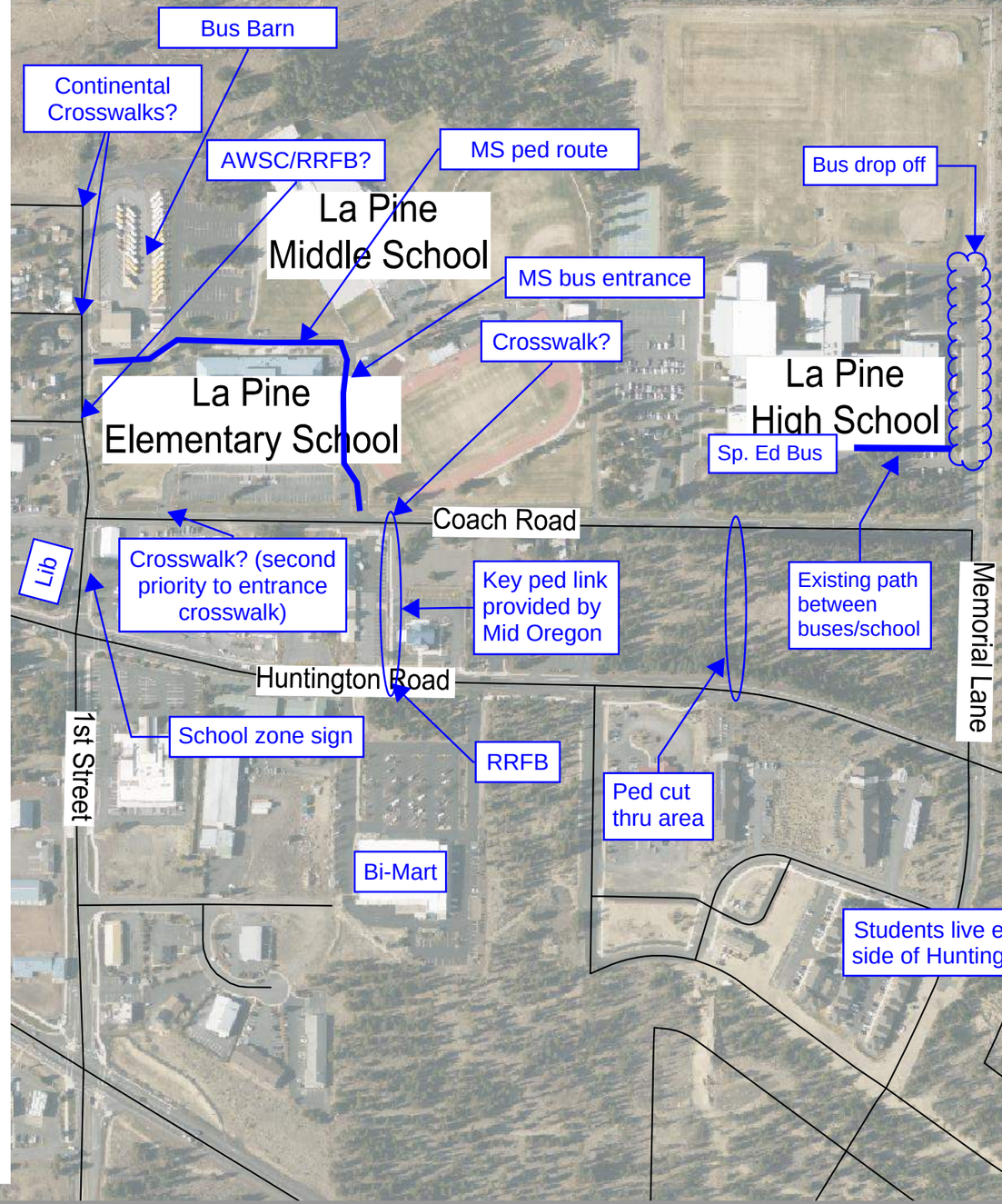
- Memorial Lane / Huntington Road

- Elementary kids walk across Huntington Rd
- RRFB in the near-term?
- Need crosswalk on north side (to connect to existing ramps and future sidewalk constructed by developer)
- Future commercial development NE intersection corner
- Future potential roundabout

- Coach Road / School Access

1st Street/School Access

- School zone infill



Coach Road

- Missing walking link on west side of street near Memorial Lane
- Frequent crossing movements but no crosswalks through corridor
- Ped crossing at mid Oregon?
- Move school zone signs further out to Memorial?
- Add time-of-day flashing beacons to school zone signs?
- No pavement markings/legends
- Speed feedback signs?
- Speeding
- Traffic backs up from Elementary school closer to exit
- Want speed bumps

Huntington Road

- Speeding: Victory Way-Caldwell Dr
- Speed feedback signs?
- School zone is not obeyed, needs beacons; time-of-day flashing for lunch walking?
- Extend school zone further north?
- Add beacons to school ahead signs?
- No pavement legends
- RRFB crossing in front of Bi-Mart?
- Developer TIAs will require frontage improvements (sidewalk) / could require int. improvements

1st Street

- No school zone signs near school (only school crossing signs)
- Midblock crossing?
- Sidewalk on south side?

Memorial Lane

- No sidewalks today - kids walk in gravel shoulders; snow berms in winter make it worse, kids have to walk in street
- Crossing needs at Coach Rd and at Huntington Rd
- Development (apartments) north side --> sidewalk being constructed between Coach Rd and Huntington Rd
- No school zone on Memorial Ln, just school crossing ahead signs
- Frontage improvements between Coach Road and Huntington Road

Other Comments

- More students drive in spring
- Ped traffic common in winter
- Would like RRFBs
- Flashing beacons for School Zones
- Dep. Jeff Woods says they do AM Patrols
- Not a lot of walkers from the elementary school
- 7:25 - ES bell time
- 8:45 - MS bell time
- Not a lot of walking between schools during drop off/pick up at ES/MS
- US 97 is a barrier for walking to school
- Walk and Roll activities May 28+June 6
- Pick up is more problematic than drop off

Scale: 1" = 350'

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350 175 0 350

DESCHUTES COUNTY

Coach Road, 1st Street, Huntington Road, and Memorial Lane

La Pine Elementary School, La Pine Middle School, and La Pine High School

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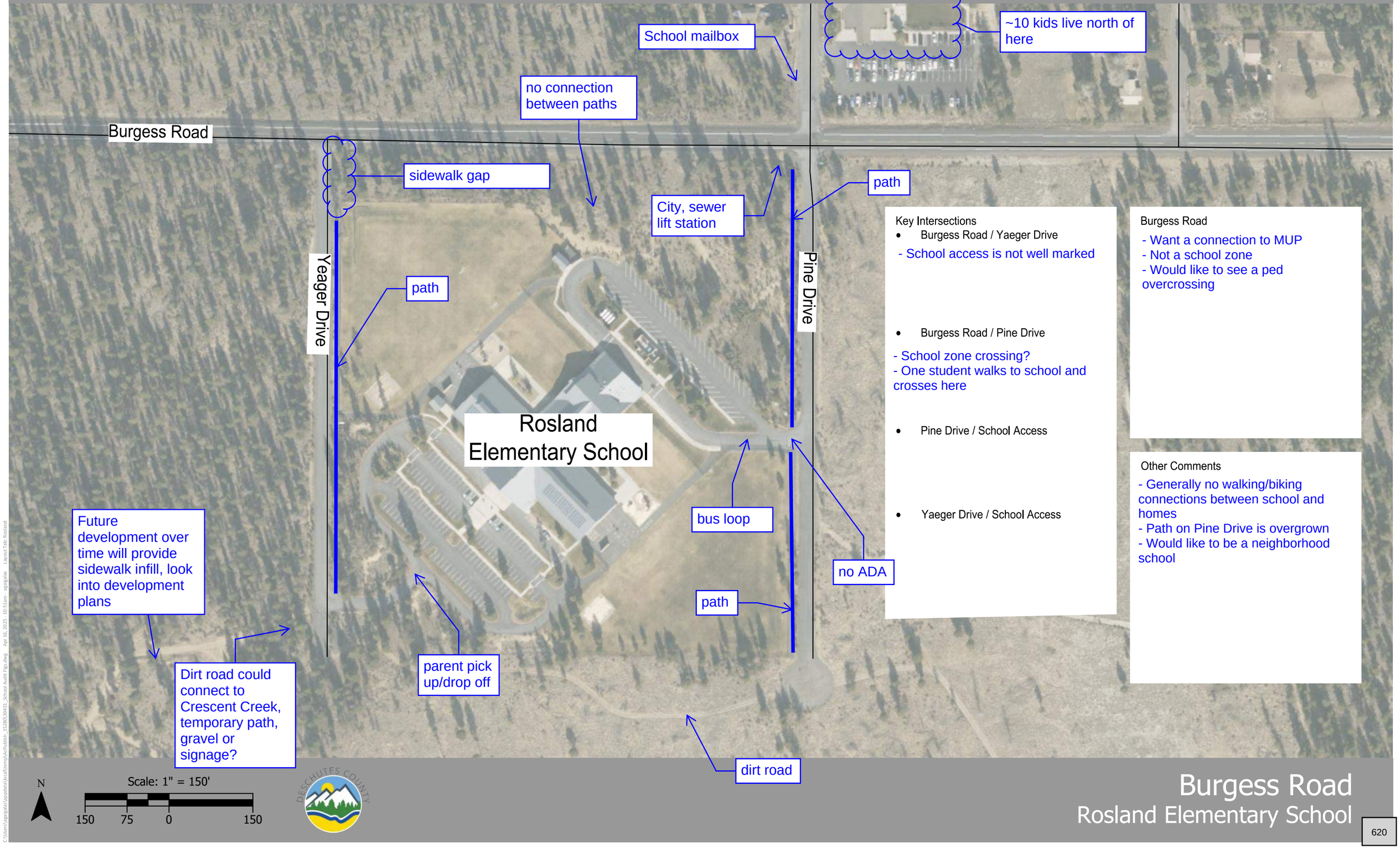
Safety Walk Audit



Key Intersections

- Burgess Road / Yaeger Drive

  - School access is not well marked

- Burgess Road / Pine Drive

  - School zone crossing?
  - One student walks to school and crosses here

- Pine Drive / School Access

- Yaeger Drive / School Access

Burgess Road

- Want a connection to MUP
- Not a school zone
- Would like to see a ped overcrossing

Other Comments

- Generally no walking/biking connections between school and homes
- Path on Pine Drive is overgrown
- Would like to be a neighborhood school

Burgess Road
Rosland Elementary School

Safety Walk Audit

Hamby Road

Gets congested during pick up/drop off which blocks sight distance for exiting vehicles.

Poor circulation, too tight for busses

Buckingham Elementary School

no parking signs

Quail Ridge Road

Bus entrance

Non-compliant crossings in ROW

Gate

Walking path

Parents Drop Off/Pick Up

Key Intersection

- Hamby Road / School Access

Hamby Road

- Flashing beacons don't coincide with delayed starts -> school to inform county
- Consider turn lanes at school access to avoid vehicles passing around each other. This has cons such as longer crossings for peds.
- Lower speeds
- Buses have a hard time exiting loop with congestion on Hamby
- Crosswalk and new ramps in front of school has a crossing guard and few pedestrians

Quail Ridge Road

- Some students walk from these neighborhoods (~3)
- Could this be used for pick up and drop off?

Other Comments

- Bus riding incentives such as a punch card?
- Walking bus from Big Sky Park? (newer gravel path)
- Physical activity in the morning usually results in better behavior
- 5 Gen Ed buses, 1-2 Sp. Ed Buses, ~85 out of 340 students are bused
- Many students live within 1 mile of the school but get dropped off or bused in even though they should be walkers
- Separated walking paths to school within 1 mile would encourage walking
- View district website for school boundary maps
- Christina is in charge of bussing
- Walk/Roll to school day happens twice a year
- Vision: bus pick up behind park
- Construction is going to temporarily impact pick up/drop off next year (starts in June)
- Staggered release to address pick up congestion needs to be district wide

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Scale: 1" = 150'

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DESCHUTES COUNTY

Hamby Road
Buckingham Elementary School

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Safety Walk Audit

2nd Street

- Need sidewalk
- Drop off is smooth

4th Street

- Sidewalk connection to outdoor activities to the east by the river
- Students walk to school from south of 4th Street

Cook Avenue

- Need sidewalk

Cline Falls Road

- Vehicles travel fast when approaching Cook Avenue/4th Street

Key Intersections

- 2nd Street / Cook Avenue
  - Sidewalk?
- 4th Street / Cook Avenue
  - RRFB?
- 2nd Street / School Access

Other Comments

- Low number of people walking to school
- Will become a K-8 school by 28'/29'

Parent drop off/pick up

Tumalo Community School

Residents encroaching on County ROW

2nd Street

Cook Avenue

Cline Falls Road

No issues with uncontrolled intersection

Bus drop off/pick up

Buses exit on this street

4th Street

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Scale: 1" = 100'

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DESCHUTES COUNTY

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2nd Street, 4th Street, and Cook Avenue

Tumalo Community School

Safety Walk Audit

B Avenue

- Bus loading zone is on this street
- Midblock crosswalk is manned in the afternoon, add continental crosswalk and new ramps
- Inadequate parking
- Generally safe, lots of adult presence
- No parent pick up/drop off

C Avenue

- Vehicle queues during drop-off/pick-up block school zone signs
- TOD beacons/speed feedback signs?
- Vehicle speeding issues
- No parking during drop-off/pick-up?
- The midblock crosswalk is manned in the AM and PM
- Add centerline crosswalk sign? Mimics the temporary cone that bus drivers place in the crosswalk
- Replace tubular markers at crosswalk
- Queuing on both sides

Key Intersections

- C Avenue / US 97
  - Future signal?
- B Avenue / US 97
  - Some kids cross in the PM
- B Avenue / School Access

Other Comments

- Flashing beacons/speed signs at other schools seem to be most effective
- Limited walking facilities for students within a mile
- Need more off-site parking for family events
- Busiest in the AM (8:30-8:50 AM)
- More frequent walkers in afternoon
- Terrebonne detours
- No ped access to Morning Glory NH and no bussing
- CRR students + districting

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Scale: 1" = 150'

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DESCHUTES COUNTY

B Avenue and C Avenue
Terrebonne Community School

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APPENDIX D–STRATEGIES MEMORANDUM

Technical Memorandum

Date:	January 21, 2026	Kittelson Project No: 30431
To:	Project Management Team	
From:	Matt Kittelson, PE; Miranda Barrus, PE; Eza Gaigalas, PE; Kacie Schmidt; Joel McCarroll; Lacy Brown, PhD, PE, RSP_2; Briana Velasquez	
Subject:	Final Tech Memo #2: Strategies	

Introduction

This memorandum presents recommended strategies for the Deschutes County Transportation Safety Action Plan (TSAP) Update to reduce fatal and serious injury crashes on rural Deschutes County roads. These strategies were developed based on systemic trends and site-specific crash histories identified through previous technical analyses, summarized in the Existing Conditions Memorandum, and from community feedback. The recommended strategies include:

- Systemic treatments that can be applied through the County's transportation system;
- Site-specific projects to implement at 10 priority sites, including 5 concept drawings;
- Multidisciplinary actions (e.g., education, enforcement, emergency response, equity) to complement the infrastructure recommendations; and.
- Safe System Approach Principles and Objectives (Source: FHWA).

This memorandum identifies potential funding sources for Deschutes County to pursue with partner agencies in implementing the draft strategies. It also includes recommended performance measures to assess progress toward the goal of zero transportation-related fatalities and serious injuries within rural Deschutes County.

The information presented herein describes the intent behind the strategies and how they work together to achieve the Safe System Approach (Figure 1) and improve safety culture in rural Deschutes County.

The recommended strategies will be refined based on feedback from the Safety Working Group (SWG) and community to be incorporated into the draft TSAP.

Figure 1. Safe System Approach Principles and Objectives (Source: FHWA)

Systemic Treatments

This section presents recommended systemic engineering treatments. Systemic solutions are generally lower cost and can often be applied on a wide scale to proactively address crash risks as well as these crash Emphasis Areas identified for rural Deschutes County:

- Roadway and Lane Departure Crashes
- Drug and Alcohol Impairment
- Aging Drivers (65+)
- Motorcyclists
- Younger Drivers (15-25)
- Speeding
- Intersections

Many of the systemic treatments presented in this section may be incorporated into ongoing maintenance activities to maximize cost-effectiveness. The treatments are organized into four general groups:

- **Roadway/Lane Departure Countermeasures,** which are treatments to reduce crashes from motorists departing the travel lane or roadway.
- **Corridor Access Management Countermeasures,** which are treatments designed to reduce crashes related to driveways.
- **Pedestrian and Bicycle Countermeasures**, which include treatments that address crashes involving vulnerable road users, most commonly bicyclists and pedestrians.
- **Intersection Countermeasures**, which may be applied in a systemic fashion at County Road intersections.
- **Speed Management Strategies,** which are treatments designed to reduce crashes related to vehicles speeding.

Descriptions of these treatments include their documented effectiveness at reducing crashes through the Oregon Department of Transportation (ODOT)-approved Crash Reduction Factor (CRF) list, when available. The descriptions also provide additional detail on the context for when the treatments could be implemented effectively and define some constraints that might limit their effectiveness. CRFs are not available for non-engineering strategies.

The treatments are categorized into three tiers for implementation:

- **Tier 1 Countermeasures** have a low cost and have low barriers to implementation.
- **Tier 2 Countermeasures** have a medium cost and have medium barriers to implementation.
- **Tier 3 Countermeasures** have a high cost and have high barriers to implementation.

Roadway/Lane Departure Countermeasures

This category of countermeasures includes treatments to reduce roadway and lane departure crashes.

Tier 1 Countermeasures

Install Chevron Signs on Horizontal Curves	
Chevron signs along horizontal curves provide a visual cue to alert and guide motorists through an approaching curve. Chevron signs alert drivers to reduce speeds and prepare to enter a curve. Chevron placement also helps guide drivers through the curve by providing a visual cue to the approaching curve's radius.	
Applicable Collision Types	*Run-off-the-road injury crashes*
Potential Collision Reduction	*16%*
Planning-Level Cost	*$750 per sign*

Source: FHWA

Install Recessed Pavement Markers

Recessed pavement markers are installed along the edge and centerline of the roadway to increase reflectivity and visibility during night-time conditions.

Applicable Collision Types	*Nighttime crashes*
Potential Collision Reduction	*15%*
Planning-Level Cost	*$20 to $23 each* *$2,500 to $3,000 per lane mile*

Source: Deschutes County

Install Post-Mounted Delineators (Curve Application)

Post mounted delineators can be installed adjacent to the roadway to provide better delineation for drivers to see where the edge of the roadway is, particularly during low-visibility conditions.

Applicable Collision Types	*Nighttime curve crashes*
Potential Collision Reduction	*30%*
Planning-Level Cost	*$90 each*

Source: Deschutes County

Install Oversized or Doubled Up Advanced Curve Warning Signs

Oversized or doubled up warning signs can be installed in advance of curves to provide additional warning.

Applicable Collision Types	*Run-off-the-road crashes*
Potential Collision Reduction	*20%*
Planning-Level Cost	*$1,500 each*

Source: FHWA

Install Fluorescent Yellow Sheeting for Advanced Warning Signs

Curve warning signs can be upgraded to fluorescent yellow sheeting for additional emphasis on curves to provide additional warning to motorists.

Applicable Collision Types	*Run-off-the-road crashes*
Potential Collision Reduction	*20%*
Planning-Level Cost	*$30 per sq foot of sheeting or $1,500 for a new sign*

Source: FHWA

Install Retroreflective Strips on Sign Posts Advanced Warning Signs		
The posts on any sign, but particularly curve warning signs can be upgraded to install retroreflective strips on the post or additional emphasis on curves to provide additional warning to motorists.		
Applicable Collision Types	*Run-off-the-road crashes*	*Source: NYSDOT*
Potential Collision Reduction	*Not Available*	
Planning-Level Cost	*$30 per post*	

Install LED Flashing Curve Signs/Chevrons		
Upgrade existing curve warning signs and/or chevrons to LED flashing outlined sign at curves to provide additional warning to motorists.		
Applicable Collision Types	*Curve crashes*	*Source: DKS*
Potential Collision Reduction	*10%*	
Planning-Level Cost	*$1,000 to $2,000 per sign*	

Install Edgeline Striping (4”)	
Stripe edgelines to delineate the traveled way and improve visibility for drivers. Edgelines help define the edge of the roadway. This increased visibility of the roadway edge can reduce the occurrence of vehicles leaving the roadway.	
Applicable Collision Types	*Run-off-the-road crashes*
Potential Collision Reduction	*11%*
Planning-Level Cost	*$0.25-1.50 per foot (thermoplastic); $0.15 to 0.75 per foot (paint)*

Source: Texas A&M Transportation Institute

Install Wider Edgelines (8”)		
Restripe edgelines to increase their width to improve visibility for drivers. Wider edge-lines more clearly define the edge of the roadway. This increased visibility of the edge of roadway can reduce the incidence of vehicles leaving the roadway.		
Applicable Collision Types	*All crashes*	*Source: Google (Deschutes County)*
Potential Collision Reduction	*14%*	
Planning-Level Cost	*$2.50-3.00 per foot (thermoplastic); $2.00 per foot (paint)*	

Tier 2 Countermeasures

Install Dynamic Feedback Sign on Curves		
Dynamic speed warning signs alert drivers of their speed into the approach of a curve when their speed is above the curve design speed. Dynamic speed warning signs can reduce curve-related crashes by providing visual feedback to the driver that speeds should be reduced when approaching a curve.		
Applicable Collision Types	*All crashes*	*Source: FHWA*
Potential Collision Reduction	*5%*	
Planning-Level Cost	*$20,000 per sign*	

Install Shoulder Rumble Strips

Shoulder rumble strips provide auditory and tactile feedback to motorists when they begin to exit the outside of the travel lane. Shoulder rumble strips can help reduce run-off-the-road crashes by alerting drivers that they are traveling beyond the designated lane. Consideration should be given to bicycle traffic when determining where to place rumble strips and how to accommodate bicyclists on the shoulder.

Applicable Collision Types	*Run off the road crashes*
Potential Collision Reduction	*22%*
Planning-Level Cost	*$3,000 per mile (both sides)*

Source: FHWA

Install Shoulder Sinusoidal Rumble (Mumble) Strips

Shoulder rumble strips provide auditory and tactile feedback to motorists when they begin to exit the outside of the travel lane. Mumble strips reduce the amount of noise to nearby land uses while providing tactile feedback to the motorist. They are also more compatible with narrow paved shoulders. Consideration should be given to bicycle traffic when determining where to place rumble strips and how to accommodate bicyclists on the shoulder.

Applicable Collision Types	*Run off the road collisions*
Potential Collision Reduction	*22%*
Planning-Level Cost	*$2,000 per mile*

Source: Caltrans

Install Centerline Rumble Strips		
Centerline rumble strips provide auditory and tactile feedback to motorists when they have begun to cross over the centerline of the roadway. Centerline rumble strips can reduce head-on and other crossover crash types on horizontal curves of undivided roadway segments by alerting drivers they are crossing over the centerline into the opposing direction of traffic.		
Applicable Collision Types	*All injury crashes; head-on and sideswipe meeting injury crashes*	*Source: Deschtues County*
Potential Collision Reduction	*12%; 45%*	
Planning-Level Cost	*$2,000 per mile*	

Increase Pavement Friction (Segment or Curve Application)		
High friction surface treatments apply aggregate to the pavement to increase or maintain the pavement friction at a site. Increasing or maintaining appropriate pavement friction through a curve can reduce the potential for motorists to lose control of their vehicle or skid when navigating a curve. Increased pavement friction has been shown to reduce crash frequency during wet conditions and in locations with high friction demand caused by vehicle speeds or roadway geometrics.		
Applicable Collision Types	*Run-off-the-road crashes (curves); Wet road crashes (segments)*	*Source: FHWA*
Potential Collision Reduction	*72% (curves); 57 (wet segments)%*	
Planning-Level Cost	*$40 per square yard*	

Upgrade Guardrail End Treatments		
Upgrading guardrail end treatments ensure that errant motorists who strike the leading end of a guardrail will strike an energy absorbing system that will minimize the risk of injury to the motorist.		
Applicable Collision Types	*Run-off-the-road crashes*	*Source: Deschutes County*
Potential Collision Reduction	*Not available*	
Planning-Level Cost	*Varies*	

Review Pass/No Pass Markings		
Systematically review Pass/No Pass Markings on two lane roads to ensure that passing zones are marked correctly and motorists have adequate sight distance to safely pass based on the posted or operating speeds. The review can be completed using traditional methods or by using LIDAR.		
Applicable Collision Types	*Head-on crashes; Side-swipe meeting crashes*	*Source: ODOT*
Potential Collision Reduction	*Varies*	
Planning-Level Cost	*Varies*	

Tier 3 Countermeasures

Widen Paved Shoulder by 1 to 3 Feet	
Widen the paved shoulder adjacent to travel lanes. Paved shoulders may increase safety performance when navigating horizontal curves by providing a paved recovery area for motorists who have left the travel lane. The shoulder can help a driver maintain control and correct the vehicle path. Widening the outside shoulder of a curve provides the greatest benefit on roads where existing space is limited. This treatment also benefits bicyclists by providing more dedicated space for the bicyclists separate from motor vehicle traffic.	
Applicable Collision Types	*All collisions*
Potential Collision Reduction	*6% (by 1 foot); 13% (by 2 feet); 18% (by 3 feet)*
Planning-Level Cost	*Varies*

Source: Deschutes County

Install New Guardrail	
Install guardrail where lane departure crashes strike object in the clear zone or where vehicles tend to roll over because of non-recoverable slopes in the clear zone.	
Applicable Collision Types	*Run-off-the-road injury crashes*
Potential Collision Reduction	*47%*
Planning-Level Cost	*$2,000 per lineal foot*

Source: Deschutes County

Remove, Relocate, or Protect Fixed Objects Adjacent to Road		
Remove or relocate fixed objects adjacent to the roadway to increase the unpaved shoulder clear zone. Clearing or moving fixed objects away from the roadway can reduce fixed-object crashes by providing a clear zone that gives drivers more space and time to correct their path should they leave the road.		
Applicable Collision Types	*All crashes*	*Source: Deschutes County*
Potential Collision Reduction	*22% (from 3 feet to 16 feet); 44% (from 16 feet to 30 feet)*	
Planning-Level Cost	*Varies*	

Corridor Access Management Countermeasures

This category includes a single countermeasure to reduce driveway related crashes.

Tier 3 Countermeasures

Close, Consolidate, or Relocate Urban Driveways (Access Management)		
Access management refers to the control of entry and exit points along a roadway. Access management treatments can include closing, consolidating, or relocating driveways or restricting certain movements in and out of driveways. This treatment can enhance safety for all modes, facilitate walking and biking, reduce trip delay and congestion, and decrease vehicle conflicts.		
Applicable Collision Types	*All injury crashes*	*Source: Deschutes County*
Potential Collision Reduction	*25% (10-24 driveways to less than 10 per mile); 29% (48 driveways to 26-48 per mile); 31% (26-48 driveways to 10-24 per mile)*	
Planning-Level Cost	*Varies*	

Pedestrian & Bicyclist Countermeasures

This category includes countermeasures to reduce crashes involving vulnerable road users such as bicyclists and pedestrians.

Tier 1 Countermeasures

Install Green Bike Lanes at Conflict Points		
On-street bike lanes may be painted green to designate a high conflict location. This can include intersections where there are large volumes of right-turning vehicles, segments where there are many driveways or where the bicycle lane must cross over a motor vehicle lane. For example, when a right turn lane is developed, the through bicycle lane must cross it.		
Applicable Collision Types	*Bicycle crashes*	*Source: Deschutes County*
Potential Collision Reduction	*39%*	
Planning-Level Cost	*$10 per square foot (pavement markings only)*	

Install Buffered Bike Lanes

Bike lanes are on-street facilities. This facility type includes bike lanes with a painted buffer (stripe) but no physical (horizontal and vertical) separation between vehicle travel lanes and bicycle travel lanes. The class II designation includes buffered bike lanes, which provide extra lateral separation visually but without vertical elements. In general, a buffer is preferred where possible. When bicycle lanes are installed on roads with on-street parking, the buffer should be wide enough to prevent "dooring" bicycle crashes. Buffered bicycle lanes are limited to roadways with a minimum of 36' of width as 18' per side is the minimum necessary to accommodate an 11' travel lane, 2' buffer and a 5' bike lane.

