



CITY OF REDMOND

REVISED

CITY COUNCIL

October 28, 2025

Council Chambers • 411 SW 9th Street

CITY HALL

411 SW 9th STREET

REDMOND, OR 97756

541.923.7710

FAX: 541.548.0706

info@redmondoregon.gov

redmondoregon.gov

COUNCIL MEMBERS

Ed Fitch
Mayor

Shannon
Wedding Council President

Clifford Evelyn
Councilor

John Nielsen
Councilor

Kathryn Osborne
Councilor

Jay Patrick
Councilor

Cat Zwicker
Councilor

OCTOBER 28, 2025

REGULAR MEETING AGENDA

6:00 PM

I. CALL TO ORDER / ESTABLISH A QUORUM

II. BLESSING - Father Saji Thomas, St. Thomas Catholic Church

III. PLEDGE OF ALLEGIANCE

IV. CITY ANNOUNCEMENTS

- A. Follow Up on Amendment to Managed Camp Intergovernmental Agreement with County Representatives

V. CONSENT AGENDA

- A. Cedar & Birch Improvements Project (TR2404) Change Order #2 with Taylor Northwest, LLC: \$180,000
- B. Recognitions

VI. PRESENTATIONS

- A. Fire Wise Lessons from the Flat Fire near Sisters in September 2025

VII. BID AWARDS / BID REJECTIONS

- A. Authorization to Purchase an Elgin Crosswind1 Regenerative Air Sweeper for the Public Works Transportation Division: \$454,721.42

VIII. ORDINANCES

In accordance with the City of Redmond Charter, an ordinance takes effect 30 days after its enactment except when a later effective date is specified in the ordinance; when the ordinance contains an emergency clause, it takes effective immediately.

- A. Ordinance #2025-19: An ordinance granting a non-exclusive telecommunications franchise to Qwest Corporation d/b/a CenturyLink QC.

IX. ACTION ITEMS

- A. Central Dry Canyon Project (PK2102) Change Order #2 with Keeton King Contracting, LLC: \$55,132
- B. Resolution #2025-17: A resolution adopting the City of Redmond Snow and Ice Control Plans for Public Works and Roberts Field – Redmond Municipal Airport.

X. COMMENTS FROM CITIZENS AT THE MEETING

Citizen comments are limited to three (3) minutes per person and will be accepted for a period of 30 minutes. Comments should be focused on City of Redmond business. Attendees are asked to refrain from interrupting, calling-out, or cheering during citizen comments.

XI. CITY MANAGER COMMENTS

XII. COUNCIL COMMENTS

XIII. MAYOR'S COMMENTS

XIV. ADJOURN

Regular Council meetings are broadcast live on COTV11 – BendBroadband Channel 11 beginning at 6:00 p.m. on the 2nd and 4th Tuesdays of each month. Rebroadcasts are scheduled for the non-meeting Tuesdays at 6:00 p.m.

The City of Redmond encourages all citizens to participate in its programs and activities. This meeting location is accessible to people with disabilities. Requests for accommodation may include sign language interpreter service, assistive listening devices, materials in an alternate format or any other accommodation. If any accommodations are needed, please contact the ADA Coordinator at 541-504-3036 or access@redmondoregon.gov. Requests should be made as soon as possible, but at least 3 business days prior to the scheduled meeting.

The City of Redmond does not discriminate on the basis of disability status in the admission or access to, or treatment, or employment in, its programs or activities



AGENDA REQUEST & STAFF REPORT

MEETING DATE: October 15, 2025

SUBJECT: Notice of Intent to Award a contract to Taylor NW LLC to construct the Deschutes County East Redmond Managed Camp

RECOMMENDED MOTION:

Move approval of Document No. 2025-977, a Notice of Intent to Award a contract to Taylor NW LLC to construct the Deschutes County East Redmond Managed Camp.

BACKGROUND AND POLICY IMPLICATIONS:

In August 2025, Deschutes County and the City of Redmond executed an intergovernmental agreement (IGA) to develop a managed camp in East Redmond, which will provide an authorized location for identified individuals that are seeking a path out of homelessness.

A project team consisting of County and City elected officials and staff, community service providers, and H.A. McCoy Engineering & Surveying completed the design of a 36-unit managed camp. The East Redmond Managed Camp will feature perimeter fencing, 50'x30' graveled camp spaces with picnic tables, centralized power and water, cooking area, portable restrooms and handwashing stations, storage, and dumpsters. The design includes designated areas for up to four yurts for onsite hosts and/or onsite managers, visitor parking, and an RV space for use by service providers.

The Invitation to Bid for Construction Services-Deschutes County East Redmond Managed Camp, was issued on Wednesday, August 20, 2025 and closed at 2:00 pm on Thursday, September 18, 2025. A mandatory pre-bid meeting was held on Friday, August 29, 2025.

The Invitation to Bid was advertised on the Deschutes County website August 20, 2025, the Daily Journal of Commerce on August 20, 2025 and August 22, 2025, and the Bend Bulletin on August 20, 2025, August 21, 2025, and August 24, 2025.

County Property Management held a public bid opening and reviewed bids on Friday, September 18, 2025.

Six bids were submitted, as follows:

Results of Invitation to Bid Issued Wednesday, August 20, 2025 Closed Thursday, September 18, 2025	
Construction Services Deschutes County East Redmond Managed Camp	
Contractors	Bid Amount
Taylor NW LLC (<i>lowest bid</i>)	\$676,118.75
Rickabaugh Construction LLC	\$752,056.50
Tim Bloom Construction Inc.	\$837,657.00
Robinson & Owen Heavy Construction Inc.	\$915,957.77
JAL Construction Inc.	\$946,475.00
BDL Plumbing LLC	\$958,920.00

This action issues a Notice of Intent to Award the contract to the apparent low bidder, Taylor NW LLC, and allows seven days for concerned parties to protest the award. If there is no protest within the seven-day period, the contract will be awarded to the apparent low bidder.

BUDGET IMPACTS:

Original estimate included in the Fiscal Year 2026 Adopted budget is \$531,000. Reallocated ARPA funds in the amount of \$281,000 have been approved for the project and the City of Redmond has pledged \$250,000. The unfunded amount is \$145,119. Staff will be requesting approval to use additional recategorized ARPA funds earmarked for homelessness for a portion of the difference. Additionally, per the aforementioned IGA with the City of Redmond, the agencies agreed to discuss and collectively resolve how to fund any shortfall.

ATTENDANCE:

Erik Kropp – Deputy County Administrator
Kristie Bollinger – County Property Manager
Hayes McCoy – Owner, H.A. McCoy Engineering & Surveying



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STAFF REPORT

DATE: October 14, 2025
TO: City Council
THROUGH:
FROM: Keith Witcosky, City Manager
SUBJECT: Amendment #1 to Intergovernmental Agreement with Deschutes County for the development and operation of a Managed Homeless Camp on County-owned land in East Redmond: \$72,559.38

Report in Brief:

This item requests the City Council authorize an amendment to the existing Intergovernmental Agreement (IGA) with Deschutes County for the development and operation of a Managed Homeless Camp on County-owned land in East Redmond by increasing the City's share of the investment from \$250,000 to approximately \$322,559.38.

Background:

On July 22, 2025, the City Council authorized an IGA with Deschutes County which identified the roles, responsibilities and level of investment for both the City and County for the Managed Camp.

The County owns 45 acres at 1002 NE 17th Street, Redmond. The camp will be located on approximately 6 of those acres. The camp design includes four quadrants. Each quadrant will include up to 18 individual campsites, for a total of 72 sites. Two quadrants will be developed initially with a total of +/- 36 spaces.

The executed IGA sets the vision for the Managed Camp as follows:

- Provide temporary shelter, basic services, and case management in a safe environment for people experiencing homelessness; and
- Advance the County's goal to complete a land exchange with the Department of State Lands by providing people camping on the property to be exchanged to an objectively reasonable alternative location; and
- Advance the City's goals to eliminate homeless activity in the NE 17th Street right-of-way footprint; and
- Support the mutual City/County/State of Oregon goal to establish CORE3.

The County's Fiscal Year(FY) 2026 Budget includes a total of \$531,000 for capital costs to develop the Managed Camp. The City will contribute \$250,000 towards the \$531,000 (with the County contributing \$281,000).

Since the execution of the IGA, the County completed an invitation to bid procurement process.

The low bidder for the project was Taylor Northwest with a total bid amount of \$676,118.75. This bid was approximately \$145,118.75 more than the initial estimate. The proposed amendment to the IGA would result in the City and County splitting this capital cost increase, bringing the City's total contribution to approximately \$322,559.38 and the County's to \$353,559.38.

The County is expected to take action on this amendment on October 15, 2025.

Discussion:

Six companies bid on the Managed Camp procurement opportunity. This process has been managed by Deschutes County staff.

Name of Contractor	Amount
Taylor NW	\$676,118.75
Rickabaugh Construction LLC	\$752,056.50
Tim Bloom Construction Inc.	\$837,657.00
Robinson & Owen Heavy Construction Inc.	\$915,957.77
JAL Construction Inc.	\$946,475.00
BDL Plumbing LLC	\$958,920.00

Fiscal Impact:

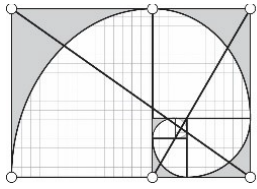
The City's FY 2025/2026 Adopted Budget includes \$250,000 towards the camp. Resources are available, and a budget adjustment will need to occur at a later date for this additional \$72,559.38.

Alternative Courses of Action:

1. Approve Amendment #1 of the Intergovernmental Agreement with Deschutes County.
2. Do not approve the Amendment.
3. Take no Action and Request more information

Recommendation / Suggested Motion:

"I move to approve Amendment #1 to the Intergovernmental Agreement with Deschutes County for a Managed Homeless Camp on County Land in East Redmond."



H.A. M^cCOY

ENGINEERING & SURVEYING, LLC

PO Box 533 Redmond, OR 97756 · 541-923-7554 · www.ham-engr.com

October 21, 2025

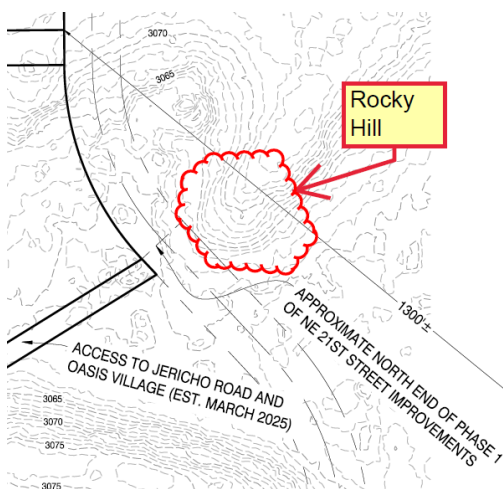
Kristie Bollinger
Deschutes County Property Manager
kristie.bollinger@deschutes.org

RE: Deschutes County Managed Camp – Bid Results versus Cost Estimate

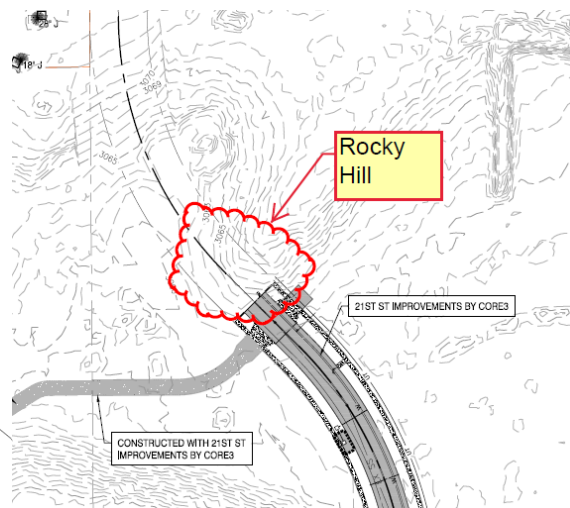
This letter is to summarize the significant difference between the cost estimate prepared for the managed camp in February, 2025 and the bids received in September, 2025. The lowest bid received from Taylor Northwest was significantly greater than the cost estimate prepared in February, 2025. Although there were several changes throughout land use and engineering that led to increased cost, there are three significant items that explain the difference between the cost estimate and the bids received.

1. Excavation

Development of the managed camp is dependent on 21st Street, which provides access to OR126 and the waterline for the managed camp. In February, 2025, the position of 21st Street based on available information was closer to the managed camp and west of its constructed position. The clip below shows 21st Street extending past and to the west of a rocky hill, which was the basis of the cost estimate. Final plans for 21st Street reveal 21st Street was shortened and moved east (also see clip below).



Original position of 21st Street



Revised position of 21st Street

The shortening of 21st Street results in a 20% increase in the access road and waterline length to the managed camp. Shifting 21st Street to the east results in a significant increase in excavation to remove the “rocky hill” and subsequent embankment, which is the greatest discrepancy between the cost estimate and Taylor NW’s bid. However, this change is necessary for the future

development of 21st Street and construction of the City's water main, both benefits to the City of Redmond. The increase in excavation from the cost estimate to bids is approximately \$76,000.

2. Electrical

At the time of the cost estimate, the electrical needs of the managed camp were limited to two electrical plugins at the sheltered cooking areas. Since then, underground conduit and wiring for four yurts, an RV hookup, and site lighting have been added. There are three times the amount of utility poles from what was originally planned. The electrical infrastructure is four times the original estimate, an approximate \$70,000 increase.

3. Fencing

Estimates of fencing were not readily available; therefore, two contractors were contacted to provide estimates in order to prepare a cost estimate. One contractor provided a detailed estimate and another provided just a quote well over \$200,000 with no specifics, which was dismissed. A 20% increase was applied to the detailed fence estimate and another 20% increase was applied for prevailing wages. Apparently, the contractor with the detailed estimate was either higher during the bidding or did not bid the project. This results in an approximate \$30,000 increase in cost.

The above three items explain a cost increase of \$176,000.

Sincerely,

H.A. McCoy Engineering & Surveying, LLC



Hayes A. McCoy PE, PLS



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STAFF REPORT

DATE: October 28, 2025
TO: City Council
THROUGH: Keith Witcosky, City Manager
Jason Neff, Deputy City Manager/Chief Financial Officer
Jessica MacClanahan, Public Works Director/City Engineer
Jake Sherman, Principal Engineer
FROM: Veronica Reinertson, Engineering Technician
SUBJECT: Cedar & Birch Improvements Project (TR2404) Change Order #2 with Taylor Northwest, LLC: \$180,000

Report in Brief:

This item requests the City Council authorize a change order with Taylor Northwest, LLC in the amount of \$180,000.

Background:

On April 8, 2025, Council awarded a contract (2025-40) to Taylor Northwest, LLC in the amount of \$1,851,975.55 for construction of the NW Cedar & NW Birch Improvements Project (TR2404). The project scope includes replacement of aging steel water mains to improve resiliency of the City's water system as well as the installation and replacement of sidewalks and ADA ramps for better pedestrian accessibility.

Construction began in June 2025 and is anticipated to be complete by November 21, 2025.

As construction progressed, the project team discovered the original pavement thickness for these streets did not meet current City Standards. Both Change Orders (this being Change Order #2) address the costs of additional aggregate and related materials.

Change Order #1 was for \$93,030.68 (this was within the City Manager's signing authority of \$100,000). The purpose of this change order was to rebuild the existing roadway section along NW Birch Street between NW 6th Street and NW 10th Street. In addition to pavement restoration, this initial Change Order also replaced an existing damaged storm drain.

Change Order #2 is for an amount of \$180,000.00 to rebuild the existing roadway sections along NW 9th Street between NW Cedar Avenue and NW Birch Avenue. Additionally, this change order includes rebuilding the existing roadway section along NW Cedar Avenue between NW 10th Street and NW 6th Street. Lastly, this change order includes additional modifications to driveways, catch basins, and ADA ramps to accommodate field conditions not identified during design.

Discussion:

Per City policy, change orders that exceed \$100,000 (City Manager signing limit) or are greater than 10% of the original contract require Council approval. The second Change Order of \$180,000.00 is more than \$100,000 cumulatively and more than 10% of the original construction contract.

The second Change Order adds new scope to the project to reconstruct the pavement section on NW 9th Street between NW Birch Avenue and NW Cedar Avenue and NW Cedar Avenue between NW 10th Street and NW 6th Street.

Additionally, several original bid quantities are being adjusted due to field optimizations while installing sidewalks, driveways, and water facilities in the roadway.

These combined changes increased the total contract price from to \$1,851,975.55 to \$2,125,006.23 (14.7% increase).

Fiscal Impact:

This project is included in the City's 5-Year Capital Improvement Program for a total of \$2,250,000, including \$1,675,000 in the Transportation Capital and \$575,000 in the Water Infrastructure Maintenance funds.

Change Order #2 in the amount of \$180,000.00 will be funded by the Transportation - Capital Projects Sub-Fund.

Unappropriated project reserves are available within the Transportation Fund to cover these costs and a budget adjustment will be necessary (anticipated at the November 18, 2025, Council meeting) to add these project costs to the Fiscal Year 2025/2026 budget.

Alternative Courses of Action:

1. Authorize the City Manager to sign Change Order #2.
2. Reject Change Order #2.
3. Request additional information.

Recommendation / Suggested Motion:

"I move to approve Change Order #2 to Contract #2025-40 (TR2404) with Taylor Northwest, LLC, in the amount of \$180,000.00 and authorize the City Manager to sign the change order."

RECOGNITIONS

The City Council recognizes the following events in our community:

- **World Freedom Day** – November 9, 2025
- **Veterans Day** – November 11, 2025
- **America Recycle Day** – November 15, 2025
- **Thanksgiving Day** – November 27, 2025
- **Native American Heritage Day** – November 28, 2025
- **American Education Week** – November 18-22, 2025
- **Hunger & Homelessness Awareness Week** – November 17-25, 2025
- **National Family Week** – November 24-30, 2025
- **National Hospice and Palliative Care Month (NHPCM)** – November 2025



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STAFF REPORT

DATE: October 28, 2025
TO: City Council
THROUGH: Keith Witcosky, City Manager
Jason Neff, Deputy City Manager/Chief Financial Officer
Jessica MacClanahan, Public Works Director/City Engineer
Ryan Kirchner, Public Works Operations Manager - Wastewater/Transportation/Fleet
FROM: Anthony Ortgies, Street Operations Supervisor
SUBJECT: Authorization to Purchase an Elgin Crosswind1 Regenerative Air Sweeper for the Public Works
Transportation Division: \$454,721.42

Report in Brief:

This item requests the City Council authorize the purchase of an Elgin Crosswind1 Regenerative Air Sweeper from Owen Equipment Company for \$454,721.42 through a Sourcewell cooperative purchase agreement.

Background:

The Public Works Transportation Division maintains the City's 183 miles of streets, prioritizing high-traffic corridors on a biweekly basis and residential areas on a monthly basis. The current sweeper fleet includes three Schwarze Industries units with model years 2006, 2015, and 2021.

