

**LOWER JOHN DAY AREA COMMISSION ON
TRANSPORTATION**

(LJDACT)

Meeting Minutes

Bob's Texas T-Bone Restaurant 101 Main Street; Rufus, OR 97050

October 1, 2018 10:00 A.M. ~ 12:00 P.M.

In Attendance:

Gary Thompson, Sherman County LJDACT Chair
Rod Runyon, Wasco County
Arthur Smith, Wasco County
Lynn Morley, Wheeler County
Tami Stockton, LJDACT Admin Assist
Abby Driscoll, ODOT
Don Morehouse, ODOT
Shane Johnson, ODOT
Kathryn Greiner, City of Condon
Chuck Covert, Columbia Gorge Regional Airport
Matthew Klebes, City of The Dalles
Dave Anderson, City of The Dalles
Peter Mitchell, Port of Arlington
Mike Weimar, Gilliam County
Dennis Ross, Maupin
Robert Townsend, ODOT
Brad DeHart, ODOT
Nate Stice, Regional Solutions

**1. 10:00 Call to Order, Introductions, Agenda Review
- General Public Comments**

Chair Thompson

- Addition to the Agenda From ODOT-US 97 Freight Plan Updates

2. ODOT STIP Update – STIP Discussion

Bob Townsend, ODOT

Bob gave update with how they go about generating the STIP

ODOT is performing scoping for their 2021-2024 STIP program. Bob handed out a spreadsheet with all the projects for region 4 (see attached)

If someone local has a project they are interested in, ODOT is willing to help scope it and come up with a cost. ODOT will be closing the list shortly because they have started the scope process and they do not want to get too far behind. If there is something missing or would like to talk about something please check with Bob or Brad.

ODOT is in the process of scoping which means they are putting teams together, doing estimates and meeting with different jurisdiction to find out what the true scope of a project is. Next March through June or July ODOT will be refining the list more. By July ODOT would like to get down to their 100% graph list. The transportation secretary will approve the list in 2020 and that is when it will be funded. Bob explained that is the overall timing of the STIP.

3. Letters of Support for Safe Routes to Schools Applications ODOT

There are four projects that have given notice to apply for the safe routes to school program in the Lower John Day area. Bob would like to have a letter of support in each packet that are submitted.

Dave gave some background on the safe route to schools program. Since 2007 the program

has been for funding non-infrastructure. The new funding is for infrastructure. The first cycle, letters of intent were due the end of August. The full application were due mid-October.

- Kathryn Greiner-The Condon project is sidewalks that link the downtown to the school. Two of the longer stretches of the sidewalk are going to be on Highway 19 and 207. Gilliam County has inventively agreed to do some of the match funds. ESD wrote a letter of support and is going to put in some of the match.
 - David – There was no one available from Dufur. There were no specifics in the letter of intent for the Dufur project. He suspects their intent is to use the house bill funds as their match.
 - David- There was no one available from Mosier. The Mosier project is leveraging a small city allotment award from two years ago that was used to leverage the Enhance award that they received two years ago. They have a total of about \$500,000 they are using for their match for the safe route application. That would be to complete the Main Street project that they are just starting project development for.
 - David- The last project is for Dry Hollow Elementary in The Dalles.
 - The Dalles Rep- This is a project to address an ongoing safety issue at one of the elementary schools in The Dalles. The City Traffic Safety Commission has had concerns about the pick-up and drop-off activities at this school for over 10 years. They have made expansions to the school with some modular buildings and it has only gotten worse. This project will add infrastructure to relocate a sidewalk, add a dedicated pick-up and drop-off lane, and restructure the parking. The match will be made up of school resources and city resources.
 - Gary- We will prepare a letter of support for the projects.
 - Bob- I will prepare a letter and then send it to you to sign it, then get it back to me. I will have David send it out to whoever needs one for their application.
4. **Transparency/Local Jurisdiction Inventory Protocol** **Paul Singer, ODOT**
- Paul was not able to attend the meeting. Abby Driscoll attended in his place.
 - Abby- Part of the HB2017 is about transparency. A piece of that was developing better standards for reporting the condition of local roads. As part of that all cities and counties are going to be required to report on the pavement, roads, and bridges that are eligible for Federal Aid. We are in the process of developing this right now. We will bring more info to you in December about the formal process once they have the forms together that you will be required to fill out.
5. **US 26 Safety Issues** **Rod Runyon**
- Rod Runyon- It is not unusual for all of us to receive letters about different issues. Lots of times they are easily handled or replied to or maybe there is nothing that can be done. There was a particular letter was not on the table. It was very detailed and sad. The reason why it was being brought up was because it has to do with a piece of Highway 26 that is in Wasco County, between mile post 64 and 66. A women lost her daughter and granddaughter in an accident on that stretch of the highway, December 2017. They hit a patch of black ice and lost traction. This stretch of road narrows and is bordered by several trees. The reason why this letter was taken very serious, was taken to ODOT and put on the agenda today, was because ODOT records crash summary history for the past 10 years, and it shows 36 total crashes at this same spot. There were five or more people killed, 41 people injured and 30 off road incidents.
 - Bob- ODOT did receive an email on this. Currently ODOT receives lots of letters and this one was different than the normal ones that are sent. ODOT is taking this seriously. It is a corridor that is already in the US Highway 26 safety corridor.
 - Shane- Forest Service controls all the trees. The Forest Service has been approached about letting ODOT cut down the trees. The tree issue is very sensitive with the Forest Service. ODOT could use some political help with this issue. ODOT can address hazardous trees, ones that are dying or are already dead that have an impact on the highways. Other than that ODOT cannot cut the