Applicable Collision Types	*Bicycle injury crashes*
Potential Collision Reduction	*47%*
Planning-Level Cost	*$20,000-$30,000 per mile (striping only)*

Source; City of Corvallis

Install Shared Roadway Features

Bike routes (which may be designated as "bicycle boulevards" or "urban greenways") provide shared use of right-of-way among bicyclists and motorists, as designated by signs or permanent markings along a route. Roadways designated as Class III bike routes should have enough width to accommodate motorists and bicyclists together. Shared-lane markings ("sharrows") can be used to alert users of the shared roadway environment. Because the right-of-way is shared, speed management on Class III bikeways is essential (see the *Speed Management Toolbox* later in this memorandum).

Applicable Collision Types	*Bicycle crashes*
Potential Collision Reduction	*TBD*
Planning-Level Cost	*$500 per pavement marking*

Source: NACTO

Install Shared Roadway Features	
At locations with physical constraints, such as bridges and tunnels, active warning beacons, signage, and pavement markings may be used to alert drivers that bicyclists are on the roadway. It may be appropriate to reduce vehicle speeds through reduced posted or advisory speed limits and traffic calming measures to increase bicyclist comfort.	
Applicable Collision Types	*Bicycle crashes*
Potential Collision Reduction	*Not available*
Planning-Level Cost	*$10,000*

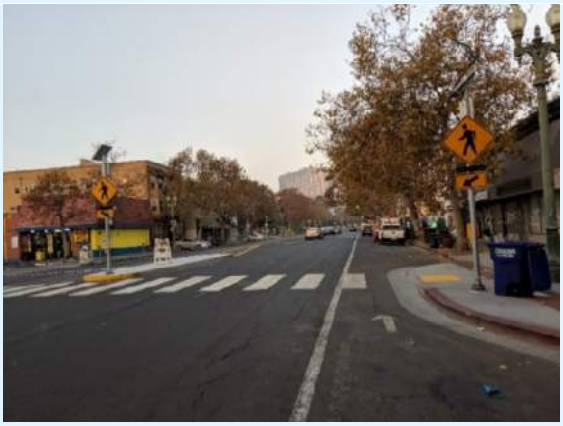
Source: Deschutes County

Tier 2 Countermeasures

Install Pedestrian Refuge Island	
Median refuge islands are physical crossing enhancements that allow for two-stage crossings (where people only need to cross one direction of travel at a time). This effectively shortens the crossing distance and reduces exposure to vehicles. Median refuge islands are most suitable for locations where pedestrians must cross three or more vehicle travel lanes (but may also be considered in other locations, space permitting). Medians may also support speed management on high-speed roadways at uncontrolled or midblock crossing locations.	
Applicable Collision Types	*Pedestrian crashes*
Potential Collision Reduction	*31%*
Planning-Level Cost	*$25,000*

Source: New York City DOT

Install Urban Curb Extensions	
Curb extensions visually and physically narrow the roadway at pedestrian crossing locations and provide additional space to wait at street corners while reducing crossing distances for pedestrians. Curb extensions increase visibility of pedestrians by bringing the crossing further into the roadway. This is especially beneficial with the presence of on-street parking at the approach to the crossing. Curb extensions can also serve as transit stop locations to support bus priority in not leaving the traffic stream.	
Applicable Collision Types	*All crashes*
Potential Collision Reduction	*30%*
Planning-Level Cost	*$25,000*



Source: FHWA

Tier 3 Countermeasures

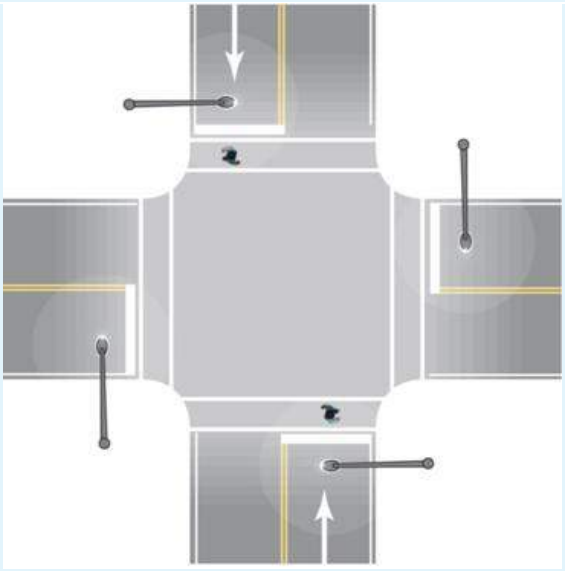
Install Raised or Tabletop Urban Crosswalks	
At locations with high volumes of pedestrians or where pedestrians mix with higher speed traffic, raised crosswalks elevate the visibility of pedestrians while ensuring drivers reduce their speeds. Typically, they are flush with the adjacent sidewalk. Drainage can be issue. Generally, this countermeasure would only be implemented in urbanized environments and are not applicable to rural highways. They also complicate winter maintenance efforts (snow plowing).	
Applicable Collision Types	*Bicycle and pedestrian crashes*
Potential Collision Reduction	*30%*
Planning-Level Cost	*$31,000*

Source: FHWA

Install Intersection Lighting (Pedestrians/Bicyclists)

Adding intersection lighting for signalized and non-signalized intersections helps improve the visibility of the intersection and potential conflicts. Intersection illumination, including pedestrian crossings, helps illuminate crossing pedestrians for approaching motorists and assists pedestrians in navigating the crossing.

Applicable Collision Types	*Nighttime pedestrian and bicycle injury crashes*
Potential Collision Reduction	*42%*
Planning-Level Cost	*$8,500 per pole*

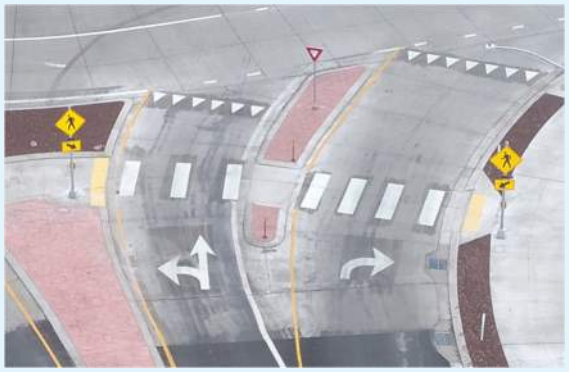


Source: FHWA

Install Rectangular Rapid Flashing Beacons

Rectangular Rapid Flashing Beacons (RRFBs) are pedestrian-actuated warning signs supplemented with high-visibility LED lights. When activated, RRFBs flash a high-visibility strobe-like light warning drivers when pedestrians are crossing. RRFBs have shown to reduce pedestrian collisions by up to 47%. RRFBs should be used in locations with high pedestrian safety issues as over-use may diminish their effectiveness. Installing median pedestrian islands with RRFBs can also reduce crashes at pedestrian crossings with more than two lanes.

Applicable Collision Types	*Pedestrian crashes*
Potential Collision Reduction	*10% (2-lane road or 3-lane+ road without median); 56% (3-lane+ with median)*
Planning-Level Cost	*$20,000 - $50,000*



Source: Deschtues County

Intersection Countermeasures

This category includes countermeasures to reduce crashes involving motor vehicles at intersections.

Tier 1 Countermeasures

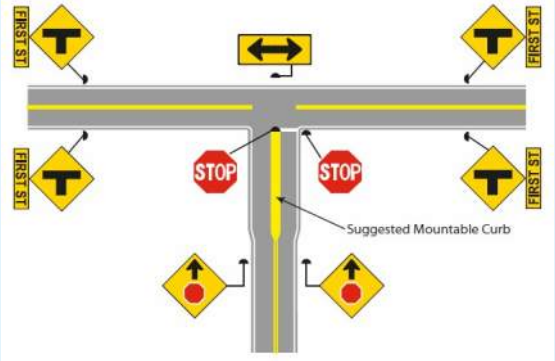
Increase Intersection Warning with Signing and Striping

Implementing a package of low-cost treatments can be used to increase intersection warning and improve safety performance at unsignalized intersections. The improvements may include:

- Doubled (left and right) oversize warning signs
- Doubled STOP signs
- A raised splitter island on the stop approach (if feasible)
- Street name signs
- Stop bars
- Removing any limitations to sight distance
- Double warning arrow at the stem of T-Intersections

This set of enhancements combines multiple treatments to make the approach of two-way stop-controlled intersections more visible to the driver and increase awareness and visibility of potential conflicts. These treatments can help slow approaching vehicles and increase stop compliance on the controlled approaches. The County and cities should determine which treatments are appropriate at the individual locations where they are applied; some of the treatment options may not be applicable at every location.

Applicable Collision Types	*All collisions*
Potential Collision Reduction	*20% (1-2 treatments); 25% (3-4 treatments); 30% (5-7 treatments)*
Planning-Level Cost	*Varies: $750 per new sign; $1,500 per oversized sign; $1,200 per Stop Ahead legend*



Source: FHWA

Install Transverse Rumble Strips on Stop-Controlled Approaches

Transverse rumble strips create an audible warning to attract the attention of a driver and alert them to a possible change of conditions, such as an upcoming stop control or curve. Transverse rumble strips should be used in conjunction with advance signing to warn of the intersection ahead. Care should be taken to avoid installing transverse rumble strips near residences and businesses due to the noise generated by the vehicles when driving over the strips. In locations with bicycle lanes or wide paved shoulders, these should not extend into the bicyclist's area. Breaks in the rumble strips may allow motorcycles to avoid them. The rumble strips may be ground into the pavement as shown in the photograph below or can be raised thermoplastic strips.

Applicable Collision Types	*All fatal & serious injury crashes*
Potential Collision Reduction	*25%*
Planning-Level Cost	$4 per foot

Source: FHWA

Install "Stop Ahead" Pavement Markings

Stop ahead pavement markings are used to alert drivers of the presence of an intersection and that stopping is required. These markings provide a supplementary message and should be used in conjunction with additional regulatory warning and stops signs.

Applicable Collision Types	*All collisions*
Potential Collision Reduction	*31%*
Planning-Level Cost	*$1,200 each*

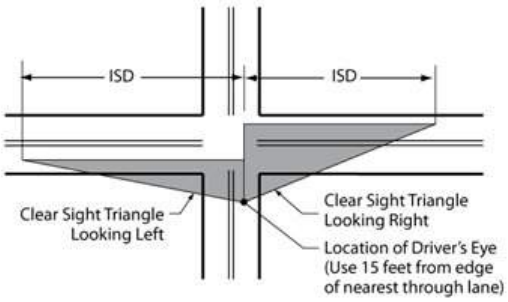
Source: FHWA

Install Flashing LED Stop Sign[1]	
Flashing LED stop signs help draw motorists' attention to an upcoming intersection, particularly in low light.	
Applicable Collision Types	*Angle crashes*
Potential Collision Reduction	*41%*
Planning-Level Cost	*$1,000 per sign*

Source: MnDOT

[1] FHWA Crash Modification Factor (CMF) Clearinghouse, CMF ID 6602

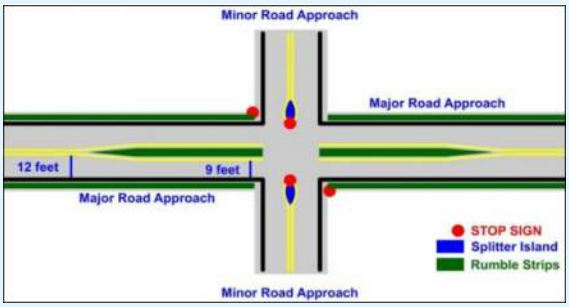
Increase Triangle Sight Distance	
Increasing intersection sight distance may involve a variety of actions to increase the line of sight including clearing vegetation and embankments, relocating objects, implementing parking restrictions. By increasing intersection sight distance, drivers are provided with a greater distance to see potential conflicts and complete maneuvers to avoid potential collisions.	
Applicable Collision Types	*All injury crashes*
Potential Collision Reduction	*48%*
Planning-Level Cost	*Varies*



Source: FHWA

Tier 2 Countermeasures

Install Raised Divider on Stop Approach (Splitter Island)[1]	
Installing a raised divider (with mountable curb) on a stop-controlled approach to an intersection can reduce approach speeds by reducing the available and perceived width for motorists on approach. It may also allow for warning signs on the left as well as the right.	
Applicable Collision Types	*All crashes*
Potential Collision Reduction	*Not available*
Planning-Level Cost	*$7-10 per square foot*



Source: FHWA

[1] FHWA, "Low-Cost Safety Enhancements for Stop-Controlled and Signalized Intersections," (2014)

Install Raised Divider on Major (Uncontrolled) Approach (Splitter Island)[1]	
Installing a raised divider (with mountable curb) on a stop-controlled approach to an intersection can reduce approach speeds by reducing the available and perceived width for motorists on approach. It may also allow for warning signs on the left as well as the right.	
Applicable Collision Types	*All crashes*
Potential Collision Reduction	*Not available*
Planning-Level Cost	*$7-10 per square foot*

Source: FHWA

[1] FHWA, "Low-Cost Safety Enhancements for Stop-Controlled and Signalized Intersections," (2014)

Tier 3 Countermeasures

Convert Minor Road Stop-Controlled Intersection to Compact or Mini Roundabout[1]	
Compact and min-roundabouts feature channelized approaches and a traversable central island to move traffic through an intersection. As at typical roundabouts, entering traffic yields to vehicles already circulating, leading to improved operational performance. Mini roundabouts have an inscribed circular diameter (ICD) between 45 and 80 feet while compact roundabouts have an ICD between 70 to 110 feet. Both mini and compact roundabouts often fit within the footprint of the existing intersection. Mini roundabouts are more appropriate for lower speed environments such as urban or suburban areas. An Intersection Control Evaluation should be completed before install a compact or mini-roundabout.	
Applicable Collision Types	*All injury crashes*
Potential Collision Reduction	*61%*
Planning-Level Cost	*$100,000 - $800,000*

Source: MSA

[1] FHWA CMF Clearinghouse, CMF ID 11241

Install Intersection Lighting (Motorists)	
Adding intersection lighting for signalized and non-signalized intersections helps improve the visibility of the intersection and potential conflicts. Intersection illumination, including pedestrian crossings, helps illuminate crossing pedestrians for approaching motorists and assists pedestrians in navigating the crossing.	
Applicable Collision Types	*Nighttime crashes*
Potential Collision Reduction	*38%*
Planning-Level Cost	*$8,500 per pole*

Source: Deschutes County

Convert Minor Road Stop-Controlled Intersection to Roundabout

Roundabouts feature channelized approaches and a central island to move traffic through an intersection. At roundabouts, entering traffic yields to vehicles already circulating, leading to improved operational performance. Single-lane roundabouts are typically designed so that drivers must approach the intersection at speeds below 25 miles per hour. The approach speed can reduce the severity of crashes when compared to other intersection forms. Roundabouts can be used in place of a two-way and all-way stop-controlled intersection, and potentially traffic signals depending on volume. Replacing a rural two-way stop-controlled intersection with a single-lane roundabout has been shown to reduce injury crashes as much as 82 percent.

Applicable Collision Types	*All injury crashes*
Potential Collision Reduction	*82%*
Planning-Level Cost	*$2.5M - $3M*

Source: Deschutes County

Reduce the Skew Angle of an Intersection

A skewed intersection has an angle of less than 90 degrees between the intersecting streets. Intersections with severe skews reduce sight distance for approaching drivers. They are especially problematic for older drivers who have reduced neck mobility.

Applicable Collision Types	*All crashes*
Potential Collision Reduction	*Varies by skew angle*
Planning-Level Cost	*Varies*

Source: Google (Deschutes County)

Install Left-Turn Lanes on Major Roads at Stop-Controlled Intersections

Left-turn lanes provide physical separation between turning vehicles and through traveling vehicles, thus separating the slowing vehicles from the rest of traffic and reducing the risk for rear-end crashes. Left-turn lanes allow drives to continue through the intersection without having to stop for traffic making left turns.

Applicable Collision Types	*All crashes*
Potential Collision Reduction	*44% (3-leg intersection); 48% (4-leg intersection)*
Planning-Level Cost	*Varies*

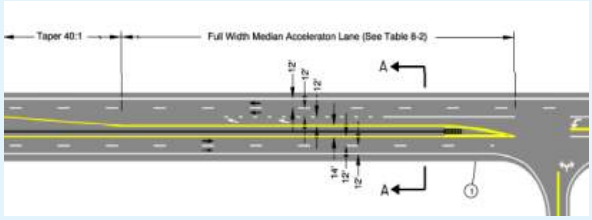
Example of left-turn lanes.

Source: FHWA

Install Rural Median Acceleration Lane

Rural median acceleration lanes allow vehicles turning from the side street onto the major street to complete a two-stage left-turn. Vehicles must wait for a gap in one direction of traffic before turning into the acceleration lane, where they are able to accelerate and merge into the travel lane at full speed.

Applicable Collision Types	*All injury crashes*
Potential Collision Reduction	*45%*
Planning-Level Cost	*Varies*



Source: ODOT APM

Speed Management Strategies

Excessive speed can exacerbate risks when a crash occurs, especially for bicyclists and pedestrians. As such, managing speeds is an area of continued interest for the County. This section presents a secondary set of treatments for managing speeds, either by reducing the frequency of unsafe speeds by motorists and/or by clearly indicating to drivers when speeds need to be reduced to prepare for a change in roadway conditions, such as a stop-controlled intersection or curves. These focus on low-cost treatments that may be implemented in a systemic manner.

Some of the systemic treatments presented in the previous section can also be used as speed management tools. For instance, lane narrowing is an intersection-specific crash countermeasure that can also reduce speeds of motorists. For this reason, such treatments are not repeated in this section.

The types of treatments and other strategies presented in the Speed Management Toolbox are organized into the following three categories:

- Pavement markings;
- Physical roadway improvements; and,
- Signing.

For each treatment, a description is provided as well as guidance on typical application. The treatments are broken into Tiers of Low (1) and Medium (2) cost.

Tier 1 Countermeasures

Transverse Lane Marking

Description: Transverse lane markings are horizontal markings placed on the roadway. There are many types of transverse lane markings including optical bars and chevron marking. They may extend partially into a lane or be placed fully across the lane.

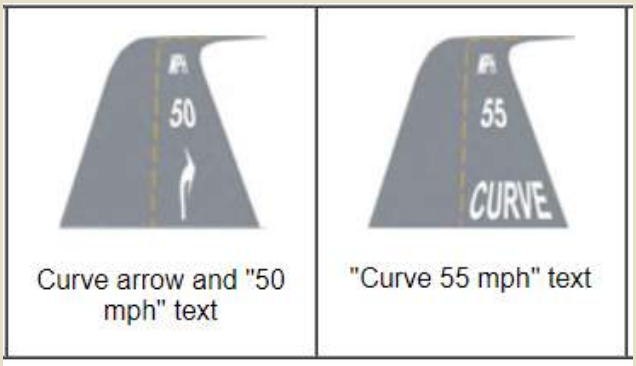
Application Guidance: Transverse markings are especially useful for transition zones and can be used in locations where there is an approaching change in roadway character such as an intersection or curve. Markings may be spaced increasingly closer on the approach to an intersection to give the appearance of increased speed so a driver is more aware of their speed. Transverse lane markings support decreased speeds on intersection approaches or other roadway transition. Optical speed bars are an additional type of transverse marking. MUTCD Section 3B.22 provides guidance on placement of optical speed bars.

Source: Deschutes County

Speed Advisory Markings in Lane ("Slow", "Curve", or "Speed Limit XX")

Description: Advisory markings provide information before curves and other advisory zones. Markings may include the speed limit or a warning of an approaching curve.

Application Guidance: NCHRP Report 600: *Human Factors Guidelines for Road Systems* contains guidelines for effective markings. The report found that usage of speed advisory markings may lower speeds by up to 4 MPH and showed an 11% reduction in vehicles exceeding the speed limit. Speed advisory markings can supplement other signage such as curve advisory signs. MUTCD Section 3B.20 provides design and placement criteria for pavement advisory markings.



Curve arrow and "50 mph" text | "Curve 55 mph" text

Source: FHWA

Narrow Travel Lanes on the Approach to Intersection

Description: Narrowing travel lanes on the approach to an intersection provided a visual cue to motorists to reduce speeds on the approach.

Application Guidance: Narrower lanes can be installed on the approach to signalized, stop controlled or uncontrolled approaches. The lanes may be narrowed by creating a media, a wider shoulder (or bicycle lane), or both. Narrower lanes may be supplemented by the addition of splitter islands, rumble strips, tubular markers, recessed pavement markers or buffered bike lanes depending on site conditions.

Source: FHWA

Centerline Delineator Posts

Description: Vertical centerline posts are a type of vertical treatment that delineates the centerline. This treatment is also known as a longitudinal channelizer.

Application Guidance: Vertical delineators can be used for lane narrowing. Delineators may be between 18-36 inches tall and spaced 32 inches apart. Posts should only be applied where there is enough room in the roadway to accommodate larger vehicles. This treatment can help reduce speed along long straight roadways. Centerline vertical delineators placed on rural roads have been shown to reduce average speed by as much as 3 MPH. Delineators also have the benefit of separating oncoming traffic and potentially reducing the risk of head-on collisions.

Source: Iowa State University, Speed Management Toolbox for Rural Communities

LEDs in Pavement Markings or Signs

Description: LEDs can be embedded in delineators or any warning or regulatory sign. MUTCD Section 2A.08 contains guidance on the installation of signage with embedded LEDs.

Application Guidance: LEDs can draw driver attention and improve comprehension of signage on curves. This treatment has also been applied LEDs experimentally by placing LEDs in the roadway serving the function of roadway advisory pavement markings. LEDs may also be embedded in speed limit signs. LEDs on speed limit signs have been shown to reduce the number of vehicles that were traveling over the speed limit.

Source: Deschutes County

Tier 2 Countermeasures

Splitter Islands at Intersections

Description: Splitter islands are a treatment for stop-controlled intersections that may be located on the approach to an intersection to increase the intersection visibility and allow space to add a left-side stop sign. They can also be used to provide deflection on the intersection approach to support speed reduction. They help channelize and guide turning vehicles from the major roadway.

Application Guidance: Splitter islands have been shown to be effective at decreasing traffic speed and reducing intersections crashes. Splitter islands can be combined with doubled-up stop signs for increased visibility. NCHRP Report 279 covers splitter island design and placement.

Source: FHWA

Horizontal Deflections

Description: Horizontal deflections are a type of physical roadway or curb enhancement to narrow or otherwise break up a roadway's straight design character. A horizontal deflection requires the motorist to navigate a curvilinear alignment stay on the roadway path.

Application Guidance: Horizontal deflections can provide a visual endpoint for the roadway along curves. Lateral shifts, chicanes, and roundabouts are examples of horizontal deflections. Horizontal deflections are more common in populated areas and can be integrated as a part of other roadway infrastructure such as medians, pedestrian islands, or curb extensions. Center islands are an additional type of horizontal defection that provides separation from traffic and can reduce the risk of a head-on collision occurring.

Source: City and County of San Francisco

Dynamic Speed Displays and Vehicle-Actuated Signs / Speed Trailers

Description: Dynamic speed feedback signs display the speed of approaching vehicles. Dynamic signs can display other information or signage that is triggered by an approaching vehicle.

Application Guidance: Dynamic speed feedback signs on rural roadways may reduce 85th percentile speeds by 2 – 7 MPH. Typical applications include paring a dynamic speed feedback sign with a speed limit sign or curve advisory sign.

Source: Deschutes County

Priority Location Improvements

The Existing Conditions Memorandum identified the High Injury Network (HIN) throughout rural Deschutes County, highlighting roads and intersections with the highest concentrations of crashes—particularly those resulting in fatal or serious injuries. Based on this evaluation and community input, the County selected 10 locations for capital projects aimed at addressing observed crash histories and patterns. These capital projects are generally more costly than the previously presented systemic treatments. Figure 2 shows the 10 priority locations. Potential improvements have been developed for each location: conceptual layouts are provided for five locations, while systemic treatments are proposed for the remaining five. The County and its partners will continue to refine proposed changes to the transportation system through further analysis, design, and stakeholder input.

Priority Locations with Conceptual Layouts of Potential Improvements

- US 97 / Jackpine Loop (North)
- US 20 / Pinehurst Road
- US 20 / Gerking Market Road
- US 20 / Erickson Road-Torkelson Road
- Day Road / Amber Lane / 5th Street

Priority Locations with Systemic Treatments Applied

- State Recreation Road / Huntington Road
- Bear Creek Road / Ward Road
- NE Smith Rock Way / NE 33rd Street
- NE Smith Rock Way / NE 1st Street
- NW Ice Avenue / NW 43rd Street

Figure 2 displays the 10 sites and how their locations correspond to social equity data across the county (shown in blue shading), which was sourced from ODOT. This illustrates that, in addition to addressing priority safety improvements within the County, many of these projects are generally situated near people that are often underserved by the transportation system.

Additional safety improvements for various locations have been identified as part of previous planning efforts. Details about these projects are provided in the 'Previously Planned & Ongoing Safety Projects' section later in this memorandum.

DESCHUTES COUNTY

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The following sections present a brief summary of the crash characteristics at these sites and the recommended changes to reduce their crash frequencies and severities. The recommended changes are guided by the intersection design principles listed below, which are rooted in the Safe System Approach:

- Reducing the number of conflict points (between all users)
- Improving (reducing) conflict angles
- Reducing speeds
- Improving visibility
- Separating different modes of transportation

All recommendations are for consideration by the County and its partners and require additional evaluation for project development, such as traffic operations analysis at intersections with traffic control changes, ball-banking tests for curves with curve warning and chevron signs, and lighting assessments.

Priority Locations with Conceptual Layouts

This section presents the recommended modifications for the five priority locations with conceptual layouts. Proven countermeasures from the ODOT All Roads Transportation Safety (ARTS) Program approved countermeasure list were intentionally selected in order to be consistent with State DOT guidance.

US 97 / Jackpine Loop (North)

Jackpine Loop is an unpaved dirt road south of La Pine that connects to US 97 at two separate locations. Of the two, the northern intersection has experienced a crash pattern that identifies it as a priority location for improvements. This intersection serves as a connection between US 97 and adjacent rural properties. It is a three-leg, two-way stop-controlled intersection without turn lanes. Jackpine Loop is the minor stop-controlled facility, while US 97 is the major uncontrolled facility. There is no signage warning motorists on US 97 of the approaching intersection, although a road sign for Jackpine Loop is present at its connection to US 97. The intersection does not have power lines or streetlights. The crash history within the intersection boundary is summarized in Table 1 and demonstrates complex issues for the highway and motorists making passing maneuvers in the vicinity of the intersection, as well as intersection issues. For example, the serious sideswipe-overtaking crash resulted in a four-vehicle collision when a northbound vehicle sideswiped another northbound vehicle and collided into two southbound vehicles. Additionally, the serious turning movement crash was reported at the US 97 / Jackpine Loop (North) intersection.

Table 1: US 97 / Jackpine Loop Crash History (2018-2022)

Crash Type	Level of Severity			
	Fatal / Serious Injury	Moderate / Minor Injury	Property Damage Only	Total
Sideswipe-Overtaking	1	-	-	**1**
Turning	1	-	-	**1**
Head On	1	-	-	**1**
Misc (Animal)	-	1	-	**1**
Total	**3**	**1**	**-**	**4**

The rural roadway network west of US 97 provides an opportunity to consolidate intersections and reduce conflict points along US 97, consistent with the Safe System Approach. Based on these principles, the concept developed for the location would:

- Close access at the US 97 / Jackpine Loop (North) intersection and reroute vehicular access to the US 97 / Masten Road intersection approximately 3,650 feet to the south.
- Improve Pierce Road, which is a north-south road between Jackpine Loop and Masten Road.
- Improve intersection warning to the US 97 / Masten Road intersection to increase visibility for vehicles approaching from all directions.

These recommended system modifications are presented in Figure 3 and Figure 4 and the crash reduction associated with specific countermeasures are summarized in Table 2. The planning-level cost estimate for these improvements will be detailed in the updated TSAP.

The US 97 / Masten Road is located just south of the US 97 / OR 31 intersection. Based on the proximity, the concept presented, including the potential installation of a median along the highway, should be further coordinated with ODOT to increase compatibility with the near-term and long-term function of that junction and the highway as a whole. Today, there is an intersection warning sign on the northbound approach on US 97 but not the southbound. The southbound approach has a right-turn lane. US 97 through this intersection is a two-lane undivided highway with southbound passing allowed. On Masten Road, there is a single ‘stop ahead’ warning sign for the eastbound direction approaching US 97. There are powerlines crossing US 97 at this intersection and no lighting is present.