Street sweepers have an average service life of approximately ten years, after which maintenance costs substantially increase. The 2015 Schwarze unit has reached the end of its useful life and is no longer cost-effective to operate. It will be declared surplus in accordance with City procurement procedures. Due to extended manufacturer lead times, delivery of new sweepers typically takes up to two years from the time of purchase. For example, the 2006 mechanical sweeper is being replaced in the current Fiscal Year (FY) (2025/2026) by a 2025 Elgin Broom Bear Sweeper, which was authorized by the Council in 2024.

Discussion:

Staff evaluated available replacement options and determined that the Elgin Crosswind1 best meets the City's performance, reliability, and fleet compatibility needs. The purchase will be made from Owen Equipment Company through a Sourcewell cooperative purchase agreement (Quote #2023-54012, dated October 10, 2025), reflecting a discounted purchase price of \$454,721.42 (see attached quote).

Fiscal Impact:

The FY 2025/2026 budget includes \$425,000 for the regenerative street sweeper within the Transportation – Capital Vehicle & Equipment Sub-fund (Account # 22163-01-000-07-00-03). The difference of \$29,721.42 will be covered by reserves within the Sub-fund. The procurement was conducted in compliance with Redmond City Code Section 2.406 and ORS 279A.205.

Alternative Courses of Action:

1. Approve the purchase.
2. Do not approve the purchase.
3. Take no action and request additional information.

Recommendation / Suggested Motion:

"I move to authorize the purchase of an Elgin Crosswind1 Regenerative Air Sweeper from Owen Equipment Company for \$454,721.42 and authorize the City Manager to sign the purchase agreement."



Presents a

Proposal Summary

Crosswind1[®]

Reliable. Versatile.

Single-Engine Regenerative Air Sweeper.

Unit 1532

For City of Redmond





Crosswind1

Sidebrooms/Steering	Dual Sidebroom/Dual Steering
Size of Sidebroom	42
Fuel Type	Diesel
Memory Sweep	Yes
Domicile	Continental USA
PM-10	Yes

Basic Chassis Info

Source	Elgin
Chassis Brand/Model	20XX M2 Dual Steer
Chassis Mounting Charge	Chassis Mounting Charge

Chassis Equipment

Third Step and Handle Left Hand	Yes
Spare Chassis Key	1
Third Step and Handle Right Hand	Yes
Horn Options	Standard Electric
12" Convex Mirrors	Yes
LED Stop, Tail, Turn Lights	





In Cab Air Restriction Gauge Chassis

Yes

Brooms

Sidebroom Material	PM10 Compliant Oil Tempered Steel Bristles
Dual Sidebroom Scrubbing position	Yes
L/R hand sidebroom tilt w/display	Yes
Variable Speed brooms	Dual

Conveyance & Hopper

6" Drain	true
QuietPak - Acoustical Sound Package	true
Hopper Deluge	true
Hopper Coating Systems	Lifeline Hopper System
Inspection Doors-Right	Right Hand Door With Step & Handle
Inspection Doors-Left	Left Hand Door With Step & Handle
Hopper Vibrator	true

Dust Control & Flush Systems





Fill Hose Length	16'8"
Front Spray Bar	true
Transmission Mode/no water, pm10	true
Productivity Enhancements	
Air Purge for Water System	true
Vacuum Enhancer	In Cab Display
Gauges and Indicators	
Broom Hour Meter Gauge	true
Hydraulic Oil Level Gauge W/Thermometer on Tank	true
Component Protection	
Auxiliary Hydraulic Pump	true
Lighting & Compliance	
Lighting	(2) Rear LED Beacon LED Arrowstick LED Front Beacon
Work and Flood Lights; Individual Rocker Switches	Dual Sidebrooms and Rear Flood Lights-LED
Backup Alarms	Federal Signal (Standard)
Manuals and Warranty	
Sweeper Warranty Extended	3 Year Parts and Labor
Sweeper: Operators Manuals	1





Sweeper: Parts Manuals

1

Tools/Toolbox

Fire Extinguishers

2.5 lbs

Paint & Decal





Chassis Notes :

Crosswind1

Factory Price	\$464,615.00
Sourcewell Discount	\$9,893.58
Final Sales Price:	\$454,721.42

Price indicated includes approved Special Request
Price valid for 30 Days from date of 10-10-2025

Product Model:Crosswind1
Proposal Date: 10-10-2025
Quote Number: 2023-54012
Price List Date: 10-10-2025

QTY: 1

Customer Initials _____

Proposal Notes:

1. Multiple unit orders will be identical to signed proposal. Changes or deviations to any unit of a multiple unit order will require a new signed proposal.
2. Chassis specifications and data codes for customer supplied chassis must be submitted to and approved by ELGIN prior to submittal of customer purchase order.
3. All prices quoted are in US Dollars unless otherwise noted.
4. This proposal incorporates, and is subject to, Elgin's standard terms and conditions attached hereto and made a part hereof.

Signed By:

Date:





LIMITED WARRANTY

Limited Warranty. Each machine manufactured by ELGIN SWEEPER COMPANY ("ESCO" or the "Company") is warranted against defects in material and workmanship for a period of 12 months, provided the machine is used in a normal and reasonable manner and in accordance with all operating instructions. If sold to an end user, the applicable warranty period commences from the date of delivery to the end user. If used for rental purposes, the applicable warranty period commences from the date the machine is first made available for rental by the Company or its representative. This limited warranty may be enforced by any subsequent transferee during the warranty period. This limited warranty is the sole and exclusive warranty given by the Company.

Exclusive Remedy. Should any warranted product fail during the warranty period, ESCO will cause to be repaired or replaced, as the Company may elect, any part or parts of such machine that the Company's examination discloses to be defective in material or factory workmanship. Repairs or replacements are to be made at the selling Elgin distributor's location or at other locations approved by ESCO. In lieu of repair or replacement, the Company may elect, at its sole discretion, to refund the purchase price of any product deemed defective. The foregoing remedies shall be the sole and exclusive remedies of any party making a valid warranty claim.

The ESCO Limited Warranty shall not apply to (and ESCO shall not be responsible for):

1. Major components or trade accessories that have a separate warranty from their original manufacturer, such as, but not limited to, trucks, engines, hydraulic pumps and motors, tires and batteries.
2. Normal adjustments and maintenance services.
3. Normal wear parts such as, but not limited to, brooms, oils, fluids, filters, broom wire, shoe runners, rubber deflectors and suction hoses.
4. Failures resulting from the machine being operated in a manner or for a purpose not recommended by ESCO.
5. Repairs, modifications or alterations without the express written consent of ESCO, which in the Company's sole judgment, have adversely affected the machine's stability, operation or reliability as originally designed and manufactured.
6. Items subject to misuse, negligence, accident or improper maintenance.

NOTE The use in the product of any part other than parts approved by ESCO may invalidate this warranty. ESCO reserves the right to determine, in its sole discretion, if the use of non-approved parts operates to invalidate the warranty. Nothing contained in this warranty shall make ESCO liable for loss, injury, or damage of any kind to any person or entity resulting from any defect or failure in the machine.

THIS WARRANTY SHALL BE IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING WITHOUT LIMITATION, ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, ALL OF WHICH ARE DISCLAIMED.

This warranty is in lieu of all other obligations or liabilities, contractual and otherwise, on the part of ESCO. For the avoidance of doubt, ESCO shall not be liable for any indirect, special, incidental or consequential damages, including, but not limited to, loss of use or lost profits. ESCO makes no representation that the machine has the capacity to perform any functions other than as contained in the Company's written literature, catalogs or specifications accompanying delivery of the machine. No person or affiliated company representative is authorized to alter the terms of this warranty, to give any other warranties or to assume any other liability on behalf of ESCO in connection with the sale, servicing or repair of any machine manufactured by the Company. Any legal action based hereon must be commenced within eighteen (18) months of the event or facts giving rise to such action.

ESCO reserves the right to make design changes or improvements in its products without imposing any obligation upon itself to change or improve previously manufactured products.

ELGIN SWEEPER COMPANY
1300 W. Bartlett Road
Elgin, Illinois 60120



11-20-2007





TERMS AND CONDITIONS

ORDERS: All orders are subject to acceptance by Elgin Sweeper, Inc. (hereafter referred to as Elgin). Orders for products not normally carried in stock or requiring special engineering or manufacturing is in every case subject to approval by Elgin's Management.

PRICES: All orders are subject to current prices in effect at the time of order acknowledgment. F.O.B. Point: Unless otherwise stated, all prices listed are F.O.B. factory. Elgin reserves the right to increase the order price set forth in this Proposal Summary at any time before delivery to Buyer to reflect any increase in Elgin's costs to manufacture or deliver the ordered product due to any factor beyond the reasonable control of Elgin. Elgin shall provide Buyer with prompt electronic notice of any such price increase. Buyer shall have five days from receipt of such notice to cancel its order, absent which Buyer shall be deemed to have consented to the price increase.

PAYMENT TERMS: The company's payment terms are due upon receipt, unless otherwise stated. However, until such time as Elgin receives full payment, Elgin shall maintain a purchase money security interest in the product.

CANCELLATION: Orders cannot be canceled except upon terms that will compensate Elgin for any loss or damage sustained. Such loss will be a minimum of 10% of the purchase price.

SHIPMENT: All proposals are based on continuous and uninterrupted delivery of the order upon completion, unless specifications distinctly state otherwise. In the event that agreement is reached for Elgin to store completed items, they will be immediately invoiced to the customer and become due and payable. Storage shall be at the risk of the customer and Elgin shall be liable only for ordinary care of the property.

STORAGE CHARGES: Elgin shall charge the customer at current rates for handling and storing customer's property (e.g. truck chassis) held for more than thirty (30) days after notification of availability for shipment. All customer's property, or third party's property, that is stored by Elgin is at the customer's or other party's risk. Elgin is not liable for any loss or damage thereto caused by fire, water, corrosion, theft, negligence, or any caused beyond its reasonable control.

PERFORMANCE: Elgin shall not be liable for failure to complete the contract in accordance with its terms if failure is due to wars, strikes, fires, floods, accidents, delays in transportation or other causes beyond its reasonable control.

EXPERIMENTAL WORK: Work performed at customer's request such as sketches, drawings, design, testing, fabrication and materials shall be charged at current rates.





SKETCHES, ENGINEERING DRAWINGS, MODELS, and all preparatory work created or furnished by Elgin, shall remain its exclusive property; and no use of same shall be made nor may ideas obtained therefrom be used except with the consent of and on terms acceptable to Elgin.

TAXES: Buyer's final cost shall include all applicable sales and use taxes, including all sales and use taxes attributable to any changes made to Buyer's initial order placed hereunder or to any changes to applicable sales and use tax laws. However, Elgin Manufacturing, Inc. shall be responsible for Federal Excise Tax(F.E.T.) unless it is separately stated on the invoice and added to the selling price. If F.E.T. is not separately stated on the invoice it has not been included in the price and Elgin will pay any F.E.T. due itself and bear the cost of the tax. Any refunds or adjustments to the F.E.T. in such cases belong to Elgin.

PRODUCT IMPROVEMENTS: Elgin reserves the right to change manufacturing specifications and procedures in accordance with its product improvement policy.

MOUNTING PRICES: Mounting prices assume normally factory installation on a truck chassis suitable for the unit purchased. Relocation of batteries, fuel tanks, mufflers, air tanks, etc. will be an additional charge, billed at the standard factory labor rate.

WARRANTY: Elgin warrants its products to be free from defects in material and workmanship for a period of 12 months, subject to the limitations and conditions set forth in its current published warranty. Other than those expressly stated herein. THERE ARE NOT OTHER WARRANTIES OF ANY KIND EXPRESS OR IMPLIED, AND SPECIFICALLY EXCLUDED BUT NOT BY WAY OF LIMITATION, ARE THE IMPLIED WARRANTIES OF FITNESS FOR A PARTICULAR PURPOSE AND MECHANABILITY.

IT IS UNDERSTOOD AND AGREED THE ELGIN'S LIABILITY WHETHER IN CONTRACT, IN TORT, UNDER ANY WARRANTY IN NEGLIGENCE OR OTHERWISE SHALL NOT EXCEED THE RETURN OF THE AMOUNT OF THE PURCHASE PRICE PAID BY THE PURCHASER AND UNDER NO CIRCUMSTANCES SHALL ELGIN BE LIABLE FOR SPECIAL, INDIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES. THE PRICES STATED FOR THE EQUIPMENT IS A CONSIDERATION IN LIMITING ELGIN'S LIABILITY. NO ACTION REGARDLESS OF FORM, ARISING OUT OF THE TRANSACTION OF THE AGREEMENT MAY BE BROUGHT BY PURCHASER MORE THAN ONE YEAR AFTER THE CAUSE OF ACTION HAS OCCURRED.

ELGIN'S MAXIMUM LIABILITY SHALL NOT EXCEED AND BUYER'S REMEDY IS LIMITED TO EITHER (I) REPAIR OR REPLACEMENT OF THE DEFECTIVE PART OF PRODUCT, OR AT ELGIN'S OPTION (II) RETURN OF THE PRODUCT AND REFUND OF THE PURCHASE PRICE AND SUCH REMEDY SHALL BE BUYER'S ENTIRE AND EXCLUSIVE REMEDY.

CHOICE OF LAW: These Terms and Conditions shall be construed according to the laws of the State of Illinois. Failure at any time by Elgin to exercise any of its rights under this agreement shall not constitute a waiver thereof nor prejudice Elgin's right to enforce it thereafter.





COMPLETE AGREEMENT: These terms and conditions, contain the complete and final agreement between the parties hereto and no other agreement in any way modifying any of these terms and conditions will be binding on Elgin unless in writing and agreed to by an authorized representative of Elgin. All proposed terms included in Buyer's purchase order or other standard contracting documents are expressly rejected.

I agree with the above terms and conditions:

Signed By: _____

Date: _____





CITY OF REDMOND

CITY HALL
411 SW 9th STREET
REDMOND, OR 97756
541.923.7710
FAX: 541.548.0706
info@redmondoregon.gov
redmondoregon.gov

STAFF REPORT

DATE: October 28, 2025
TO: City Council
THROUGH: Keith Witcosky, City Manager
Jason Neff, Deputy City Manager/Chief Financial Officer
James Wood, Finance Director
FROM: Valerie Taylor, Billing and Collections Manager
SUBJECT: Ordinance #2025-19: An ordinance granting a non-exclusive telecommunications franchise to Qwest Corporation d/b/a CenturyLink QC.

Report in Brief:

This item requests the City Council approve a five-year non-exclusive telecommunications franchise agreement with Qwest Corporation.

Background:

Qwest Corporation, doing business as CenturyLink, is a telecommunications provider that currently offers high-speed internet, voice, and data services to residents and businesses within the City of Redmond and surrounding areas. This agreement will take place of a settlement agreement that was reached and signed in 2008.

Discussion:

This ordinance is a five-year non-exclusive telecommunications franchise agreement granting Qwest Corporation the authority to operate in the City's rights of way to provide telecommunication services while maintaining the City's development standards. The agreement is set to automatically renew for two successive terms of five years each unless terminated.

Fiscal Impact:

Qwest Corporation will continue to pay a seven percent (7%) monthly franchise fee to the City based off of the gross revenues received from customers within City limits. The revenue that the City receives from this Franchisee equates to approximately \$22,000 per year.

Alternative Courses of Action:

1. Approve Ordinance #2025-19
2. Do not approve Ordinance #2025-19
3. Request more information

As required by the City Charter, notices regarding this ordinance coming before the Council were posted in three public places on October 20, 2025, and three copies of the Ordinance were available for review at City Hall.

Recommendation / Suggested Motion:

"I move to have a first and second reading of Ordinance #2025-19, by title only" (Voice vote)

(The City Attorney will read the ordinance by title only.)

"I move to approve Ordinance #2025-19." (Roll call vote)

**CITY OF REDMOND
ORDINANCE NO. 2025-19**

AN ORDINANCE GRANTING A NONEXCLUSIVE TELECOMMUNICATION FRANCHISE TO QWEST CORPORATION D/B/A CENTURYLINK QC.

WHEREAS, Qwest Corporation d/b/a CenturyLink QC is a telecommunications provider seeking to provide telecommunication services in the City of Redmond; and

WHEREAS, providing telecommunication services requires the installation, operation and maintenance of facilities within the public rights of ways within the City of Redmond; and

WHEREAS, the City of Redmond desires to set forth the terms and conditions by which Qwest Corporation d/b/a CenturyLink QC shall use the public rights of way within the City of Redmond; and

WHEREAS, the City of Redmond and Qwest Corporation d/b/a CenturyLink QC desire to enter into a franchise agreement and have reached agreement on the terms of that franchise agreement.

NOW, THEREFORE, THE CITY OF REDMOND, OREGON, ORDAINS AS FOLLOWS:

This Telecommunications Franchise Agreement ("Agreement") is between the City of Redmond, an Oregon municipal corporation ("City") and Qwest Corporation d/b/a CenturyLink QC ("Franchisee").

Section 1. Definitions.

Any terms defined in the Redmond Code and not in this Agreement have the meaning provided by the Redmond Code.

"Effective Date" means thirty days from council approval, or the date on which the last party has signed this Agreement, whichever is later.

"Facilities" means the conduits, cables, optic fibers, poles, wires, vaults, fixtures, aboveground and underground lines, antennas, support mast and mounts, amplifiers, receivers, equipment cabinets, through bolts, washers, nuts, power supply cabinets, power meters, grounding or bond wires, enclosures, cabinets, battery back-up units, and other physical components and related equipment of Franchisee's Telecommunication System that are in compliance with applicable laws, rules and regulations as required by Section 3.

"Fiscal Year" means the 12-month reporting period that begins on July 1st and ends on June 30th.

"Gross revenues" means those revenues derived from exchange access services within the City, as defined in ORS 403.105, less net uncollectibles from such revenues.

"Telecommunications System" means all Facilities owned, operated or used by Franchisee to provide telecommunication services, including voice, data and audio and video transmission services, and located in rights-of-way administered by the city.

Section 2. Grant of Authority.

City grants to Franchisee the right to construct, install, maintain, restore, replace, and operate Facilities over, in, on, and under present and future City rights-of-way for the purpose of providing telecommunication services on the terms stated in this Agreement and subject to applicable law.

This Franchise is not exclusive. The City reserves the right to grant a similar franchise to any other person or entity at any time during the period of this Agreement. This Agreement is subject to all prior rights, interests, agreements, permits, easements, or licenses granted by the City, and to the City's right to use and administer rights-of-way for any purpose.

Section 3. Compliance with Laws, Rules and Regulations.

Franchisee shall comply with all applicable federal, state and City laws, rules and regulations, including but not limited to the Redmond Development Code, other provisions or revisions of the Redmond Code, and City ordinances. The locations and methods of installation and maintenance of all Franchisee's Facilities shall be subject at all times to regulation by the City (including City's ordinances, standards and specifications, and regulations on street cuts and use of rights-of-way or public easements).

Franchisee must obtain right-of-way permits prior to installation or construction of Facilities. Franchisee must develop, site, construct, install, and at all times maintain and operate all Facilities in accordance with telecommunications industry standards and City standards and specifications, including but not limited to Redmond Development Code and as directed by the City Engineer in accordance with the Redmond Code.