trees. Usually the Forest Service will bring in their own crews.

- Bob- One thing that was not in effect during this incident was ODOT had a safety improvement project that installed the ITS (intelligent transportation system). It has variable speed signs and PCMS messages that flash advisory speed signs depending on the road conditions. This will be in effect this winter and will be from milepost 47 to 71. ODOT deals with a top 10% list of crash sites. Basically they rank the entire state on corridors and intersections, are they within the top 10%. Then they receive the priority of the funding. As much as this section has several crashes it is not in the top 10% list so it is not a priority for the statewide programs.

6. US 97 Update

Don Morehouse

- Don- The first phase of US 97 Freight Plan focused on safety and function of 97 freight corridor. Phase two is looking at the recommendation of investments for freight along 97. There is a survey that is ongoing. They will gather information and have recommendation for all the different ACTS coming up in January 2019.

7. Role of ActSurvey Discussion

Bob Townsend/Judge Thompson

- Bob- The commission would like feedback from local ACTS regarding what they see their role as and how the meetings are going. The survey had potential changes of language and what people thought of it. On October 18th all the ACT chairs had a work session with the OTC and had a more formal discussion on the survey. Bob asked the group if there was anything they wanted the chair to share at the October work session.

- Meeting location- At one time the meeting location was moved around. The group agreed the meeting location was good. Brad brought up one of the downfalls was there was no way to do a Power Point everything has to be in print. He believes they miss out on some presentations from the ones that come from Salem. Gary suggested meeting in Moro where there is the new County Court Room. There is plenty of room and there is the ability to do Power Point.
- Prioritize projects- In the future the ACT could prioritize projects.
- Membership- Should there be additional members? Is the ACT missing an entity? The group would like a representative from the Marine, Rail, OSP, and Tribal.
- Schedule- The meetings have been quarterly. This has worked because it gives a chance for the group to get agenda items.

8. Retirement Acknowledgements

All

- Gary Thompson will be retiring and there will need to be a new chair. The bylaws say the chair has to be an elected official.

9. ACT Chair Discussion

- Bob- Judge Thompson will be retiring in January. We can make a decision in February when the new County Commissioners are in office. He wanted to get a sense if that was ok. They are one of the only ACTS that do not have a Vice Chair. It was suggested to elect the chair in November so they can help put the agenda together for the February meeting. It was discussed the issue with that was they will not know who the new elected officials are.
- Brad- Let's have a December meeting we will know who the elected officials are and there can be a discussion about who might be the next chair.
- It was decided to have a December meeting and discuss the chair position.