Deschutes County Transportation Safety Action Plan

Preliminary Concept Subject to Change

Create a two-way stop-controlled intersection

Remove curve and create a 3-leg intersection

Construct an extension of Pierce Road to County standards

Construct an extension of Pierce Road to County standards

Disconnect Jackpine Loop from US 97

See Figure 4 for intersection details

Coordinate with ODOT on possible installation of median barrier on US 97

Upgrade southbound intersection warning signs to indicate the presence of Masten Road and OR 31

Pierce Road

Pierce Road No 2

6th Street

Masten Road

Jackpine Loop

US 97

OR 31

La Pine

Legend

Existing Roadway

Scale: 1" = 600'

600 300 0 600

The concepts presented herein are preliminary and for illustrative purposes. These representations are subject to further refinement through future studies.

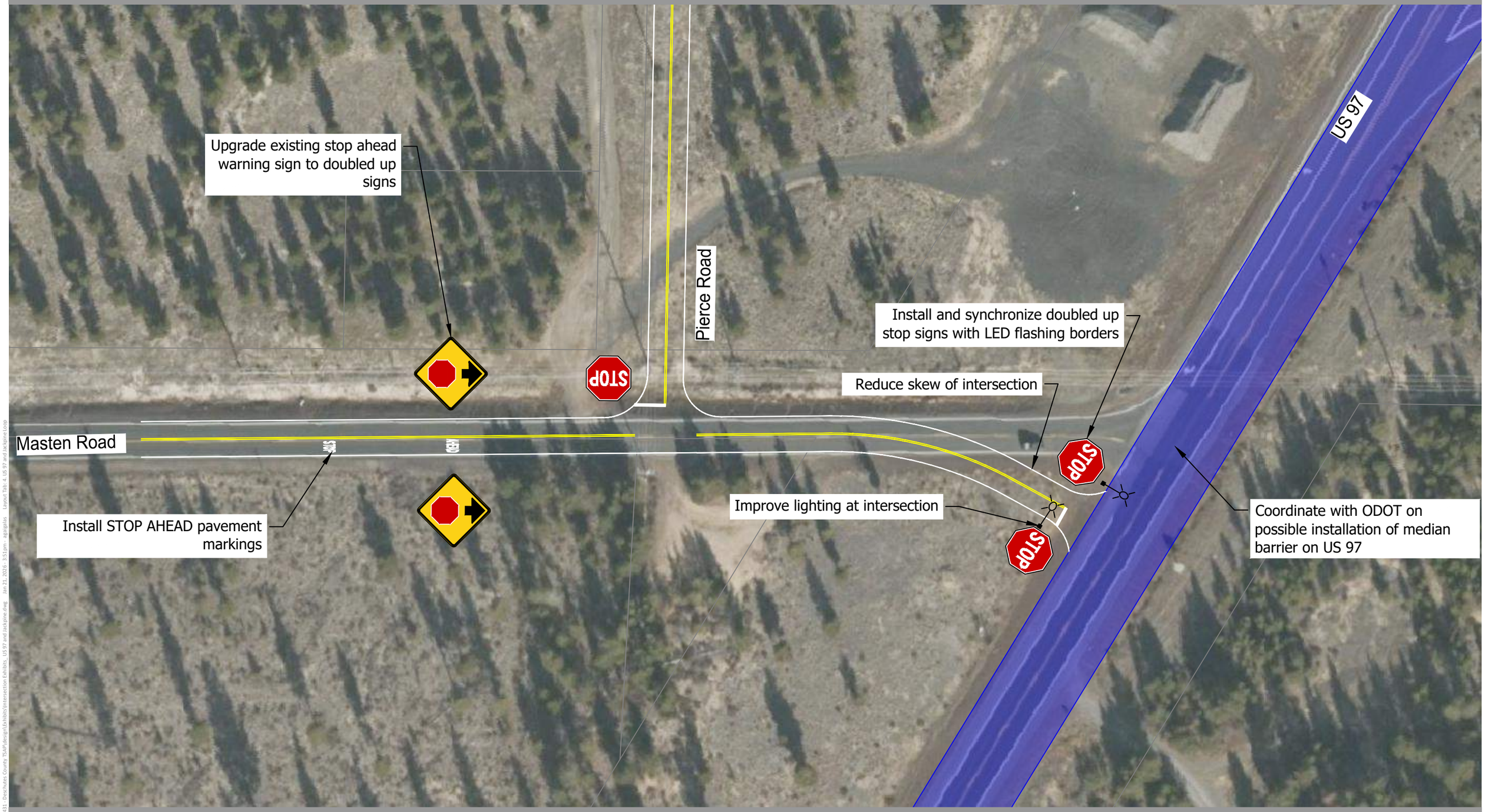
Figure 3: US 97 and Jackpine Loop

Deschutes County, Oregon

\\Mtelson.com\Vol_Projects\30\30431 - Deschutes County TSAP\design\Exhibits\Intersection Exhibits_ US 97 and Jackpine.dwg Jan 21, 2026 - 3:51pm - algalgalas Layout Tab: 3. US 97 and Jackpine

Deschutes County Transportation Safety Action Plan

Preliminary Concept Subject to Change



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Scale: 1" = 60'

60 30 0 60

The concepts presented herein are preliminary and for illustrative purposes. These representations are subject to further refinement through future studies.

Figure 4: US 97 and Masten Road

Deschutes County, Oregon

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Table 2. US 97 / Jackpine Loop Countermeasures

ARTS[1] #	Description	CRF (%)	Crash Type	Crash Severity
H29	Install Lighting at Intersection	38	Night	All Injury (Excludes PDO's)
I15	Install Flashing Beacons as Advance Warning at Intersections (Not Coordinated with Signal Timing)	13	All	All
I17	Increase Triangle Sight Distance	48	All	All Injury (Excludes PDO's)
I21	Improve Intersection Warning: Stop Ahead Pavement Markings, Stop Ahead Signs, Additional Stop Signs	25	All	All

[1] All Roads Transportation Safety (ODOT's transportation safety program)

US 20 / Pinehurst Road

This intersection connects US 20 to nearby properties and serves local east-west travel along Pinehurst Road. It is a two-way stop-controlled intersection of rural two-lane roadways without turn lanes on either US 20 or Pinehurst Road. Pinehurst Road is severely skewed across US 20. Pinehurst Road is the stop-controlled facility, while US 20, oriented northwest-southeast, is uncontrolled. US 20 is posted as 55 mph. Advance signage indicating an approaching intersection is posted on US 20. A gravel turnout along southeast-bound US 20 connects to Pinehurst Road prior to the intersection and is frequently used as a right-turn lane. Eastbound Pinehurst Road has a posted advisory turning speed of 30 mph and a 'stop ahead' warning sign, though no additional intersection or speed limit signage is present. There is no street lighting at the intersection, but overhead powerlines cross US 20 at the intersection. The crash history at this intersection is summarized in Table 3.

Table 3: US 20 / Pinehurst Road Crash History (2018-2022)

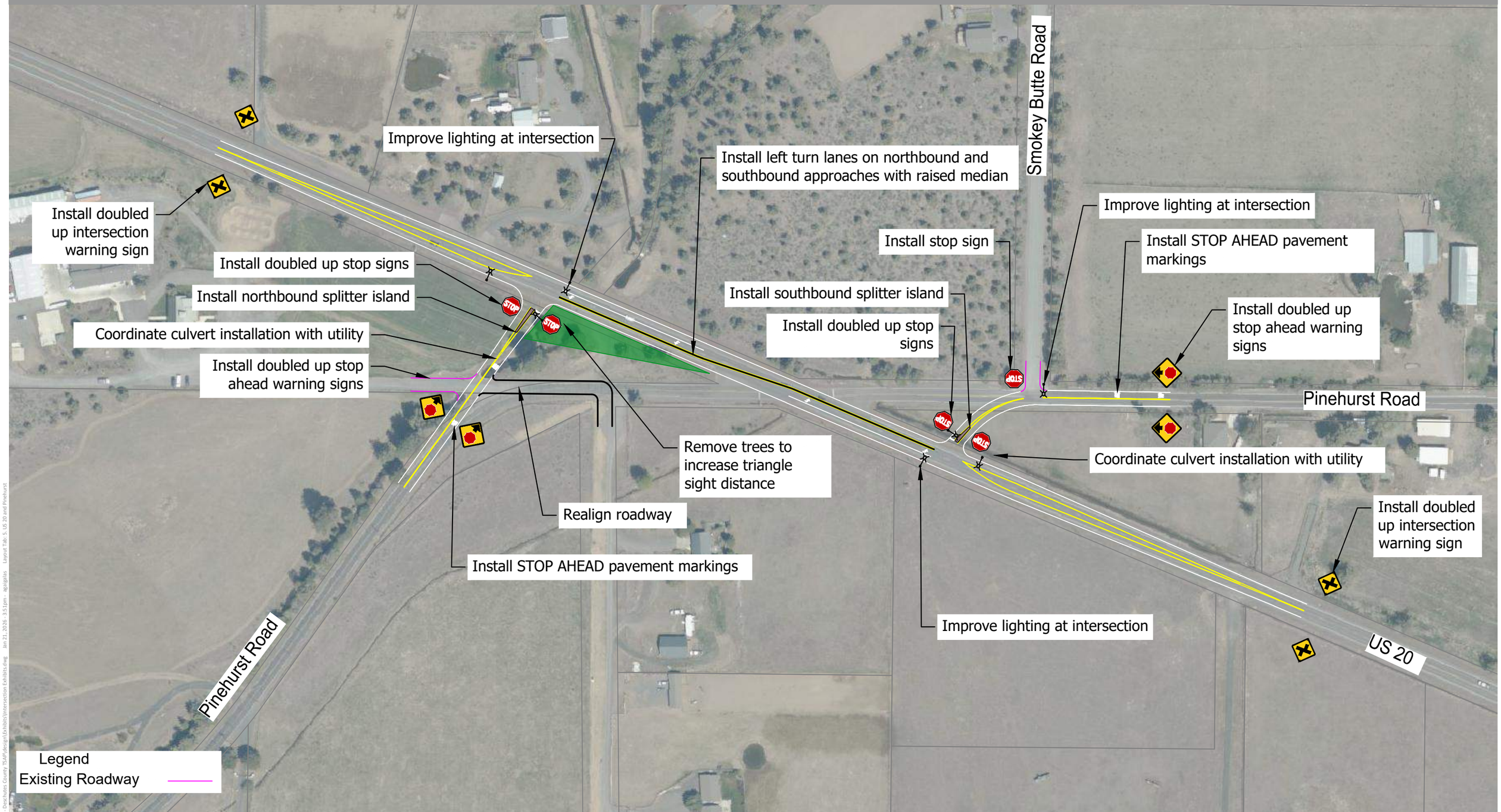
Crash Type	Level of Severity			
	Fatal / Serious Injury	Moderate / Minor Injury	Property Damage Only	Total
Rear-End	1	3	1	**5**
Turning	1	1	-	**2**
Misc (Fixed-Object)	-	1	1	**2**
Total	**2**	**5**	**2**	**9**

The modifications recommended for this intersection to address its crash history are illustrated in Figure 5 and identified in Table 4, including countermeasure crash reduction factors. As shown in Figure 5, the primary recommended modification is to separate the four-leg Pinehurst Road intersection into two three-leg intersections to alleviate the severe skew angle and create left-turn lanes on US 20.

The planning-level cost estimate for these improvements will be detailed in the updated TSAP.

Deschutes County Transportation Safety Action Plan

Preliminary Concept Subject to Change



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Scale: 1" = 150'

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The concepts presented herein are preliminary and for illustrative purposes. These representations are subject to further refinement through future studies.

Figure 5: US 20 and Pinehurst Road

Deschutes County, Oregon

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Table 4. US 20 / Pinehurst Road Countermeasures

ARTS [1] #	Description	CRF (%)	Crash Type	Crash Severity
H10	Left Turn Lane on Both Major Road Approaches: Rural, Unsignalized Intersection (4-leg)	48	All	All
H17	Channelized Left Turn Lane with Raised Median on All Approaches (3- or 4-leg)	27	All	All Injury (Excludes PDO's)
H26	Convert 4-Leg Intersection to Two 3-Leg Intersections (Minor St ADT is 15-30% of Total Entering Traffic)	25	All	All Injury (Excludes PDO's)
H27	Convert 4-Leg Intersection to Two 3-Leg Intersections (Minor St ADT is 30% + of Total Entering Traffic)	33	All	All Injury (Excludes PDO's)
H29	Install Lighting at Intersection	38	Night	All Injury (Excludes PDO's)
H61	Reduce Intersection Skew Angle (Minor Street Stop-Controlled Intersections Only) on 4-Leg intersection	CRF = 100*(1-e0.0054*ΔSkew Angle) Where, ΔSkew Angle = Proposed Skew Angle - Existing Skew Angle"	All	All
I17	Increase Triangle Sight Distance	48	All	All Injury (Excludes PDO's)
I21	Improve Intersection Warning: Stop Ahead Pavement Markings, Stop Ahead Signs, Additional Stop Signs	25	All	All
I28	Install 6 ft. or greater Raised Divider on Stop Approach (Splitter Island)	15	All	All

[1] All Roads Transportation Safety (ODOT's transportation safety program)

US 20 / Gerking Market Road

The intersection of US 20 and Gerking Market Road is a rural T-intersection located northwest of Tumalo. It is a two-way stop-controlled intersection of rural two-lane highways without turn lanes. Gerking Market Road is the stop-controlled facility on the minor approach with a posted speed limit of 45 mph, while US 20 is uncontrolled with a posted speed limit of 55 mph. Gerking Market Road is skewed at its connection to US 20. Additionally, a passing lane on US 20 begins east of the intersection in the westbound direction and its merge of the passing lane into the primary lane is present through intersection, with signage provided to indicate the transition. There are no streetlights at the intersection. Overhead powerlines are present across US 20 at the intersection. The crash history at this intersection is summarized in Table 5.

Table 5: US 20 / Gerking Market Road Crash History (2018-2022)

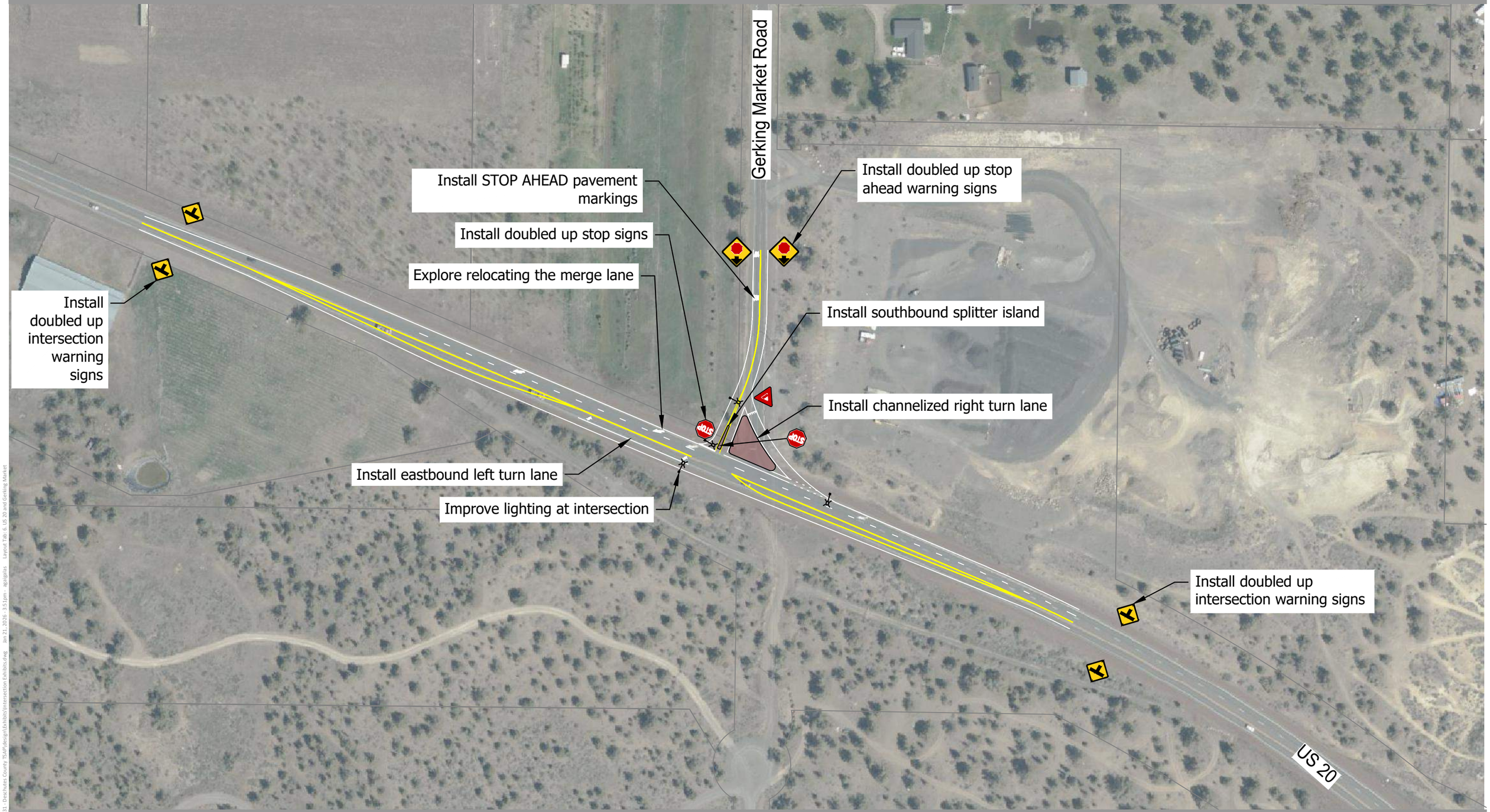
Crash Type	Level of Severity			
	Fatal / Serious Injury	Moderate / Minor Injury	Property Damage Only	Total
Rear-End	-	1	2	**3**
Turning	1	-	-	**1**
Sideswipe	-	-	1	**1**
Total	**1**	**1**	**3**	**5**

The modifications recommended for this intersection to address its crash history are illustrated in Figure 6 and identified in Table 6, including countermeasure crash reduction factors. As shown in Figure 6, the primary recommended modifications are to reduce the intersection skew and to provide turn lanes on US 20.

The planning-level cost estimate for these improvements will be detailed in the updated TSAP.

Deschutes County Transportation Safety Action Plan

Preliminary Concept Subject to Change



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Scale: 1" = 150'

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The concepts presented herein are preliminary and for illustrative purposes. These representations are subject to further refinement through future studies.

Figure 6: US 20 and Gerking Market Road

Deschutes County, Oregon

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Table 6. US 20 / Gerking Market Countermeasures

ARTS [1] #	Description	CRF (%)	Crash Type	Crash Severity
H6	Channelized Right Turn Lane with Raised Median	35	All	All Injury (Excludes PDO's)
H9	Left Turn Lane on Single Major Road Approach: Rural, Unsignalized Intersection (3-leg)	44	All	All
H29	Install Lighting at Intersection	38	Night	All Injury (Excludes PDO's)
H60	Reduce Intersection Skew Angle (Minor Street Stop-Controlled Intersections Only) on 3-Leg intersection	CRF = 100*(e^0.0040*Skew Angle) existing (e^0.0040*Skew Angle) proposed	All	All
I21	Improve Intersection Warning: Stop Ahead Pavement Markings, Stop Ahead Signs, Additional Stop Signs	25	All	All
I28	Install 6 ft. or greater Raised Divider on Stop Approach (Splitter Island)	15	All	All

[1] All Roads Transportation Safety (ODOT's transportation safety program)

US 20 / Erickson Road-Torkelson Road

The intersection of US 20 and Erickson Road is a rural four-leg intersection located east of Bend. It is a two-way stop-controlled intersection with two lanes on all approaches. The US 20 eastbound and westbound approaches have space for right-turning vehicles to move out of the travel lane to make their maneuver and remain on the roadway, but these spaces lack pavement markings and signage for the right-turn movement. Erickson Road (north) and Torkelson Road (south) are the stop-controlled approaches with no posted speed limit, while US 20 is uncontrolled with a posted speed limit of 55 mph.

On the eastbound and westbound approaches, there are intersection warning signs for the approaching Erickson Road intersection. On the northbound and southbound approaches, there are 'stop ahead' warning signs approaching US 20. There are no streetlights at the intersection and overhead powerlines cross US 20 at the intersection. Trees near the intersection may obstruct sight lines for Erickson Road vehicles waiting to turn onto or cross US 20. The intersection is also located in relatively close proximity to the US20-Powell Butte Highway intersection to the east, which has a protected left turn lane on the eastbound approach. The crash history at this intersection is summarized in Table 7.

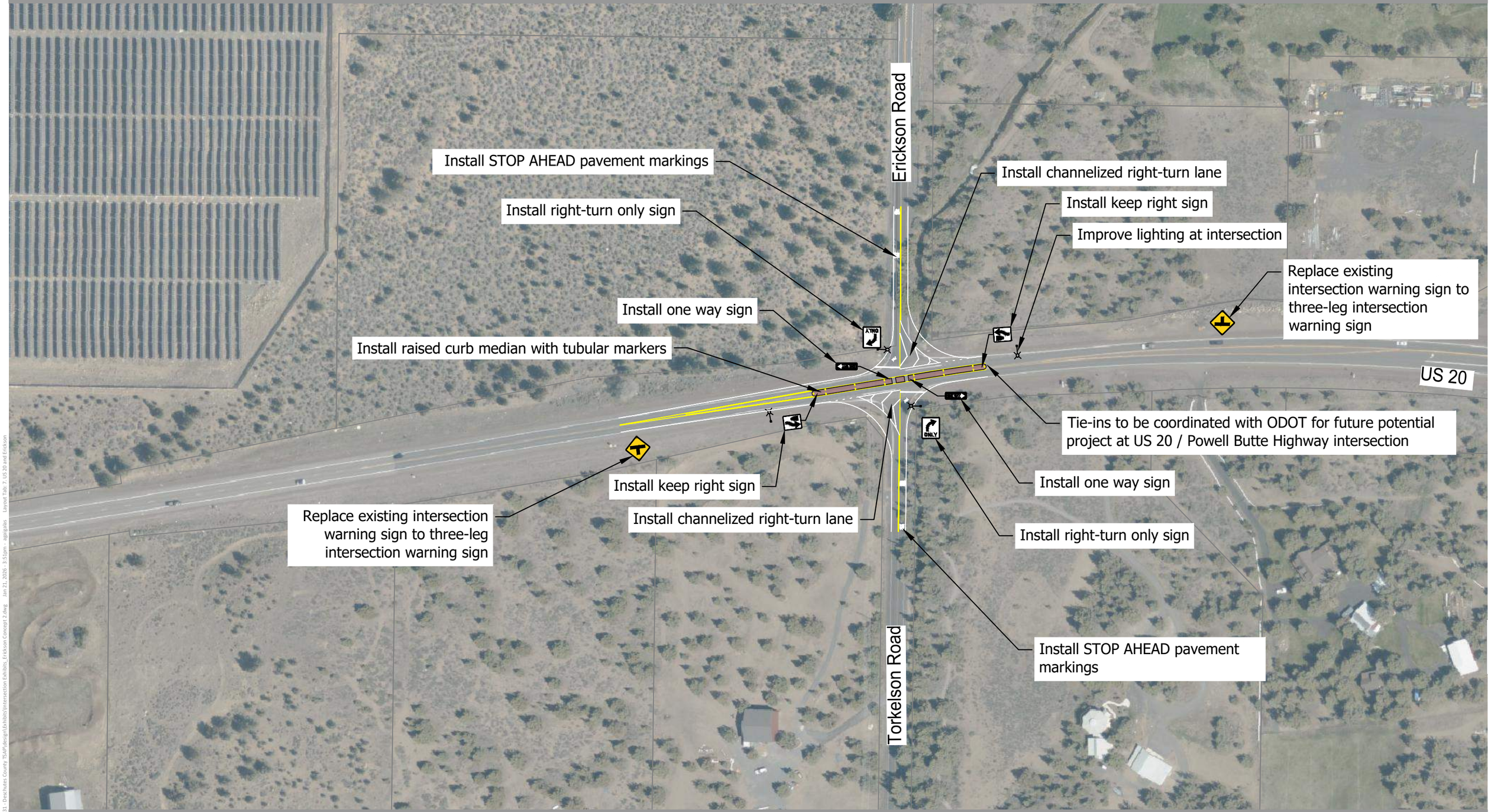
Table 7: US 20 / Erickson Road-Torkelson Road Crash History (2018-2022)

Crash Type	Level of Severity			
	Fatal / Serious Injury	Moderate / Minor Injury	Property Damage Only	Total
Rear-End	-	3	-	**3**
Angle	1	5	-	**6**
Sideswipe	-	1	-	**1**
Misc (Fixed-Object)	-	-	2	**2**
Total	1	9	2	**12**

The modifications recommended for this intersection to address its crash history are illustrated in Figure 7 and identified in Table 8, including countermeasure crash reduction factors. As shown in Figure 7, the primary recommended modifications is to restrict intersection turning movements to right-in, right-out maneuvers, along with overall intersection warning enhancements. The planned roundabout at Powell Butte Highway to the east, together with the existing roundabout at Ward Road / Hamby Road to the west, would help maintain network connectivity under these turning movement restrictions. If the eastern roundabout has not yet been constructed, an operational analysis should be completed to evaluate the systemwide effects of implementing these restrictions before moving forward with this concept. The planning-level cost estimates for these improvements will be detailed in the updated TSAP.

Deschutes County Transportation Safety Action Plan

Preliminary Concept Subject to Change



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Scale: 1" = 150'

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The concepts presented herein are preliminary and for illustrative purposes. These representations are subject to further refinement through future studies.

Figure 7: US 20 / Erickson Road / Torkelson Road

Deschutes County, Oregon

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Table 8. US 20 / Erickson Road-Torkelson Road Countermeasures

ARTS [1] #	Description	CRF (%)	Crash Type	Crash Severity
H10	Left Turn Lane on Both Major Road Approaches: Rural, Unsignalized Intersection (4-leg)	48	All	All
H29	Install Lighting at Intersection	38	Night	All Injury (Excludes PDO's)
I17	Increase Triangle Sight Distance	48	All	All Injury (Excludes PDO's)
I21	Improve Intersection Warning: Stop Ahead Pavement Markings, Stop Ahead Signs, Additional Stop Signs	25	All	All
I25	Provide Flashing Beacons at Minor Road Stop Controlled Intersections	13	Angle	All
I28	Install 6 ft. or greater Raised Divider on Stop Approach (Splitter Island)	15	All	All

[1] All Roads Transportation Safety (ODOT's transportation safety program)

Day Road / Amber Lane / 5th Street

The Day Road / Amber Lane / 5th Street site is a series of intersections and sharp curves situated northwest of La Pine. Day Road runs north-south, connecting with Amber Lane to the west, and continues north-south as 5th Street to the north of Amber Lane. All approaches are two-lane roads without dedicated turn lanes. Amber Lane is an east-west road that is pavement for a short segment at its junction with Day Road and 5th Street transitions into a dirt road east of 5th Street, serving as the stop-controlled approach. A yield sign is present on the southbound approach of 5th Street to Amber Lane and Day Road and 5th Street feature 'curve ahead' and advisory speed warning signs set at 15 mph in both northbound and southbound directions. The posted speed limit along 5th Street is 45 mph, with no posted limits on the other roads. Directional warning signage is provided along the curve to keep motorists on the road. There is no lighting at this site and overhead powerlines cross 5th Street, Day Road, and Amber Lane. The crash history at this intersection is summarized in Table 9.