Section 4. Franchisee Liability, Indemnification of City, and Insurance.

- A. Liability and Indemnification. Franchisee will defend, indemnify, and hold the City, its officers, agents, employees and volunteers harmless against all third party liability, claims, losses, demands, suits, fees and judgments (collectively known as "claims") that may be based on, or arise out of damage or injury, including death, to persons or property to the extent arising from any act or omission by Franchisee in connection with the performance of this Agreement or by conditions created thereby or based upon Franchisee's violation of any statute, ordinance or regulation. This indemnification does not apply to claims caused by the negligence or willful misconduct of the City, its officers, agents, employees and volunteers. Franchisee agrees that it is not an agent of the City and is not entitled to indemnification and defense under ORS 30.285 and ORS 30.287.
- B. Insurance. Franchisee must maintain, at Franchisee's expense during the term of this Agreement, commercial general liability covering bodily injury and property damage in

an amount of \$2 million per occurrence and \$4 million general aggregate; commercial automobile insurance \$2 million combined single limit per accident which limits may be met by any combination of primary and excess or umbrella insurance. The insurance policies obtained by Franchisee shall be primary and non-contributory. Franchisee shall defend, indemnify, and hold City, its officers, employees, and volunteers harmless for any claims to the extent arising from the negligence or intentional misconduct of Franchisee and its employees in performance of this Agreement, even if not covered by, or in excess of insurance limits.

Commercial general liability coverage and Commercial Auto liability policies must name by separate endorsement, - "The City of Redmond, its officers, agents, directors, employees, and volunteers as an additional insured" as their interest may appear under this Agreement with respect to Franchisee's work or services conducted under this Agreement. Insurance coverage must apply on a "primary and non-contributory basis (endorsement must be provided). Upon receipt of notice from its insurers, Franchisee will give the City 30 days' written notice of any cancellation of any required coverage. Any failure to comply with this provision will not affect the insurance coverage provided to City.

Franchisee must maintain workers' compensation insurance as required by ORS Chapter 656 and meet the statutory requirements therein.

Franchisee must ensure that each contractor and subcontractor obtains and maintains substantially the same insurance as required of Franchisee before performing work.

Coverages provided by Franchisee must be underwritten by an insurance company authorized to do business in the state of Oregon and with a Best's rating of A-VII or higher.

As evidence of the insurance coverage required by this Agreement, Franchisee must provide a certificate of insurance and required separate endorsements as referenced above from the carrier(s). This Agreement will not be in effect until the required certificate and separate endorsements have been received and approved by City, which reasonable approval may not be withheld or delayed. Renewal certificates separate endorsements will be provided to City upon receipt by Franchisee. The City may terminate this Agreement for failure to maintain the required insurance.

- C. Waiver of Subrogation. Franchisee grants a waiver of subrogation to the city, its officers, employees and volunteers for any claims arising out of Franchisee's work or service. Further, Franchisee agrees that in the event of loss due to any of the risks for which it has agreed to provide insurance, recovery will be solely with its insurance carrier, and also grants to City, on behalf of any insurer providing coverage to either Franchisee or City with respect to the work or services of Franchisee, a waiver of any right to subrogation which any insurer or subcontractor may acquire against City by virtue of the payment of any loss under such insurance coverage.

Section 5. Performance Bond.

Before commencing any work in any right-of-way administered by the City, Franchisee must provide a performance bond in the amount of \$100,000, or a lesser amount as agreed to in writing by the City as being sufficient to ensure proper restoration of any street, sidewalk or other surface disturbed by Franchisee. Franchisee must keep the bond in full force and effect during any activities that disturb the surface of any rights-of-way and for a period of at least one year after restoration of rights-of-way. The bond may be withdrawn one year after restoration of rights-of-way but must be restored prior to any further action that would disturb any street, sidewalk, or other surface. The bond must be issued by surety authorized to do business in the state of Oregon and with a Best's rating of A- VII or higher.

City may, in the event of any construction which is likely to be substantially greater than \$100,000, or in the event the City's cost to complete or repair the construction upon Franchisee's failure to perform the same would be greater than \$100,000, as reasonably determined by the City, require the amount of the performance bond to be increased. The performance bond is subject to increase each time Franchisee applies for permits to perform work within the city of Redmond. Franchisee must provide to City all necessary documentation demonstrating Franchisee's cost estimation in a format reasonably acceptable to City.

Section 6. Construction and Conditions on Right-of-Way Occupancy.

- A. Use. Franchisee must conduct its operations under this Franchise, including installation, construction, operations, and maintenance of its Facilities, in compliance with all applicable, lawful governmental regulations and in a safe, competent, and skillful manner so as not to present a danger to the public or City. Franchisee must construct, install, maintain and operate its Facilities in designated City rights- of-way consistent with applicable industry standards and in City's commercially reasonable satisfaction, in compliance with all City ordinances, rules, standards and specifications, policies and regulations, in a manner so as to interfere as little as practicable with traffic and other use of rights of way, and to cause minimum interference with the rights or reasonable convenience of property owners who adjoin any of the rights of way, including existing and future City services. All work in City right-of-way requires a permit and a traffic plan that is fully compliant with the City of Redmond Design Standards and Specifications, prior to the start of any work.
- B. Construction. Prior to beginning construction, Franchisee must obtain all necessary land use approvals and permits. When construction is complete, Franchisee must provide the City Engineer as-built drawings with a map showing the location of installed Facilities in City rights-of-way as required by City codes, standards and specifications, and building requirements. The City Engineer may require additional information on the as-built drawings.
- C. Restoration. In case of any disturbance of pavement, sidewalk, driveway, or other surface by Franchisee, Franchisee must, at its own cost and expense and in compliance with the City's standards and specifications, promptly replace and restore all paving,

sidewalk, driveway, landscaping or surface of any street or alley disturbed to its condition immediately preceding such disturbance, reasonable wear and tear excepted. Franchisee warrants all restoration work for a period of one year from completion of the work. If Franchisee fails to make restoration as required by this section within a reasonable timeframe following written notice from City to Franchisee, or if the restoration fails within the one-year warranty period, City may cause the repairs to be made at the expense of Franchisee. If Franchisee fails to reimburse the City for any actual costs incurred under this section within 45 days of Franchisee's receipt of demand for reimbursement and such failure is not a result of a good faith dispute between City and Franchisee, City may refuse to issue additional permits.

- D. Notification. Franchisee must comply with the requirements of Oregon Utility Notification Law and implementing rules and regulations.
- E. Relocation. City may require Franchisee to relocate its Facilities. If the removal or relocation of Facilities is caused directly by an identifiable development of property or other third-party project and the removal or relocation of Facilities is expected to occur within the area to be developed, or is made for the convenience of other third-party, Franchisee may charge the expense of removal or relocation to the developer or other third-party. Franchisee will be solely responsible for enforcing collection from the developer or other third-party. In such event, Franchisee may require payment in advance from the developer or other third party before relocating its facilities.

If the removal or relocation of Facilities results from City's need to provide public facilities, a city-funded project, or is otherwise requested by City or is made for the purpose of improving a street to City standards or other improvement for the benefit of the public, Franchisee will remove or relocate its Facilities at Franchisee's expense within sixty (60) days after notification by City. For any relocation required under this section, City will make a reasonable effort to provide Franchisee with a mutually agreeable alternate location for its Facilities within City rights-of-way, or allow Franchisee to temporarily remove or relocate its Facilities for the duration of the City Project and allow Franchisee the opportunity to replace its Facilities in the same or similar location after completion of the City project, consistent with City approval for Franchisee's location of the Facility. In the event that the City receives third party funding for a city project or improvement to a city street that covers Franchisee's expenses, City will remit payment to Franchisee from the third-party funding for reimbursement for Franchisee's relocation expenses.

In cases of capital improvement projects undertaken by City where overhead utility is converted to underground installations, Franchisee must convert above-ground Facilities to underground, at Franchisee's expense, if requested to do so by, except to the extent Franchisee's Facilities must remain above-ground to operate. City agrees to comply with provisions of applicable law when requiring such conversion and to do so in a non-discriminatory manner.

- F. Placement of Facilities. Franchisee will not knowingly place its Facilities where they will interfere with any existing or future City utility, gas, electric, or telephone fixture or power, sanitary sewer, storm sewer, or water facility. Franchisee must consult with City Engineer prior to placement of Facilities, and will comply with all City ordinances, policies, rules, and regulations in connection with its placement of Facilities. Whenever all existing electric utilities, cable facilities and telecommunications facilities are located underground within a public right-of-way in the City, Franchisee must also locate or relocate its Facilities underground to the extent possible.
- G. Temporary Rearrangement of Facilities. Franchisee must, consistent with City policies, ordinances, rules, and regulations, arrange to temporarily raise, lower, or otherwise move its Facilities to permit the moving of buildings or other objects if the person or entity wishing to move the building or other object makes a reasonable arrangement to reimburse Franchisee for its expenses in rearranging its Facilities. Nothing in this section precludes City from requiring Franchisee to move its Facilities at Franchisee's expense when public convenience requires the move.
- H. Maps and Records. Franchisee shall at all times keep maps and records showing the locations and components of all facilities constructed by it or owned by it within the City right of way. Spatial data for facilities located in the rights-of-way shall be available to the City as needed. Franchisee shall keep as-builts on file and available for City use upon reasonable prior ~~written~~ request. The information furnished by Franchisee under this section is provided with the understanding that the City will treat the information as confidential to the extent possible under the Oregon Public Records Act. If a public records request is made for the information, the City will provide Franchisee with notice of the request and sufficient time to seek a protective order prior to providing the documentation to any third party.

Section 7. Transfer of Franchise.

Franchisee may not sell, assign, dispose of, or transfer in any manner whatsoever any interest in this Franchise or in the Facilities authorized by this Agreement, or any part of the Facilities, without prior written approval of City, which approval will not be unreasonably withheld, conditioned, or delayed. The City may impose reasonable conditions on any such approval, including but not limited to the requirement that the transferee acknowledge in writing and agree to be bound by the terms of this Agreement. City has the right to collect from Franchisee City's actual administrative costs associated with processing a transfer request, including the cost of ascertaining the financial responsibility of the proposed transferee. Use of Franchisee's Facilities by third parties shall not constitute an assignment or transfer of privileges for purposes of this Agreement. Notwithstanding the foregoing, no City approval is required but notice shall be provided for any assignment, disposal, or transfer of this Franchise or the Facilities to an affiliate of Franchisee, any successor-in-interest, or its parent company.

Section 8. City Rights in Franchise.

- A. City Supervision and Inspection. City has the right to supervise all construction or installation of Franchisee's Facilities subject to the provisions of this Agreement and make such inspections as it finds necessary to ensure compliance with governing laws, ordinances, rules, and regulations.
- B. Termination or Abandonment of Agreement. Upon any termination of this Agreement, all Facilities installed or used by Franchisee must be removed by Franchisee at Franchisee's expense within one hundred eighty (180) days after such termination, and the property upon which the Facilities were used restored by Franchisee to the condition it was in before immediately prior to installation, reasonable wear and tear excepted. In the alternative, City and Franchisee may mutually agree to abandon some or all of the Facilities in place.
- C. Co-location. Franchisee must offer the City the opportunity to co-locate City conduit and lines in trenches dug by Franchisee in City rights-of-way and may charge City only any incremental additional costs incurred in making the trenches available for City use.

Section 9. Franchise Fee.

- A. Franchisee shall pay monthly to City a Franchise fee equal to 7% of Franchisee's revenues derived from exchange access services within the City, as defined in ORS 403.105, less net uncollectibles from such revenues.

The intention of the parties in charging different fees for telecommunications service providers and ultimate consumers is to prevent any end user from paying a permit or franchise fee to City more than once for the same use of the facilities, while at the same time charging a fair amount for the use of City's rights of way.

- B. The Franchise Fee required by this section is due and payable within 60 days after the end of each applicable calendar month. Any payment not made when due will bear interest at the rate of 9% per annum, compounded monthly, from the date due until paid. Together with each payment of the Franchise Fee, Franchisee will submit a Telecommunications Franchise Fee Percentage Reporting Form in the form of Exhibit A.
- C. City's acceptance of any payments due under this section shall not be considered a waiver by City of any breach of this franchise agreement.
- D. Except to the extent prohibited by Federal or State law, the Franchise Fee is in addition to any permit fee required to comply with Section 3.

Section 10. Franchisee Records and Reports.

- A. Franchisee shall keep accurate books of financial accounts throughout the term of this Franchise Agreement and for six years after the expiration or termination of this Agreement. Franchisee shall make available all books and records directly concerning its Gross Revenues within the City limits and other financial information deemed necessary by City for purposes of calculation of the franchise fee for inspection by City, upon 30 days' written notice, during normal working hours. City may require periodic reports from Franchisee relating to its operation within City.
- B. City shall have the right during the term of this Franchise Agreement or within 180 days after expiration or termination of the franchise to audit Franchisee's records for the period of three years prior to the audit. If the audit reveals underpayment of 3% or more, the City may expand the audit to cover up to 6 years. The audits shall be undertaken by a qualified person or entity selected by City. The cost of the audit shall be borne by City, unless the results of the audit reveal an underpayment of more than 3% of the franchise fee for the period audited. In the case of underpayment of 3% or more, the full cost of the audit shall be paid by Franchisee. Franchisee shall immediately pay the amount of the underpayment as determined by the audit to City together with 9% annual interest from the date the payment should have been made to the date the payment is actually made.
- C. Any audit information obtained by City under these provisions shall be kept confidential to the maximum extent allowed by Oregon law, except that this obligation shall not prevent the City from introducing audit results in any forum where enforcement of the provisions of this Franchise Agreement is at issue.

Section 11. Permit and Inspection Fees.

Nothing in this Agreement may be construed to limit the right of City to require Franchisee to pay actual and reasonable costs incurred by City in connection with the issuance of a license or permit, making an inspection, or performing any other service for or in connection with Franchisee or its Facilities, whether pursuant to this Agreement or any ordinance or regulation, subject to any limitation imposed by Federal or state law.

Section 12. Enforcement and Termination of Agreement for Violation.

- A. Default. Time of payment and performance are of the essence in the Agreement. The following are events of default:
 - a. Default in Payment. The failure of Franchisee to pay City when due any amounts required by the Agreement pursuant to Section 9 and such failure continues for a period of 15 days after the postmark date of Licensee's notice of its failure to pay.
 - b. Default in Other Covenants. The failure of Franchisee to perform any of the covenants and conditions required by this Agreement to be kept and performed by Franchisee, and such failure continues for a period of 30 days after notice from City of such failure, or longer than 30 days if the nature of the cure requires

a longer period of time and the cure was commenced within the 30-day period. Upon the occurrence of an event of default, Franchisee must pay to City the sum of \$200 per day for each day the default continues along with any additional damages suffered by City as a result of Franchisee's default.

- B. The City may terminate this Agreement for defaults that are not cured within the time allowed by providing 30 days' notice to Franchisee of its intent to terminate. Franchisee may avoid termination by completely curing the default(s), including payment of the penalty required by Subsection A.2 of this section, unless the notice of termination is the third notice of termination within a 12-month period. Franchisee may challenge a notice of termination by providing a written protest to the City Manager within 15 business days after the postmark date of Franchisee notice of termination. The City Manager, on receipt of the protest shall either grant the protest, in which case the Agreement will remain in place, or refer the matter to the City Council for a decision. The termination will not become final until after the decision by the City Manager or City Council.

Section 13. Remedies not Exclusive; Waiver.

All remedies granted the City under this Agreement are cumulative, and recovery or enforcement of one is not a bar to the recovery or enforcement of any other remedy. Remedies contained in this Agreement are not exclusive and City reserves the right to enforce penal provisions of any ordinance and use any remedy available to City at law or in equity. Failure to enforce any provision of this Agreement may not be construed as a waiver of a breach of any other term, condition, or obligation of this Agreement.

Section 14. Franchise Term.

This Franchise is granted for a term of five years beginning the Effective Date ("Initial Term") and will automatically renew for two successive terms of five years each (each a "Renewal Term") unless notice of termination is provided. Franchisee and City may terminate this Agreement at the end of the Initial Term or any Renewal Term by providing notice of termination at least 60 days prior to the end of the Initial Term or relevant Renewal Term. If notice of termination is provided, the parties may elect to negotiate a new franchise agreement in lieu of termination. In the event the City adopts code provisions, regulations or standards and specifications applicable to this Franchise or if state or federal legislation or regulation affects any provision of this Franchise, the Parties, at the request of either Party, may request renegotiation of the Franchise to reflect the changes in law or regulation.

Section 15. Severability.

If any section, subsection, sentence, clause or portion of this Agreement becomes for any reason invalid, superseded by applicable authority, or if any such portion of this Agreement is rendered unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity or constitutionality of the remaining portion thereof. If for any reason, the franchise fee is invalidated or amended by the act of any court or governmental agency, then the highest

reasonable franchise fee allowed by such court or other governmental agency shall be the franchise fee charged by this Agreement.

Section 16. Notices.

Any notice required or permitted under this Agreement, including Annexation notifications, shall be deemed given when received or when deposited with the United States Postal Service, postage prepaid and sent as registered or certified mail addressed as follows:

TO CITY:

Keith Witcosky
City Manager
City of Redmond
411 SW 9th St
Redmond, OR 97756

TO FRANCHISEE:

CenturyLink
Attn: ROW/NIS Manager
931 14th Street
Denver, CO 80202

With a copy to:
CenturyLink
Attn: Legal Department
931 14th Street
Denver, CO 80202

or to such other addresses as may be specified from time to time by either party in writing.

The primary contact regarding administration of this Franchise for the City is:

Position: Billing and Collections Manager
Name: Valerie Taylor
Email: valerie.taylor@redmondoregon.gov
Phone: 541.923.7732

and for Franchisee is:

Position: Contract Manager II
Name: Don Davalos
Email: don.davalos@lumen.com
Phone: 505-886-4673

The primary contacts may be changed at any time by written communication, including email, without the need for formal notice.

Section 17. Interpretation/Jurisdiction.

Interpretation of the Agreement shall be governed by laws of the State of Oregon and any legal action relating to this Agreement must be brought in the state or federal courts located in Deschutes County.

Section 18. Change of Law.

If any federal or state laws or regulations or any binding judicial interpretations thereof that govern any aspect of the rights or obligations of one or more parties under this Agreement shall change after full execution, and such change makes any aspect of such rights or obligations inconsistent with the then-effective federal or state laws, regulations or binding judicial interpretations, then the parties agree to promptly amend the Agreement as reasonably required to accommodate and/or ensure compliance with any such legal or regulatory change.

IN WITNESS WHEREOF, the parties duly execute and agree to be bound by this Agreement as of the Effective Date by the signatures of their authorized representatives below, or the effective date of the implementing ordinance, whichever is later.