10. ODOT Project Updates

- Brad- It was not on the agenda but ODOT usually gives project updates and then afterwards we can open it up to anyone else who has any updates.
- Dave- Has been asked to serve on a rules advisory committee. They are currently looking at the state regulations around Connect Oregon. HB 2017 changed some of the statutes around the Connect Oregon program. This advisory committee has been formed to make recommendation about the association rule change. The role he is serving is to represent local government on positions to support. Dave would like feedback and suggestions for

moving forward. They have had one meeting so far and plan on having one meeting a month for the next four months.

- Mike Weimar- Shared activities happening in Gilliam County. Lone Rock Bridge has been long time coming getting on the list, they have started the process. The County Court has been taking a lot of heat over reversing a Panning Commission decision to allow the Phil A Pie Canyon Quarry to become a significant resource.
- Gary- Sherman County is working on a FLAP grant. There has been a lot of changes on Starvation Lane and some new ones coming. The objector who was causing issues at the bottom of the hill on Starvation Lane sold out. The objection of having the road go to the center of the river is no longer an issue. It will be 2020 before any construction is done. Received an ok to work on one of the bridges that has a weight limit on it.
- Denny Ross- One of the projects was widening of the bridge over Deschutes River in Maupin. The only way the bridge can be widened effectively is build the highway up to the top of the sidewalks and use it all for traffic or move the sidewalks out. Denny heard they were important to the bridge construction itself. Also if you try to move the sidewalk or remove one from one side it will jeopardize the whole strength of the structure.
- Bob- That is what the balance of the scoping is now, looking at eliminating the sidewalk on one side to gain some additional width and what would have to be done to strengthen the bridge.

Adjourned 11:45 am

A black and white photograph of a street scene. In the foreground, a dark car is driving away from the viewer. In the middle ground, another car is visible. The background features a line of trees and utility poles under a cloudy sky. The image is tilted slightly to the right.

CITY AND COUNTY

Guide for bridge and pavement condition reporting



Oregon
Department
of Transportation



CITY AND COUNTY

Guide for bridge and pavement condition reporting



**Oregon
Department
of Transportation**



You've got to report on your bridge and pavement conditions — **Now what?**

Here at ODOT, we're pros at evaluating pavement conditions. So are some of you in cities and counties! Others of you have never done this before and do not have the resources to become experts. To help us all meet the expectations in HB 2017, Section 11, we've developed this brief guide and a helpful video.

What's required?

Section 11 of [House Bill 2017](#), Keep Oregon Moving, requires the Oregon Transportation Commission, in coordination with counties and cities, to develop a set of uniform standards for describing and reporting on the condition of the transportation infrastructure owned by the state, counties and cities. It requires the following:

- The infrastructure must include pavement and bridges.
- Every city and county must submit the report to ODOT by February 1 of each odd-numbered year, starting in 2019.
- The reports are to be posted on an ODOT transparency and accountability website.
- Any city or county that doesn't file a report may not receive any payments from the State Highway Fund until the report is filed.

The Oregon Transportation Commission adopted standards supported by cities and counties in 2018. To make this mandate easier to meet and focus on the most important routes, the standards require cities and counties to report only on the conditions of paved federal-aid roadways within their jurisdictional responsibility. Local agencies without any paved federal-aid roads will check a box on the report documenting they have no federal-aid roadways in their jurisdictions and report on their Certified Road Mileage.

Pavement Reporting:

It's as easy as 1, 2, 3!

In order to make reporting easy, we've boiled it down to three easy steps.

1. **Check the map:** Use the maps linked below to find your federal-aid roads that you have to report on. If you don't have any federal-aid roads, skip to step 3.
2. **Go survey:** Use the tools and examples in this document to rate pavement conditions as good, fair, or poor. We've also [produced a video](#) to help you visualize the process. For bridges, ODOT will post your bridge condition data online.
3. **Report:** Enter your summary pavement and bridge condition data in an online form ODOT is creating. If you city or county doesn't have any federal-aid roads, click the box showing that you have sent us your Certified Road Mileage.

How do I find my federal-aid roadways?

The Federal-aid system is shown on ODOT's [city and county maps](#), and ODOT has developed [an interactive mapping tool](#) that shows federal-aid roads along with city and county boundaries.

Paved roadways are defined as hard surfaced roadways consisting of jointed Portland cement concrete, asphalt concrete or bituminous surfacing (oil mat surfacing).