Table 9: Day Road / Amber Lane / 5th Street Crash History (2018-2022)

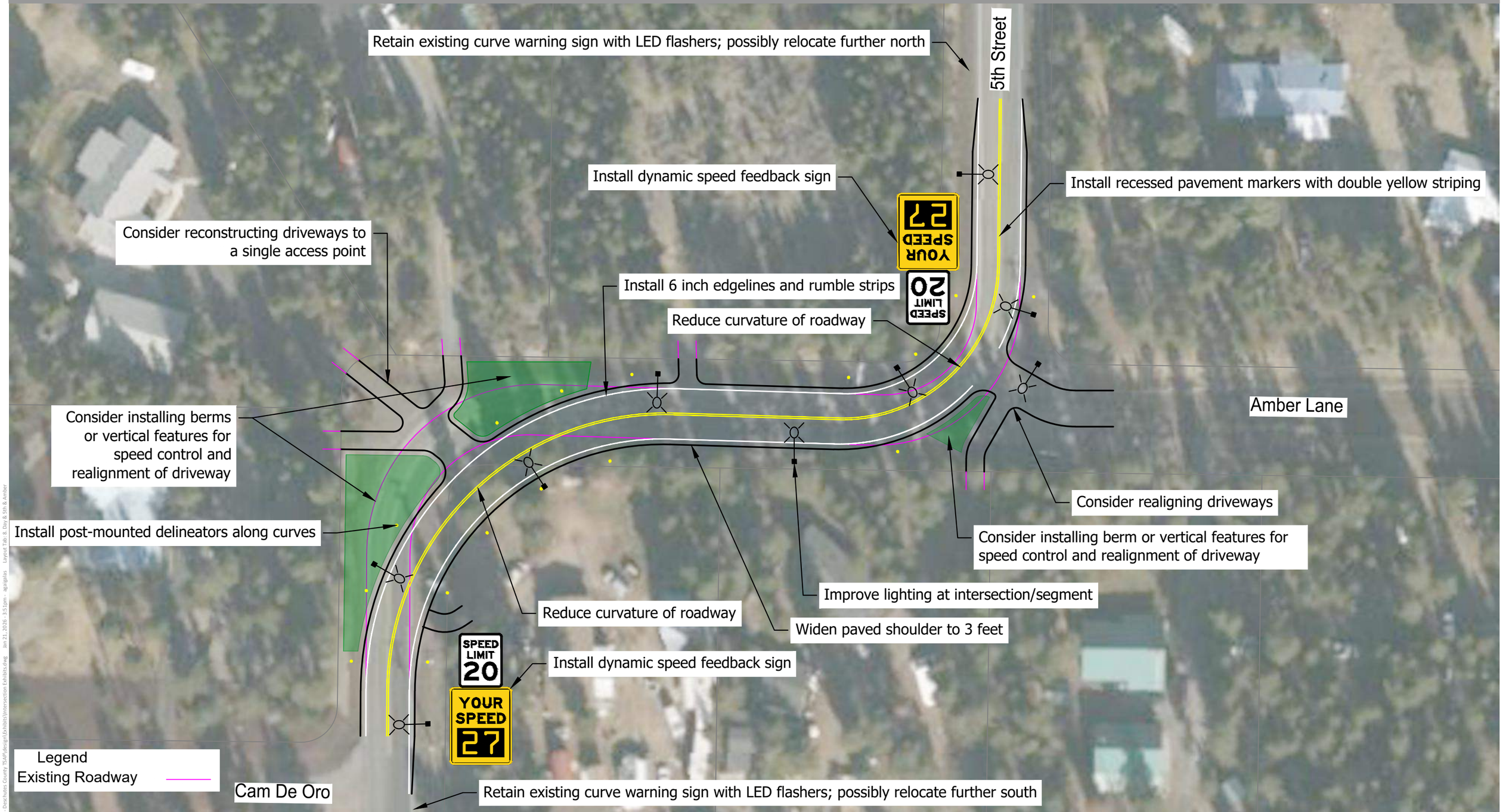
Crash Type	Level of Severity			
	Fatal / Serious Injury	Moderate / Minor Injury	Property Damage Only	Total
Turning Movement	-	-	2	**2**
Sideswipe	-	1	-	**1**
Misc (Fixed-Object)	-	4	4	**8**
Total	**-**	**5**	**6**	**11**

The modifications recommended for this intersection to address its crash history are illustrated in Figure 8 and identified in Table 10, including countermeasure crash reduction factors. As shown in Figure 8, the primary recommended modifications are flattening the horizontal curves, widening the paved shoulders, and increasing curve warning.

The planning-level cost estimate for these improvements will be detailed in the updated TSAP.

Deschutes County Transportation Safety Action Plan

Preliminary Concept Subject to Change



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Scale: 1" = 50'

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The concepts presented herein are preliminary and for illustrative purposes. These representations are subject to further refinement through future studies.

Figure 8: Day Road / 5th Street /Amber Lane

Deschutes County, Oregon

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Table 10. Day Road / Amber Lane / 5th Street Countermeasures

ARTS [1] #	Description	CRF (%)	Crash Type	Crash Severity
H29	Install Lighting at Intersection	38	Night	All Injury (Excludes PDO's)
H30	Install Lighting on a Roadway Segment	28	Night	All Injury (Excludes PDO's)
H43	Flatten Horizontal Curve (Increase Radius)	15-78	All	All
H48	Increase Pavement Friction by Installing High Friction Surface Treatment - Curves Application	72	Run off the Road	All
RD11	Install Dynamic Speed Feedback Sign for Curves	5	All	All
RD13	Install Recessed Pavement Markers	14	Night	All
RD14	Install Post-Mounted Delineators (Curve Application)	30	Curve crashes at Night	All
RD18	Install Shoulder Rumble Strips	22	Run off the Road	All
RD22	Install Widen Paved Shoulder by 3 ft.	18	All	All
RD24	Install wider edgelines (4 in. to 6 in.)	14	All	All

[1] All Roads Transportation Safety (ODOT's transportation safety program)

Priority Locations with Systemic Treatments

This section presents the recommended modifications for the remaining five priority locations with systemic treatments. Given that many of the systemic treatments recommended at these priority locations are similar, the treatments for each location are provided in simplified lists, and the crash reduction information associated with the treatments are summarized in one table at the end of this section.

State Recreation Road / Huntington Road

The intersection of State Recreation Road and Huntington Road is located less than half a mile west of US 97, north of La Pine. This intersection connects US 97 to the Deschutes River and other recreation as well as residential communities nearby. It is a four-leg, two-way stop-controlled intersection of rural two-lane roadways without turn lanes. The north-south oriented Huntington Road is the stop-controlled facility and has a posted speed of 40 mph on the north leg only. State Recreation Road is uncontrolled with a posted speed limit of 55 mph and crosses Burlington Northern Santa Fe's rail line approximately 250 feet to the east. There are no streetlights at the intersection. Both Huntington Road approaches have 'stop ahead' warning signs. The crash history at this intersection is summarized in Table 11.

Table 11: State Recreation Rd / Huntington Rd Crash History (2018-2022)

Crash Type	Level of Severity			
	Fatal / Serious Injury	Moderate / Minor Injury	Property Damage Only	Total
Angle	1	4	2	**7**
Turning	1	2	-	**3**
Misc (Animal)	-	-	1	**1**
Total	**2**	**6**	**3**	**11**

The modifications recommended for this intersection to address its crash history include:

- Improving intersection warning with pavement markings and additional signage.
- Providing flashing LED stop signs at the stop-controlled approaches.
- Installing transverse rumble strips on the stop-controlled approaches.
- Installing 6-foot or greater raised dividers on the uncontrolled approaches with tubular markers.

The planning-level cost estimates for each of these treatments can be found in the previous Systemic Treatments section of this memorandum.

Bear Creek Road / Ward Road

The intersection of Bear Creek Rd and Ward Road is located east of Bend. It is a two-way stop-controlled intersection of rural two-lane roadways without turn lanes. Bear Creek Road, oriented east-west, is the stop-controlled facility and includes doubled up 'stop ahead' warning signs and 'stop ahead' pavement markings, as well as 'stop' pavement markings at the approach stop bars. Additionally, the stop signs include solar-powered LED flashing lights on the border and warning sign plaques indicating crossing vehicles do not stop. Ward Road, oriented north-south, is uncontrolled and includes doubled up intersection warning signs for the intersecting Bear Creek Road. Both roads have a posted speed of 45 mph and have adjacent powerlines. No streetlights are present. The crash history at this intersection is summarized in Table 12.

Table 12: Bear Creek Road / Ward Road Crash History (2018-2022)

Crash Type	Level of Severity			
	Fatal / Serious Injury	Moderate / Minor Injury	Property Damage Only	Total
Rear-End	-	1	-	**1**
Angle	2	3	5	**10**
Total	**2**	**4**	**5**	**11**

The modifications recommended for this intersection to address its crash history The modifications recommended for this intersection to address its crash history include:

- Improving intersection warning by doubling up the stop signs with LED lights.
- Installing flashing beacons on the intersection warning signs on Ward Road.
- Installing intersection lighting.
- Installing 6-foot or greater raised dividers on the uncontrolled approaches with tubular markers.

The planning-level cost estimates for each of these treatments can be found in the previous Systemic Treatments section of this memorandum.

NE Smith Rock Way / NE 33rd Street

The intersection of NE Smith Rock Way and NE 33rd Street is located east of Terrebonne and serves as a connection for visitors traveling westbound to Smith Rock State Park. The intersection consists of two-lane rural roads and is controlled by stop signs, with no turn lanes. NE 33rd Street, running north-south, is the stop-controlled approach and features 'stop ahead' signage, though no speed limit is posted. NE Smith Rock Way which curves horizontally near the intersection, has a posted speed limit of 40 mph but lacks advance intersection warning signs. Powerlines run adjacent to NE 33rd Street. No streetlights are present at the intersection. The crash history at this intersection is summarized in Table 13.

Table 13: NE Smith Rock Way / NE 33rd Street Crash History (2018-2022)

Crash Type	Level of Severity			
	Fatal / Serious Injury	Moderate / Minor Injury	Property Damage Only	Total
Angle	2	1	1	**4**
Turning	-	1	-	**1**
Total	**2**	**2**	**1**	**5**

The modifications recommended for this intersection to address its crash history The modifications recommended for this intersection to address its crash history include:

- Improving intersection warning with pavement markings and signage.
- Providing flashing LED stop signs at the stop-controlled approaches.
- Installing 6-foot or greater raised dividers on the uncontrolled approaches with tubular markers.

The planning-level cost estimates for each of these treatments can be found in the previous Systemic Treatments section of this memorandum.

NE Smith Rock Way / NE 1st Street

This intersection of NE Smith Rock Way and NE 1st Street is located east of Terrebonne and serves as a connection for visitors traveling eastbound to Smith Rock State Park. The intersection is a two-way stop-controlled intersection with two-lane rural roads with no turn lanes. NE 1st street, running north-south, is the stop-controlled facility with a posted speed limit of 45 mph, and 'stop ahead' signs. Smith Rock Way has a posted speed limit of 50 mph and guardrails on the northern side of the eastbound approach. The westbound approach has a gravel shoulder near the intersection that is likely often used as vehicles turn right onto NE 1st Street. The intersection also has power lines adjacent to both roads and no streetlights. The intersection is also a connection for patrons to Smith Rock Ranch that offers a heavily visited seasonal pumpkin patch in the fall. The crash history at this intersection is summarized in Table 14.

Table 14: NE Smith Rock Way / NE 1st Street Crash History (2018-2022)

Crash Type	Level of Severity			
	Fatal / Serious Injury	Moderate / Minor Injury	Property Damage Only	Total
Rear-End	1	-	-	**1**
Misc (Fixed-Object)	1	1	-	**2**
Overturning	-	1	-	**1**
Total	**2**	**2**	**0**	**4**

The modifications recommended for this intersection to address its crash history The modifications recommended for this intersection to address its crash history include:

- Improving intersection warning with pavement markings and signage.
- Providing flashing LED stop signs at the stop-controlled approaches.
- Installing 6-foot or greater raised dividers on the uncontrolled approaches with tubular markers.

The planning-level cost estimates for each of these treatments can be found in the previous Systemic Treatments section of this memorandum.

NW Ice Avenue / NW 43rd Street

The intersection of NW Ice Avenue and NW 43rd Street is a rural T-intersection located northwest of Terrebonne. It is a two-way stop-controlled intersection of rural two-lane roadways without turn lanes. NW Ice Avenue, oriented east-west, is the stop-controlled facility and does not have a nearby posted speed limit or advance intersection warning signage. NW 43rd Street, oriented north-south, is uncontrolled with a posted speed limit of 45 mph and a single intersection warning sign for the approaching NW Ice Avenue intersection on both northbound and southbound approaches. A gravel driveway connects to the west leg of the intersection and serves private property; it is not controlled by a stop sign and lacks reflective signage. Overhead powerlines are present to the north, south, and east of the intersection. No streetlights are present at the intersection. The crash history at this intersection is summarized in Table 15.

Table 15: NW Ice Avenue / NW 43rd Street Crash History (2018-2022)

Crash Type	Level of Severity			
	Fatal / Serious Injury	Moderate / Minor Injury	Property Damage Only	Total
Sideswipe-Overtaking	-	-	1	**1**
Overturning	1	2	-	**3**
Misc (Fixed-Object)	-	-	2	**2**
Total	**1**	**2**	**3**	**6**

The modifications recommended for this intersection to address its crash history The modifications recommended for this intersection to address its crash history include:

- Improving intersection warning with pavement markings and additional signage.
- Providing flashing LED stop signs at the stop-controlled approaches.
- Installing 6-foot or greater raised dividers on the uncontrolled approaches with tubular markers.

The planning-level cost estimates for each of these treatments can be found in the previous Systemic Treatments section of this memorandum.

Crash Reduction of Priority Location Systemic Treatments

The crash reduction details associated with the systemic treatments recommended for the five priority locations in the sections above are summarized in Table 16.

Table 16. Priority Location Systemic Treatment Crash Reduction Details

ARTS [1] #	Description	CRF (%)	Crash Type	Crash Severity
I15	Install Flashing Beacons as Advance Warning at Intersections (Not Coordinated with Signal Timing)	13	All	All
I21	Improve Intersection Warning: Stop Ahead Pavement Markings, Stop Ahead Signs, Larger Signs, Additional Stop Signs and/or Other Intersection Warning or Regulatory Signs	20% for 1-2 Countermeasures from List 25% for 3-4 Countermeasures from List 30% for 5-7 Countermeasures from List	All	All
-	Provide flashing LED stop signs at Minor Road Stop Controlled Intersections	41[2]	Angle[2]	All[2]
I27	Install Transverse Rumble Strips on Stop Controlled Approach(es)	25	All	Fatal/Serious Injury (A)
H29	Install Lighting at Intersection	38	Night	All Injury (Excludes PDO's)

[1] All Roads Transportation Safety (ODOT's transportation safety program)
[2] FHWA CMF Clearinghouse, CMF ID 6602

Previously Planned & Ongoing Safety Projects

As identified in the Existing Conditions Memorandum, other safety projects across Deschutes County have either been identified by past planning efforts or are being developed in concurrence with the TSAP through ongoing separate evaluation. Those projects include the following:

- 2019 Deschutes County TSAP strategies that are under ongoing implementation through the County's Capital Improvement Plan (CIP).
- Recommendations from the School Audits Memorandum completed in Summer 2025 that are in process or planned (Attachment A).
- The update to the 2019 Bend TSAP is underway and will identify transportation safety strategies within the Bend urban growth boundary (UGB) based on more recent crash histories.
- Neighboring counties have either adopted or are developing new TSAPs, including Jefferson County and Crook County and creates a collaboration opportunity for Deschutes County near county boundaries.

In addition to the priority locations presented in the previous section of this memorandum, Deschutes County has developed concepts and strategies for other intersections through previous planning efforts that are also located on the County's HIN, as summarized in Table 17 on the following page and detailed later in Attachment B.

Table 17. Previously Planned & Ongoing Safety Projects

Intersection	Project Summary	Project Source	Project Status
SW Helmholtz Way / OR 126	Safety study	ODOT	Project Planned
NW Lower Bridge Way / NW 31st Street	Add turn lanes	2019 County TSAP	Concept Developed
Cloverdale Road / OR 126	Improve advance warning countermeasures and install raised median on stop-controlled approach	Deschutes County Road Department	Concept Developed
US 20 / Fryrear Road	Reduce intersection skew and add turn lanes	Deschutes County Road Department & ODOT	Concept Developed
NW Canal Boulevard / NE Oneil Highway	Add turn lanes and improve sight distance	2026-2030 County CIP	Project Planned
US 97 / Baker Road / Knott Road (Deschutes River Woods) Interchange	Realign ramps, add turn lanes, and modify traffic control	ODOT Interchange Area Management Plan	Concept Developed
SW Canal Boulevard / Young Avenue	Reduce intersection skew	Deschutes County Road Department	Concept Developed
Cline Falls Highway / Connarn Rd	Install traversable median islands, rumble strips, and improve advance warning	Deschutes County Road Department	Concept Developed

Multidisciplinary Actions

As described in the introduction of this document, the Safe System Approach is a comprehensive philosophy for mitigating transportation-related fatalities and serious injuries beyond changes to transportation infrastructure. Some of the County's crash Emphasis Areas require other non-engineering strategies and partnerships amongst multiple agencies, including behaviors such as driving while impaired or distracted or without protective equipment, speeding, etc.

Table 18 presents potential action items that bring together the multidisciplinary efforts needed to apply the Safe System Approach in rural Deschutes County. These add another transportation safety layer to the capital improvements documented above and require collaboration between County staff, elected officials, law enforcement, educators, emergency responders, and public health providers. These strategies will be modified through community input, particularly from the project's Safety Working Group.

Table 18. Multidisciplinary Action Items

Action Item	Description	Focus Area(s)	Participating Agencies	Funding Need
A1	Support the **Regional Transportation Safety Committee** facilitated by Central Oregon Intergovernmental Council (COIC) which meets regularly to coordinate transportation safety efforts and carry out the Action Items identified in the TSAP. The committee should include representatives from outreach and advocacy groups to support community engagement, as well as City and County staff from departments such as police, streets, capital projects, engineering, and community development to promote resource sharing, data coordination, and unified safety strategies.	Safety Culture	ODOT, Deschutes County, Bend, Bend MPO, Redmond, Sisters, La Pine, Police, Sheriff, District Attorney's office, Emergency Services, OLCC, Department of Public Health, COIC	$$$
A2	Consider staffing needs or a consultant position to lead the Regional Transportation Safety Committee and lead implementation of the Action Items in the TSAP. Staff may be part of Deschutes County or ODOT to better serve the full region. Seek funding for this position. Collaborate with COIC on staffing needs or a consultant position to lead the Regional Transportation Safety Committee and TSAP Action Item implementation. Seek and develop a sustainable funding model for this position.	Safety Culture	ODOT, Deschutes County, COIC	$$
A3	Support the 2024 COIC Safety Communications Plan, including an education and public outreach system, that promotes a roadway safety culture that emphasizes attentive driving, sober driving, calm driving, driving at appropriate speeds, and awareness of individual impact on roadway safety. This should be a comprehensive and ongoing program.	Safety Culture, Aggressive Driving	ODOT, Deschutes County, Bend MPO, City of Bend, COIC	$$

Action Item	Description	Focus Area(s)	Participating Agencies	Funding Need
A4	Develop a Safety Communications Calendar that provides monthly messages to emphasize in Deschutes County. Develop a plan for recurring educational events throughout the year(s). Provide educational programs at community events. Align Deschutes County safety messaging and recurring events with COIC's regional efforts.	Safety Culture	Deschutes County, ODOT, COIC	$$
A5	Provide educational materials to visitors through partnerships with Visit Bend and local hotels/resorts. Expand upon ongoing efforts with COIC.	Safety Culture	Deschutes County, Bend MPO, City of Bend, Visit Bend, COIC	$$
A6	Develop and maintain policies to support the actions identified in the TSAP and to better incorporate safety into long-range planning and the project development process.	Safety Culture	Deschutes County	$
A7	Increase enforcement during highest risk times, based on the reported crash data patterns, and at locations identified in the TSAP based on reported crash data.	Safety Culture, Enforcement	Police/Sheriff, Deschutes County	$$
A8	Evaluate the need to increase sheriff staffing to increase enforcement. Explore funding opportunities to increase enforcement.	Safety Culture, Enforcement	Police/Sheriff, Deschutes County	$$
A9	Provide bystander training courses to the public to educate residents how to respond in an emergency event.	Emergency Response	Police, EMS, Hospitals	$$
A10	Reduce (optimize) response time to crashes. Work with the EMS Council and Oregon Area Trauma Advisory Board to complete this.	Emergency Response	EMS, Police	$
A11	Develop criteria for identifying and designating safety corridors within the County.	Aggressive Driving, Safety Culture	Deschutes County, ODOT	$

Action Item	Description	Focus Area(s)	Participating Agencies	Funding Need
A12	Encourage employers and families to institute policies related to driving safely, including attentive driving, by sharing the National Safety Council's sample contract in its Distracted Driving Toolkit. Expand upon ongoing efforts with COIC.	Safety Culture, Distracted Driving	Deschutes County, Employers, Local cities, COIC	$
A13	Educate youth and adults on the importance of paying attention when using the transportation system. Expand upon ongoing efforts with COIC.	Safety Culture, Distracted Driving	Deschutes County, COIC	$
A14	Continue to implement an unmarked car distracted driving program. Consider partnering with the City of Bend to expand the program.	Safety Culture, Distracted Driving, Enforcement	County Sheriff, Police, City of Bend	$$
A15	Develop an educational campaign to promote sober driving. Provide educational posters, social media posts, and public service announcements to inform the public about the dangers of impaired driving, including alcohol and drugs. Work in schools to educate students on the consequences of impaired driving. Expand upon ongoing efforts with COIC.	Safety Culture, Impaired Driving	Deschutes County, ODOT, Bend MPO, Schools, COIC	$
A16	Increase Driving Under the Influence and impaired driving enforcement through data-driven saturation patrols and provide officers with Drug Recognition Expert Training and standardized field sobriety tests training.	Impaired Driving, Enforcement	Police, County Sheriff, Deschutes County	$$
A17	Focus on programs and partnerships, as the Shared Future Coalition, to increase education and awareness around impaired driving for all drivers. Expand upon ongoing efforts with COIC.	Safety Culture, Impaired Driving	Deschutes County (Shared Future Coalition), COIC	$$
A18	Develop repeat DUI driver offender programs focused on treating the causes of DUI.	Impaired Driving	District Attorney's Office	$

Action Item	Description	Focus Area(s)	Participating Agencies	Funding Need
A19	Support the City of Bend in formalizing rideshare locations in the downtown area and near locations with multiple restaurants, bars, and pubs to encourage greater use of cabs and rideshare options. Expand upon ongoing efforts with COIC.	Safety Culture, Impaired Driving	Bend MPO, City of Bend, Downtown Bend, Restaurants and Bars, Cab and Rideshare companies, Deschutes County, COIC	$$
A20	Coordinate with local bars, businesses, and rideshare companies to develop and offer a program that provides users with a discount for taking a cab or rideshare to or from drinking establishments or special events (such as Bit of Bend, Summerfest, etc.). Expand upon ongoing efforts with COIC.	Safety Culture, Impaired Driving	Bend MPO, City of Bend, Downtown Bend, Restaurants and Bars, Cab and Rideshare companies; Deschutes County, COIC	$
A21	Report matter-of-fact crash statistics in a manner meant to inform potential riders of the risks associated with choosing the motorcycle as a mode of transportation. Expand upon ongoing efforts with COIC.	Safety Culture; Motorcycles	Deschutes County, ODOT, Bend MPO, City of Bend, COIC	$
A22	Conduct targeted outreach using various means, relationships, and venues to encourage a change in safety culture to convince motorcyclists to enact safe riding practices. Work with motorcycle shops to educate riders about the behaviors associated with higher risk such as discouraging group rides. Provide educational posters, social media posts, and educational placards to inform motorcyclists of the consequences of crashes and promote safe riding practices, safety equipment, gear choice (full face helmets, full gloves, appropriate jackets and pants, boots, etc. and All the Gear All the Time (ATGATT)), importance of lights or reflective gear at night, the importance of not riding the wrong way, the importance of not riding impaired, and motorcycle handling skills and maintenance. Expand upon ongoing efforts with COIC.	Safety Culture, Motorcycles	Deschutes County, ODOT, COIC	$

Action Item	Description	Focus Area(s)	Participating Agencies	Funding Need
A23	Encourage more education programs for riders who have taken a break from riding. Work with motorcycle retailers to encourage education for new riders and continued training after receiving their endorsement. Expand upon ongoing efforts with COIC.	Safety Culture, Motorcycles	Deschutes County, ODOT, COIC	$
A24	Continue partnership with Commute Options and Pedestrian Advisory Committee (BPAC).	Safety Culture, Pedestrians / Bicyclists	Deschutes County, BPAC	$
A25	Continue to provide local educational programs at schools and other venues (safety fairs, community events, etc.) for both students and parents, including: educate parents about traffic safety, including safe parking locations when lining up for school pick-up; educate students and parents about the importance of reflective clothing when walking or biking at night; educate students and parents on safe pedestrian and bicycle practices including safe crossing practices and not playing behind vehicles or near streets; educate about the importance of adult supervision; provide educational materials for students to share with parents about the risks associated with distracted driving, including distracted pedestrians.	Safety Culture, Pedestrians / Bicyclists	Commute Options, Schools	$$
A26	Collaborate with the Department of Public Health to work on active transportation, safe routes to school, health impact assessments, and rural access to health care. Include transportation safety in public health education programming.	Safety Culture	Deschutes County Health Department	$

Action Item	Description	Focus Area(s)	Participating Agencies	Funding Need
A27	Commute Options is a community group that administers the "Friendly Driver Course." Support this group to continue the course for truck drivers and expand it beyond truck drivers to include drivers associated with businesses and business activities. This program currently educates truck drivers on how to operate in the presence of people walking and biking. Offer incentive programs to encourage businesses to expand this program beyond truck drivers.	Safety Culture; Pedestrians/ Bicyclists	Commute Options, Local Businesses, Deschutes County	$$
A28	Evaluate where opportunities exist for new educational and promotional programs for pedestrians and bicyclists over time.	Safety Culture; Pedestrians/ Bicyclists	Commute Options, Deschutes County	$
A29	Conduct adult pedestrian and bicycle outreach, such as safe crossing practices and new pedestrian/bicycle infrastructure education. Expand upon ongoing efforts with COIC.	Safety Culture; Pedestrians/ Bicyclists	Commute Options, Deschutes County, COIC, City of Bend	$
A30	Educate drivers and bicyclists about bicycle transportation, including proper driver and bicyclist behavior and rules of the road for bicyclists, when to dismount, how to use sidewalks and crosswalks, how to ride through roundabouts, common crash types, etc.	Safety Culture; Pedestrians/ Bicyclists	Deschutes County, Bend MPO, ODOT, Commute Options, COIC, City of Bend	$
A31	Coordinate with BPAC to reintroduce placards with rules for bicyclists, pedestrians, and motor vehicle drivers.	Safety Culture; Pedestrians/ Bicyclists	BPAC	$
A32	Develop a countywide bicycle route map that identifies the preferred bicycle routes (lower volume, lower speed, and available shoulders) and provide wayfinding to direct cyclists to these routes. Illuminate pedestrian crossings near schools in the County.	Pedestrians/ Bicyclists	Deschutes County	$$

Action Item	Description	Focus Area(s)	Participating Agencies	Funding Need
A33	Provide transportation options through infrastructure that allows for transit, walking, and other forms of transportation, where possible. Partner with transportation assistance programs to promote non-driving options for seniors. Expand upon ongoing efforts with CET.	Senior Drivers	COIC, CET, Deschutes County, ODOT, COIC	$$
A34	Support driver education programs and safety education for younger drivers in rural areas. Support peer-based safe driving marketing efforts and outreach programs in high schools to provide driver and non-motorized travel safety education. Support family-based driver education to leverage parental influence. Expand upon ongoing efforts with COIC.	Safety Culture; Young Drivers	ODOT, Commute Options, COIC	$
A35	Begin safety education before young people reach driving age, as early as preschool. Partner with groups such as Safety Towns and school districts.	Safety Culture; Young Drivers	Commute Options, Safety Towns, School District, Central Oregon Health Council	$
A36	Seasonally educate drivers about proper driving behavior and vehicle preparations for winter conditions. Expand upon ongoing efforts with COIC.	Safety Culture; Winter Driving	ODOT, Deschutes County, Deschutes County, COIC, City of Bend	$
A37	Evaluate options to collect and use traffic volume, near-misses, and other data to understand where perceived safety issues may exist	Technology	Deschutes County, ODOT	$$
A38	Evaluate the ability to use crowdsourcing technology to identify risks and locations for additional assessment	Technology	Deschutes County, ODOT	$$
A39	Update the TSAP every 3 to 5 years.	Monitoring	Deschutes County	$

Funding Sources

The Deschutes County TSAP recommends countermeasures that are located on roads and highways under the jurisdiction of the Deschutes County and the State. Countermeasures may be funded through a combination of different resources. A detailed list of Federal and State funding sources applicable to the TSAP is summarized in Table 19.