City of Redmond

Qwest Corporation d/b/a CenturyLink QC

Ed Fitch, Mayor

Authorized Representative

Printed Name

Printed Name

Date

Date

ATTEST:

Kayla Duddy, Deputy City Recorder

EXHIBIT A



Exhibit A

City of Redmond Franchise Fee Percentage Reporting Form

Company: **Qwest Corporation d/b/a CenturyLink QC**
Reporting Period: _____

Description	Revenue and Fee Calculation
Gross Revenues	\$
Less: Revenues Exempt from Franchise Fee	\$
Other Adjustments to Gross Revenues	\$
Net Revenue Subject to Franchise Fee	\$
Franchise Fee Rate	Seven Percent (7%)
Franchise Fee Remitted to City of Redmond	\$

Prepared By:

Signed _____	Date _____
Name, Title _____	Phone, Email Address _____

Certification by Officer or Authorized Representative

I declare that the information provided herein is true, complete, and accurate to the best of my knowledge and belief.

Signed _____	Date _____
Name, Title _____	

Please remit payment to:
City of Redmond
411 SW 9th Street
Redmond, OR 97756

For questions, please contact City of Redmond Finance Department at 541.504.3066



CITY OF REDMOND

CITY HALL
411 SW 9th STREET
REDMOND, OR 97756
541.923.7710
FAX: 541.548.0706
info@redmondoregon.gov
redmondoregon.gov

STAFF REPORT

DATE: October 28, 2025
TO: City Council
THROUGH: Keith Witcosky, City Manager
Jason Neff, Deputy City Manager/Chief Financial Officer
Jessica MacClanahan, Public Works Director/City Engineer
FROM: Lindsey Croomsigt, Assistant City Engineer
SUBJECT: Central Dry Canyon Project (PK2102) Change Order #2 with Keeton King Contracting, LLC: \$55,132

Report in Brief:

This item requests the City Council authorize a change order with Keeton King Contracting, LLC in the amount of \$55,132.

Background:

On March 25, 2025, Council awarded a contract (2025-25) to Keeton King, LLC in the amount of \$3,995,188.96 for construction of the Central Dry Canyon Project. The project scope includes accessibility, park, and water improvements to SW 15th Street, Cascade Avenue, Spud Bowl, Hope Playground, Sam Johnson Park, and Rimrock Way.

Construction began in April 2025 and is anticipated to be complete by June 2026.

On August 26, 2025, Council approved Change Order #1 in the amount of \$175,418.60 for additional roadway improvements on Cascade Avenue.

Change Order #2 is related to the need for increased quantities of material for Hope Playground.

Discussion:

Per City policy, change orders that exceed \$100,000 (City Manager signing limit) or are greater than 10% of the original contract require Council approval.

This Change Order increases the bid quantities for the new fall surface at Hope Playground. The quantity of material specified was insufficient to complete the park improvements, and therefore had to be increased to ensure the material was installed at the correct depth throughout the playground.

If approved, this Change Order will increase the total contract price to \$4,225,739.60, which is approximately 6% over the original contract value.

Fiscal Impact:

This project is included in the City's 5-Year Capital Improvement Program for a total of \$6.7 million, including \$5.3 million in Parks System Development Charges (SDCs), \$1 million in Water Infrastructure Maintenance funds, and \$400,000 in Water SDCs.

Change Order #2, in the amount of \$55,132, will be funded within the Parks - SDC Reimbursement Sub-fund (Account #: 22280-01-000-07-00-18)

Although unappropriated project reserves are available within Parks SDCs to cover these costs, a budget adjustment is not necessary given the timing of other projects (i.e. Well 9 and Ice Rink contributions) included in the Fiscal Year 2025/2026 budget.

Alternative Courses of Action:

1. Authorize the City Manager to sign Change Order #2.
2. Reject Change Order #2.
3. Request additional information.

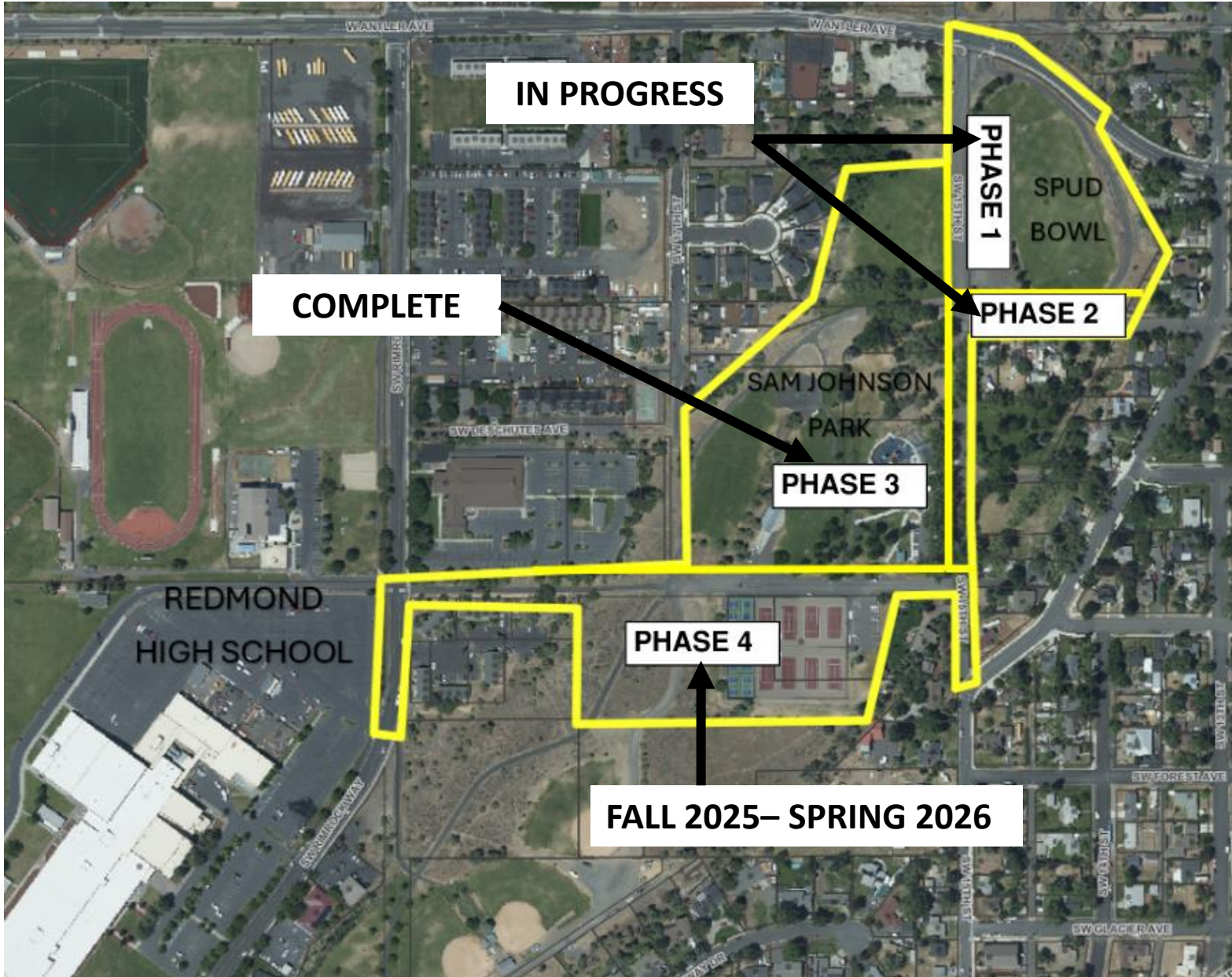
Recommendation / Suggested Motion:

"I move to approve Change Order #2 to Contract #2025-25 (PK2102) with Keeton King Contracting, LLC, in the amount of \$55,132 and authorize the City Manager to sign the change order."



CENTRAL DRY CANYON CONTRACT CHANGE ORDER WITH KEETON KING, LLC: \$55,132.00

**REDMOND CITY COUNCIL
OCTOBER 28, 2025**



15TH STREET AND CASCADE AVENUE



Current Conditions



Pre-Construction

Photo will be updated by Oct. 28

HOPE PLAYGROUND



Pre-Construction



Completed Resurfacing



CHANGE ORDER #2

Contract Item	Amount
Original Contract	\$3,995,188.96
Change Order #1	\$ 175,418.60
Change Order #2 (<i>Parks Maintenance</i>)	\$ 55,132.00
New Contract Total	\$4,225,739.60



QUESTIONS?



CITY OF REDMOND

CITY HALL
411 SW 9th STREET
REDMOND, OR 97756
541.923.7710
FAX: 541.548.0706
info@redmondoregon.gov
redmondoregon.gov

STAFF REPORT

DATE: October 28, 2025
TO: City Council
THROUGH: Keith Witcosky, City Manager
Jason Neff, Deputy City Manager/Chief Financial Officer
Jessica MacClanahan, Public Works Director/City Engineer
Zachary Bass, Airport Director
FROM: Anthony Ortgies, Street Operations Supervisor
Mike Wilcox, Airport Operations Supervisor
SUBJECT: Resolution #2025-17: A resolution adopting the City of Redmond Snow and Ice Control Plans for Public Works and Roberts Field – Redmond Municipal Airport.

Report in Brief:

This item requests the City Council approval of the Fiscal Year (FY) 2025/2026 Snow and Ice Control Plans administered by the City's Public Works Department (PW) and Redmond Municipal Airport (RDM). These plans are reviewed and presented annually for Council consideration.

Background:

The Snow and Ice Control Plans (Plans) outline how the City will respond to winter weather events resulting in snow and ice accumulation within City limits. The purpose of these Plans is twofold:

1. To provide PW and RDM with clear goals, objectives, priorities, and operational procedures for responding to snow and ice events; and
2. To ensure clear communication and set appropriate expectations for residents during winter weather conditions.

Discussion:

The goals of both Plans include:

1. Responding in a cost-effective and efficient manner to snow and ice conditions within available budget, staffing, and equipment resources.
2. Establishing priorities and defining service levels for PW and RDM operations.
3. Allocating available resources (staffing, materials, and equipment) appropriately.
4. Coordinating supplemental resources during severe conditions through intergovernmental agreements and private contracts.
5. Providing discretionary immunity under Oregon Revised Statutes (ORS) 30.265, which grants public bodies and employees immunity for discretionary actions performed within the scope of their duties.

Fiscal Impact:

Approval of the Plans has no direct fiscal impact. Funding to perform snow and ice control services is included in the FY 2025/2026 budget for materials, personnel, and equipment.

Historically, Transportation Fund expenditures for sanding materials and contracted snow removal have averaged less than \$25,000 annually. During FY 2018/2019, extreme weather conditions resulted in total expenditures of \$52,364. The FY 2025/2026 budget includes \$40,000 for winter maintenance operations, with additional contingency funds available for extreme weather events.

For RDM, expenditures related to snow and ice control primarily include deicing materials, equipment operation, and maintenance. Over the past five years, annual expenditures have averaged approximately \$100,000. The FY 2025/2026 budget is approved at \$230,000, which includes the addition of a dry chemical spreader, to support winter operations at RDM and is funded entirely through local Airport funds (landing fees).

Alternative Courses of Action:

1. Adopt Resolution #2025-17.
2. Do not adopt Resolution #2025-17.
3. Request additional information.

Recommendation / Suggested Motion:

"I move to adopt Resolution #2025-17."

**CITY OF REDMOND
RESOLUTION NO. 2025-17**

A RESOLUTION ADOPTING THE CITY OF REDMOND SNOW AND ICE CONTROL PLANS FOR PUBLIC WORKS AND ROBERTS FIELD – REDMOND MUNICIPAL AIRPORT.

WHEREAS, the City of Redmond performs a discretionary function of snow and ice removal; and

WHEREAS, City Departments have developed snow and ice mitigation plans based on historical use; and

WHEREAS, the Snow and Ice Control Plan for Roberts Field must be approved by the Federal Aviation Administration; and

WHEREAS, the City of Redmond has budgetary limitations for personnel, equipment and supplies; and

WHEREAS, Oregon Revised Statute 30.265 limits the scope of liability for public entities performing discretionary functions such as snow and ice removal.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF REDMOND, OREGON, AS FOLLOWS:

Section 1. That the Snow and Ice Control Plans are adopted pursuant to Resolution No. 2025-17, as set forth in Exhibits A and B, attached hereto and by this reference incorporated herein.

ADOPTED by the City Council and **SIGNED** by the Mayor this 28th day of October 2025.

Ed Fitch, Mayor

ATTEST:

Kayla Duddy, Deputy City Recorder



CITY OF REDMOND

2025-2026 SNOW & ICE CONTROL PLAN

City of Redmond Public Works Department
Transportation Operations Division
243 E. Antler Ave Redmond, Oregon 97756
Phone: (541) 504-2000
Email: streets@redmondoregon.gov



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1. Purpose and Objectives

The purpose of the Snow and Ice Control Plan is to establish and communicate policies and procedures that make travel within Redmond city limits as safe as possible while minimizing economic hardship during winter storm events. The plan provides guidance for snow and ice control operations with the following goals in mind:

- Maintain traffic flow and mobility under winter conditions
- Assist Police, Fire, and Emergency Medical Services (EMS) in fulfilling their duties
- Provide safe and passable school bus routes
- Reduce economic losses from transportation interruptions
- Use available budget, staffing, and equipment effectively and efficiently

2. Roles and Responsibilities

Snow and ice control is managed by the [Public Works Transportation Operations Division](#). Roles include:

- **Transportation Division Manager:** Direct snow operations, authorize contractor use
- **Supervisors:** Manage plow crews, assign routes, monitor performance
- **Operators:** Operate equipment, provide 24-hour coverage during sustained operations
- **Mechanics:** Maintain equipment, provide 24-hour coverage during sustained operations
- **Private Contractors:** Supplement City plow crews during severe weather events
- **Partner Agencies:** Redmond Police, Redmond Fire & Rescue, Redmond School District, Oregon Department of Transportation (ODOT), and regional transit providers coordinate service needs.

3. Street Priority Levels

During a storm event, which is defined as two inches of snow and accumulating, the City prioritizes snow and ice control based on street classifications. Streets are grouped into four categories:

1. **Arterials:** Major roads designed to carry large volumes of traffic over longer distances. They connect neighborhoods and are often with higher speed limits and limited access points.
2. **Collectors:** These roads gather traffic from local streets and funnel it to arterials. They balance access and mobility, serving both residential areas and smaller commercial zones.
3. **Critical Access Routes:** Streets prioritized for use by emergency services and schools. These routes are essential for public safety and are often cleared or maintained first during emergencies or severe weather.
4. **Residential:** Local streets primarily serve homes and neighborhoods. They have lower speed limits, less traffic, and are designed for access rather than through movement.

Priority is given to arterials, collectors, and critical access routes to ensure that every neighborhood has access to a plowed roadway and that emergency services can operate without disruption. Once these priority routes are cleared, crews begin work on residential streets. Residential plowing starts with creating two clear travel lanes and progresses to full curb-to-curb clearing as conditions and resources allow.

4. Procedures

Transportation Operations Division staff monitor weather forecasts and conduct early morning and weekend road checks to determine sanding or plowing needs. Initial response consists of tandem plowing on wide priority routes followed by assignment to maintenance zones. Snow accumulation greater than six inches may trigger the activation of private contractors to focus City resources on priority routes. Obstructions such as parked cars or garbage containers may prevent plowing until cleared. Residents are responsible for mailbox access per [United States Postal Service \(USPS\) regulations](#).

5. Levels of Response

Response levels are determined by snowfall rate, moisture, temperature, wind, and storm duration. Planned levels include:

Level 1 – Limited Sanding: 2 sander trucks

Level 2 – Full Sanding: 7 sander trucks

Level 3 – Limited Plowing: 6 sanding plow trucks in higher elevations

Level 4 – Full Plowing: 10 pieces of primary equipment and sustained operations

Level 5 – Downtown Snow Removal & Clean-up: Snow blowers and dump trucks

6. Off-Street Areas

City-owned parking lots are plowed when snowfall reaches four (4) inches or greater. Snow piles may be hauled away as needed. Sidewalks adjacent to commercial properties are the responsibility of property owners per [City Code 5.335\(6\)\(A\)](#). Driveways and sidewalks at private properties are also property owner responsibilities. The Redmond Public Works Department maintains sidewalks adjacent to City property, prioritizing high pedestrian areas.

7. Staff Scheduling

The Redmond Public Works Department allocates staff to ensure plow coverage from 5:00 A.M. to 3:30 P.M. Sustained 24-hour operations may be staffed by splitting crews into two shifts with support from other Redmond Public Works Divisions. For Level 3 and 4 events, the City's fleet mechanics provide after-hours coverage to keep equipment operational.

8. Equipment and Resources

Fleet Division mechanics inspect, test, and prepare all winter equipment before the season begins. Transportation Operations Division staff conduct drills for equipment setup and vehicle mounting. Global Positioning System (GPS) tracking devices are installed on primary and contracted equipment to monitor coverage; reporting locations and work completed to the City's Winter Operations webpage in real-time. The City maintains a fleet of dump trucks, graders, loaders, utility vehicles, tractors, and all-terrain vehicles (ATVs) for snow control. View the current list of equipment [here](#).

9. Training

All snow equipment operators receive pre-season training on equipment and safety procedures to ensure adequate and capable staffing of primary snow control equipment during storms.

10. Public Information and Communication

Snow emergency declarations and parking restrictions may be enacted to ensure safe plowing operations.

- www.RedmondStreets.com - Primary source of information regarding storm updates
- **Local Media** – Press releases are issued before major storms
- [City of Redmond Social Media](#) - Additional community notifications
- [Public Works Department](#) – Staff provide information about current snow operations.
 - Residents may call (541) 504-2000 or email streets@redmondoregon.gov.

11. Coordination with Other Agencies

During storm events, Redmond Public Works will coordinate with Redmond Police, Redmond Fire & Rescue, EMS, Redmond School District, ODOT, and regional transit providers to ensure emergency access and critical routes are prioritized.

12. Environmental and Safety Considerations

Sand materials are used carefully to minimize environmental impact. Stockpiles of materials are covered and contained. Operators are trained in safe application methods. Worker safety is ensured with personal protective equipment, shift limits, and fatigue management.

13. Budget and Cost Tracking

The City tracks all labor, fuel, equipment, and material costs for winter operations. Severe storm expenses may qualify for state or Federal Emergency Management Agency (FEMA) reimbursement. Annual budget review ensures the City's budget is aligned with forecasted operational needs.