Unimproved, gravel, brick or stone roadways are excluded from reporting requirements.

How will I survey my pavement conditions?

Don't put it off! Pavement needs to be dry in order to get good results. Be sure to collect your pavement data this summer or fall, before rain or snow arrives. You can use whatever collection process works best for you as long as you are able to report pavement condition as good, fair and poor. Attachment A shows photos and descriptions of the three condition categories. You can also [view a video](#) describing these categories.

How will I report pavement conditions?

We will provide a website with a secure and easy-to-use report form. The form will ask for total centerline mileage of paved federal-aid roadway within your agency's jurisdiction, as well as a breakdown of pavement graded as good, fair and poor. If [your city](#) or county isn't responsible for any federal-aid roadways, you must report that you have zero miles and check the box to tell us you have submitted your agency's [Certified Mileage total to the ODOT Road Inventory and Classification Unit](#).

Bridge Reporting:

How will I get bridge data?

Local governments must also report information on the condition of *all* their bridges, whether they are on federal-aid highways or not. ODOT maintains bridge condition data and will post this data online so local governments can report by the deadline. In October we will pull a report on the conditions of local bridges. The report will list individual bridges by jurisdiction with the condition of each bridge as of October 2018.

How will I report bridge conditions?

Using the October 2018 local bridge condition report as a resource, you'll fill in the number of bridges in your jurisdiction and the total number of bridges each category: good, fair, poor. You'll also have a space to provide additional information if needed.

The website and report form will be available toward the end of 2018. We will notify cities and counties when the form is ready.

If you have questions, email us at Transparency@odot.state.or.us.

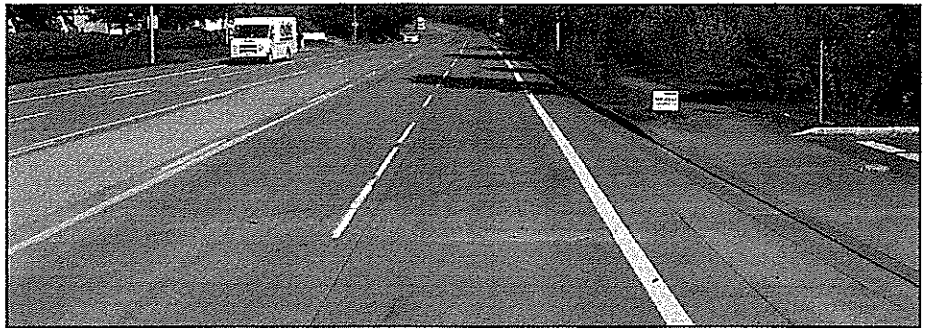
ATTACHMENT A

Good

Asphalt

How does it look?

- Pavement is stable, with a new or lightly worn appearance.
- Minor cracking may be present, but cracks are generally less than $\frac{1}{4}$ " wide or are well sealed.
- May have sporadic cracking in the wheel paths with no or only a few interconnecting cracks and no areas that are breaking up into smaller pieces.
- No noticeable material from underneath the road surface has moved.
- There may be minor patching.



How is the ride?

- Good riding qualities.
- Rutting may be present but is generally less than $\frac{1}{2}$ ".



Concrete

How does it look?

- Original surface texture may be worn in wheel tracks exposing some coarse gravel.
- An occasional crack, but cracks are tight.
- There is no concrete break up.
- There are no sections that are higher/lower than others at the joint. There may be places where sections are higher or lower but they are less than $\frac{1}{8}$ ".



How is the ride?

- Ride qualities are good.
- Rutting may be present but is generally less than $\frac{1}{2}$ ".