Table 19. Potential Federal and State Funding Sources to Implement TSAP

Funding Source	Description	Potential Application
Safe Streets and Roads for All (SS4A) Program	SS4A is a five-year program of the Infrastructure Investment and Jobs Act (IIJA) that was allocated $5 billion to safety action plan and implementation programs to prevent roadway deaths and serious injuries for cities, counties, and MPOs. The IIJA was signed into law on November 15, 2021. Equitable outreach and an Action Plan backed by the community and elected officials are critical elements of this program.	Planning and implementation projects to eliminate fatal and serious injury crashes from roadways.
All Roads Transportation Safety Program (ARTS)	The federal Highway Safety Improvement Program is administered as ARTS in Oregon. ARTS provides funding to infrastructure and non-infrastructure projects that improve safety on all public roads. ARTS requires a data-driven approach and prioritizes projects in demonstrated problem areas.	Areas of safety concerns within the city and county, as identified in the TSAP, and consistent with Oregon's Transportation Safety Action Plan.
Statewide Transportation Improvement Program (STIP)	STIP is the State of Oregon's four-year transportation capital improvement program. ODOT's system for distributing these funds has varied over recent years. Generally, local agencies apply in advance for projects to be funded in each four-year cycle.	Projects on any facility that meet the benefit categories of the STIP.
Rural Surface Transportation Grant Program	Rural Surface Transportation Grant Program will support projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	Rural Surface Transportation Grant Program
Safe Routes to School (SRTS)	SRTS, administered by ODOT, focus on infrastructure and non-infrastructure programs to improve access and safety for children to walk, roll, and/or bike to school.	Pedestrian and bicycle-related projects within the vicinity of local schools.

Multimodal Active Transportation Fund	This fund invests in multimodal transportation infrastructure improvements across Oregon.	Pedestrian and bicycle-related projects.
State Transit Improvement Fund (STIF) and Public Transportation Funds	STIF is a dedicated source of funding under Section 122 of the House Bill (HB) 2017 Transportation Funding Package for improving or expanding public transportation service in Oregon.	Pedestrian and bicycle improvements that provide connections to transit.
Oregon Transportation Infrastructure Bank (OTIB)	A statewide revolving loan fund is available to local governments for many transportation infrastructure improvements, including highway, transit, and non-motorized projects. Most funds made available through this program are federal; streets must be functionally classified as a major collector or higher to be eligible for loan funding.	Infrastructure improvements to major collectors or higher classified roads for vehicle, transit, and non-motorized travel.
State Highway Trust Fund/ Bicycle Bill	When roads are constructed or reconstructed, Oregon law requires walkways and bikeways to be provided. Additionally, all agencies receiving State Highway Funds are required to spend at least 1% of those funds on bicycle and/or pedestrian infrastructure improvements (ORS 366.514). Currently, cities and counties receive 20% and 30% of the state's highway trust funds, respectively, which can be used for walking and biking projects along roads.	Bicycle and pedestrian projects.
Sidewalk Improvement Program (SWIP)	ODOT's SWIP builds pedestrian and bicycle facilities on state roads and local roads that help people moving across or around the state system.	Bicycle and pedestrian projects.
Federal Lands Access Program (FLAP)	The program provides funding for projects that improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program has an emphasis on high-use recreation sites and economic generators.	Planning and implementation projects in proximity to Federal lands.

Performance Measures

Performance measures are used to evaluate progress in completing the actions identified in the TSAP and in achieving its desired outcomes. The Oregon TSAP identifies two general types of performance measures:

- **Effectiveness Performance Measures** track the results of a program or activity. For example, they track how many fatalities or injuries occurred, or number of non-motorist fatalities.
- **Efficiency Performance Measures** track effort and output. For example, they track how many activities were conducted, or miles of treatment were installed.

The goal of the County is to eliminate fatal and serious injury crashes from its rural transportation system, and therefore, it is recommended that effectiveness measures are used to track outcomes.

Effectiveness performance measures that the County could use to evaluate the ongoing success of the TSAP in reducing rural fatal and serious injury crashes include:

- Total number of fatal and serious injury crashes within the rural County
- Number of fatal and serious injury crashes on all rural roads by the following categories:
    - Roadway and Lane Departure Crashes
    - Drug and Alcohol Impairment
    - Aging Drivers (65+)
    - Motorcyclists
    - Younger Drivers (15-25)
    - Speeding
    - Intersections

Fatal and serious injury crashes should be reported annually, and performance should be based on the latest five-year annual average number of crashes to help normalize for random fluctuations in crashes each year. Crash data are available to the public through two primary avenues: making direct requests to ODOT or downloading the data from their public site (Crash Analysis Reporting Unit).

Baseline performance between 2018 and 2022 within the rural County are summarized in Table 20. **In order to work toward the goal of zero transportation-related fatalities and serious injuries, Deschutes County has set a benchmark to reduce the overall number of fatal and serious injury crashes within the rural county and within the crash emphasis areas listed above by 50% by the year 2050.**

Table 20. Rural County Effectiveness (Outcome) Baseline Performance

Performance Measure	Number of Reported Fatal/Serious Injury Crashes (2018-2022)
Fatal and Serious Injury Crashes	172
Fatal or Serious Injury Crashes Involving:	
Roadway or Lane Departures	75
Drug and Alcohol Impairment	36
Aging Drivers (65+)	34
Motorcyclists	35
Younger Drivers (15-25)	40
Speeding	61
Intersections	76

Note: one fatal or serious injury crash may include multiple categories listed above (example: a younger motorcyclist could get into a crash while speeding). Therefore, the sum of the crashes for these individual categories exceeds the total quantity of fatal and serious injury crashes.

Next Steps

The recommended strategies will be incorporated into the draft TSAP. These strategies, grounded in the Safe System Approach, aim to comprehensively improve transportation safety and culture in Deschutes County.

Attachment A: School Safety Audits Memorandum

Technical Memorandum

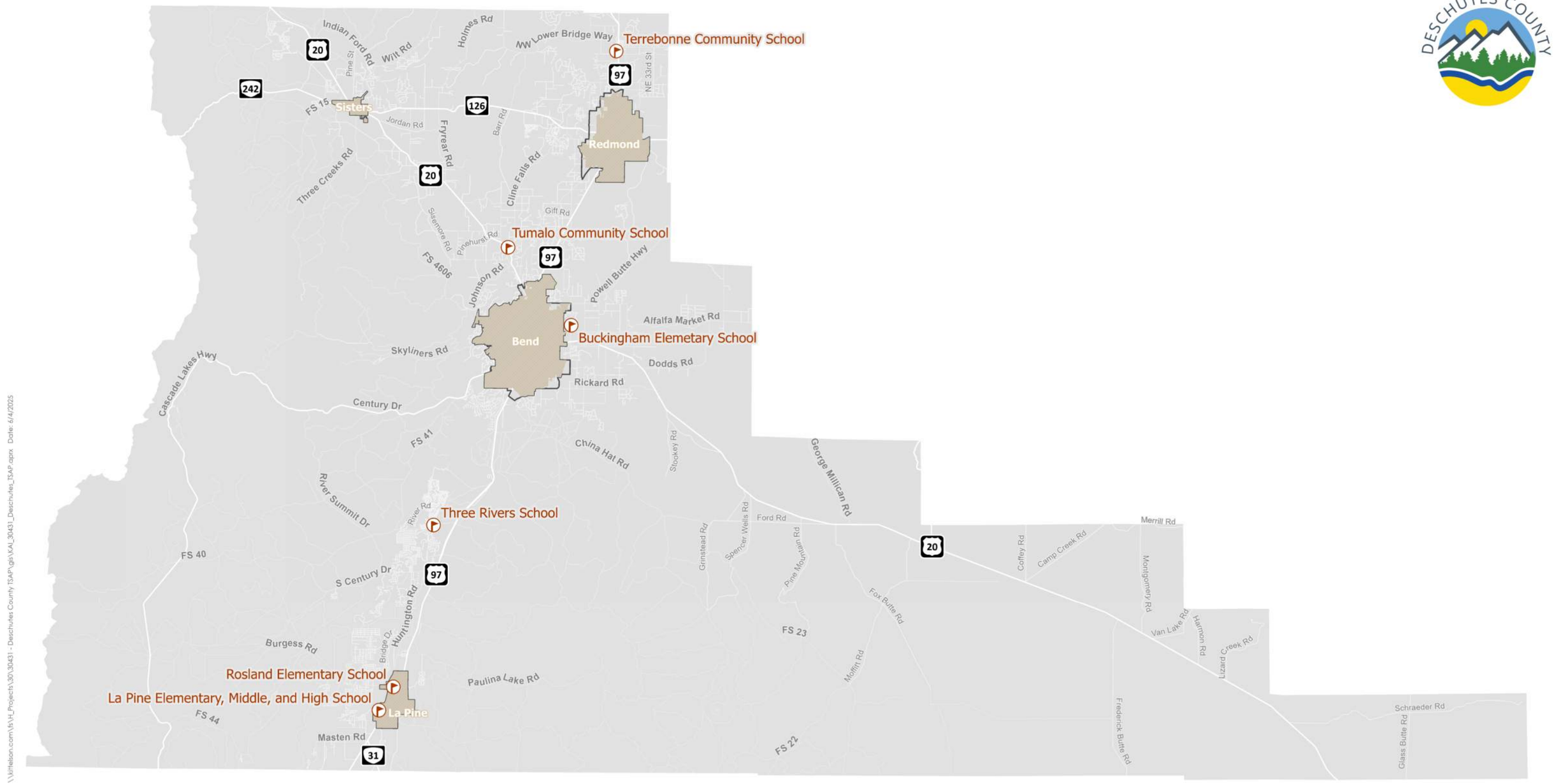
Date:	July 29, 2025	Kittelson Project No: 30431
To:	Project Management Team	
From:	Matt Kittelson, PE, Miranda Barrus, PE, and Eza Gaigalas	
Subject:	Final School Safety Audit Memo	

Introduction

Deschutes County is updating its 2019 Transportation Safety Action Plan (TSAP) to focus on the unincorporated areas of the county. The purpose of the TSAP is to help the County eliminate fatal and serious injury crashes from the transportation system through site-specific and systemic countermeasures and multidisciplinary actions. As part of the TSAP Update, the team conducted School Safety Audits at key schools either located within the unincorporated areas of the county or along County-owned and maintained roads within urban areas (specifically within La Pine) to evaluate walking, biking, and driving needs as they correlate to the crash data, and presence of gaps in existing infrastructure. The audits were conducted at the following schools, as shown in Figure 1:

- Three Rivers School
- La Pine Elementary, Middle, and High Schools
- Rosland Elementary School
- Buckingham Elementary School
- Tumalo Community School
- Terrebonne Community School

This memorandum summarizes key observations from the audits and potential treatment opportunities at each school location. This information, in combination with input from the County and community, will serve as the basis for identifying specific actions, either in the short-term or long-term, that could be implemented at or near these school sites.



Audited Schools

City Limits (Excluded from Study)

Urban Growth Boundaries

0 5 10 Miles

Figure 1

School Safety Audit Locations
Deschutes County, OR

Three Rivers School

Three Rivers School is a K-8 school in Sunriver. The school safety audit was conducted on May 8th, 2025, by Blaine Wruck and Torina Wilson (Deschutes County), Tim Broadbent (Three Rivers Principal), Chris Mather (Bend-La Pine Assist. Transp. Director), and Matt Kittelson (Kittelson & Associates).

Key Observations

The key observations from the school safety audit are detailed on an aerial map in Attachment A. Below is a summary of these observations.

- Traffic flow leaving the school in the afternoon can be challenging. There are long delays during the pickup hour associated with exiting vehicles, with queues forming at the Venture Lane and Enterprise Drive intersection. All participants noted that the forthcoming changes to the Venture Lane and S Century Drive intersection, which currently are being pursued by the County, are expected to address most vehicular circulation challenges noted.
- Walking and biking trips to and from the school are fairly limited with more students relying on buses or parent pick-up and drop-off. Students that do walk are generally traveling to a destination within the Venture Business Loop, the Sunriver Village, or to a nearby residence. Walking and biking routes are generally either along local paths within the Venture Lane area or via a multiuse path east of the school that connects to S Century Drive.
- Bus drivers find the difference in vertical grades at the Enterprise Drive and School Access intersection to be challenging.

Treatment Opportunities

Based on the observations described above, opportunities to improve vehicle, pedestrian, and bicycle circulation around the school were identified as minor yet impactful strategies that could be implemented in the school vicinity. These improvements are shown in Figure 2 and correspond to the summary below.

Note: While the County may consider these recommendations for future projects, some initiatives might fall under the jurisdiction of partner agencies or may not align with the County's funding or prioritization criteria. These recommendations aim to provide a general framework for improving school access over time, potentially with the involvement of or leadership by partner agencies. Also, future improvements may differ from recommendations below pending further project evaluation and design.

1. Install sidewalk along the north and south sides of Venture Lane and Enterprise Drive between Century Drive and the school.
2. Stripe a crosswalk on the west leg of the Venture Lane and Enterprise Drive intersection.

Safety Walk Audit Treatment Opportunities

Preliminary Concept

1. Install sidewalk along the north and south sides of Venture Lane and Enterprise Drive between Century Drive and the school.
2. Stripe a crosswalk on the west leg of the Venture Lane and Enterprise Drive intersection.

Three Rivers School

S Century Drive

Enterprise Drive

Venture Lane

1

2

A roundabout is under design at S Century Drive & Venture Lane. Construction is planned to begin in 2026.

The concepts presented herein are preliminary and intended to illustrate a range of potential improvements. These representations are subject to further refinement through future studies.

N

Scale: 1" = 100'

100 50 0 100

Figure 2: Three Rivers School

Sunriver, Oregon

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La Pine Elementary, Middle, and High Schools

La Pine Elementary, Middle, and High schools serve students from grades K-12. The schools have separate campuses adjacent to each other in La Pine, so an audit was conducted for each to understand individual school needs. The school safety audit for the high school was conducted on May 8th, 2025, by Blaine Wruck and Torina Wilson (Deschutes County), Scott Olszewski (La Pine High School Principal), Chris Mather (Bend-La Pine Schools Assistant Transportation Director), Michelle Rhoads (Bend-La Pine Schools Active Transportation Coordinator), Deputy/Student Resource Office Jeff Woods (Deschutes County Sheriff's Office), Matt Kittelson and Miranda Barrus (Kittelson & Associates), and additional La Pine HS staff. The school safety audit for the middle and elementary schools was conducted on May 21st, 2025, by Blaine Wruck (Deschutes County), Megan Silvey (La Pine Elementary School Principal), Brian Barringer (La Pine Middle School Principal), Deputy/Student Resource Office Jeff Woods (Deschutes County Sheriff's Office Deputy/SRO), and Matt Kittelson, Miranda Barrus, and Eza Gaigalas (Kittelson & Associates).

Key Observations

The key observations from the school safety audit are detailed on an aerial map in Attachment A. Below is a summary of these observations.

- There is pedestrian traffic between the schools and the residences and businesses to the east. This is because many students reside in the developments to the east of Huntington Road. Additionally, a Bi-Mart across from Huntington Road attracts students, especially during the lunch hour.
- Coach Road, which is a north-south frontage road and primary access road for the elementary and high schools, lacks any marked midblock crosswalks. As a result, students accessing Bi-Mart or other locations to the east cross Coach Road at non-marked locations.
- Future residential and commercial development northeast of the schools along Huntington Road is expected to increase student trips to and from this vicinity.
- Today, students cut through the wooded, undeveloped parcel between Coach Road and Huntington Road in front of the High School.
- Students also use an existing sidewalk located south of the Mid Oregon Credit Union site, which connects Coach Road to Huntington Road. On Huntington Road, the east end of this sidewalk connects to a marked school zone crossing. However, the west end does not fully extend to Coach Road and lacks curb ramps or a marked mid-block crosswalk.
- To the south, students cross at various locations along 1st Street, including at the Coach Road and 1st Street intersection, Huntington Road and 1st Street traffic signal, and unmarked locations at other places along 1st Street.

- More students walk to school in the winter due to challenging winter driving conditions. However, snow berms along roads in the vicinity, and especially along Memorial Lane, force students to walk on the road.
- Multiple intersections surrounding the schools are lacking crosswalks on one or more legs.
- Vehicles often exceed the posted speed limit on Huntington Road and Coach Road.
- The Memorial Lane and Huntington Road intersection is slated to have additional curb ramps and crosswalks installed as part of an ongoing residential development in the northeast corner. Long-term, the intersection is planned for a roundabout.
- A more detailed review of school zone signs in the vicinity of the schools is needed to confirm compliance with current guidance in the *Manual on Uniform Traffic Control Devices (MUTCD)* on sign placement and school zone designations.

Treatment Opportunities

Based on the observations described above, opportunities to improve pedestrian and bicycle circulation around the school were identified. These improvements are shown in Figure 3 and correspond to the summary below.

Note: While the County may consider these recommendations for future projects, some initiatives might fall under the jurisdiction of partner agencies or may not align with the County's funding or prioritization criteria. These recommendations aim to provide a general framework for improving school access over time, potentially with the involvement of or leadership by partner agencies. Also, future improvements may differ from recommendations below pending further project evaluation and design.

1. Install crosswalks on 1st Street at the Stillwell Street intersection.
2. Investigate converting the 1st Street and Morson Street intersection to all-way stop control and stripe crosswalks on the west and south legs.
3. Install sidewalk on the south side of 1st Street.
4. Review school zone signage along area streets and update to be compliant with MUTCD guidance and state law. Consider time-of-day flashing beacons with speed feedback signs along Coach Road.
5. Install a midblock crosswalk along Coach Road at the elementary school entrance (near Mid Oregon).
6. Install a crossing on the west and south legs of the Coach Road and Memorial Lane intersection and evaluate all-way stop-control.
7. Install an enhanced crossing, such as an RRFB, at the crosswalk in front of the Bi-Mart.
8. Install an enhanced crossing, such as an RRFB, and crosswalk on the north leg at the intersection of Memorial Lane and Huntington Road.
    a. Note: a roundabout is planned at this location in the long-term per City of La Pine plans.

9. Install sidewalk on the west side of Coach Road in front of La Pine High School to infill pedestrian pathways within the right-of-way.
10. Install sidewalks on the north and south sides of Memorial Lane from Huntington Road to the school (north side to be constructed by ongoing residential development).

Safety Walk Audit Treatment Opportunities

Preliminary Concept

Legend

- Time-of-Day Flashing Beacon
- Rapid Rectangular Flashing Beacon
- School Speed Limit Sign
- Speed Feedback Sign
- Pedestrian Crossing Sign
- Stop Sign

1. Install crosswalks on 1st Street at the Stillwell Street intersection.
2. Investigate converting the 1st Street and Morson Street intersection to all-way stop control and stripe crosswalks on the west and south legs.
3. Install sidewalk on the south side of 1st Street.
4. Review school zone signage along area streets and update to be compliant with MUTCD guidance and state law. Consider time-of-day flashing beacons with speed feedback signs along Coach Road.
5. Install a midblock crosswalk along Coach Road at the elementary school entrance (near Mid Oregon).
6. Install a crossing on the west and south legs of the Coach Road and Memorial Lane intersection and evaluate all-way stop-control.
7. Install an enhanced crossing, such as an RRFB, at the crosswalk in front of the Bi-Mart.
8. Install an enhanced crossing, such as an RRFB, and crosswalk on the north leg at the intersection of Memorial Lane and Huntington Road.
   Note: a roundabout is planned at this location in the long-term per City of La Pine plans.
9. Install sidewalk on the west side of Coach Road in front of La Pine High School to infill pedestrian pathways within the right-of-way.
10. Install sidewalks on the north and south sides of Memorial Lane from Huntington Road to the school (north side to be constructed by ongoing residential development).

La Pine Middle School

La Pine Elementary School

La Pine High School

Morson Street

1st Street

Coach Road

Huntington Road

Memorial Lane

A roundabout is planned for the long-term at Memorial Lane & Huntington Road.

The concepts presented herein are preliminary and intended to illustrate a range of potential improvements. These representations are subject to further refinement through future studies.

Scale: 1" = 200'

N

200 100 0 200

Figure 3: La Pine Elementary, Middle, and High Schools

La Pine, Oregon

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Rosland Elementary School

Rosland Elementary School is a K-5 school in La Pine. The school safety audit was conducted on May 21st, 2025, by Blaine Wruck (Deschutes County), Deborah Buduan (Rosland Elementary School Principal), Chris Mather (Bend-La Pine Schools Assistant Transportation Director), Michelle Rhoads (Bend-La Pine Schools Active Transportation Coordinator), and Matt Kittelson, Miranda Barrus, and Eza Gaigalas (Kittelson & Associates).

Key Observations

The key observations from the school safety audit are detailed on an aerial map in Attachment A. Below is a summary of these observations.

- There are paths on the east and west sides of the school along City of La Pine streets that do not currently connect to any services or neighborhoods. A network of unpaved roads are present south of the school within undeveloped, forested lands.
- In front of the school, Burgess Road lacks pedestrian facilities and marked crosswalks, and it is not designated as a school zone. Staff at the school noted that students walking to the school is not common, though one student walks today and crosses at the intersection of Pine Drive and Burgess Road. There are no designated pedestrian routes for walking to and from school. Additional pedestrian activity is anticipated as development continues to occur in the area.
- School staff cross Burgess Road at Pine Drive to access the school mailbox, which is on the north side of this intersection.

Treatment Opportunities

Based on the observations described above, opportunities to improve pedestrian and bicycle safety around the school were identified. These improvements are shown in Figure 4 and correspond to the summary below.

Note: While the County may consider these recommendations for future projects, some initiatives might fall under the jurisdiction of partner agencies or may not align with the County's funding or prioritization criteria. These recommendations aim to provide a general framework for improving school access over time, potentially with the involvement of or leadership by partner agencies. Also, future improvements may differ from recommendations below pending further project evaluation and design.

1. Install a marked crosswalk and enhanced crossing, such as an RRFB, at the Pine Drive and Burgess Road intersection. Provide a sidewalk connection to the mailboxes on the north side of Burgess Road. Coordinate with the school district to improve the existing path along Pine Drive.

2. As development occurs south of the school, coordinate with the City of La Pine to identify improved access routes to and from the school for people driving, walking, and biking.
3. Review school zone signage along Burgess Road and update to be compliant with MUTCD guidance and state law. Consider time-of-day flashing beacons.

Safety Walk Audit Treatment Opportunities

Preliminary Concept

Legend

- Time-of-Day Flashing Beacon
- Rapid Rectangular Flashing Beacon
- School Speed Limit Sign
- Pedestrian Crossing Sign

Burgess Road

Yeager Drive

Pine Drive

Rosland
Elementary School

1. Install a marked crosswalk and enhanced crossing, such as an RRFB, at the Pine Drive and Burgess Road intersection. Provide a sidewalk connection to the mailboxes on the north side of Burgess Road. Coordinate with the school district to improve the existing path along Pine Drive.
2. As development occurs south of the school, coordinate with the City of La Pine to identify improved access routes to and from the school for people driving, walking, and biking.
3. Review school zone signage along Burgess Road and update to be compliant with MUTCD guidance and state law. Consider time-of-day flashing beacons.

The concepts presented herein are preliminary and intended to illustrate a range of potential improvements. These representations are subject to further refinement through future studies.

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Scale: 1" = 150'

150 75 0 150

Figure 4: Rosland Elementary School

La Pine, Oregon

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Buckingham Elementary School

Buckingham Elementary School is a K-5 school in Bend. The school safety audit was conducted on May 21st, 2025, by Blaine Wruck (Deschutes County), Michelle Wilson (Buckingham Elementary School Principal), Bend-La Pine Schools staff, Michelle Rhoads (Bend-La Pine Schools Active Transportation Coordinator), and Matt Kittelson, Miranda Barrus, and Eza Gaigalas (Kittelson & Associates).

Key Observations

The key observations from the school safety audit are detailed on an aerial map in Attachment A. Below is a summary of these observations.

- There are a few students who live in the neighborhood surrounding Quail Ridge Road and walk to school. However, there are no pedestrian paths or sidewalks connecting to the school, except for a gravel path from Big Sky Park.
- There are no turning lanes at the school vehicular access points along Hamby Road. While southbound vehicles are waiting to turn left, other southbound vehicles have been observed to pass turning vehicles using the roadway shoulder.
- Buses and vehicles have reported that it is challenging to exit the school due to congestion on Hamby Road.
- Many students live within a mile of the school but they are bused or dropped off since there are no walking routes. The only students observed to walk to school do so from the Quail Ridge neighborhood directly west of the school.
- In 2024, the County installed time-of-day flashing beacon school zone signs, speed feedback signs, a pedestrian crossing of Hamby Road at Quail Ridge Road, and pedestrian crossing ahead warning signs on Hamby Road.

Treatment Opportunities

Based on the observations described above, opportunities to improve pedestrian and bicycle safety around the school were identified. These improvements are summarized below.

Note: While the County may consider these recommendations for future projects, some initiatives might fall under the jurisdiction of partner agencies or may not align with the County's funding or prioritization criteria. These recommendations aim to provide a general framework for improving school access over time, potentially with the involvement of or leadership by partner agencies. Also, future improvements may differ from recommendations below pending further project evaluation and design.

- Since school improvements were recently constructed, no specific improvements to County-owned facilities were identified in the near-term.

- The school could work with agency partners to improve pedestrian and bicycle circulation in the near-term, including evaluating the feasibility of using the adjacent Bend Park and Recreation District (BPRD) parking lot to facilitate school pick up and drop off activities.

Tumalo Community School

Tumalo Community School is a K-5 school in Tumalo. The school is planned to be fully expanded as a K-8 school by the 2028/2029 school year. The school safety audit was conducted on May 27th, 2025, by Blaine Wruck (Deschutes County), Sam Platt (Tumalo Community School Principal), and Miranda Barrus and Eza Gaigalas (Kittelson & Associates).

Key Observations

The key observations from the school safety audit are detailed on an aerial map in Attachment A. Below is a summary of these observations.

- There are no sidewalks along 2nd Street except in front of the school. There are no sidewalks along Cook Avenue except south of the fire station. Some students walk to school, and there are outdoor education activities off of 4th Street to the east by the river, where there are no sidewalks.

Treatment Opportunities

Based on the observations described above, opportunities to improve pedestrian and bicycle safety around the school were identified. These improvements are shown in Figure 5 and correspond to the summary below.

Note: While the County may consider these recommendations for future projects, some initiatives might fall under the jurisdiction of partner agencies or may not align with the County's funding or prioritization criteria. These recommendations aim to provide a general framework for improving school access over time, potentially with the involvement of or leadership by partner agencies. Also, future improvements may differ from recommendations below pending further project evaluation and design.

1. Install sidewalks on the north and south side of 2nd Street.
2. Install sidewalks on the west side of Cook Avenue.
3. Install an enhanced crossing, such as an RRFB at the intersection of Cook Avenue and 4th Street.

Safety Walk Audit Treatment Opportunities

Preliminary Concept

Legend

- Rapid Rectangular Flashing Beacon
- Pedestrian Crossing Sign

Tumalo Community School

2nd Street

Cook Avenue

Cline Falls Highway

Tumalo Road

4th Street

A roundabout is planned for Cline Falls Road & Tumalo Road in the County's Capital Improvement Plan for Year 2029.

1. Install sidewalks on the north and south side of 2nd Street.
2. Install sidewalks on the west side of Cook Avenue.
3. Install an enhanced crossing, such as an RRFB at the intersection of Cook Avenue and 4th Street.

The concepts presented herein are preliminary and intended to illustrate a range of potential improvements. These representations are subject to further refinement through future studies.

N

Scale: 1" = 100'

100 50 0 100

Figure 5: Tumalo Community School

Tumalo, Oregon

\\Kittelson.com\SLH_Projects\30\30431 - Deschutes County TSAP\Task 3 - Data Collection & Analysis\5School Audits\9\gis\CAD Files\30431_School Audit Opportunities.dwg Jul 29, 2025 - 3:42pm agalgalas Layout Tab: Tumalo

Terrebonne Community School

Terrebonne Community School is a K-5 school in Terrebonne. The school safety audit was conducted on June 4th, 2025, by Blaine Wruck (Deschutes County), Cyndi Ganfield (Terrebonne Community School Principal), Bend-La Pine Schools staff and Miranda Barrus (Kittelson & Associates).

Key Observations

The key observations from the school safety audit are detailed on an aerial map in Attachment A. Below is a summary of these observations.