14. Contingency Planning

Contingency measures include:

- Stockpiling sanding materials
- Backup power at maintenance facilities
- Contracted resources for extreme events
- Resource sharing agreements with neighboring jurisdictions

15. Additional Considerations

Redmond Public Works staff conduct pre-season inspections including route checks, vegetation trimming, and hazard marking. Redmond residents may assist in snow and ice control efforts by doing the following:

- Parking vehicles off-street during storms
- Outfitting vehicles with winter chains or traction tires
- Exercising patience as crews prioritize citywide safety

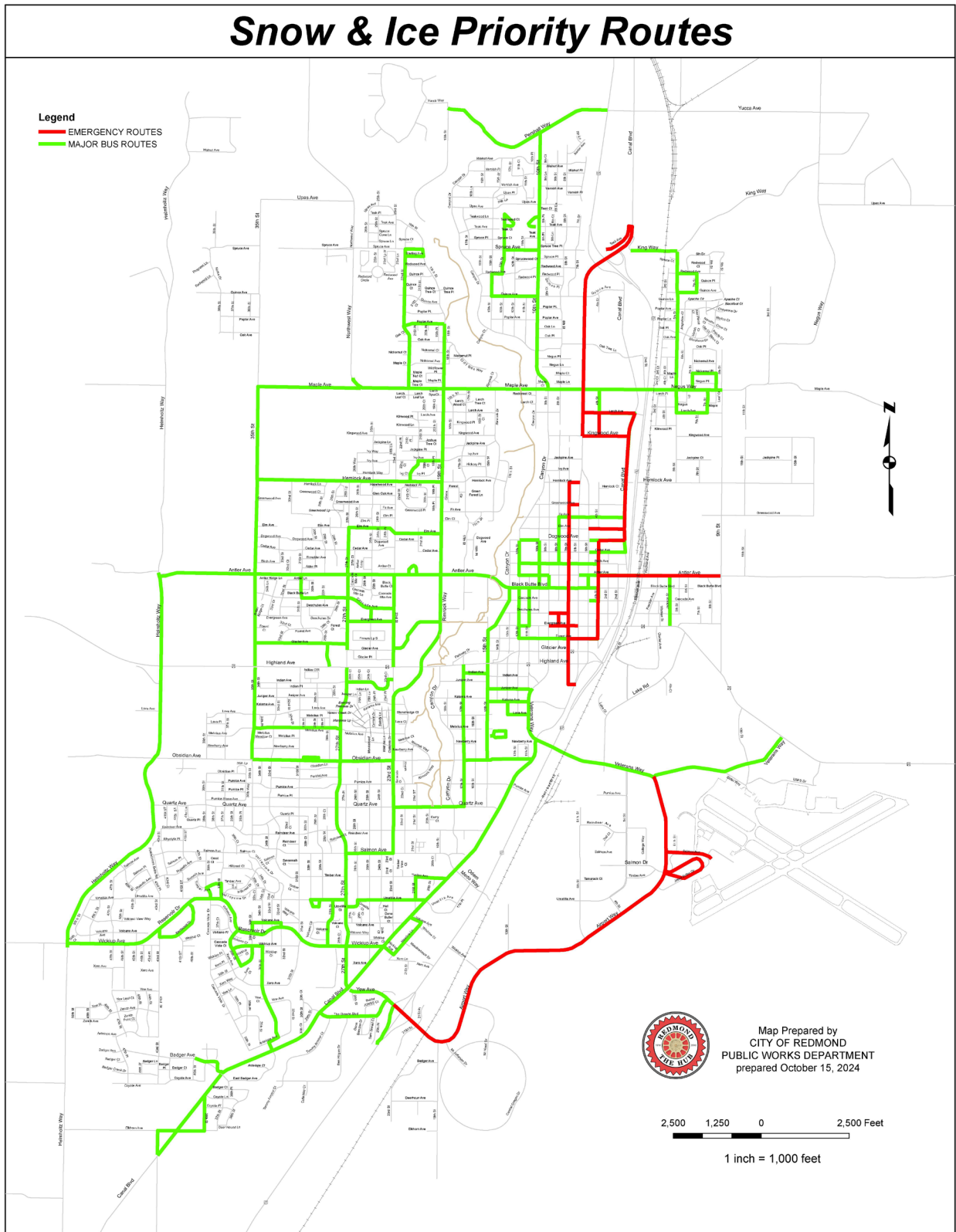
16. Performance Review and Updates

At the end of each season Redmond Public Works staff debrief to review performance, identify lessons learned, and update the Snow and Ice Control Plan for the following year.

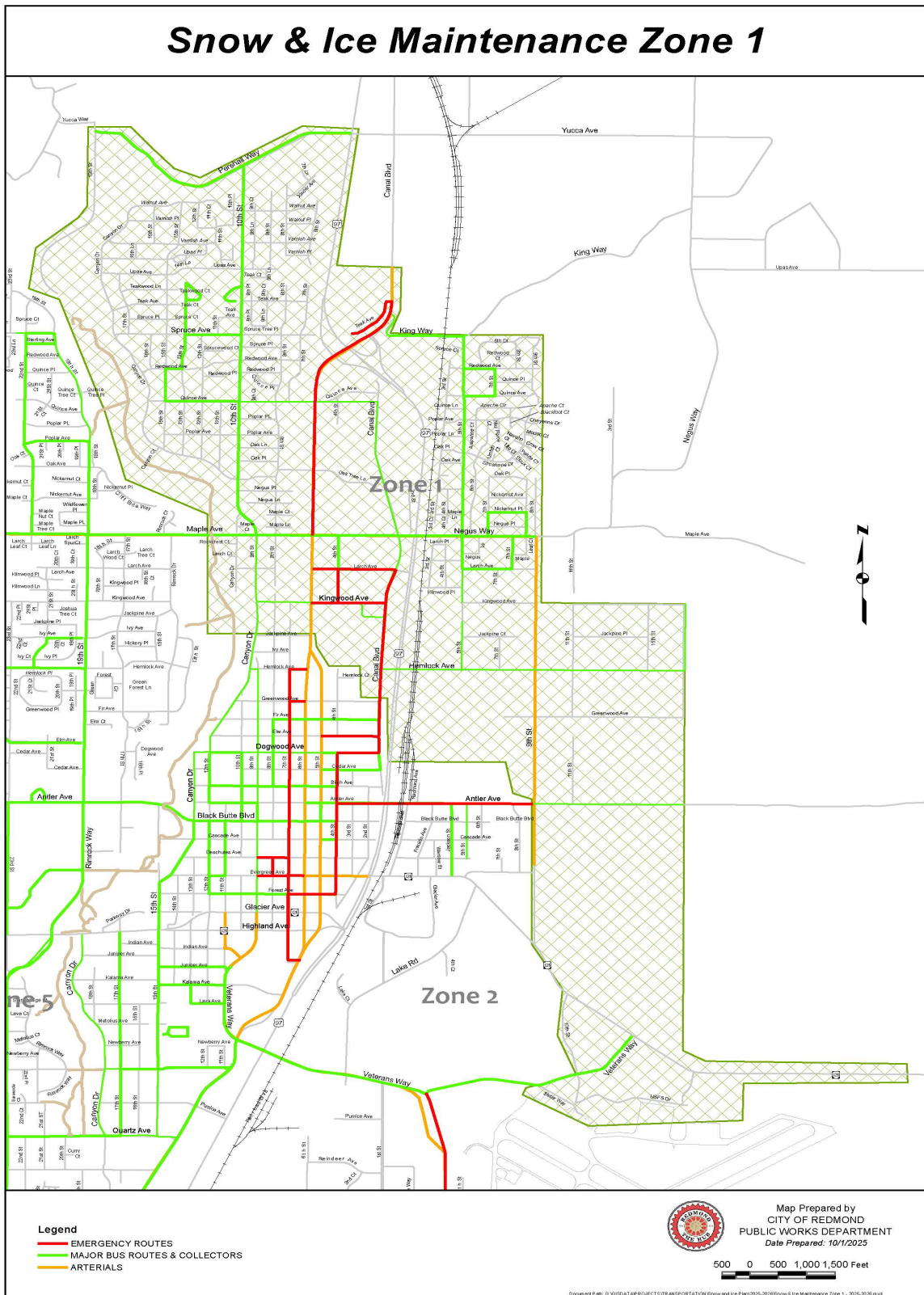
17. Summary

This Snow and Ice Control Plan provides the framework for effective winter operations. By prioritizing critical routes, coordinating with partners, and engaging the community, the City of Redmond will maintain safety and mobility throughout the winter season.

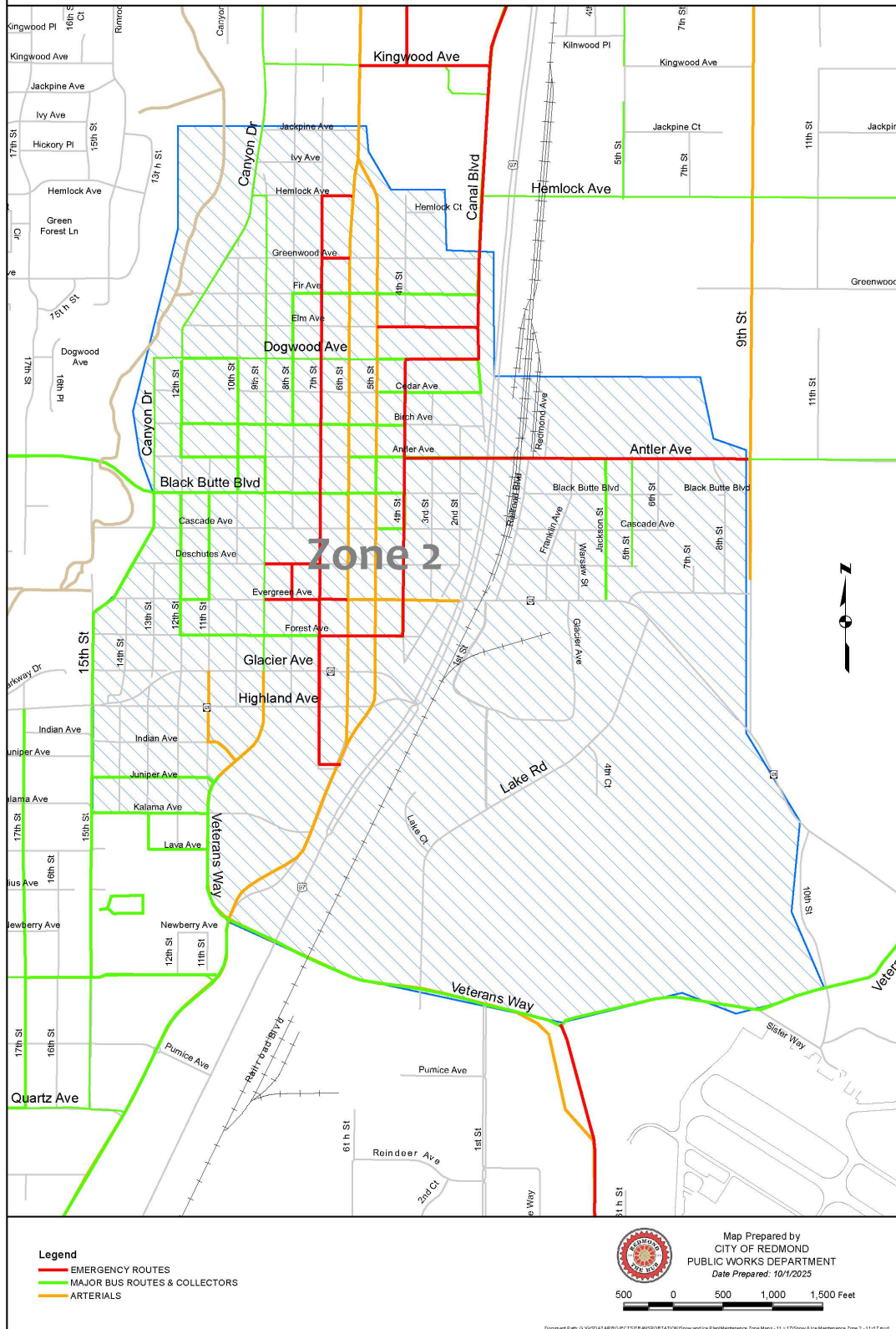
Attachment 1: Snow & Ice Priority Routes Map



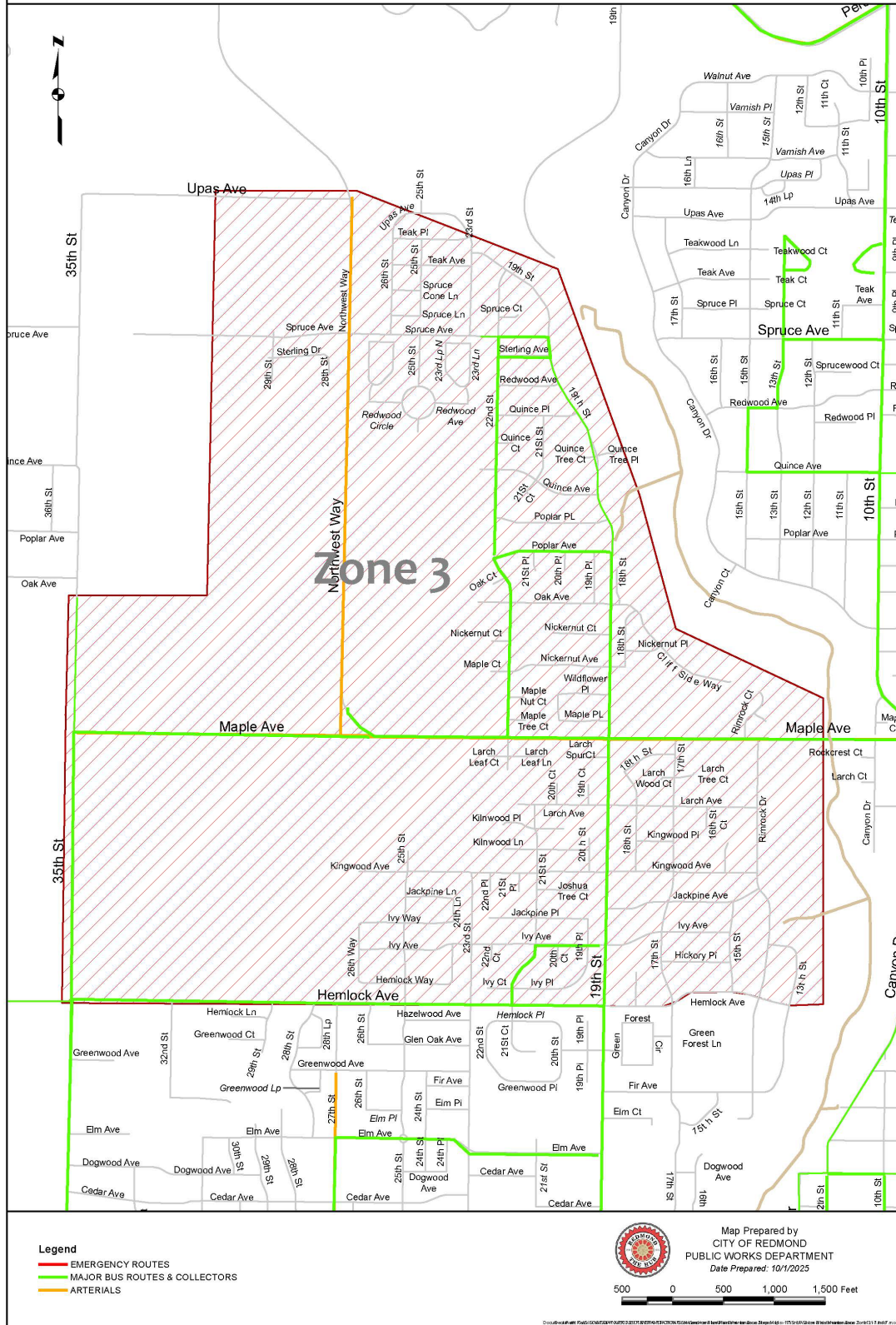
Attachment 2: Snow & Ice Maintenance Zone Maps