ATTACHMENT A

Fair

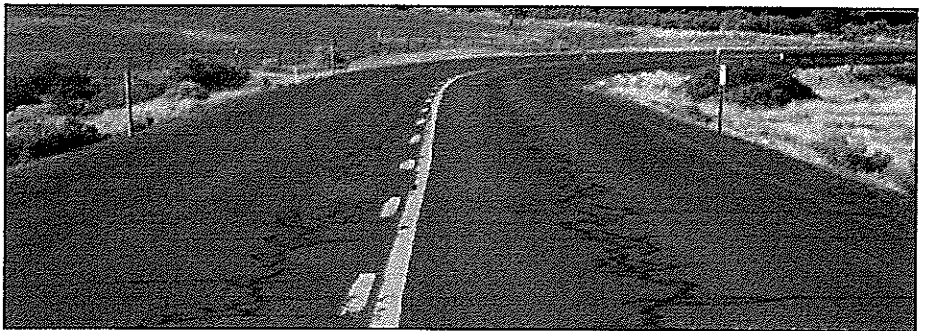
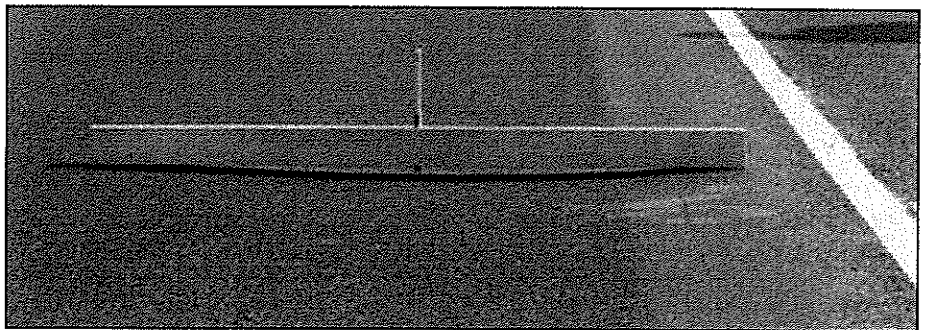
Asphalt

How does it look?

- Pavement structure is generally stable with only minor areas of structural weakness or deterioration evident.
- Cracks, if present, have widths generally less than $\frac{3}{4}$ ".
- Wheel paths may have wide-spread, but not continuous, cracking with no or only a few interconnecting cracks and no break up or places where the surface underneath has moved.
- Interconnected cracks forming complete patterns, or with break up or movement, are very small localized areas and not representative of the rest of the section.
- The pavement may be patched but not excessively.

How is the ride?

- Although riding qualities are good, deformation is more pronounced and easily noticed.
- Rutting may be present but is less than $\frac{3}{4}$ ".



Concrete

How does it look?

- A few concrete panels may have cracks, corner breaks, or divided slabs with no more than minor break up or areas above or below the surface at the cracks.
- Patches made of concrete material may be present and are in good condition.

How is the ride?

- There may be sections that are higher/lower than others at the joints, but the ride is still good.
- Rutting may be present but is less than $\frac{3}{4}$ ".



ATTACHMENT A

Poor

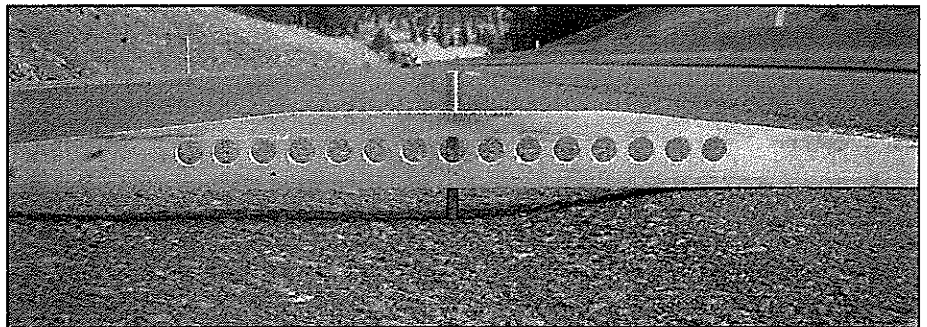
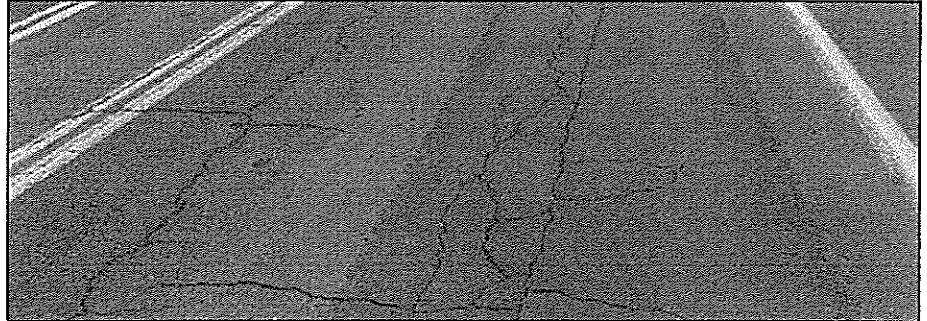
Asphalt

How does it look?