- The midblock crosswalk on B Avenue lacks continental striping and Americans with Disabilities Act (ADA) compliant curb ramps.
- The bus drop off/pick up occurs on B Avenue and the parent drop off/pick up occurs on C Avenue.
- Vehicle on-street parking queues on C Avenue may block visible of the school zone signs and contribute to vehicle speeding in the corridor. The school places a cone in the middle of the midblock crosswalk on C Avenue to encourage vehicles to slow down.
- The Morning Glory neighborhood is not in the bussing zone and walking facilities for students within one mile of school are limited.

Recommendations/Opportunities

Based on the observations described above, opportunities to improve pedestrian and bicycle safety around the school were identified. These improvements are shown in Figure 5 and correspond to the summary below.

Note: While the County may consider these recommendations for future projects, some initiatives might fall under the jurisdiction of partner agencies or may not align with the County's funding or prioritization criteria. These recommendations aim to provide a general framework for improving school access over time, potentially with the involvement of or leadership from partner agencies. Also, future improvements may differ from recommendations below pending further project evaluation and design.

1. Install a continental crosswalk and install new curb ramps at the existing crossing on B Avenue in front of the school.
2. Review school zone signage along C Avenue and update to be compliant with MUTCD guidance and state law. Consider installing time-of-day flashing beacon school zone signs with speed feedback signs.
3. Install a crossing sign in the middle of the existing midblock crosswalk on C Avenue behind the school per MUTCD guidance.

Safety Walk Audit Treatment Opportunities

Preliminary Concept

Legend

- Time-of-Day Flashing Beacon
- School Speed Limit Sign
- Speed Feedback Sign
- In-Street Pedestrian Crossing Sign

1. Install a continental crosswalk and install new curb ramps at the existing crossing on B Avenue in front of the school.
2. Review school zone signage along C Avenue and update to be compliant with MUTCD guidance and state law. Consider installing time-of-day flashing beacon school zone signs with speed feedback signs.
3. Install a crossing sign in the middle of the existing midblock crosswalk on C Avenue behind the school per MUTCD guidance.

C Avenue

Terrebonne Community School

B Avenue

US 97

An RRFB is under construction on the north leg of US97 & B Avenue.

The concepts presented herein are preliminary and intended to illustrate a range of potential improvements. These representations are subject to further refinement through future studies.

N

Scale: 1" = 100'

100 50 0 100

\\Kittelson.com\KH_Projects\30\30431 - Deschutes County TSAP\Task 3 - Data Collection & Analysis\School Audits\Figs\CAD files\30431_School Audit Opportunities.dwg Jul 29, 2025 - 3:42pm - agalgalas Layout Tab: Terrebonne

Figure 6: Terrebonne Community School

Terrebonne, Oregon

Attachment B: Previously Planned & Ongoing Safety Projects

SW Helmholtz Way / OR 126

The intersection of SW Helmholtz Way with OR 126 (SW Highland Ave) is located within the Redmond Urban Growth Boundary. It is a four-way intersection with stop-control on the minor approach. Protected left turn lanes exist on OR126.

The intersection was identified as a Top 1% Site in the High Injury Network (HIN). The frequency and severity of crashes at this location are indicative of need for improvements. The crash history at this intersection is summarized in Table B-1.

Table B-1: SW Helmholtz Way / OR 126 Crash History (2018-2022)

Total Number of Crashes			
Fatal / Serious Injury	**Moderate / Minor Injury**	**Property Damage Only**	**Total**
3	15	9	**27**

ODOT has identified this intersection for a future safety corridor study which will evaluate improvement alternatives to address predominant crash patterns. While no conceptual alternatives have been presented to-date, Deschutes County Road Department will observe any proposed improvements yielded from the forthcoming safety corridor study and partner with ODOT and the City of Redmond as appropriate to implement safety improvements.

NW Lower Bridge Way / NW 31st Street

The section of Lower Bridge Way from 19th St to 31st St is a ¾-mile long segment of arterial roadway near the community of Terrebonne. There are three 3-leg intersections along the length of the roadway segment, each with stop-control on the minor roadway approaches. The intersection of NW 31st is linked to the majority of crashes in this section.

The intersection was identified as a Top 1% Site in the High Injury Network (HIN). The crash history at this intersection is summarized in Table B-2.

Table B-2: NW Lower Bridge Way / NW 31st Street Crash History (2018-2022)

Total Number of Crashes			
Fatal / Serious Injury	**Moderate / Minor Injury**	**Property Damage Only**	**Total**
2	5	3	**10**

This intersection was also noted in the 2019 TSAP as a Top Site for safety improvements. Deschutes County Road Department applied for ARTS funding for corridor improvements to the NW 19th and NW 31st Street intersections which include:

- Installation of left turn lanes on the westbound major approaches
- Advance warning countermeasures, including Stop/Stop Ahead pavement markings, intersection advance warning signage and stop ahead advance warning signs.
- Flashing LED Stop Signs
- Improvements to pavement markings

The improvement concept included with the ARTS funding application is shown in Figure B-1. Award of ARTS funding is currently pending.

Figure B-1: NW Lower Bridge Way / NW 31st Street Improvement Concept

Cloverdale Road / OR 126

The intersection of Cloverdale Rd with OR 126 is a three-leg intersection with stop control on the minor approach. The rural two-lane collector roadway (Cloverdale Rd) serves north-south traffic between US20 and OR 126 and intersects OR 126 at its northern terminus at a nearly right angle.

The intersection was identified as a Top 1% Site in the High Injury Network (HIN). The crash history at this intersection is summarized in Table B-3.

Table B-3: Cloverdale Road / OR 126 Crash History (2018-2022)

Total Number of Crashes			
Fatal / Serious Injury	**Moderate / Minor Injury**	**Property Damage Only**	**Total**
1	5	2	**8**

Deschutes County Road Department has developed an improvement concept which includes:

- Improving advance warning countermeasures on the minor intersection approach by adding signage and pavement legends;
- Installation of a dynamic flashing LED stop sign on the minor approach;
- Installation of a raised median island on the stop-controlled approach to command driver attention; and
- Vegetation & fixed object removal to improve sight distance from the stop-controlled intersection approach within the sight triangle in order to mitigate turning movement crashes.

The improvement concept is shown in Figure B-2.

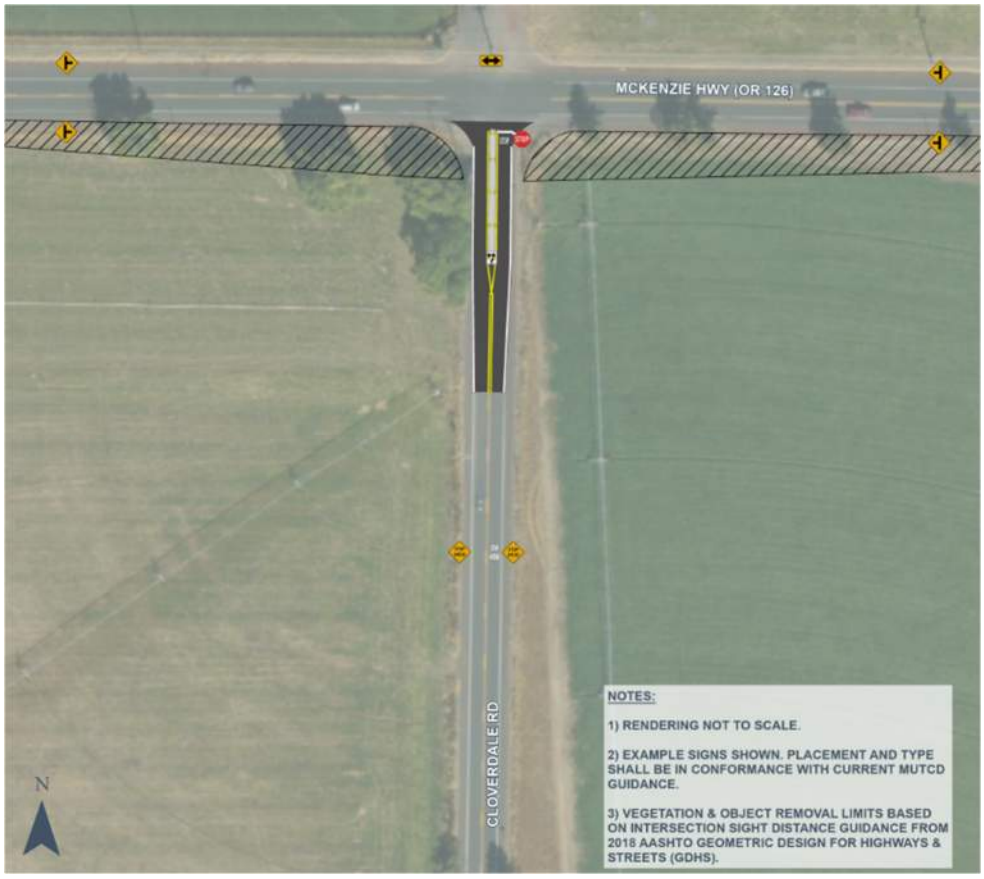


Figure B-2: Cloverdale Road / OR 126 Improvement Concept

US 20 / Fryrear Road

The intersection of US20 with Fryrear Road is a three-leg intersection with stop control on the minor approach (Fryrear Road). US20 primarily serves freight and passenger vehicle traffic between Central Oregon and the Willamette Valley west of the Cascade Mountain Range. Fryrear Road is classified as a Minor Collector and is operated and maintained by Deschutes County Road Department. Presently, the intersection is configured in such a way that eastbound vehicles turning onto Fryrear Road do not have a refuge to wait for adequate gaps in oncoming westbound traffic. As a result, eastbound traffic must slow significantly or stop completely, leading to a high propensity for rear-end crashes. Although advance warning signage for the Fryrear Road intersection exists in both westbound and eastbound directions on US20, eastbound traffic user expectancy of a stop condition is poor. These issues are compounded by the fact that the intersection is located within a horizontal curve with substandard sight distance on US20.

The intersection was identified as a Top 1% Site in the High Injury Network (HIN). The crash history at this intersection is summarized in Table B-4.

Table B-4: US 20 / Fryrear Rd Crash History (2018-2022)

Total Number of Crashes			
Fatal / Serious Injury	**Moderate / Minor Injury**	**Property Damage Only**	**Total**
1	3	1	**5**

Deschutes County Road Department, in collaboration with ODOT, has developed an improvement concept which includes:

- Addition of protected Left Turn Lane for eastbound US20 traffic
- Installation of illumination at the intersection
- Realignment of US20 to the south to improve sight distance and horizontal curve layout
- Realignment of Fryrear Road to remove intersection skew and improve sight distance
- Other low-cost systemic countermeasures, including pavement markings, delineation, and dynamic feedback traffic control devices

The improvement concept is shown in Figure B-3.

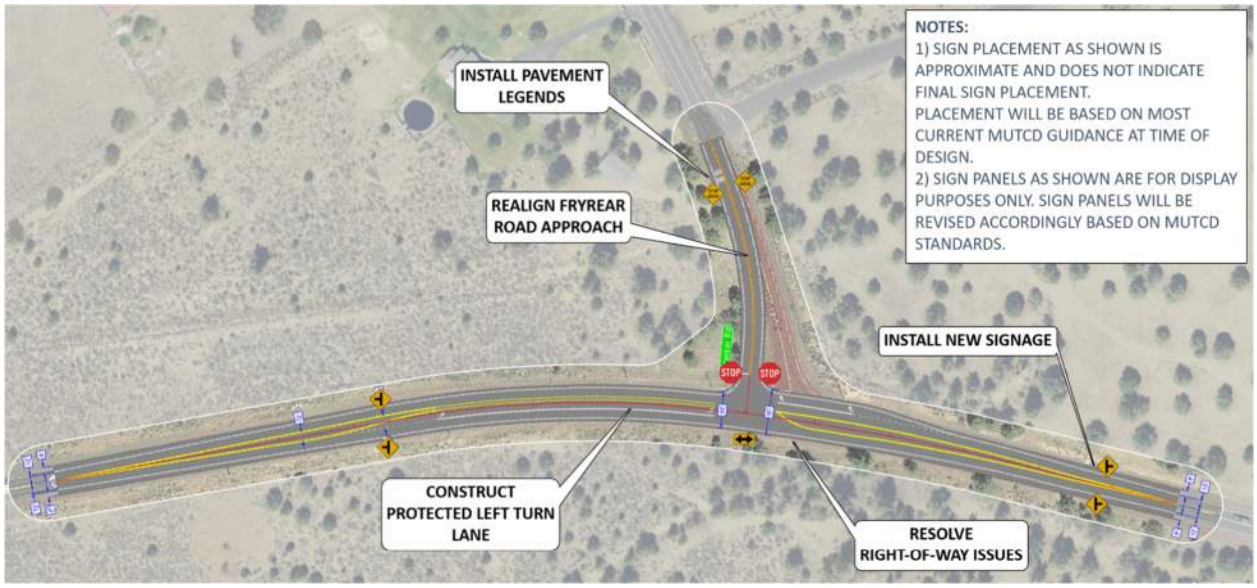


Figure B-3: US 20 / Fryrear Road Improvement Concept

NW Canal Boulevard / NE Oneil Highway

The intersection of NW Canal Blvd with NE Oneil Hwy is a four-leg intersection of a state highway with a County road located north of the Redmond City Limits. The intersection presently has stop control on the minor approaches (NW Canal Blvd). Most of the crashes at this intersection involved turning vehicles or vehicles queued to complete a turning movement.

The intersection was identified as a Top 1% Site in the High Injury Network (HIN). The crash history at this intersection is summarized in Table B-5.

Table B-5: NW Canal Boulevard / NE Oneil Highway Crash History (2018-2022)

Total Number of Crashes			
Fatal / Serious Injury	**Moderate / Minor Injury**	**Property Damage Only**	**Total**
1	3	0	**4**

Deschutes County Road Department has obligated funding for improvements to NW Canal Blvd between the Redmond City Limit and NE Oneil Hwy as part of their 2026-2030 Capital Improvement Plan (CIP). As part of this roadway improvement project, appropriate safety improvements at the intersection will be evaluated for implementation.

Potential improvements could include:

- Left turn lane on westbound major approach
- Improved advance warning signage and pavement markings for stop-controlled approach.
- Doubled-up intersection advance warning signs on major approaches.
- Improving triangle sight distance.

US 97 / Baker Road / Knott Road (Deschutes River Woods) Interchange

The US 97 interchange at Baker Road/Knott Road is located south of the Bend urban growth boundary. The interchange is comprised of two-lane, two-way roadways and a series of stop-controlled intersections at the highway ramp terminals, as well as an at-grade railroad crossing.

Intersections within the footprint of the interchange were identified as Top 5% Sites in the High Injury Network (HIN). The crash history at this intersection is summarized in Table B-6.

Table B-6: US 97 / Baker Road / Knott Road Interchange Crash History (2018-2022)

Total Number of Crashes			
Fatal / Serious Injury	**Moderate / Minor Injury**	**Property Damage Only**	**Total**
0	14	10	**24**

Note: Number of crashes shown above is inclusive of all crashes within the interchange area, including intersections of ramp terminals with County roads.

ODOT has developed an Interchange Area Management Plan (IAMP), which evaluated options for improvement to the existing interchange configuration. As a result of the IAMP, a preferred alternative was selected, which includes the following improvements:

- US 97 southbound ramps realignment and traffic signal and railroad crossing improvements
- US 97 acceleration and deceleration lanes
- Cinder Butte Road realignment and turn lanes
- Baker Road/Cinder Butte Road signalization
- Confirm intersection control for US 97 northbound ramp terminal
- Baker Road bridge widening
- US 97 northbound roundabout ramp terminal
- Multi-use path connections
- Realign Scale House Road

The improvements are proposed to be delivered in two phases. The conceptual rendering of the preferred improvement alternative is shown in Figure B-4.

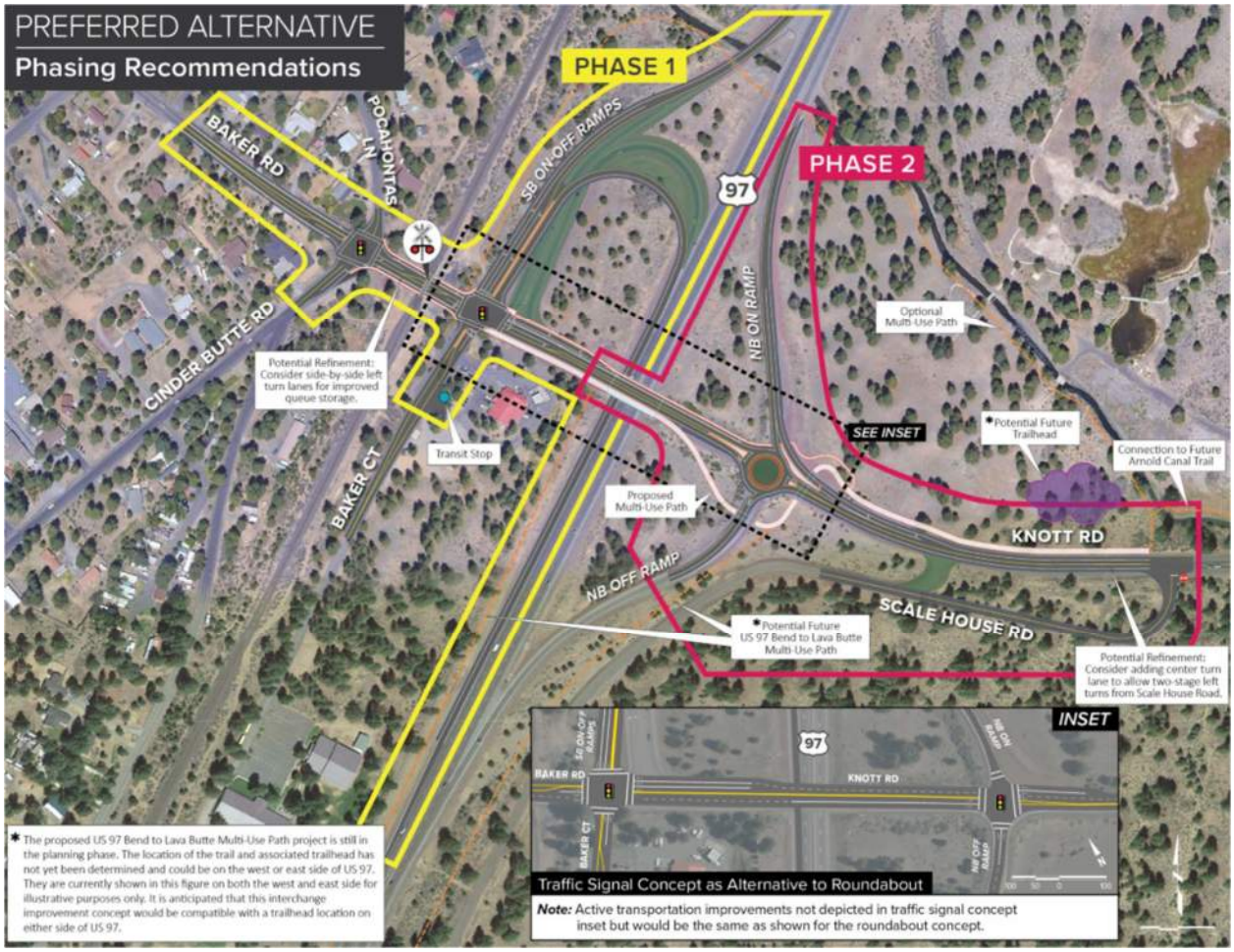


Figure B-4: US 97 / Baker Road / Knott Road Interchange Improvement Concept

SW Canal Boulevard / Young Avenue

The intersection of SW Canal Blvd with Young Ave is a four-leg intersection with stop control on the minor east-west approaches (Young Ave). SW Canal Blvd is a rural arterial roadway, providing access to south Redmond from outlying communities and commuter traffic. Young Ave intersects SW Canal Blvd at a significant skew. The intersection was identified as an ODOT Safety Priority Index System (SPIS) site in 2020.

The intersection was identified as a Top 5% Site in the High Injury Network (HIN). The crash history at this intersection is summarized in Table B-7.

Table B-7: Cloverdale Road / OR 126 Crash History (2018-2022)

Total Number of Crashes			
Fatal / Serious Injury	**Moderate / Minor Injury**	**Property Damage Only**	**Total**
0	4	2	**6**

Deschutes County Road Department has developed an improvement concept which includes:

- Realigning the minor intersection approaches to reduce skew
- Installing intersection lighting
- Low-cost advance warning countermeasures, including improved advanced warning signage and pavement legend markings

The proposed realignment of Young Ave at the intersection of Old Bend-Redmond Hwy/S Canal Blvd project (Project) will address safety through improved geometry and low-cost countermeasures. The improvement concept is shown in Figure B-5.

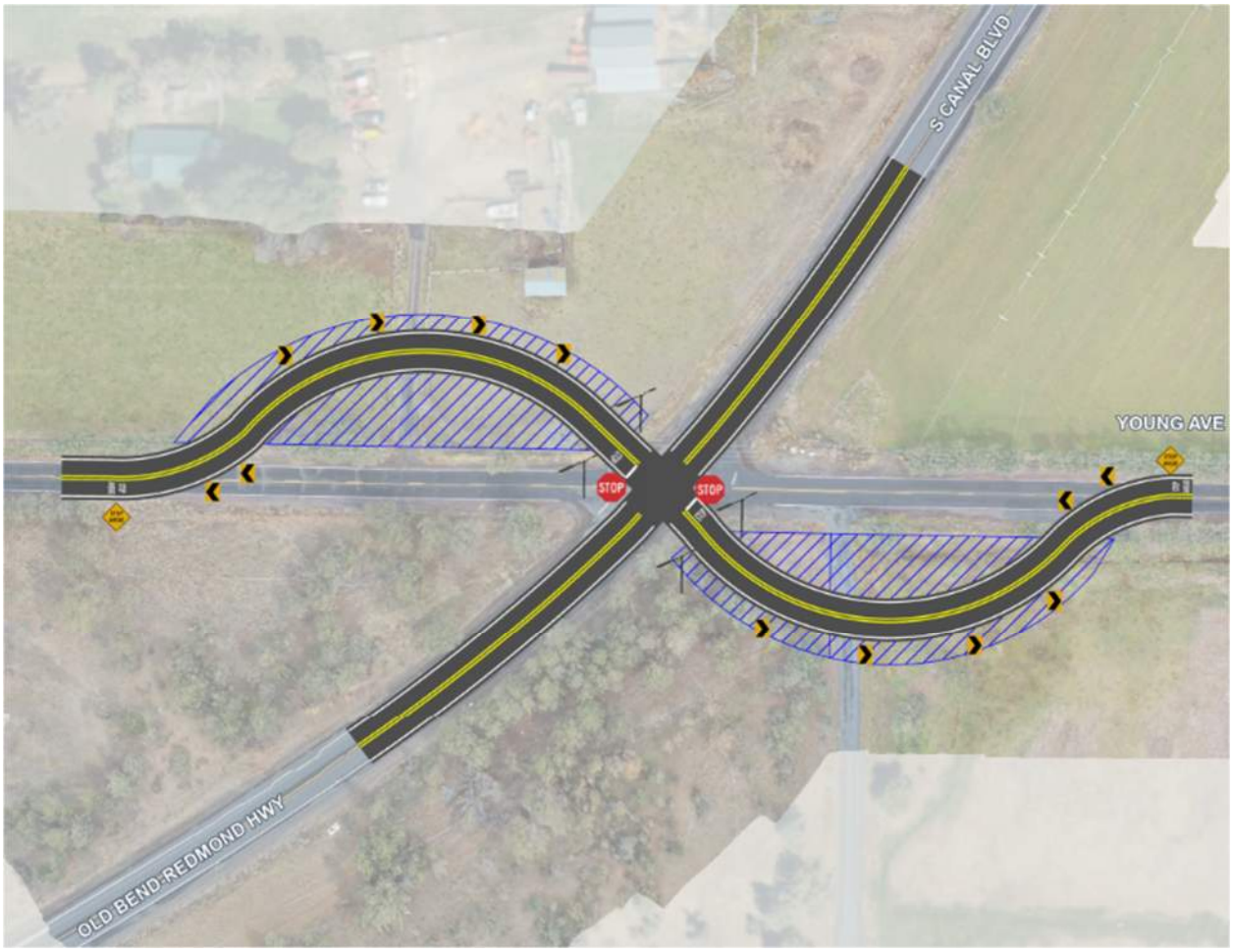


Figure B-5: SW Canal Blvd / Young Ave Improvement Concept

Cline Falls Highway / Connarn Rd

The intersection of Cline Falls Hwy / Connarn Rd is a three-leg intersection with stop control on the minor approach (Connarn Rd). Cline Falls Hwy is a rural arterial roadway providing access to residences, resort communities and recreational opportunities west of Redmond.

The intersection was identified as a Top 5% Site in the High Injury Network (HIN). The crash history at this intersection is summarized in Table B-8.

Table B-8: Cline Falls Hwy / Connarn Rd Crash History (2018-2022)

Total Number of Crashes			
Fatal / Serious Injury	**Moderate / Minor Injury**	**Property Damage Only**	**Total**
0	1	3	**4**

Deschutes County Road Department applied for ARTS funding for a corridor improvement project on Cline Falls Hwy between Connarn Rd and Newcomb Rd which included similar improvements at five intersections within a three-mile segment. Improvements were tailored to the predominant crash types observed within the segment, which included speed-involved crashes, roadway departures and intersectional crashes. Proposed improvements include:

- Traversable median islands on major approaches
- Sinusoidal fog line rumble strips
- Intersection advance warning improvements (signage & pavement markings)

The improvement concept included with the ARTS funding application is shown in Figure B-6. Award of ARTS funding is currently pending.