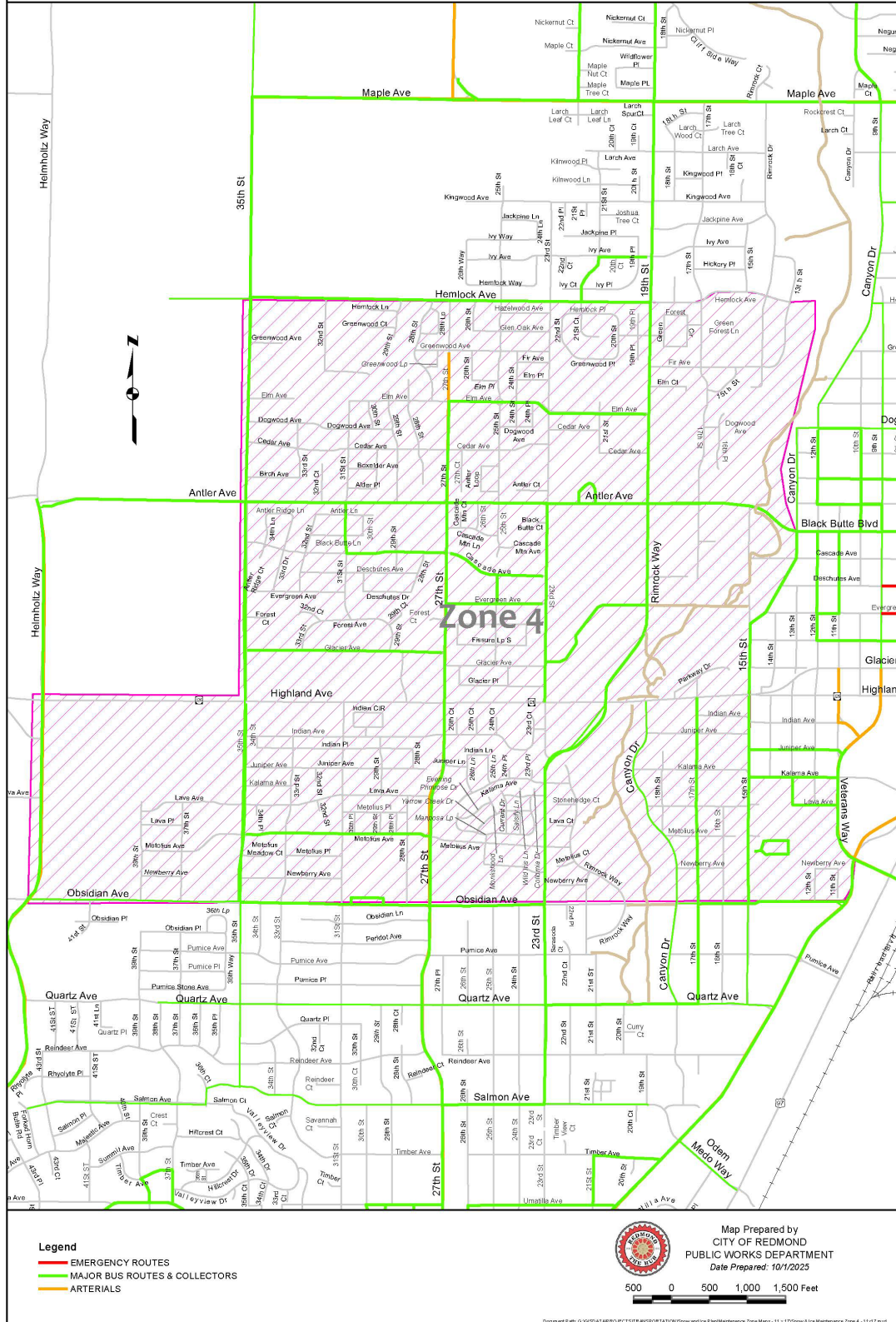
Snow & Ice Maintenance Zone 2



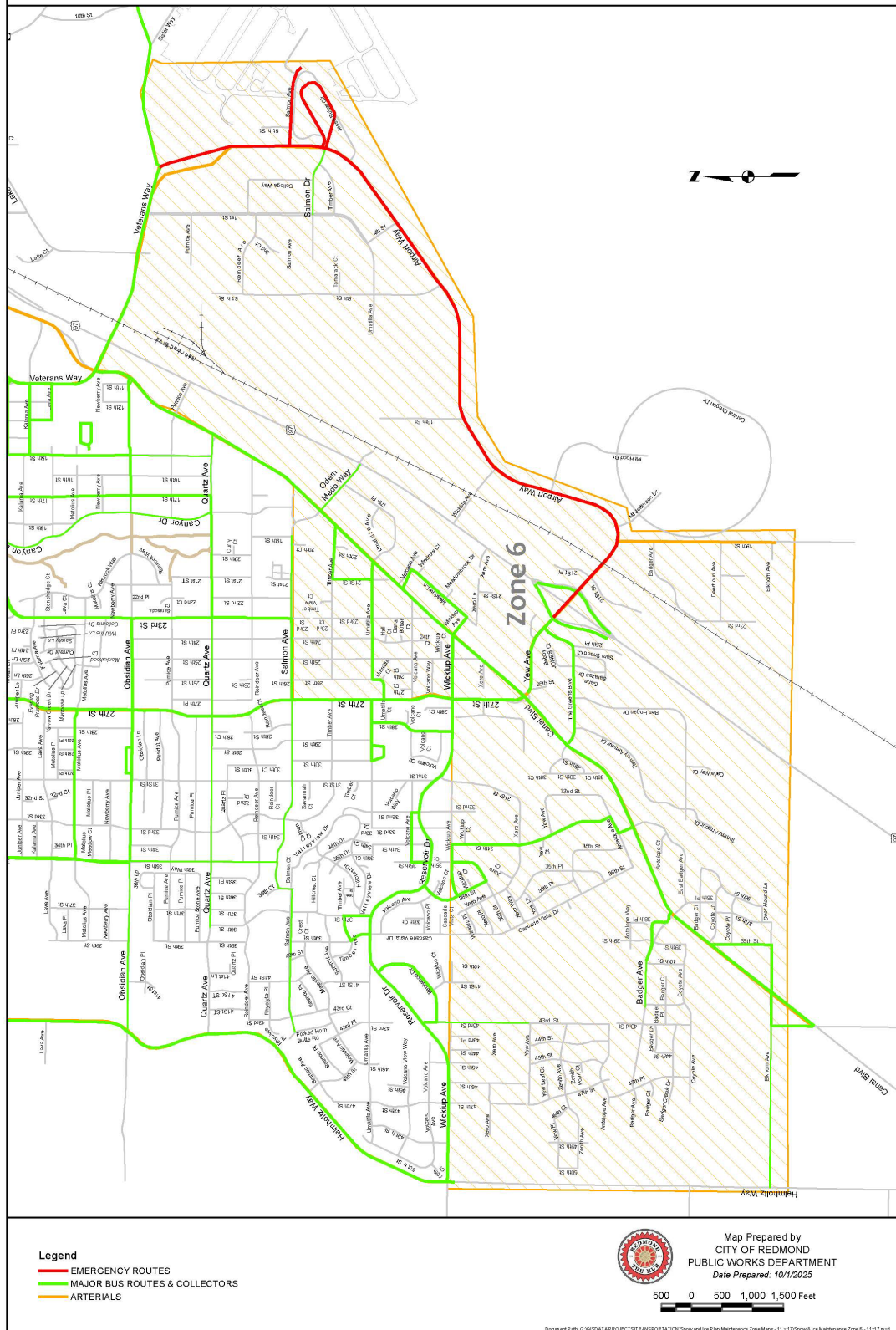
Snow & Ice Maintenance Zone 3



Snow & Ice Maintenance Zone 4



Snow & Ice Maintenance Zone 6



Attachment 3: Snow & Ice Guidance for Residents

City of Redmond – Snow & Ice Event: Public Responsibilities

During snow and ice events, residents play a critical role in helping keep the community safe and accessible. Please follow these guidelines to assist with snow control operations and to ensure public safety.

Fire Hydrants, Storm Drains & Mailboxes

Use the **Redmond Mapping Hub**, which can be found at www.redmondoregon.gov/maps, to locate storm drains or fire hydrants near your residence. Shovel around storm drains, fire hydrants, and mailboxes:

- Keep an accessible area clear in front of mailboxes and around fire hydrants.
- When storm drains are blocked, ponding of snowmelt can occur, causing ice dams and localized flooding.
- If snow or ice impedes access to a mailbox, there may be delays in mail service.

Snow Control Tips for Residents

- Avoid the “Second Shovel”: Shovel snow in the direction of traffic into your yard, not the street. This reduces the chance of plows pushing snow back into your driveway.
- Sidewalks: Residents are responsible for removing snow from adjacent sidewalks. Even if snow from plows ends up on your sidewalk, it is still your responsibility to clear it.
- Do Not Shovel Snow Into the Street: Pile snow in your yard or behind the curb. Snow moved into the right-of-way can cause ice ruts and unsafe driving conditions.
- Park Vehicles Off-Street: Vehicles parked in the street block plows and prevent curb-to-curb clearing. If parking in the street is unavoidable, park as close to the curb as possible.
- Trash & Recycling: Place receptacles at least 2 feet back from the curb to avoid snow equipment damage. If a storm coincides with collection day, only put receptacles out when necessary.
- Stay Clear of Snow Control Equipment: Do not follow plows or sanders too closely. They may stop suddenly or spray sand and rocks.
- Keep Children Safe: Children should not play in snow piles or sled on streets. Snowplow operators may not see them.
- Remove Obstructions: Remove basketball hoops, bicycles, soccer nets, and other property from the right-of-way. The City is not responsible for damage to items left in the street.
- Prepare Equipment: Purchase or service snow shovels, blowers, or other equipment before winter begins.

- Be a Good Neighbor: Assist elderly or disabled neighbors with clearing sidewalks or driveways.
- Be Patient: Severe events may take several hours or days to clear. Plan ahead and allow extra travel time. Transportation crews work hard to restore normal conditions as quickly as possible.

Additional Resources

- [Oregon Department of Transportation: Winter Travel Tips](#)
- [Oregon Department of Transportation: Trip Check Road Conditions](#)
- [Oregon Department of Transportation: Traction Tires & Chain Law](#)
- [National Weather Service: Redmond, OR 7-Day Forecast](#)

KNOW BEFORE YOU GO!

Before you go, visit www.TripCheck.com or call the numbers below for the latest in road conditions, weather forecast, chain requirements, and incident information.

5-1-1

(if available from your cell phone service provider)

1-800-977-6368

or 1-503-588-2941



The Oregon Winter Driving Guide is a collaborative project of the Governor's Transportation/Tourism Task Force.

Production assistance provided by:



www.TravelOregon.com



Special thanks to:



And the following partners:

Oregon Association of
Convention & Visitors Bureaus

Oregon State Police

Oregon Lodging Association

AAA Oregon

THE OREGON WINTER DRIVING GUIDE

Oregon's beautiful scenery is a year-round source of enjoyment. Driving in Oregon's winters, however, can be challenging. Follow these recommendations so you arrive safely at your destination!

Be Prepared!

Use this handy checklist to make sure you're prepared every time you take a trip in Oregon's winter wonderland.

- ☐ Tools: jack, lug wrench, shovel
- ☐ Chains or traction tires
- ☐ Flares
- ☐ Road maps
- ☐ Extra warm clothes, boots, hat and gloves
- ☐ Ice scraper and snow brush
- ☐ Cell phone and car adapter
- ☐ Rechargeable flashlight
- ☐ First aid kit
- ☐ Matches or lighter
- ☐ Battery jumper cables
- ☐ Extra food and water
- ☐ Blanket/sleeping bag(s)
- ☐ Paper towels
- ☐ Pocket knife
- ☐ Extra washer fluid

Drive Safely. The Way to Go.

TAKE YOUR TIME . . .

- Check Oregon's road conditions and weather forecasts at www.TripCheck.com before you leave, or call 5-1-1 for valuable travel information, updated continuously.
- Choose main routes and be rested and alert.
- Make someone aware of your routes, and if plans change, let someone know. Check in when you've reached your destination.
- Remember, cell phone coverage is not available in many remote areas.
- Keep your gas tank at least half full.
- Clear any snow, ice or frost from windows, lights, hood, heater and air inlet vents (don't forget mirrors and wipers).
- Do not drive with heater in recirculation mode; it can increase humidity.
- Drive with your lights on and reduce your speed.



USE THESE TIPS TO PREVENT SLIPS

Adjust your driving for the conditions; if there is ice or snow on the road, you must take extra care.

- Don't use cruise control in wet, icy or snowy weather.
- Position your hands on the steering wheel at 9 o'clock and 3 o'clock, or lower.
- If you lose traction, gradually slow down – don't slam on the brakes!
- Steering, braking and accelerating smoothly are key to maximum vehicle control on slippery surfaces. Steer just enough to follow the path you intend (most people steer too much or too fast).
- Be ready to handle potentially dangerous situations by thinking "15 seconds" ahead about your options, such as controlling your speed, changing lanes or communicating with others on the road.
- Use extra caution when driving on bridges or concrete highways: ice forms first on these surfaces.
- Avoid driving through snowdrifts; they may cause you to lose control of your vehicle.
- Slow down in advance of shaded areas (especially curves) where ice and snow are the last to melt.
- Chain up early.

TUNE UP YOUR VEHICLE

- Make sure your antifreeze is good to -25F; check and fill washer and other fluids and make sure hoses aren't loose or brittle.
- Keep wipers clean and in good condition.
- Make sure your heater and defroster are working.
- Make certain your battery is fully charged (also check battery age and make sure cables are not loose or corroded).
- Ensure your tires are in good condition and properly inflated.
- Carry chains or use traction tires.

WATCH OUT FOR PLOWS!

In Oregon's winters, you will encounter snowplows and sanding trucks.

- Following a plow or sander too closely can be dangerous – give them (and yourself) room.
- Don't pass the plow or sander; be patient!
- Be aware that sometimes plows work side-by-side to clear the road faster.



FOLLOW OREGON CHAIN LAWS

Oregon's chain laws apply to all roads and highways.

- Look for signs indicating when chains or traction tires are required. When required, pull over to the right of the highway as far as possible or pull into a "chain up" area.
- Chains include link and cable chains and other devices that attach to the vehicle, wheel, or outside of the tire that are designed to increase traction in ice or snow.
- A traction tire is a studded tire or a tire that meets the tire industry's definition as suitable for use in severe snow conditions, marked with .
- Studded tires can only be used between Nov. 1 and April 1.
- Under some conditions, four-wheel and all-wheel drive vehicles may be exempt from the requirement to use chains.
- Find out more about chain requirements at www.TripCheck.com.



Attachment 4: City Equipment List**City of Redmond – Available Equipment**

Quantity	Equipment Description
3	10-Wheel, 10–12 Yard Dump Trucks with Sander & Snowplow
3	6-Wheel, 5–7 Yard Dump Trucks with Sander & Snowplow
4	Utility Pickup Trucks with V-Plow
1	John Deere Motor Grader with 10' Moldboard
1	John Deere Motor Grader with 12' Moldboard & Snow Wing
1	10-Wheel Truck with Sander
2	Wheeled Loaders with 3-Yard Bucket
4	Backhoe Loaders with 1.5-Yard Bucket
1	Trackless Wheeled Tractor with 60" Snowblower, Plow & Broom Attachment
1	John Deere Lawn Tractor with Plow & Snowblower
1	ATV 4x4 with Plow
1	Polaris Ranger with Plow
2	Skid Steer Loaders

Snow and Ice Control Plan

Redmond-Roberts Field

Original Date Sept 1, 2016
Revision Date.....

FAA Approval

Exhibit #1



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1.2	Snow and Ice Control Committee (SICC) Meetings.....	
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Original Date Sept 1, 2016

Revision Date _____

FAA Approval

FEDERAL AVIATION ADMINISTRATION

10 June 2020

KCY

Airport Certification Safety Inspector

Exhibit #2

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- Appendix 15 LOA – Snow and Ice Removal Operations for Runway 5/23

Original Date Sept 1, 2016

Revision Date _____

Exhibit #3

FAA Approval

FEDERAL AVIATION ADMINISTRATION

10 June 2020

KCY

Airport Certification Safety Inspector

Snow and Ice Control Plan - Redmond-Roberts Field

Original Date Sept 1, 2016
Revision Date _____

Exhibit #4

FAA Approval

FEDERAL AVIATION ADMINISTRATION
10 June 2020
KCY
Airport Certification Safety Inspector

Phase #1

Pre- and Post-Winter Season Topics

Original Date Sept 1, 2016

Revision Date _____

FAA Approval

FEDERAL AVIATION ADMINISTRATION

10 June 2020

KCY

Airport Certification Safety Inspector

Exhibit #5

Chapter 1. Pre-Season Actions

1.1 Airport Preparation

a) Airport Management Meetings

The Airport Operations and Maintenance Supervisor will typically initiate a meeting the month of Sept/Oct timeframe to discuss equipment and material inventory, repair needs, staffing, budget, training, previous years issues, and any other topics associate with snow and ice control and its plan.

b) Personnel Training

All personnel with responsibilities within this plan receive annual, recurrent snow removal training. All training for airport personnel is conducted by Airport Operations and Maintenance Supervisor and Airport Operations and Maintenance Lead. Training records are maintained by Airport Operations and Maintenance Supervisor. Training will include but not be limited to surface condition assessment, friction testing equipment, Notam Manager, snow removal and deicing equipment operations and use.

c) Equipment Preparation

The airport's (2) Bowmonk AFM2 will be calibrated, updated and certified annually before the end of October of each year.

Thirty to sixty days prior to snow season Airport Operations and Maintenance Department in partnership with City of Redmond Vehicle Maintenance Department will inspect and prepare each piece of airfield snow removal equipment. Required fluids, replacement parts, and snow removal equipment components will be inventoried and stockpiled.

1.2 Snow and Ice Control Committee (SICC) Meetings.

The Airport has developed a Snow and Ice Control Committee (SICC) to provide feedback and make recommendations to snow and ice removal operations and Snow and Ice Control Plan (SICP) updates at Redmond – Roberts Field. The SICC includes Airport Operations and Maintenance Manager, Airport Operations and Maintenance Supervisor, Airport Operations and Maintenance Lead, Air Traffic Manager and Air Carrier Managers.

Original Date Sept 1, 2016
Revision Date October 31st, 2022

FAA Approval



Exhibit #6

During the month of September/October the Airport will begin notifying tenants and airport users to review and provide comments to be discussed at the season kick-off meeting typically in the month of October.

The following topics should be discussed in the SICC:

- Airport Clearing Operations Discussion Topics
 - Areas Designated as Priority I area, any new airfield infrastructure
 - Clearing operations and follow-up airfield assessments
 - Potentials for pilot or vehicular runway incursions or incidents
 - Staff requirements and qualifications (training)
 - Update training program
 - Streamline decision making process
 - Response time to keep runways, taxiways and ramp areas operational
 - Communication, terminology, frequencies, and procedures
 - Monitoring and updating of runway surface conditions
 - Issuance of NOTAMS and dissemination to ensure timely notification
 - Equipment inventory
 - Status of procurement contracts, including storage of materials
 - Validation of deicer certification letters from vendors (if applicable)
 - Procedures for storm water runoff mitigation
 - Snow hauling/disposing, snow dumps
 - New runoff requirements for containment or collection
 - Changes to contract service for clearing ramps
- Air Carrier Ground Deicing/anti-icing programs
 - Assessing all air carriers deicing programs by reviewing airport surface flow strategies; reviewing ground time and takeoff clearances after deicing; analyzing and adjusting airplane deicing plans
 - Maximizing efficiency of operations during icing conditions by identifying locations for airplane deicing; planning taxi routes to minimize ground times; developing rates for deiced departures; allocating departure slots; determination airport deicing crew needs; verifying communications.
- Any requirements for containment/collection of deicing/anti-icing.

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Chapter 2. Post-Event/Season Actions

2.1 Post Event.

After each snow event, airport management will/may host a meeting and invite (Air Traffic if applicable) to discuss any issues that have arisen from the event.

All members of the SICC will be encouraged to provide feedback to airport management before, during or following each snow event. After a significant event or a challenging operation, a separate SICC meeting will be held.

If applicable:

During the snow season, winter operations is an agenda item at tenant meetings, which are generally held monthly.

2.2 Post Season.

After each snow season a SICC meeting will be held, typically in March/April to review the snow season issues and recommendations for changes. The same topics as pre-season should be reviewed.

Airport Operations and Maintenance Department in partnership with City of Redmond Vehicle Maintenance Department will inspect and repair equipment as needed. Airport Operations and Maintenance Supervisor will ensure SICIP is updated as needed.

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Exhibit #8

Phase #2

Winter Storm Actions and Procedures

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Chapter 3. Snow Removal Action Criteria

3.1 Activating Snow Removal Personnel.

The following employees are trained as noted in 1.1 b

Name	Position	Phone #
Ben Wolfe	Operations/Maintenance Manager	541-410-9381
Mike Wilcox	Operations/Maintenance Supervisor	541-948-7216
Cody Sheets	Operations/Maintenance Specialist	541-699-2065
Justin Turpin	Operations/Maintenance Lead	541-749-0088
Eric Apling	Operations/Maintenance Worker	541-604-5812
Justin Davis	Operations/Maintenance Worker	541-604-0721
Ernie Slavey	Operations/Maintenance Worker	541-419-3434
Sean Hoener	Operations/Maintenance Worker	541-604-0588
Jared Berkham	Operations/Maintenance Worker	541-410-8034
Jon Peterman	Operations/Maintenance Worker	541-640-1660
Tyler Wickwire	Operations/Maintenance Worker	541-233-7237
Duty Phone	Operations/Maintenance	541-504-3080

a) Weather Forecasting

- Duty Airport Operations and Maintenance Worker is responsible for monitor the current and/or forecast weather conditions.
- Local Meteorological and Internet based sites are sources used for weather forecasting.
- Redmond – Roberts Field does not have surface sensors.

b) Chain of Command

- Duty Airfield Operations / Maintenance worker is responsible for the following.
- Monitoring airfield conditions
- Physically inspecting airfield
- Initiating a Snow Alert Callout by notifying shift Supervisor
- Specify Procedures for Callout and Notification of Personnel

When heavy snow fall is forecast. Employees will be assigned to A-team or B-Team and will work 12hr shifts. Employees will remain of assigned 12hr shift until storm subsides and priority areas are cleared and functional.

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c) Triggers for Initiating Snow Removal Operations

Snow removal operations will begin based on the following table. Table 5-2 for AC 150/5200-30D was used to determine Depths to initiate snow removal operations.