- Areas of instability, structural deficiency, or advanced pavement deterioration are frequent.
- Large crack patterns, heavy and numerous patches, potholes, or deformation is very noticeable.

How is the ride?

- Riding qualities range from acceptable to poor.
- Rutting, if present, is generally greater than $\frac{3}{4}$ ".



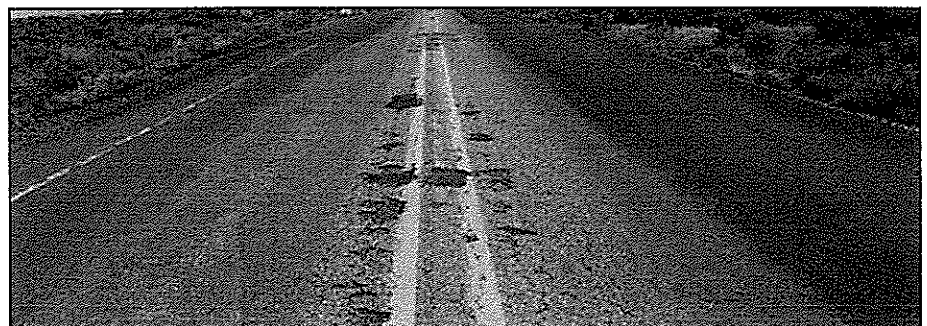
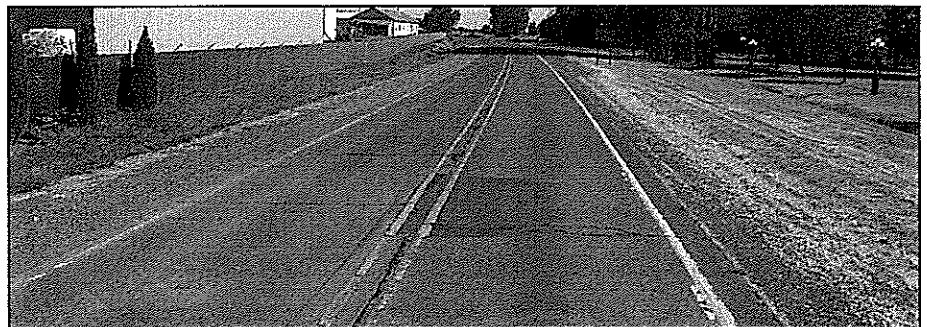
Concrete

How does it look?

- Many concrete panels exhibit large cracks, corner breaks, or divided slabs.
- Some joints and cracks show loss of support from underneath.
- Patches may be present and are deteriorated or made of non-concrete material.
- Places where parts of the road rise above or below the road surface have a major effect on ride quality.

How is the ride?

- Ride qualities range from acceptable to poor.
- Rutting, if present, is generally greater than $\frac{3}{4}$ ".





2021-2024 ODOT REGION 4 SCOPING LIST (150%)