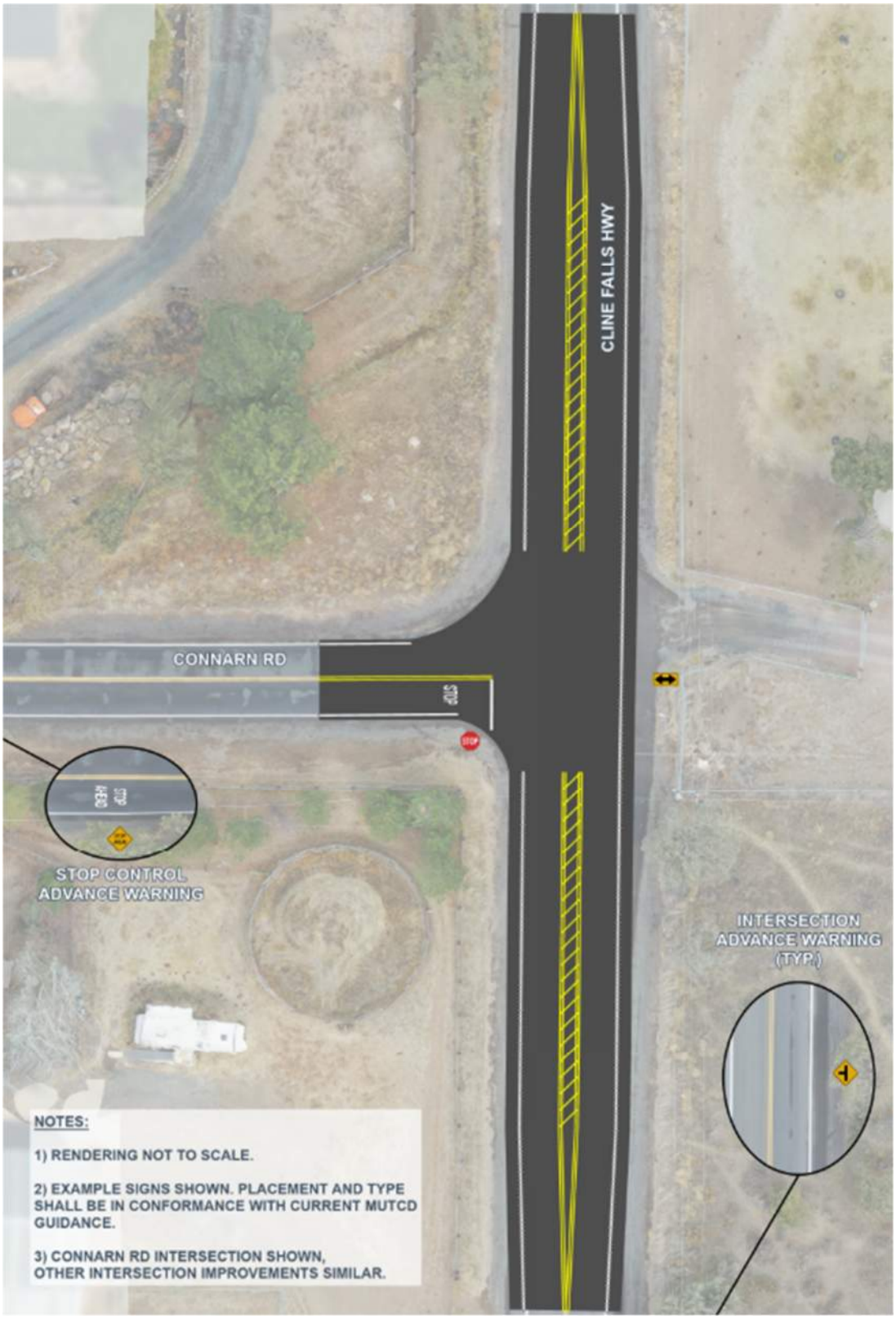


Figure B-6: Cline Falls Hwy / Connarn Rd Improvement Concept

APPENDIX E–PROJECT PRIORITIZATION & COST ESTIMATE WORKSHEETS

Priority Location	Crash History Rating	Equity Disparity Rating	Planning-Level Cost Rating	Public Support Rating	Environmental/Property Impacts Rating	Jurisdiction Coordination Rating	Previously Planned Projects Rating	Implementation Timeframe
	Rural Intersections							
US 97/Jackpine Lp	●	◖	◖	●	⊗	◖	⊗	**Mid-Term (5-10 yrs)**
US 20/Pinehurst Rd	◖	⊗	◖	●	⊗	◖	⊗	**Long-Term (10-20 yrs)**
US 20/Gerking Market Rd	⊗	◖	○	●	○	◖	⊗	**Long-Term (10-20 yrs)**
US 20/Erickson Rd	○	⊗	●	●	◖	◖	⊗	**Mid-Term (5-10 yrs)**
State Rec Rd/Huntington Rd	◖	●	●	◖	●	●	⊗	**Short-Term (1-5 yrs)**
Bear Creek Rd/Ward Rd	◖	○	●	◖	●	●	⊗	**Short-Term (1-5 yrs)**
Smith Rock Way/NE 33rd St	●	⊗	●	◖	●	●	⊗	**Short-Term (1-5 yrs)**
Smith Rock Way/NE 1st ST	●	⊗	●	◖	●	●	⊗	**Short-Term (1-5 yrs)**
NW Ice Ave/NW 43rd St	⊗	◖	●	◖	●	●	⊗	**Mid-Term (5-10 yrs)**
	Rural Road							
Day Rd/Amber Ln/5th St Curve	⊗	⊗	⊗	●	⊗	●	⊗	**Long-Term (10-20 yrs)**

Criteria Ratings	Definition
●	Strong history of serious crashes; overlap with high equity disparity area; low-cost improvement; strong public support; low environmental/property impacts; no cross-jurisdiction coordination; advances prior planned project
◖	Some history of serious crashes; overlap with medium equity disparity area; low/medium-cost improvement; some public support; some environmental/property impacts; no cross-jurisdiction coordination; advances prior planned project
○	Minimal history of serious crashes; overlap with low equity disparity area; medium-cost improvement; little public support; higher environmental/property impacts; cross-jurisdiction coordination; doesn't advance prior planned project
⊗	No history of serious crashes; no overlap with areas of equity disparity area; high-cost improvement; no public support; significant environmental/property impacts; cross-jurisdiction coordination; does not advance prior planned project

Deschutes County TSAP Update

US 97 and Jackpine Loop Concept

Deschutes County

Engineer's Conceptual Estimate

Prepared By: Eza Gaigalas, PE			*Date: December 2025*		
Reviewed By: Darren Hippenstiel, PE					
	Mobilization	LS	ALL	$213,000.00	$213,000.00
	Traffic Control	LS	ALL	$97,000.00	$97,000.00
	Construction Staging	LS	ALL	$97,000.00	$97,000.00
	Erosion Control	AC	3.3	$10,000.00	$33,000.00
	Removal of Structures and Obstructions	LS	ALL	$19,000.00	$19,000.00
	Clearing and Grubbing	LS	ALL	$37,000.00	$37,000.00
	General Earthworks	CY	8,800	$65.00	$572,000.00
	Asphalt Roadway - Full Depth	SF	143,725	$7.90	$1,135,427.50
	Asphalt Roadway - Grind & Inlay (2" Depth)	SF	11,400	$3.10	$35,340.00
	Subgrade Geotextile	SY	15,970	$2.00	$31,940.00
	Pavement Markings, Complete	LS	ALL	$37,680.00	$37,680.00
	Signage, Complete	LS	ALL	$8,750.00	$8,750.00
	Illumination System, Complete	LS	ALL	$23,000.00	$23,000.00
				TOTAL CONSTRUCTION COST	**$ 2,340,138**
	ENGINEERING SUPPORT				
	Engineering & Construction Management	LS	ALL	$586,000.00	$586,000.00
	ENGINEERING SUPPORT SUBTOTAL				**$ 586,000**
				TOTAL PROJECT SUBTOTAL	**$ 2,928,872**
				30% Contingency	**$ 878,670**
				TOTAL ESTIMATED PROJECT COST	**$ 3,808,000**

Deschutes County TSAP Update

US 97 and Jackpine Loop Concept

Deschutes County

Engineer's Conceptual Estimate

Prepared By: Eza Gaigalas, PE	*Date: December 2025*
Reviewed By: Darren Hippenstiel, PE	

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 5 inches ACP over 10 inches of compacted aggregate base.
- R/W costs are not included as part of this effort.
- Pierce Road to be constructed within ROW and overhead utilities are to to remain.
- No sound walls are required for this project.
- The cost of widening and median barrier along US 97 is not included in this estimate.
- County-owned road cross section width is assumed to be 26 feet.
- Grind and inlay area is assumed to cover the full width of existing roadway where new pavement markings will be applied on the inlaid surface.
- Assumes two new light poles at intersection.
- Stormwater facilities are assumed to be ditches which are inlcuded in the earthwork quantitiy.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Deschutes County TSAP Update

US 20 and Pinehurst Road Concept

Deschutes County

Engineer's Conceptual Estimate

Prepared By: Eza Gaigalas, PE		*Date: December 2025*		
Reviewed By: Darren Hippenstiel, PE				
This Estimate has a Rating of:		**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$133,000.00	$133,000.00
Traffic Control	LS	ALL	$61,000.00	$61,000.00
Construction Staging	LS	ALL	$61,000.00	$61,000.00
Erosion Control	AC	0.9	$10,000.00	$9,000.00
Removal of Structures and Obstructions	LS	ALL	$12,000.00	$12,000.00
Clearing and Grubbing	LS	ALL	$29,000.00	$29,000.00
General Earthworks	CY	3,600	$65.00	$234,000.00
Asphalt Roadway - Full Depth	SF	37,787	$14.60	$551,690.20
Asphalt Roadway - Grind & Inlay (2" Depth)	SF	71,955	$3.10	$223,060.50
Subgrade Geotextile	SY	4,199	$2.00	$8,398.00
Raised Concrete Island	SF	1,260	$16.20	$20,412.00
Pavement Markings, Complete	LS	ALL	$23,656.00	$23,656.00
Signage, Complete	LS	ALL	$9,750.00	$9,750.00
Illumination System, Complete	LS	ALL	$80,500.00	$80,500.00
Stormwater System	LS	ALL	$34,960.00	$34,960.00
TOTAL CONSTRUCTION COST				**$ 1,491,427**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$373,000.00	$373,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 373,000**
TOTAL PROJECT SUBTOTAL				**$ 1,867,161**
30% Contingency				**$ 560,150**
TOTAL ESTIMATED PROJECT COST				**$ 2,428,000**

Deschutes County TSAP Update

US 20 and Pinehurst Road Concept

Deschutes County

Engineer's Conceptual Estimate

Prepared By: Eza Gaigalas, PE	*Date: December 2025*
Reviewed By: Darren Hippenstiel, PE	

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 11 inches ACP over 12 inches of compacted aggregate base.
- R/W costs are not included as part of this effort.
- All overhead utilities will be relocated and remain above ground.
- No sound walls are required for this project.
- County-owned roads cross section width is assumed to be 26 feet.
- US 20 cross section width is assumed to be 48 feet at intersections.
- Grind and inlay area is assumed to cover the full width of existing roadway where new pavement markings will be applied on the inlaid surface.
- This assumes full-depth widening of US 20 on both sides but this shall be refined through future studies.
- Assumes seven new light poles at intersections.
- This estimate assumes culverts are replaced as part of the line item 'Stormwater System'. Project should avoid stormwater utility impacts if possible.
- Stormwater facilities are assumed to be ditches which are inlcuded in the earthwork quantitiy.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Deschutes County TSAP Update

US 20 and Gerking Market Road Concept

Deschutes County

Engineer's Conceptual Estimate

Prepared By: Eza Gaigalas, PE			*Date: December 2025*		
Reviewed By: Darren Hippenstiel, PE					
	Mobilization	LS	ALL	$113,000.00	$113,000.00
	Traffic Control	LS	ALL	$52,000.00	$52,000.00
	Construction Staging	LS	ALL	$52,000.00	$52,000.00
	Erosion Control	AC	0.8	$10,000.00	$8,000.00
	Removal of Structures and Obstructions	LS	ALL	$10,000.00	$10,000.00
	Clearing and Grubbing	LS	ALL	$20,000.00	$20,000.00
	General Earthworks	CY	2,600	$65.00	$169,000.00
	Asphalt Roadway - Full Depth	SF	30,510	$14.60	$445,446.00
	Asphalt Roadway - Grind & Inlay (2" Depth)	SF	77,050	$3.10	$238,855.00
	Subgrade Geotextile	SY	3,390	$2.00	$6,780.00
	Raised Concrete Island	SF	3,414	$16.20	$55,306.80
	Pavement Markings, Complete	LS	ALL	$19,794.79	$19,794.79
	Signage, Complete	LS	ALL	$6,750.00	$6,750.00
	Illumination System, Complete	LS	ALL	$46,000.00	$46,000.00
	TOTAL CONSTRUCTION COST			**$**	**1,242,933**
	ENGINEERING SUPPORT				
	Engineering & Construction Management	LS	ALL	$311,000.00	$311,000.00
	ENGINEERING SUPPORT SUBTOTAL			**$**	**311,000**
	TOTAL PROJECT SUBTOTAL			**$**	**1,556,667**
	30% Contingency			**$**	**467,000**
	TOTAL ESTIMATED PROJECT COST			**$**	**2,024,000**

Deschutes County TSAP Update

US 20 and Gerking Market Road Concept

Deschutes County

Engineer's Conceptual Estimate

Prepared By: Eza Gaigalas, PE	*Date: December 2025*
Reviewed By: Darren Hippenstiel, PE	

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 11 inches ACP over 12 inches of compacted aggregate base.
- R/W costs are not included as part of this effort.
- All overhead utilities will be relocated and remain above ground.
- No sound walls are required for this project.
- County-owned roads cross section width is assumed to be 26 feet.
- US 20 cross section width is assumed to be 59 feet at intersection.
- Grind and inlay area is assumed to cover the full width of existing roadway where new pavement markings will be applied on the inlaid surface.
- This assumes full-depth widening of US 20 on the south side but this shall be refined through future studies.
- Assumes three new light poles at intersection.
- Stormwater facilities are assumed to be ditches which are inlcuded in the earthwork quantitiy.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Deschutes County TSAP Update

US 20 / Erickson Road / Torkelson Road Concept

Deschutes County

Engineer's Conceptual Estimate

Prepared By: Eza Gaigalas, PE			*Date: December 2025*		
Reviewed By: Darren Hippenstiel, PE					
	Mobilization	LS	ALL	$50,000.00	$50,000.00
	Traffic Control	LS	ALL	$23,000.00	$23,000.00
	Construction Staging	LS	ALL	$23,000.00	$23,000.00
	Erosion Control	AC	0.3	$10,000.00	$3,000.00
	Removal of Structures and Obstructions	LS	ALL	$5,000.00	$5,000.00
	Clearing and Grubbing	LS	ALL	$9,000.00	$9,000.00
	General Earthworks	CY	1,000	$65.00	$65,000.00
	Asphalt Roadway - Full Depth	SF	8,780	$14.60	$128,188.00
	Asphalt Roadway - Grind & Inlay (2" Depth)	SF	40,750	$3.10	$126,325.00
	Subgrade Geotextile	SY	976	$2.00	$1,952.00
	Raised Concrete Island	SF	2,510	$16.20	$40,662.00
	Pavement Markings, Complete	LS	ALL	$14,983.76	$14,983.76
	Signage, Complete	LS	ALL	$7,260.00	$7,260.00
	Illumination System, Complete	LS	ALL	$46,000.00	$46,000.00
	TOTAL CONSTRUCTION COST			**$**	**543,371**
	ENGINEERING SUPPORT				
	Engineering & Construction Management	LS	ALL	$136,000.00	$136,000.00
	ENGINEERING SUPPORT SUBTOTAL			**$**	**136,000**
	TOTAL PROJECT SUBTOTAL			**$**	**682,105**
	30% Contingency			**$**	**204,640**
	TOTAL ESTIMATED PROJECT COST			**$**	**887,000**

Deschutes County TSAP Update

US 20 / Erickson Road / Torkelson Road Concept

Deschutes County

Engineer's Conceptual Estimate

Prepared By: Eza Gaigalas, PE	*Date: December 2025*
Reviewed By: Darren Hippenstiel, PE	

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 11 inches ACP over 12 inches of compacted aggregate base.
- R/W costs are not included as part of this effort.
- All overhead utilities will be relocated and remain above ground.
- No sound walls are required for this project.
- County-owned roads cross section width is assumed to be 26 feet.
- US 20 cross section width is assumed to be 45 feet at intersection.
- Grind and inlay area is assumed to cover the full width of existing roadway where new pavement markings will be applied on the inlaid surface.
- This assumes full-depth widening of US 20 on both sides but this shall be refined through future studies.
- Assumes four new light poles at intersection.
- Stormwater facilities are assumed to be ditches which are inlcuded in the earthwork quantitiy.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Deschutes County TSAP Update

Day Road / 5th Street / Amber Lane Concept

Deschutes County

Engineer's Conceptual Estimate

Prepared By: Eza Gaigalas, PE		*Date: December 2025*		
Reviewed By: Darren Hippenstiel, PE				
	This Estimate has a Rating of:	**3C**	*(See rating scale guide below.)*	
ITEM	**UNIT**	**TOTAL QUANTITY**	**UNIT PRICE**	**TOTAL COST**
Mobilization	LS	ALL	$37,000.00	$37,000.00
Traffic Control	LS	ALL	$17,000.00	$17,000.00
Construction Staging	LS	ALL	$17,000.00	$17,000.00
Erosion Control	AC	0.3	$10,000.00	$3,000.00
Removal of Structures and Obstructions	LS	ALL	$4,000.00	$4,000.00
Clearing and Grubbing	LS	ALL	$7,000.00	$7,000.00
General Earthworks	CY	700	$65.00	$45,500.00
Asphalt Roadway - Full Depth	SF	9,035	$7.90	$71,376.50
Asphalt Roadway - Grind & Inlay (2" Depth)	SF	14,325	$3.10	$44,407.50
Subgrade Geotextile	SY	1,004	$2.00	$2,008.00
Pavement Markings, Complete	LS	ALL	$5,824.08	$5,824.08
Signage, Complete	LS	ALL	$41,440.00	$41,440.00
Illumination System, Complete	LS	ALL	$103,500.00	$103,500.00
			TOTAL CONSTRUCTION COST	**$ 399,056**
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	$100,000.00	$100,000.00
ENGINEERING SUPPORT SUBTOTAL				**$ 100,000**
			TOTAL PROJECT SUBTOTAL	**$ 501,790**
			30% Contingency	**$ 150,540**
			TOTAL ESTIMATED PROJECT COST	**$ 653,000**

Deschutes County TSAP Update

Day Road / 5th Street / Amber Lane Concept

Deschutes County

Engineer's Conceptual Estimate

Prepared By: Eza Gaigalas, PE	*Date: December 2025*
Reviewed By: Darren Hippenstiel, PE	

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 5 inches ACP over 10 inches of compacted aggregate base.
- R/W costs are not included as part of this effort.
- All overhead utilities will be relocated and remain above ground.
- No sound walls are required for this project.
- Cost opinion does not include berm, vertical features for speed control, or driveway realignment.
- County-owned road cross section width is assumed to be 30 feet.
- Grind and inlay area is assumed to cover the full width of existing roadway where new pavement markings will be applied on the inlaid surface.
- Assumes nine new light poles at intersections.
- Stormwater facilities are assumed to be ditches which are inlcuded in the earthwork quantitiy.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

APPENDIX F–OTHER SAFETY PROJECTS

SW Helmholtz Way / OR 126

The intersection of SW Helmholtz Way with OR 126 (SW Highland Ave) is located within the Redmond Urban Growth Boundary. It is a four-way intersection with stop-control on the minor approach. Protected left turn lanes exist on OR126.

The intersection was identified as a Top 1% Site in the High Injury Network (HIN). The frequency and severity of crashes at this location are indicative of need for improvements. The crash history at this intersection is summarized in Table B-1.

Table B-1: SW Helmholtz Way / OR 126 Crash History (2018-2022)

Total Number of Crashes			
Fatal / Serious Injury	**Moderate / Minor Injury**	**Property Damage Only**	**Total**
3	15	9	**27**

ODOT has identified this intersection for a future safety corridor study which will evaluate improvement alternatives to address predominant crash patterns. While no conceptual alternatives have been presented to-date, Deschutes County Road Department will observe any proposed improvements yielded from the forthcoming safety corridor study and partner with ODOT and the City of Redmond as appropriate to implement safety improvements.

NW Lower Bridge Way / NW 31st Street

The section of Lower Bridge Way from 19th St to 31st St is a ¾-mile long segment of arterial roadway near the community of Terrebonne. There are three 3-leg intersections along the length of the roadway segment, each with stop-control on the minor roadway approaches. The intersection of NW 31st is linked to the majority of crashes in this section.

The intersection was identified as a Top 1% Site in the High Injury Network (HIN). The crash history at this intersection is summarized in Table B-2.

Table B-2: NW Lower Bridge Way / NW 31st Street Crash History (2018-2022)

Total Number of Crashes			
Fatal / Serious Injury	**Moderate / Minor Injury**	**Property Damage Only**	**Total**
2	5	3	**10**

This intersection was also noted in the 2019 TSAP as a Top Site for safety improvements. Deschutes County Road Department applied for ARTS funding for corridor improvements to the NW 19th and NW 31st Street intersections which include:

- Installation of left turn lanes on the westbound major approaches
- Advance warning countermeasures, including Stop/Stop Ahead pavement markings, intersection advance warning signage and stop ahead advance warning signs.
- Flashing LED Stop Signs
- Improvements to pavement markings

The improvement concept included with the ARTS funding application is shown in Figure B-1. Award of ARTS funding is currently pending.

Figure B-1: NW Lower Bridge Way / NW 31st Street Improvement Concept

Cloverdale Road / OR 126

The intersection of Cloverdale Rd with OR 126 is a three-leg intersection with stop control on the minor approach. The rural two-lane collector roadway (Cloverdale Rd) serves north-south traffic between US20 and OR 126 and intersects OR 126 at its northern terminus at a nearly right angle.

The intersection was identified as a Top 1% Site in the High Injury Network (HIN). The crash history at this intersection is summarized in Table B-3.

Table B-3: Cloverdale Road / OR 126 Crash History (2018-2022)

Total Number of Crashes			
Fatal / Serious Injury	**Moderate / Minor Injury**	**Property Damage Only**	**Total**
1	5	2	**8**

Deschutes County Road Department has developed an improvement concept which includes:

- Improving advance warning countermeasures on the minor intersection approach by adding signage and pavement legends;
- Installation of a dynamic flashing LED stop sign on the minor approach;
- Installation of a raised median island on the stop-controlled approach to command driver attention; and
- Vegetation & fixed object removal to improve sight distance from the stop-controlled intersection approach within the sight triangle in order to mitigate turning movement crashes.

The improvement concept is shown in Figure B-2.

Figure B-2: Cloverdale Road / OR 126 Improvement Concept

US 20 / Fryrear Road

The intersection of US20 with Fryrear Road is a three-leg intersection with stop control on the minor approach (Fryrear Road). US20 primarily serves freight and passenger vehicle traffic between Central Oregon and the Willamette Valley west of the Cascade Mountain Range. Fryrear Road is classified as a Minor Collector and is operated and maintained by Deschutes County Road Department. Presently, the intersection is configured in such a way that eastbound vehicles turning onto Fryrear Road do not have a refuge to wait for adequate gaps in oncoming westbound traffic. As a result, eastbound traffic must slow significantly or stop completely, leading to a high propensity for rear-end crashes. Although advance warning signage for the Fryrear Road intersection exists in both westbound and eastbound directions on US20, eastbound traffic user expectancy of a stop condition is poor. These issues are compounded by the fact that the intersection is located within a horizontal curve with substandard sight distance on US20.

The intersection was identified as a Top 1% Site in the High Injury Network (HIN). The crash history at this intersection is summarized in Table B-4.

Table B-4: US 20 / Fryrear Rd Crash History (2018-2022)

Total Number of Crashes			
Fatal / Serious Injury	**Moderate / Minor Injury**	**Property Damage Only**	**Total**
1	3	1	**5**

Deschutes County Road Department, in collaboration with ODOT, has developed an improvement concept which includes:

- Addition of protected Left Turn Lane for eastbound US20 traffic
- Installation of illumination at the intersection
- Realignment of US20 to the south to improve sight distance and horizontal curve layout
- Realignment of Fryrear Road to remove intersection skew and improve sight distance
- Other low-cost systemic countermeasures, including pavement markings, delineation, and dynamic feedback traffic control devices

The improvement concept is shown in Figure B-3.

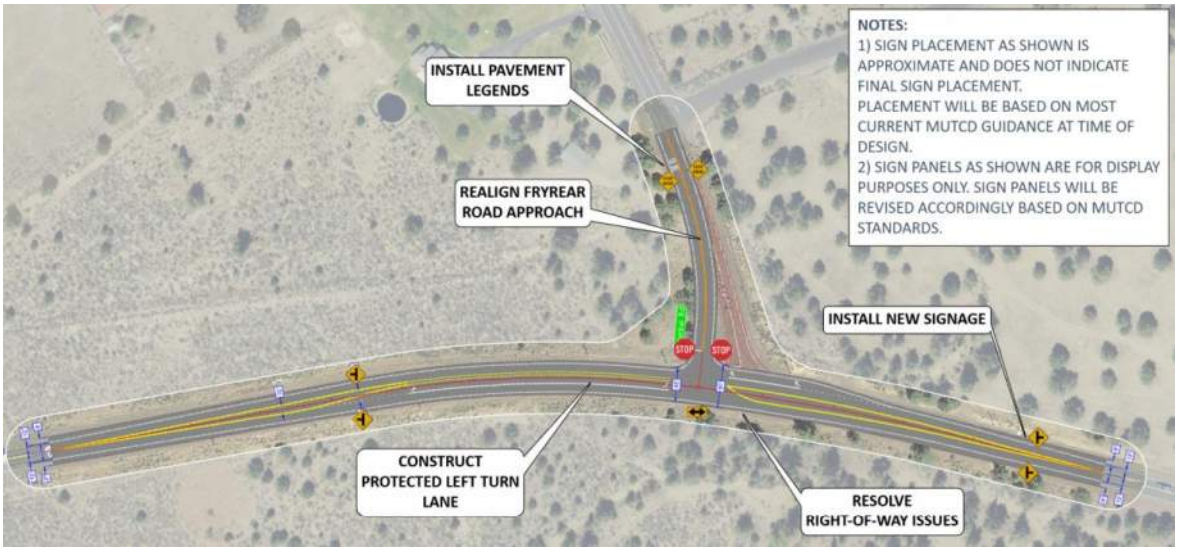


Figure B-3: US 20 / Fryrear Road Improvement Concept

NW Canal Boulevard / NE Oneil Highway

The intersection of NW Canal Blvd with NE Oneil Hwy is a four-leg intersection of a state highway with a County road located north of the Redmond City Limits. The intersection presently has stop control on the minor approaches (NW Canal Blvd). Most of the crashes at this intersection involved turning vehicles or vehicles queued to complete a turning movement.

The intersection was identified as a Top 1% Site in the High Injury Network (HIN). The crash history at this intersection is summarized in Table B-5.

Table B-5: NW Canal Boulevard / NE Oneil Highway Crash History (2018-2022)

Total Number of Crashes			
Fatal / Serious Injury	**Moderate / Minor Injury**	**Property Damage Only**	**Total**
1	3	0	**4**

Deschutes County Road Department has obligated funding for improvements to NW Canal Blvd between the Redmond City Limit and NE Oneil Hwy as part of their 2026-2030 Capital Improvement Plan (CIP). As part of this roadway improvement project, appropriate safety improvements at the intersection will be evaluated for implementation.

Potential improvements could include:

- Left turn lane on westbound major approach
- Improved advance warning signage and pavement markings for stop-controlled approach.
- Doubled-up intersection advance warning signs on major approaches.
- Improving triangle sight distance.

US 97 / Baker Road / Knott Road (Deschutes River Woods) Interchange

The US 97 interchange at Baker Road/Knott Road is located south of the Bend urban growth boundary. The interchange is comprised of two-lane, two-way roadways and a series of stop-controlled intersections at the highway ramp terminals, as well as an at-grade railroad crossing.

Intersections within the footprint of the interchange were identified as Top 5% Sites in the High Injury Network (HIN). The crash history at this intersection is summarized in Table B-6.

Table B-6: US 97 / Baker Road / Knott Road Interchange Crash History (2018-2022)

Total Number of Crashes			
Fatal / Serious Injury	**Moderate / Minor Injury**	**Property Damage Only**	**Total**
0	14	10	**24**

ODOT has developed an Interchange Area Management Plan (IAMP), which evaluated options for improvement to the existing interchange configuration.

As a result of the IAMP, a preferred alternative was selected, which includes the following improvements:

- US 97 southbound ramps realignment and traffic signal and railroad crossing improvements
- US 97 acceleration and deceleration lanes
- Cinder Butte Road realignment and turn lanes
- Baker Road/Cinder Butte Road signalization
- Confirm intersection control for US 97 northbound ramp terminal
- Baker Road bridge widening
- US 97 northbound roundabout ramp terminal
- Multi-use path connections
- Realign Scale House Road

The improvements are proposed to be delivered in two phases. The conceptual rendering of the preferred improvement alternative is shown in Figure B-4.