<u>Precipitation</u>	<u>Depth in Inches</u>
Slush	1/8
Wet Snow	1/8
Dry Snow	1/4 to 1/2
Ice or Freezing Rain	< 1/8

3.2 Personnel Responsible.

Airfield Operations and Maintenance

- Determine when snow removal or deicing operations shall begin, based on evaluation of existing field conditions along with present and forecasted weather.
- Monitor runway conditions. Determine the presence of snow, ice, or slush along with depths. (Reference Assessment Criteria Column of Runway Condition Assessment Matrix (RCAM) on Table 5-2 of AC 150/5200-30D page 5-7.)
- Determine the coefficient of friction (Mu) by use of a qualified friction tester. Vehicle Deceleration and Directional Control Observation along with Pilot Breaking Action Reports should be used to support generated Runway Condition Code (RCC).
- Disseminate airport information via Notam Manager when any hazard to aircraft operation exists or when conditions change. If Notam Manager is inoperable, airport information will be disseminated by calling 1-877-487-6867.
- Notify Redmond Tower of existing runway, taxiway, and apron conditions along with any hazard to aircraft operations that exists. Notify via land line at 541-548-2574 or on appropriate frequency.
- Maintain the effective operation of snow removal and ice control equipment. This includes the inspection, fueling, greasing, and cleaning of equipment to ensure equipment is ready for use.

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- Airfield operations management will be responsible for overseeing all of the responsibilities of Airfield and Maintenance and ensuring that a sufficient supply of fuel and deicing chemical will be kept on hand in the event of a prolonged storm occurs.

3.3 Snow Control Center (SCC).

The SCC is generally located in an Operations vehicle during a moderate to heavy snow event. The role of "Snow Boss" will be one of the following: Airport Operations and Maintenance Lead, Airport Operations and Maintenance Worker, Airport Operations and maintenance Supervisor or Airport Operations and Maintenance Manager.

At a minimum, the SCC will perform the following functions:

- Managing snow clearing operations.
- Serving as the prime source for initiating FICONS, Closures, Openings, etc.
- Informing ATCT, Air Carriers, Air Taxis, and other users of airport conditions.
- Issuing NOTAMs.

The SCC provides critical information to the drivers operating snow removal equipment. SCC duty is critical to ensuring that prompt removal of snow/ice is conducted, and that surface conditions are disseminated timely and accurately. Preplanning strategies, coordination of snow removal efforts and overall operational support is the primary function of the SCC.

3.4 Airfield Clearing Priorities.

Describe how the priorities are determined. A color-coded map may be included but should not substitute text.

a) Priority 1

- Runway 5-23
- Taxiway R1 and R2
- Taxiway Commercial Route
- Taxiway A2 and A3
- Terminal Apron
- Taxiway GA Route
- Terminal Ramp
- ARFF Access to Taxiway B

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- Gate B-3 Operability (SRE) – Primary Mutual Aid Access Point
- NAVAIDS

b) Priority 2

- North Cargo Ramp
- GA Ramp
- Runway 11/29
- Taxiway B2 and C2
- Taxiways B and C East of 5/23
- Fuel Truck Access Road

c) Priority 3

- North City Hangars and Tie Downs
- Taxiway "D"
- South City Hangars
- Taxiways Z1, Z2, Z3, and Z4
- Taxi lane Z

3.5 Airfield Clearance Times.

RDM has more than 10,000 but less than 40,000 annual operations for a targeted clearance time of 1hr (Table 1-1).

Table 1-1. Clearance Times for Commercial Service Airports

<i>Annual Airplane Operations (includes cargo operations)</i>	<i>Clearance Time¹ (hour)</i>
<i>40,000 or more</i>	<i>½</i>
<i>10,000 – but less than 40,000</i>	<i>1</i>
<i>6,000 – but less than 10,000</i>	<i>1½</i>
<i>Less than 6,000</i>	<i>2</i>
<i>General: Commercial Service Airport means a public-use airport that the U.S. Secretary of Transportation determines has at least 2,500 passenger boardings each year and that receives scheduled passenger airplane service [reference Title 49 United States Code, Section 47102(7)].</i>	
<i>Footnote 1: These airports should have sufficient equipment to clear 1 inch (2.54 cm) of falling snow weighing up to 25 lb/ft³ (400 kg/m³) from Priority 1 areas within the recommended clearance times.</i>	

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3.6 Snow Equipment List.

- Primary (1) 2018 BATTIS 750-gallon Liquid Deicer mounted on 2007 Ford F-550
- Primary (2) 2020 MB-5 Multitask with 24' polyethylene plows, 22' rotary brooms, and high-speed multidirectional air blasts
- Primary (1) 2017 MB3 Sweeper with 20ft Broom
- Primary (1) 2014 Wausau SnoDozer 3131 with a JV 5000 high-capacity snow blower capable of moving 5000 tons per hour
- Primary (1) 2024 Western Star 4,000 gallon De-Ice Truck with 75' foot spray booms.
- Primary (1) 2021 Cat950M Front End Loader with 20' Pro-Tec snow pusher.
- Primary (1) 2000 Oshkosh model "P" series six wheel, all steer, all-wheel drive truck with a 12-yard dump body, equipped with a 5½ yard Epoke slide-in liquid and solid material sander box. The truck carries a 22' power reversible polyethylene airport plow.
- Secondary (1) 1995 Oshkosh model "HB" all-wheel drive, two diesel engine design chassis and a two-stage rotary snow blower and a Sweepster model S3100B 18' rotary broom. Primary function is snow blower
- Secondary (1) 2006 Cat 938 Front End Loader with 20' Pro-Tec snow pusher.
- One (1) 12' Pro-Tec snow pusher to attach to a front-end loader.
- One (1) 22' reversible ramp plow to attach to front end loader.
- Two (2) Bowmonk AFM2 Airfield Friction Meter Mark 3

3.7 Storage of Snow and Ice Control Equipment.

2024 Western Star 4,000 gallon De-Ice Truck Stored inside/heated
2021 Cat 950M Front End Loader – Stored inside/heated

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2022 MB5 Multitasker (2) – Stored inside/heated
2018 BATTs – stored inside/heated
2017 MB3 – stored inside/heated
2014 Wausau SnoDozer – stored inside/heated
2007 Ford F-550 deicing truck – stored inside/heated
2006 Cat Front End Loader – stored inside/heated
2000 Oshkosh Plow – stored inside/heated
1995 Oshkosh Blower – stored inside/heated

3.8 Definitions.

Airside Urea.

(Otherwise known as "Carbamide") The approved specifications are SAE AMS 1431, Compound, Solid Runway and Taxiway Deicing/Anti-Icing, and MIL SPEC DOD-U-10866, Technical Urea. Agricultural grade urea that meets any of these specifications, called airside urea, is acceptable.

Approved Chemical.

A chemical, either solid or liquid, that meets a generic SAE or MIL specification.

Ash.

A grayish white to black solid residue of combustion normally originating from pulverized particulate matter ejected by volcanic eruption.

Compacted Snow.

Snow that has been compressed and consolidated into a solid form that resists further compression such that an airplane will remain on its surface without displacing any of it. If a chunk of compressed snow can be picked up by hand, it will hold together or can be broken into smaller chunks rather than falling away as individual snow particles.

Note: A layer of compacted snow over ice must be reported as compacted snow only.

Example: When operating on the surface, significant rutting or compaction will not occur. Compacted snow may include a mixture of snow and embedded ice; if it is more ice than compacted snow, then it should be reported as either ice or wet ice, as applicable.

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Contaminant.

A deposit such as frost, any snow, slush, ice, or water on an aerodrome pavement where the effects could be detrimental to the friction characteristics of the pavement surface.

Contaminated Runway.

For purposes of generating a runway condition code and airplane performance, a runway is considered contaminated when more than 25 percent of the runway surface area (within the reported length and the width being used) is covered by frost, ice, and any depth of snow, slush, or water.

When runway contaminants exist, but overall coverage is 25 percent or less, the contaminants will still be reported. However, a runway condition code will not be generated.

While mud, ash, sand, oil, and rubber are reportable contaminants, there is no associated airplane performance data available, and no depth or Runway Condition Code will be reported.

Exception: Rubber is not subject to the 25 percent rule and will be reported as Slippery When Wet when the pavement evaluation/friction deterioration indicates the averaged Mu value on the wet pavement surface is below the Minimum Friction Level classification specified in Table 3-2 of FAA Advisory Circular 150/5320-12.

Dry (Pavement).

Describes a surface that is neither wet nor contaminated.

Dry Runway.

A runway is dry when it is neither wet, nor contaminated. For purposes of condition reporting and airplane performance, a runway can be considered dry when no more than 25 percent of the runway surface area within the reported length and the width being used is covered by:

Visible moisture or dampness, or

Frost, slush, snow (any type), or ice.

A FICON NOTAM must not be originated for the sole purpose of reporting a dry runway. A dry surface must be reported only when there is need to report conditions on the remainder of the surface.

Dry Snow.

Snow that has insufficient free water to cause it to stick together. This generally occurs at temperatures well below 32° F (0° C). If when making a snowball, it falls apart, the snow is considered dry.

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Eutectic Temperature/Composition.

A deicing chemical melts ice by lowering the freezing point. The extent of this freezing point depression depends on the chemical and water in the system. The limit of freezing point depression, equivalent to the lowest temperature that the chemical will melt ice, occurs with a specific amount of chemical. This temperature is called the eutectic temperature, and the amount of chemical is the eutectic composition. Collectively, they are referred to as the eutectic point.

FICON (Field Condition Report).

A Notice to Airmen (NOTAM) generated to reflect Runway Condition Codes, vehicle braking action, and pavement surface conditions on runways, taxiways, and aprons.

Fluid Deicer/Anti-Icers. The approved specification is SAE AMS 1435, Fluid, Generic Deicing/Anti-icing, Runways and Taxiways.

Frost.

Frost consists of ice crystals formed from airborne moisture that condenses on a surface whose temperature is below freezing. Frost differs from ice in that the frost crystals grow independently and therefore have a more granular texture.

Note: Heavy frost that has noticeable depth may have friction qualities similar to ice and downgrading the runway condition code accordingly should be considered. If driving a vehicle over the frost does not result in tire tracks down to bare pavement, the frost should be considered to have sufficient depth to consider a downgrade of the runway condition code.

Generic Solids. The approved specification is SAE AMS 1431, Compound, Solid Runway and Taxiway Deicing/Anti-Icing.

Ice.

The solid form of frozen water to include ice that is textured (i.e., rough, or scarified ice).

A layer of ice over compacted snow must be reported as ice only.

Layered Contaminant.

A contaminant consisting of two overlapping contaminants. The list of layered contaminants has been identified in the RCAM and include:

- Dry Snow over Compacted Snow
- Wet Snow over Compacted Snow
- Slush over Ice
- Water over Compacted Snow

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- Dry Snow over Ice
- Wet Snow over Ice

Mud.

Wet, sticky, soft earth material.

Multiple Contaminants.

A combination of contaminants (as identified in the RCAM) observed on paved surfaces. When reporting multiple contaminants, only the two most prevalent / hazardous contaminants are reported. When reporting on runways, up to two contaminant types may be reported for each runway third. The reported contaminants may consist of a single and layered contaminant, two single contaminants, or two layered contaminants. The reporting of "multiple contaminants" represents contaminants which are located adjacent to each other, not to be confused with a "layered contaminant" which is overlapping. For example:

- Single contaminant and Layered contaminant.
'Wet' and 'Wet Snow over Compacted Snow'
- Single contaminant and Single contaminant.
'Wet Snow' and 'Slush'
- Layered contaminant and Layered contaminant.
'Dry Snow over Compacted Snow' and 'Dry Snow over Ice'

Oil.

A viscous liquid, derived from petroleum or synthetic material, especially for use as a fuel or lubricant.

Runway (Primary and Secondary).

Primary.

Runway(s) being actively used or expected to be used under the existing or anticipated adverse meteorological conditions, where the majority of the takeoff and landing operations will take place.

Secondary.

Runway(s) that supports a primary runway and is less operationally critical. Takeoff and landing operations on such a runway are generally less frequent than on a primary runway. Snow removal operations on these secondary

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runways should not occur until Priority 1 surfaces are satisfactorily cleared and serviceable.

Runway Condition Assessment Matrix (RCAM).

The tool by which an airport operator will assess a runway surface when contaminants are present.

Runway Condition Code (RCC).

Runway Condition Codes describe runway conditions based on defined contaminants for each runway third. Use of RCCs harmonizes with ICAO Annex 14, providing a standardized "shorthand" format (Eg: 4/3/2) for reporting. RCC (which replaced Mu values) are used by pilots to determine landing performance calculations.

Sand.

A sedimentary material, finer than a granule and coarser than silt.

Slush.

Snow that has water content exceeding a freely drained condition such that it takes on fluid properties (e.g., flowing and splashing). Water will drain from slush when a handful is picked up. This type of water-saturated snow will be displaced with a splatter by a heel and toe slap-down motion against the ground.

Slush over Ice.

See individual definitions for each contaminant.

Slippery When Wet Runway.

A wet runway where the surface friction characteristics would indicate diminished braking action as compared to a normal wet runway.

Slippery When Wet is only reported when a pavement maintenance evaluation indicates the averaged Mu value on the wet pavement surface is below the Minimum Friction Level classification specified in Table 3-2 of FAA Advisory Circular 150/5320-12. Some contributing factors that can create this condition include Rubber buildup, groove failures/wear, pavement macro/micro textures.

Water.

The liquid state of water. For purposes of condition reporting and airplane performance, water is greater than 1/8-inch (3mm) in depth.

Wet Runway.

A runway is wet when it is neither dry nor contaminated. For purposes of condition reporting and airplane performance, a runway can be considered wet when more than 25 percent of the runway surface area within the reported length

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and the width being used is covered by any visible dampness or water that is 1/8-inch or less in depth.

Wet Ice.

Ice that is melting, or ice with a layer of water (any depth) on top.

Wet Snow.

Snow that has grains coated with liquid water, which bonds the mass together, but that has no excess water in the pore spaces. A well-compacted, solid snowball can be made, but water will not squeeze out.

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Chapter 4. Snow Clearing Operations and Ice Prevention

4.1 Snow Clearing Principals.

a) Ramp and Terminal

The snow clearing objective for the Terminal Apron is to maintain as best as possible, a snow and ice free surface. Airline personnel are responsible for maintaining passenger walkways between terminal building and each aircraft parking location.

- Snow will be removed from surface in a manner that does not cover signs or create snow banks along the edges of apron nor creating wing tip clearance concerns.
- Heavy snow will be removed with Rotary Plow and or stockpiled off pavement surface at the far south west end of the apron and off pavement surface.

b) Runway and Taxiways

Displacement plows, rotary plows (blowers), and brooms are used to remove snow from runway and taxiway surfaces. Snow depth, accumulation rate and moisture content are contributing factors when determining equipment used.

Snow removal and ice control efforts will be focused first on Priority 1 Areas noted in 3.4. Runways will be cleared and treated to full width. Taxiways will be cleared to full width and treated as needed.

Brooms are used to remove light to moderate snow. Displacement plows are used for moderate to heavy snow. Brooms will follow behind plows to remove any contaminants left behind.

Rotary plows (blowers) will be used to blow snow beyond runway and taxiway edge lighting.

Close wing formations may be used when there are multiple pieces of snow equipment on runway.

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Exhibit #21

c) Snowbanks

Snow Bank Height Profiles – See Figure 4-1. Design Group III and IV apply to our airport.

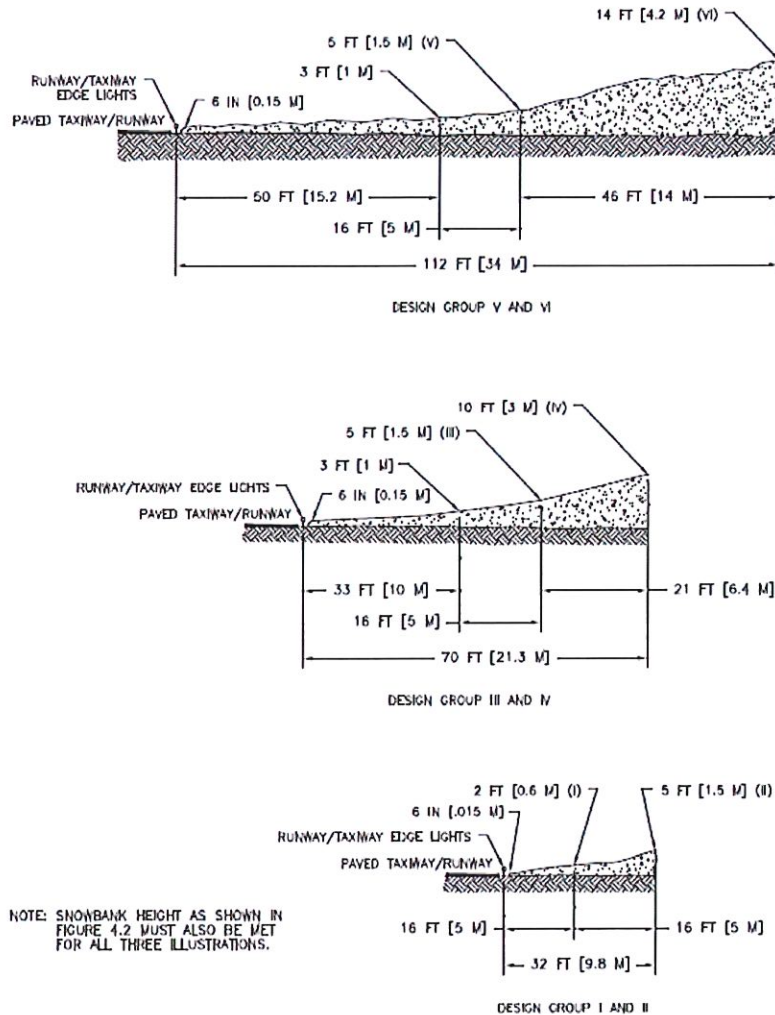


Figure 4-1. Snow Bank Profile Limits Along Edges of Runways and Taxiways with the Airplane Wheels on Full Strength Pavement (see Figure 4-2 guidance)

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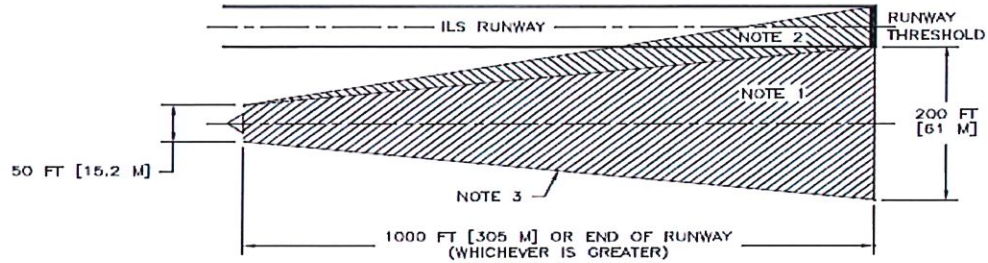
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d) NAVAIDS

FAA Maintenance Personnel will notify Airport and solicit assistance when glide slope critical areas or PAPI/VASI needs to be cleared of snow.