PROJECT NAME	WORK TYPE	DESCRIPTION	COUNTY
US97: Midland Hwy - California State Line	PRES	Pavement resurfacing to repair fatigue, cracking and rutting with rapid deterioration	KLAMATH
US97: Shady Pine Rd - N. K. Falls Intchge	PRES	Pavement resurfacing to repair rutting (Pres). Sidewalk or path (SWIP). Route choice info for OR39 vs US97 (OPS)	KLAMATH
US97: SCL Crescent - Willamette Hwy Jct	PRES	Pavement resurfacing to replace deteriorating wearing course at end of its useful life.	KLAMATH
US97 Wildlife Crossing: Crescent to Will. Hwy.	OPS	Wildlife Crossing	KLAMATH
OR39: N. K. Falls Intchge - S. 6th Street	PRES	Pavement resurfacing to repair rutting and curb ramp improvements. (Pres) Camera in Merrill (OPS)	KLAMATH
OR39: Southbound bridge over northbound US97 (Klamath Falls)	BRIDGE	Deck Rehab	KLAMATH
OR39: North Klamath Falls Interchange - S 6th Street Pedestrian Crossings	SRTS	Safe Routes to School	KLAMATH
OR140: Aspen Lake Rd - Boat Ramp	PRES	Pavement resurfacing to replace deteriorating wearing course at end of its useful life.	KLAMATH
OR 140 VMS Replacement in Lake of the Woods	OPS	Install new VMS	KLAMATH
OR39 @ ESPLANADE (KLAMATH FALLS)	OPS	Signal Replacement - Construction Only	KLAMATH
OR39 @ WASHBURN WAY	OPS	Signal replacement	KLAMATH
OR 39 (S. 6th Street) at Crest Avenue Signal Rebuild	OPS	Signal replacement	KLAMATH
OR66 / OR140 / US97 IAMP	?	Intersection Improvements	KLAMATH
OR39/OR 140 South Side Expressway	?	Intersection Improvements	KLAMATH
OR39/South 6th St.	?	Intersection Improvements	KLAMATH
OR140 @ Homedale	?	Intersection Improvements	KLAMATH
US26 Warm Springs Highway (MP 112-115)	ARTS	Shoulder Widening	JEFFERSON
US20: Empire to Robal Paths	SRTS	Safe Routes to School	DESCHUTES
US20: 3rd Street - Purcell Blvd (Bend)	PRES	Pavement resurfacing to repair rutting and curb ramp improvements (Pres). Install 4 ATC Controller's @ 8th, 15th, Purcell, 27th (OPS)	DESCHUTES
OR126: Redmond - Powell Butte	PRES	Pavement resurfacing to repair cracking, add structural capacity, and restore smoothness. (Pres) Add camera at Powell Butte Jct (OPS). Sidewalk, ADA & bike lanes (SWIP)	DESCHUTES
US97: Ped/Bike Overpass (Bend)	SRTS	Safe Routes to School	DESCHUTES
US97 - NW 10th St - Veterans Way	PRES	Pavement resurfacing to repair rutting.	DESCHUTES
US97: Veterans Way - Yew Ave (Redmond)	PRES	Pavement reconstruction of very poor pavement, includes curb ramp improvements. (Pres) Address Wayfinding (OPS)	DESCHUTES
US97: Yew Ave - Bowery Lane	OPS	Add VMS & Camera @ Deschutes Market Road	DESCHUTES

US97: Romaine Village Way - Lave Butte	OPS	Initial phase of VSL.	DESCHUTES
US 97 VMS Replacement in LaPine	OPS	Install new VMS	DESCHUTES
US20: Sisters interchange bridge (Bend)	BRIDGE	Vertical Clearance, Deck rehab	DESCHUTES
US20 @ Fryrear Rd.	ARTS	Left Turn Lanes	DESCHUTES
US20 @ Old Bend Redmond	?	Intersection Improvements	DESCHUTES
US20 @ Tumalo	?	Intersection Improvements (Safety Leverage)	DESCHUTES
US20 @ Hamby/Ward Rd.	ARTS	Intersection Improvements	DESCHUTES
US20 @ Locust (Sisters)	SRTS	Intersection Improvements	DESCHUTES
US20/OR126 Junction (Sisters)	?	Intersection Improvements	DESCHUTES
US26 @ Elliot Lane (Prineville)	?	Intersection Improvement / Bridge Clearance & Mobility Issue	CROOK
US197 Bridge over I-84 (The Dalles)	BRIDGE	Deck Rehab	WASCO
US197: Maupin (Deschutes River) Bridge	BRIDGE	Widening, Rail	WASCO
US26: Wapinitia Junction - Warm Springs River	PRES	Pavement resurfacing to replace deteriorating wearing course at end of its useful life.	WARM SPRINGS
US97: Earl St - Colfax Ln (Madras)	PRES	Pavement rehabilitation and reconstruction to repair rutting, cracking and curb ramp improvements. (Pres). Sidewalk infill and ADA (AT)	JEFFERSON
US97: J Street (Phase 2)	OPS	J Street Signals	JEFFERSON
US97: 4th & F Street EPC (Madras)	SRTS	Safe Routes to School	JEFFERSON
US26: Southbound Willow Creek Bridge (Madras)	BRIDGE	Rail	JEFFERSON
US97: Moro - Grass Valley	PRES	Pavement resurfacing to replace deteriorating wearing course at end of its useful life.	SHERMAN
I-84: The Dalles (West 2nd Street) to Deschutes River	BRIDGE	Joint repair	SHERMAN
I-84: Westbound bridge over Union Pacific Railroad (Rufus)	BRIDGE	Deck Rehab	SHERMAN
I-84 bridge over OR19 (Arlington Viaduct)	BRIDGE	Deck Rehab	GILLIAM
OR206: Rock Creek Bridge	BRIDGE	Replacement	GILLIAM