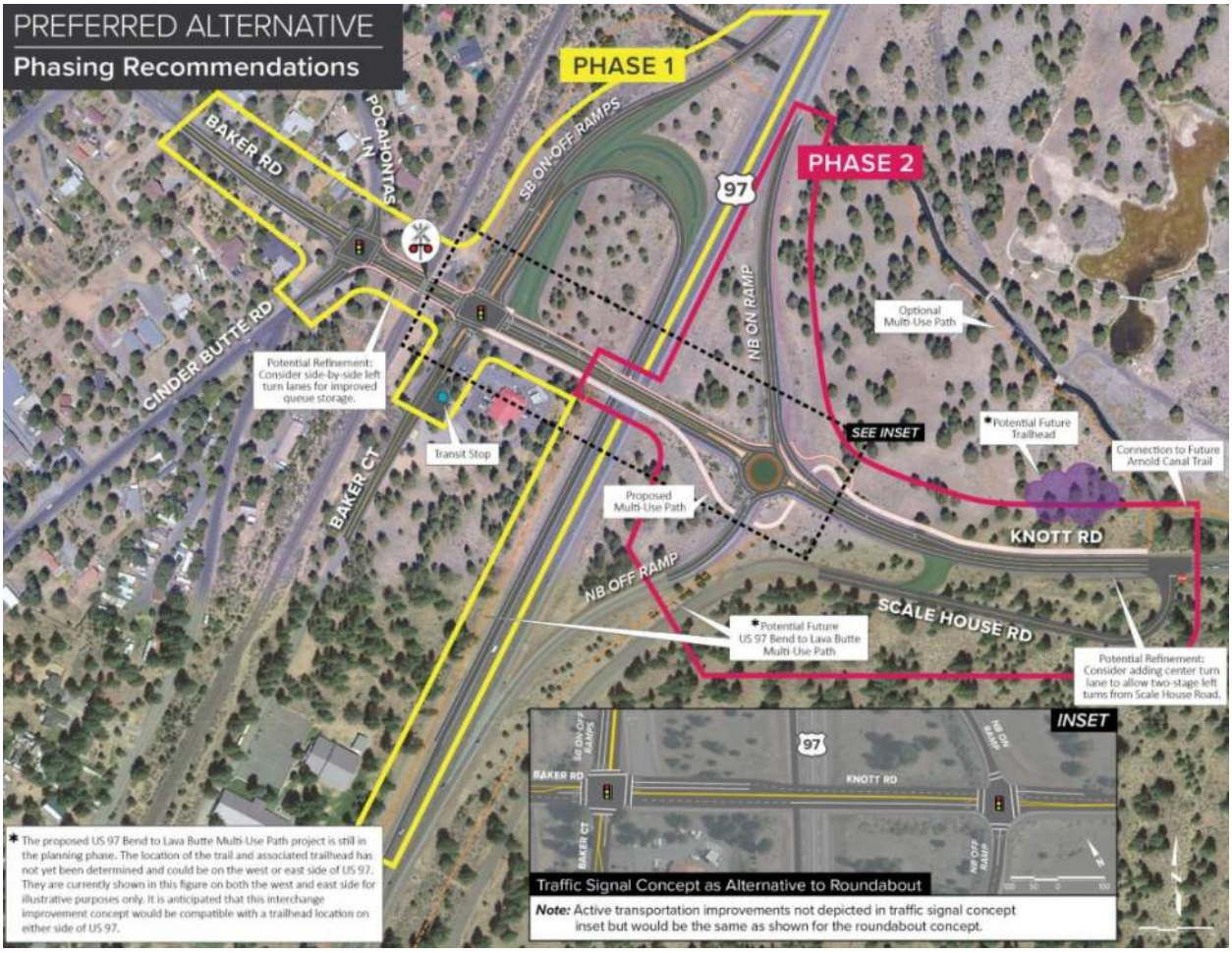


Figure B-4: US 97 / Baker Road / Knott Road Interchange Improvement Concept

SW Canal Boulevard / Young Avenue

The intersection of SW Canal Blvd with Young Ave is a four-leg intersection with stop control on the minor east-west approaches (Young Ave). SW Canal Blvd is a rural arterial roadway, providing access to south Redmond from outlying communities and commuter traffic. Young Ave intersects SW Canal Blvd at a significant skew. The intersection was identified as an ODOT Safety Priority Index System (SPIS) site in 2020.

The intersection was identified as a Top 5% Site in the High Injury Network (HIN). The crash history at this intersection is summarized in Table B-7.

Table B-7: Cloverdale Road / OR 126 Crash History (2018-2022)

Total Number of Crashes			
Fatal / Serious Injury	**Moderate / Minor Injury**	**Property Damage Only**	**Total**
0	4	2	**6**

Deschutes County Road Department has developed an improvement concept which includes:

- Realigning the minor intersection approaches to reduce skew
- Installing intersection lighting
- Low-cost advance warning countermeasures, including improved advanced warning signage and pavement legend markings

The proposed realignment of Young Ave at the intersection of Old Bend-Redmond Hwy/S Canal Blvd project (Project) will address safety through improved geometry and low-cost countermeasures. The improvement concept is shown in Figure B-5.

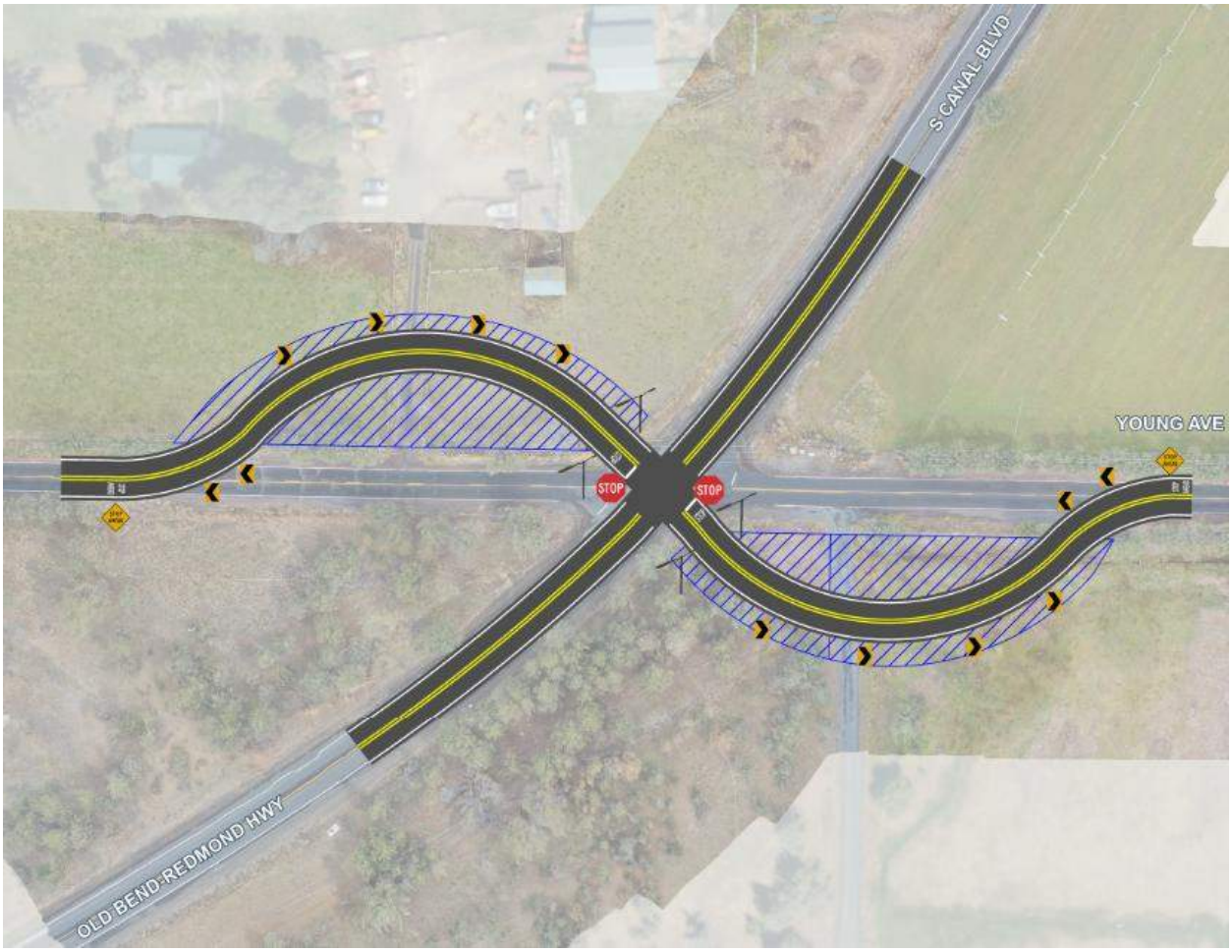


Figure B-5: SW Canal Blvd / Young Ave Improvement Concept

Cline Falls Highway / Connarn Rd

The intersection of Cline Falls Hwy / Connarn Rd is a three-leg intersection with stop control on the minor approach (Connarn Rd). Cline Falls Hwy is a rural arterial roadway providing access to residences, resort communities and recreational opportunities west of Redmond.

The intersection was identified as a Top 5% Site in the High Injury Network (HIN). The crash history at this intersection is summarized in Table B-8.

Table B-8: Cline Falls Hwy / Connarn Rd Crash History (2018-2022)

Total Number of Crashes			
Fatal / Serious Injury	**Moderate / Minor Injury**	**Property Damage Only**	**Total**
0	1	3	**4**

Deschutes County Road Department applied for ARTS funding for a corridor improvement project on Cline Falls Hwy between Connarn Rd and Newcomb Rd which included similar improvements at five intersections within a three-mile segment. Improvements were tailored to the predominant crash types observed within the segment, which included speed-involved crashes, roadway departures and intersectional crashes. Proposed improvements include:

- Traversable median islands on major approaches
- Sinusoidal fog line rumble strips
- Intersection advance warning improvements (signage & pavement markings)

The improvement concept included with the ARTS funding application is shown in Figure B-6. Award of ARTS funding is currently pending.

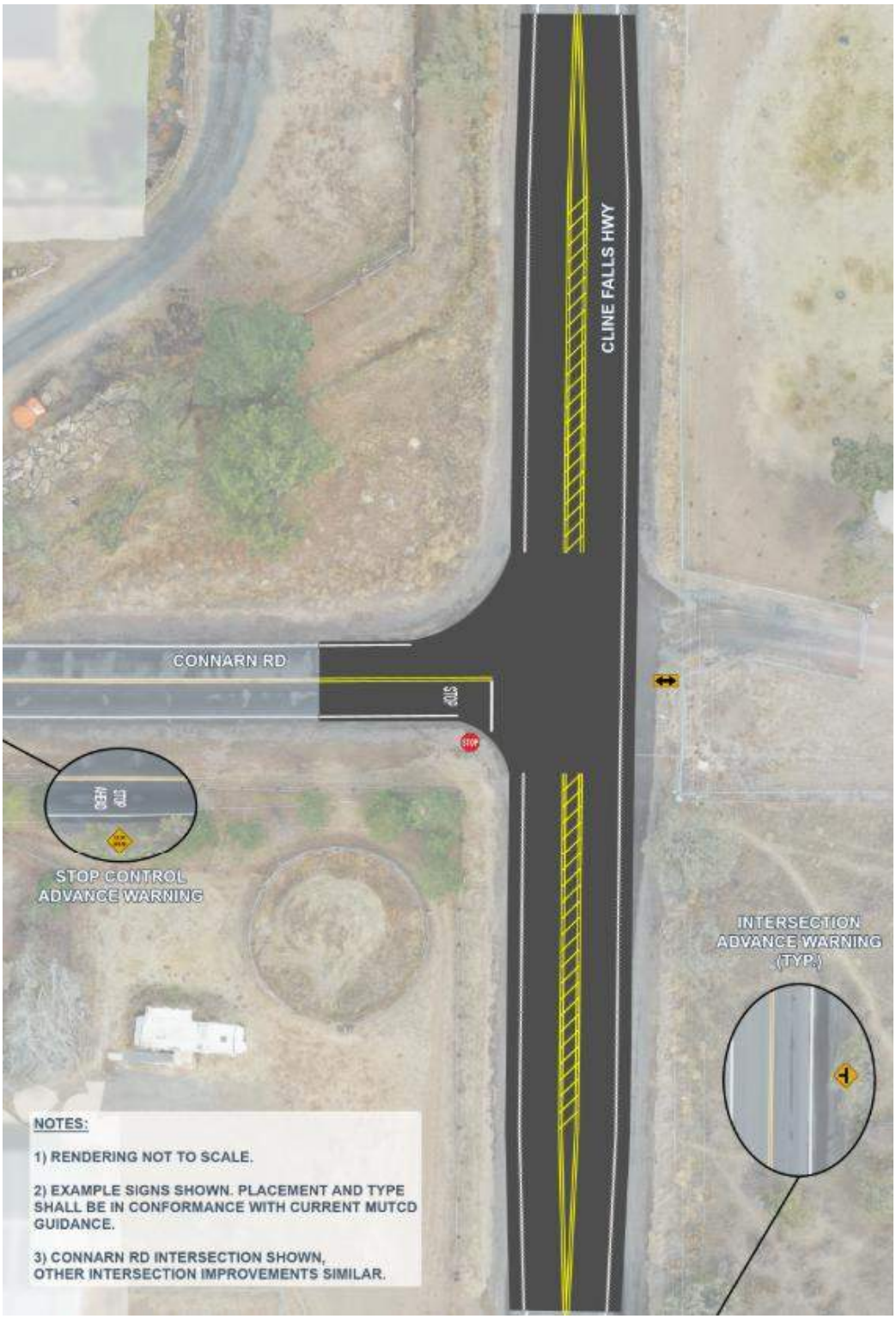
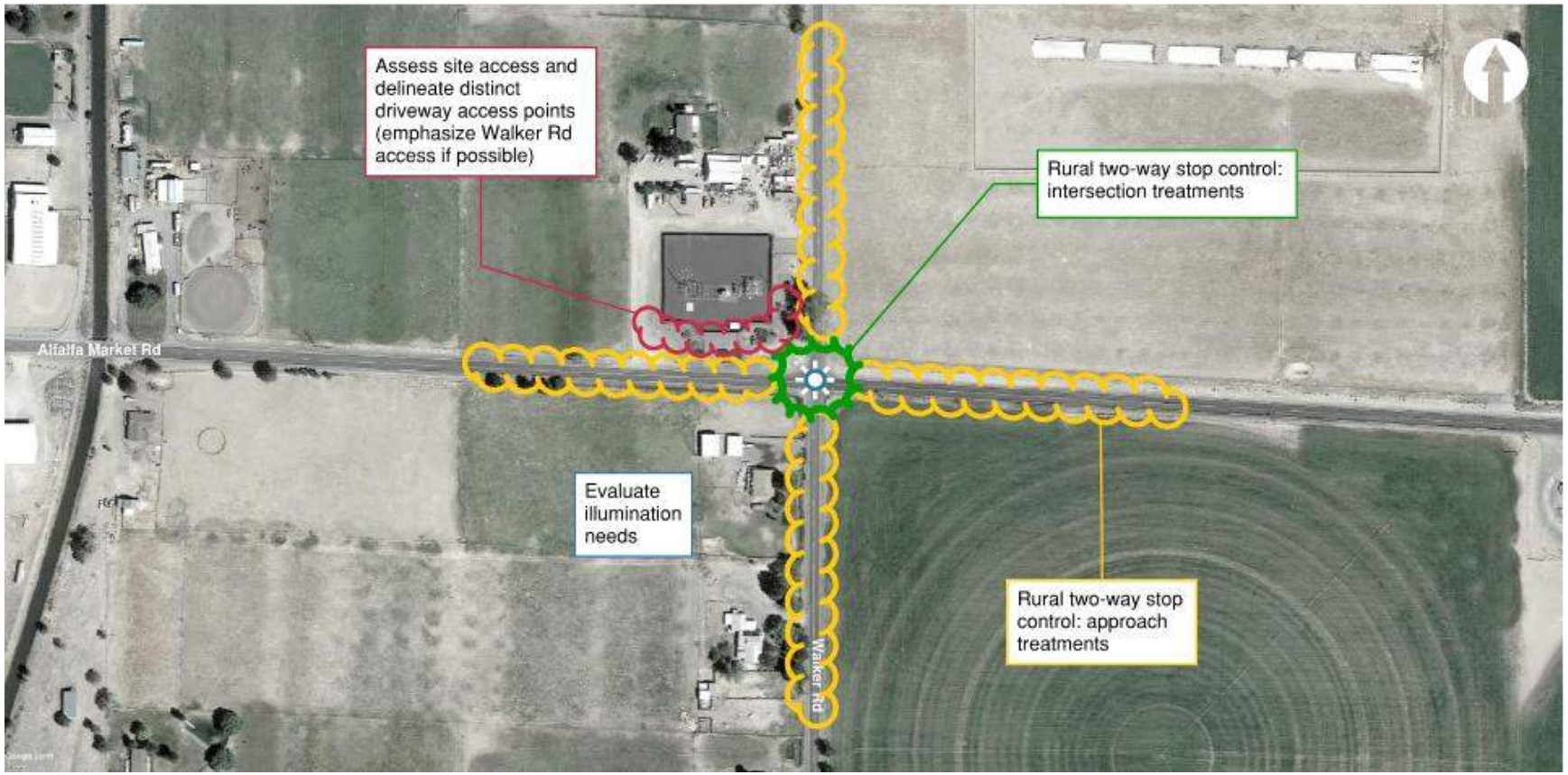
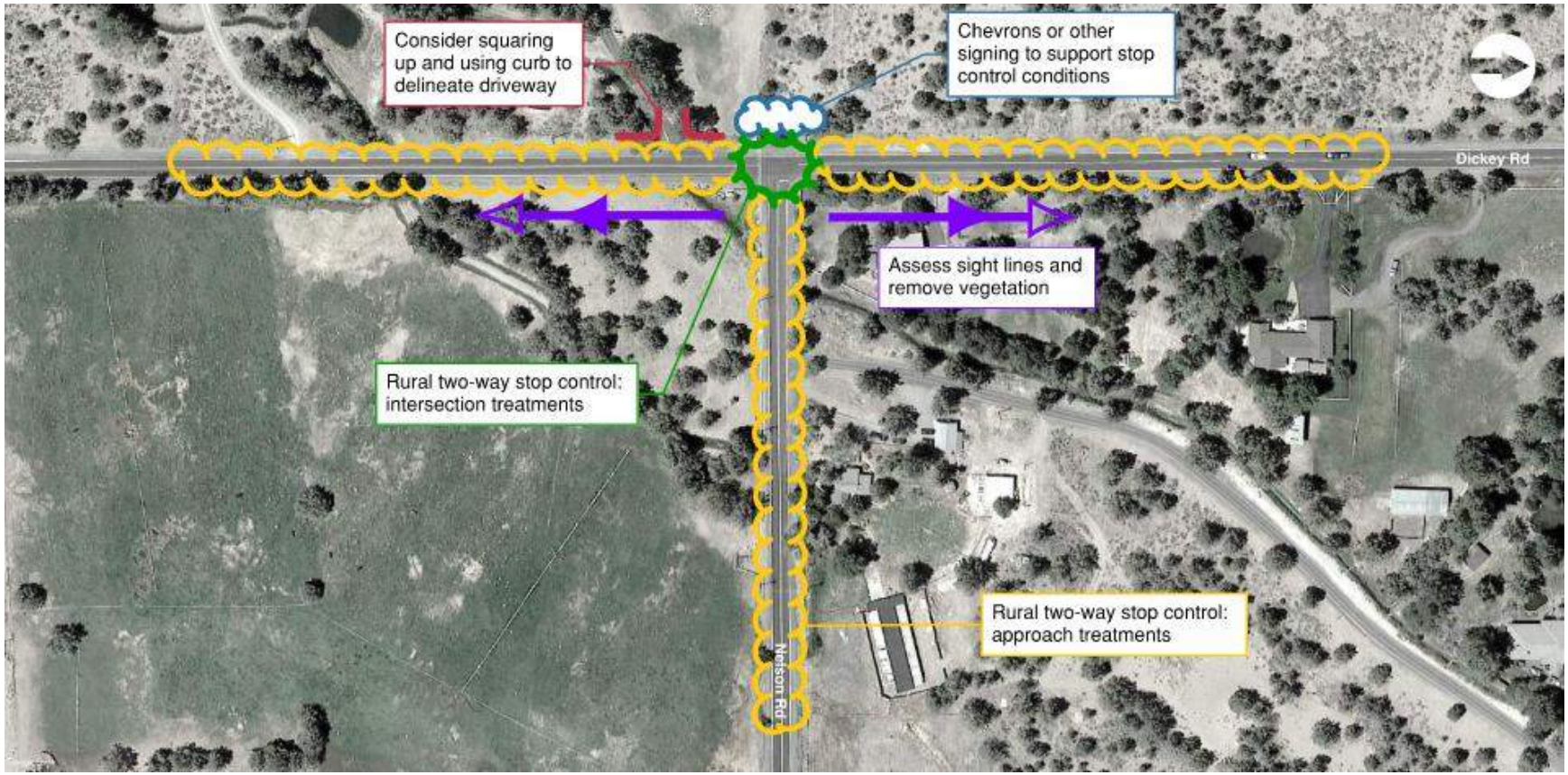


Figure B-6: Cline Falls Hwy / Connarn Rd Improvement Concept

Johnson Ranch Road / Walker Road

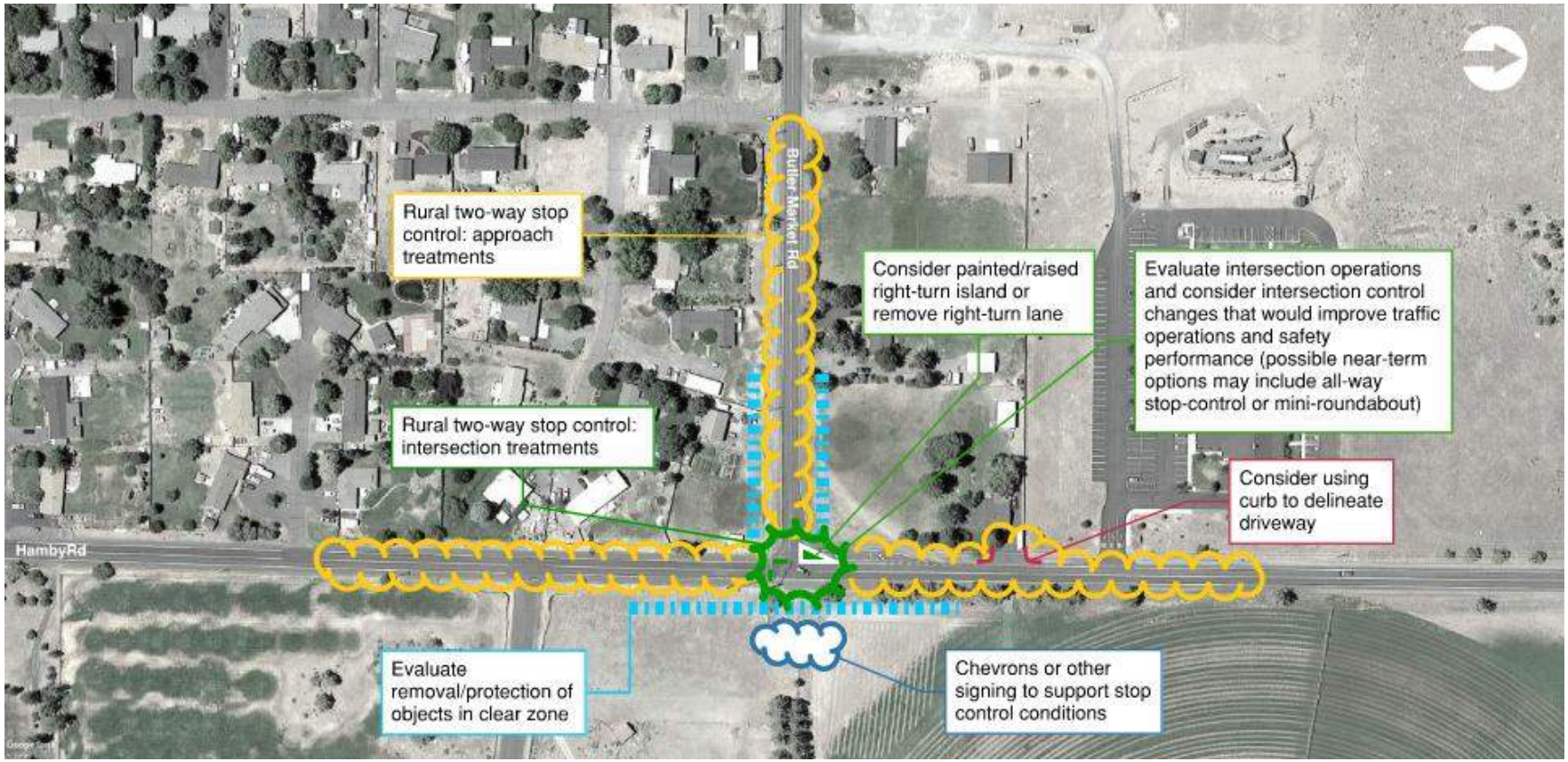


Dickey Road / Nelson Road

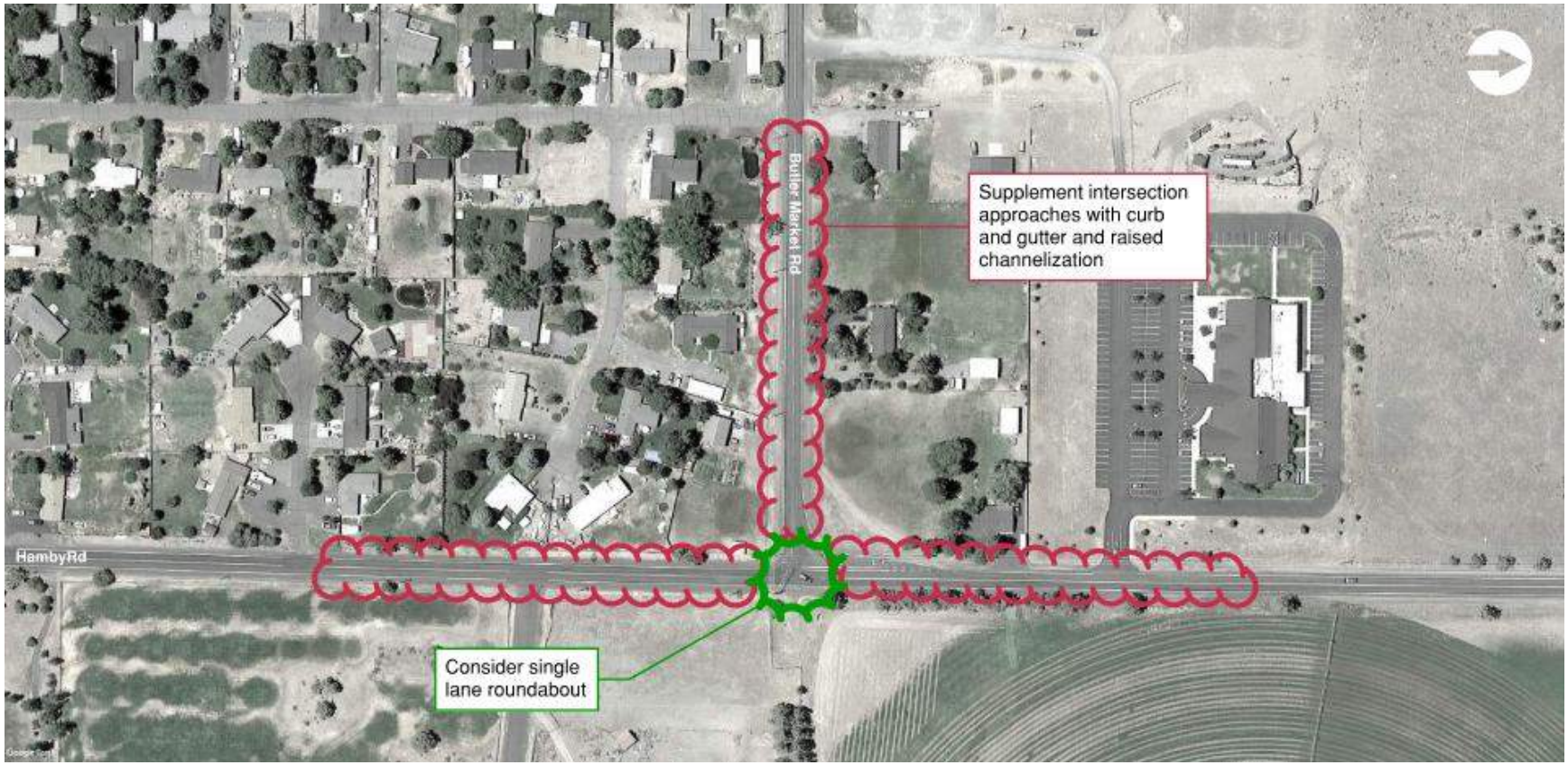


Butler Market Road / Hamby Road

NEAR-TERM



LONG-TERM


Butler Market Rd
Supplement intersection approaches with curb and gutter and raised channelization
Hamby Rd
Consider single lane roundabout

Lower Bridge Way / 19th Street

This project is anticipated to be funded by 2031.

BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: March 18, 2026

SUBJECT: Update on the S Century Drive: Sunriver Corridor Intersections Improvement Project

RECOMMENDED MOTION:
N/A—update only.

BACKGROUND AND POLICY IMPLICATIONS:
Deschutes County Road Department staff will update the Board of County Commissioners on the status of the S Century Drive: Sunriver Corridor Intersections Improvement project.

BUDGET IMPACTS:
None

ATTENDANCE:
Chris Doty, Road Department Director
Cody Smith, County Engineer/Assistant Road Department Director
Blaine Wruck, Senior Transportation Engineer

BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: March 18, 2026

SUBJECT: Appointments to the Fair Board

RECOMMENDED MOTION:
Move approval of the determined appointments.

BACKGROUND AND POLICY IMPLICATIONS:
Following candidate interviews, the BOCC will determine appointments to the Fair Board for the following three positions:

- One vacant position with a partial remaining term that will expire on 12/31/2026; and
- Two regular three-year positions which will expire on 12/31/2028.

BUDGET IMPACTS:
None

ATTENDANCE:
BOCC