LOCAL AGENCY PROJECTS

Klamath Falls Signal Upgrades	ARTS	Adding Backplates to Corridor Signals	KLAMATH
West 6th Street (City of The Dalles)	ARTS	Roadway Widening	WASCO
Wasco County Sign Upgrades	ARTS	Curve Signing	WASCO
Klamath County Sign Upgrades	ARTS	Curve Signing	KLAMATH
Klamath County Guardrail	ARTS	Guardrail on Curves	KLAMATH
Butler Market Rd. (City of Bend)	ARTS	Speed Warning Signs	DESCHUTES
3rd St. (City of Bend)	ARTS	Lighting & RFB (Franklin to Wilson Ave.)	DESCHUTES
City of Bend	ARTS	Corridor Lighting	DESCHUTES
College Way to 15th St. (City of Bend)	ARTS	Bike Boulevard	DESCHUTES
Bridge 31C83 over Irrigation Canal (Jeff. Co.)	BRIDGE	TBD	JEFFERSON
Bridge 03849B over UPRR (City of Klamath)	BRIDGE	TBD	KLAMATH
Bridge 17C30 over COID (Desch. Co.)	BRIDGE	TBD	DESCHUTES
Bridge 17C05 over Deschutes River (City of Bend)	BRIDGE	TBD	DESCHUTES
Bridge 17C040 over Deschutes River (City of Bend)	BRIDGE	TBD	DESCHUTES

MISCELLANEOUS PROJECTS

US 97: Bend to Lava Butte Path	Bike/Ped	FLAP Application	DESCHUTES
US 26: Walsey Lane to Mecca Flat Road	Bike/Ped	FLAP Application	WARM SPRINGS
US 197: Maupin to BLM Access Improvements	Bike/Ped	FLAP Application	WASCO
US97: Signal Upgrades (City of Madras)	ARTS	Systemic Signal Upgrades	JEFFERSON
US97: Signal Upgrades (City of Redmond)	ARTS	Systemic Signal Upgrades	DESCHUTES
Region 4 Intersection Signing	ARTS	Unsignalized Intersection Signing	VARIOUS
US97 @ 4th & F St. (Madras)	ARTS	Illumination & Crosswalk	JEFFERSON
OR242: McKenzie Pass Pavement Preservation	PRES	FLAP Application	DESCHUTES
OR140: Tomahawk Rd. to Denny Cr. Shoulder Widening	ENHAN	FLAP Application	KLAMATH
OR140: Deep Creek Falls	ENHAN	FLAP Application	KLAMATH
Region 4 RWIS Upgrade	OPS	Install current RWIS standard	VARIOUS
US 97 Seismic Corridor	OPS	Upgrade to Seismic Standards	VARIOUS
Material Sources - Acquisition and Development	OPS	Material Source Acquisition Region Pot	VARIOUS

WORK TYPE KEY

Pres - Roadway Preservation projects identified by asset management inspection & rating system
ARTS - All Roads Transportation Safety
Bridge - Bridge projects identified by asset management inspection & rating system
OPS - Operation Projects that include Intelligent Transportation Systems, Signals, Signs, Rockfalls, Seismic, etc.
SRTS - Safe Routes to School
ENHAN - Enhancement