NOTES:

1. CATEGORY I GLIDE SLOPE SNOW CLEARANCE AREA.
2. CATEGORY II AND III GLIDE SLOPE SNOW CLEARANCE AREA. THE AREA DEPICTED UNDER NOTE 1 SHALL ALSO BE CLEARED.
3. THE DEPTH OF SNOWBANKS ALONG THE EDGES OF THE CLEARED AREA SHALL BE LESS THEN 2 FEET.

ACTION TAKEN	SNOW DEPTH		
	SBR <6 IN [15 cm] NR. CECS <18 IN [45 cm]	SBR 6 TO 8 IN [15 TO 20 cm] NR. CECS 18 TO 24 IN [45 TO 60 cm]	SBR >8 IN [20 cm] NR. CECS >24 IN [60 cm]
SNOW REMOVAL (SEE ABOVE FIGURE)	REMOVAL NOT REQUIRED RESTORE FULL SERVICE AND CATEGORY.	ILS CATEGORY I REMOVE SNOW 50 FT [15M] WIDE AT MAST WIDENING TO 200 FT [60M] WIDE AT 1000 FT [300M] OR END OF RUNWAY TOWARD MIDDLE MARKER. ILS CATEGORIES II AND III AS ABOVE PLUS WIDEN THE AREA TO INCLUDE A LINE FROM THE MAST TO THE FAR EDGE OF RUNWAY THRESHOLD.	
NO SNOW REMOVAL	RESTORE FULL SERVICE AND CATEGORY.	ALL CATEGORIES RESTORE TO CATEGORY I SERVICE. CATEGORY D AIRCRAFT MINIMA RAISED TO LOCALIZER ONLY. TYPICAL NOTAM TEXT: "DUE TO SNOW ON THE IXXX (APPROPRIATE IDENTIFIER) GLIDE SLOPE, MINIMA TEMPORARILY RAISED TO LOCALIZER ONLY FOR CATEGORY D AIRCRAFT IF APPLICABLE, "CATEGORY II NA" OR "CATEGORY II/III NA".	ALL CATEGORIES APPROACH RESTRICTED TO LOCALIZER ONLY MINIMA. TYPICAL NOTAM TEXT: "DUE TO SNOW ON THE IXXX (APPROPRIATE IDENTIFIER) GLIDE SLOPE, MINIMA TEMPORARILY RAISED TO LOCALIZER ONLY.

* NA (NOT AUTHORIZED)

Figure 4-2. ILS CAT I and CAT II/III Snow Clearance Area Depth Limitations

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4.2 Controlling Snow Drifts.

The airport has no method in place, past or present, for controlling snow drifts.

4.3 Snow Disposal.

In the event that large quantities of snow need to be removed, front end loaders and dump trucks will be used. There are multiple locations on the airport where snow could be disposed. A specific location will be determined at the appointed time when the circumstances warrant.

4.4 Methods for Ice Control and Removal—Chemicals.

E-36, Potassium Acetate and NAAC Potassium Format are product used to anti-ice and de-ice surfaces. E-36 is applied through metered computer controlled spray system at a rate of ½ to 1 ½ gallons per 1000 square feet. NAAC Potassium Format is applied with Epoke truck mounted spreader at a rate of 4lbs to 8lbs per 1000 square feet.

4.5 Sand (for the purposes of treating a winter surface).

Sand could be used as a backup in the event the airport is unable to apply E-36 or NAAC. Sand could be applied by Epoke truck mounted spreader. This unit has the capability of wetting sand with E-36 during application.

Table 4-2. Standard Gradation for Sand

Sieve Designation	Percent by Weight Passing
8	100
80	0-2

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Table 4-3. Expanded Sand Gradation Standard

Sieve Designation	Percent by Weight Passing
8	100
30	20-50
80	0-2

4.6 Surface Incident/Runway Incursion Mitigation Procedures.

RDM will review surface incidents that occur during snow removal operations and will discuss how additional vehicles and time on the airfield might lead to a surface incident. Also discussed will be the direct correlation between equipment age, condition and performance related to decreasing vehicle time on runway and that solicitation of FAA support for SRE Equipment procurement is ongoing.

Preventive measures put into place to help prevent surface incidents include maintaining visual and radio contact from vehicle to vehicle and between vehicle and Air Traffic Control in addition to airfield familiarization and annual equipment training.

Vehicles will be marked and lighted in accordance with AC 150/2510-5, Painting, Marking and Lighting of Vehicles Used on an Airport.

a) Radio Communication

All snow removal and ice control vehicles operating on aircraft movement area will be equipped with a two-way radio or be under the direct control of a vehicle so equipped. Radios must be capable of monitoring frequency 121.80 MHz (Redmond Ground) while operating on ramps and taxiways or 124.50 MHz (Redmond Tower) while operating on runways or during Non-Towered operations.

When snow removal operations are underway, each vehicle operator will communicate directly with ATC. When snow removal operations are in effect on runway 5-23 and "snow boss" has been designated. Authorization for access onto runway 5-23 and continuous communication will be through "snow boss" via Operations Radio. See *Appendix 15 LOA Snow Removal Operations*. During Non-Towered hours one vehicle operator or designated "snow boss", will transmit

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advisories on frequency CTAF (Common Traffic Advisory Frequency) 124.50 MHz (Redmond area traffic) and communicate with area traffic as needed.

The snow team will communicate amongst each other using two-way vehicle mounted or handheld Operation Radios. In order to minimize ambient noise disruption from vehicular noise, headsets are provided if needed.

b) Failed Radio Communication

If radio communications fail between the snow team or a single driver loses a radio signal on Operations Radios, cell phones may be used. During non-towered operations CTAF 124.50 MHz may be used for temporary communications between vehicle operators. If radio communication fails between Air Traffic Control and ground vehicle, cell phones may be use for temporary communication or Air Traffic Control may use Light Gun Signals to aid vehicles as they safely clear the movement area. Vehicles will not return to the field unless they possess a working radio.

c) Low Visibility and Whiteout Conditions

During low visibility, when continual visual contact cannot be made with Air Traffic Control or between snow removal equipment. Frequent "location updates" will be given. During whiteout conditions snow removal equipment will stop immediately until visibility is restored.

d) Driver Fatigue

Airport Operations and Maintenance employees will receive rest and meal periods during snow events. During prolonged snow events, employees will be divided into two teams. Each team will work 12 hours during a 24hr period.

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Chapter 5. Surface Assessment and Reporting

Conducting Surface Assessments:

Airport operations and Maintenance Department will remain aware and monitor all paved surface conditions in order to plan and carry out appropriate maintenance actions in accordance with the Snow and Ice Control plan. The airport strives to maintain a 'no worse than wet' surface condition.

The airport operator in complying with Part 139.339, at a minimum, will utilize the NOTAM system for collection, dissemination, and logs of airport information to air carriers, and other airport users.

The NOTAM System used to report conditions is NOTAM Manager.

Assessments of runways, taxiways, and aprons are conducted by means of visual and physical observation.

- Assessments are performed by Duty Airport Operations and Maintenance personnel when inclement weather is anticipated, weather event is underway, or there has been a change to surface conditions resulting from brooming, plowing or chemical treatment.
- Vehicles, Pilot Reports, and Decelerometers are used to assist in conducting assessments.

5.2 Applying the Runway Condition Assessment Matrix (RCAM):

a) Determining Runway Conditions

The type of contaminant present on surfaces will be determined by training and experience. A list of contaminants can be referenced from the Definitions section of current edition of AC 150/5200-30.

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Exhibit #27

Snow and Ice Control Plan - Redmond-Roberts Field

Assessment Criteria		Downgrade Assessment Criteria		
Runway Condition Description	Code	Mu (μ) ¹	Vehicle Deceleration or Directional Control Observation	Pilot Reported Braking Action
• Dry	6	40 or Higher	---	---
• Frost • Wet (Includes Damp and 1/8 inch depth or less of water) 1/8 inch (3mm) depth or less of: • Slush • Dry Snow • Wet Snow	5		Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	Good
5° F (-15°C) and Colder outside air temperature: • Compacted Snow	4	39 to 30	Braking deceleration OR directional control is between Good and Medium.	Good to Medium
• Slippery When Wet (wet runway) • Dry Snow or Wet Snow (Any depth) over Compacted Snow Greater than 1/8 inch (3mm) depth of: • Dry Snow • Wet Snow Warmer than 5° F (-15°C) outside air temperature: • Compacted Snow	3	29 to 21	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	Medium
Greater than 1/8 (3mm) inch depth of: • Water • Slush	2	20 or Lower	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
• Ice ²	1		Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	Poor
• Wet Ice ² • Slush over Ice • Water over Compacted Snow ² • Dry Snow or Wet Snow over Ice ²	0		Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	Nil

¹ The correlation of the Mu (μ) values with runway conditions and condition codes in the Matrix are only approximate ranges for a generic friction measuring device and are intended to be used only to downgrade a runway condition code; with the exception of circumstances identified in Note 2. Airport operators should use their best judgment when using friction measuring devices for downgrade assessments, including their experience with the specific measuring devices used.

² In some circumstances, these runway surface conditions may not be as slippery as the runway condition code assigned by the Matrix. The airport operator may issue a higher runway condition code (but no higher than code 3) for each third of the runway if the Mu value for that third of the runway is 40 or greater obtained by a properly operated and calibrated friction measuring device, and all other observations, judgment, and vehicle braking action support the higher runway condition code. The decision to issue a higher runway condition code than would be called for by the Matrix cannot be based on Mu values alone; all available means of assessing runway slipperiness must be used and must support the higher runway condition code. This ability to raise the reported runway condition code to a code 1, 2, or 3 can only be applied to those runway conditions listed under codes 0 and 1 in the Matrix.

The airport operator must also continually monitor the runway surface as long as the higher code is in effect to ensure that the runway surface condition does not deteriorate below the assigned code. The extent of monitoring must consider all variables that may affect the runway surface condition, including any precipitation conditions, changing temperatures, effects of wind, frequency of runway use, and type of aircraft using the runway. If sand or other approved runway treatments are used to satisfy the requirements for issuing this higher runway condition code, the continued monitoring program must confirm continued effectiveness of the treatment.

Caution: Temperatures near and above freezing (e.g., at 26.6° F (-3°C) and warmer) may cause contaminants to behave more slippery than indicated by the runway condition code given in the Matrix. At these temperatures, airport operators should exercise a heightened level of runway assessment, and should downgrade the runway condition code if appropriate.

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10 June 2020

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Exhibit #28

Step 1: Runway Condition Code (RwyCC) Applicability:

If 25 percent or less of the overall runway length and width or cleared width is covered with contaminants, RwyCCs must not be applied, or reported. The airport operator in this case, will simply report the contaminant percentage, type and depth for each third of the runway, to include any associated treatments or improvements.

Or

If the overall runway length and width coverage or cleared width is greater than 25 percent, RwyCCs must be assigned, and reported, informing airplane operators of the contaminant present, and associated codes for each third of the runway. (The reported codes, will serve as a trigger for all airplane operators to conduct a takeoff and/or landing performance assessment).

Step 2: Apply Assessment Criteria

Based on the contaminants observed, the associated RwyCC from the RCAM for each third of the runway will be assigned.

Step 3: Validating Runway Condition Codes

If the observations by the airport operator determine that RwyCCs assigned accurately reflect the runway conditions and performance, no further action is necessary, and the RwyCCs generated may be disseminated.

b) Downgrade Assessment Criteria

When observations indicate a more slippery condition than generated by the RCAM, the airport operator may downgrade the RwyCC(s). When applicable, the downgrade of RwyCCs may be based on friction (μ) readings, vehicle control or pilot reported braking action or temperature.

NOTE: Temperatures near and above freezing (e.g., at negative 26.6° F (-3° C) and warmer) may cause contaminants to behave more slippery than indicated by the runway condition code given in the RCAM. At these temperatures, airport operators should exercise a heightened awareness of airfield conditions, and should downgrade the RwyCC if appropriate.

c) Upgrade Assessment Criteria Based on Friction Assessments.

RwyCCs of 0 or 1 may only be upgraded when the following requirements are met.

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1. All observations, judgment, and vehicle braking action support the higher RwyCC, and
2. Mu values of 40 or greater are obtained for the affected third(s) of the runway by a calibrated friction measuring device that is operated within allowable parameters.
3. This ability to raise the reported RwyCC to no higher than a code 3 can only be applied to those runway conditions listed under code 0 and 1 in the RCAM. (See footnote 2 on the RCAM.)
4. The airport operator must also continually monitor the runway surface as long as the higher code is in effect to ensure that the runway surface condition does not deteriorate below the assigned code.
 - a. The extent of monitoring must consider all variables that may affect the runway surface condition, including any precipitation conditions, changing temperatures, effects of wind, frequency of runway use, and type of aircraft using the runway.
 - b. If sand or other approved runway 'treatments are used to satisfy the requirements for issuing the higher runway condition code, the monitoring program must confirm continued effectiveness of the treatment.

5.3 Runway Friction Surveys, Equipment, and Procedures.

What type of equipment (decelerometer or continuous friction measuring equipment) does the airport utilizes. If no friction equipment exists at your airport, please state.

a) **Conditions Acceptable to Use Decelerometers or Continuous Friction Measuring Equipment to Conduct Runway Friction Surveys on Frozen Contaminated Surfaces.**

The data obtained from such runway friction surveys are only considered to be reliable when the surface is contaminated under any of the following conditions.

- Ice or wet ice.
- Compacted snow at any depth.
- Dry snow 1 inch or less.
- Wet snow or slush 1/8 inch or less.

b) **When to Conduct**

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Friction assessments should be conducted if any of the following occurs:

- When the central portion of the runway, centered longitudinally along the runway centerline, is contaminated 500 feet or more.
- After any type of snow removal operations or chemical application (including sanding)
- Immediately following any aircraft incident or accident on the runway.
- When two or more consecutive POOR Braking Action Pilot Reports are received.

c) How to Conduct

Describe procedures in how you conduct a friction test and address:

- When conducting a friction test on runway 5-23, surveys should be conducted approximately 10 feet from the runway centerline due to narrow-body aircraft being the primary users of this runway.
- When conducting friction tests on runway 11-29, surveys should be conducted approximately 5 feet from the runway centerline due to less that narrow-body aircraft being the primary users of this runway.
- Conduct in the direction of arrival aircraft.
- Friction tests is completed in one continuous pass
- Conduct 4 tests in each runway zones. Touchdown, Midpoint and Rollout zones.

d) Calibration

Operations Supervisor will ensure friction testing equipment is sent to Effective Solutions for annual recalibration prior to snow season.

Steve Landry
Effective Solutions, INC.
1 Overlook Drive, Unit 4,
Amherst, NH 03031
Telephone: 1-603-673-6369

5.4 Taxiway, Apron, and Holding Bay Assessments.

Assessments to these surfaces will occur when contaminants are present, and whenever a contaminant is present on the surface. Assessments will occur

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anytime the pavement is worse than wet. Surfaces will be monitored on a regular, continual basis.

5.5 Surface Condition Reporting.

Personnel responsible for implementing the SICP will carefully monitor changing airfield conditions and disseminate information about those conditions via the NOTAM System in a timely manner to airport users.

Runway: Runway condition reports will occur when contaminants are present on a runway surface via the Federal NOTAM System. Condition Reports and RwyCCs will be updated as necessary whenever conditions change, such as a contaminant type, depth, percentage or treatment/width change.

Taxiway, Apron or Holding Bay: Taxiway, Apron or Holding bay condition reports will occur when contaminants are present on these surfaces via the Federal NOTAM System. NOTAMS will be updated as necessary whenever conditions change, such as a contaminant type, depth, percentage or treatment/width change.

Describe additional 'specific' procedures for reporting:

- Triggers for a runway condition report to be updated will be as conditions change.
- Triggers for a taxiway, apron or holding bay condition report to be updated will be as conditions change.
- When the cleared runway width is less than full width, and there are uncleared runway edges with a different condition from cleared width on runway. A runway condition report will need to be updated.

Any time a change to the surface conditions occurs which could be any of the following:

- active snow event
- plowing/brooming/deicing/sanding
- rapidly rising or falling temperatures
- rapidly changing conditions

A dedicated airport staff member is assigned the primary role of assess runway, taxiway and apron surfaces and report such findings. Doing so ensures that reporting is accurate and timely.

- Reporting will be as surface conditions change.

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- Information is reported to Air Traffic Control and communicated to users.
- NOTAM Manager is used to convey this information electronically to users.

The term 'DRY' is used to describe a surface that is neither wet nor contaminated. While a FICON NOTAM is not generated for the sole purpose of reporting a dry runway, a dry surface will be reported when there is need to report conditions on the remainder of the surface. (For example: snow is present on the first two thirds of the runway.)

5.6 Reportable Contaminants without Performance Data.

If present, unable to be removed, and posing no hazard, mud will be reported with a measured depth. Ash, oil, sand, and rubber contaminants will be reported without a measured depth. These contaminants will not generate a RwyCC.

5.7 Slippery When Wet Runway.

For runways where a friction survey (for the purposes of pavement maintenance) indicates the averaged Mu value at 40 mph on the wet pavement surface failed to meet the minimum friction level classification specified in AC 150/5320-12, the airport will report via the NOTAM system a RwyCC of '3' for the entire runway (by thirds: 3/3/3) when the runway is wet.

A runway condition description of 'Slippery When Wet' will be used for this condition.

If it is determined by the airport that a downgrade is necessary, the downgrade will be made to all three runway thirds match (i.e. 3/3/3, 2/2/2, 1/1/1).

The NOTAM will be cancelled when the minimum runway friction level classification has been met or exceeded.

5.8 Requirements for Closures.

Runways receiving a NIL braking (either pilot reported or by assessment by the airport) are unsafe for aircraft operations and will be closed immediately when this unsafe condition exists. *Reporting Airport Conditions LOA* located in appendix 14 of the Airport Certification Manual describes these procedures.

When previous PIREPs have indicated GOOD or MEDIUM braking action, two consecutive POOR PIREPS should be taken as evidence that surface conditions may be deteriorating. If the airport operator has not already instituted its continuous monitoring procedures, an assessment should occur before the next

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operation. If the airport operator is already continuously monitoring runway conditions, this assessment should occur as soon as air traffic volume allows.

The airport will maintain available airport surfaces in a safe operating condition at all times and provide prompt notifications when areas normally available are less than satisfactorily cleared for safe operations. If a surface (runway, taxiway, apron, lane or holding bay) becomes unsafe due to a NIL (by braking action or assessment) or otherwise unsafe hazard or condition, the surface will be closed until the condition no longer exists and is safe.

It is recommended that airports develop additional triggers for runway, taxiway, apron, and holding bay closures (i.e., Maximum slush, wet, dry snow depths, ice, freezing rain, and a minimum RwyCC level). These tables may be derived from auditing a variety of the most common airplane operations at your airport.

5.9 Continuous Monitoring and Deteriorating Conditions.

Under deteriorating conditions, the airport will take all reasonable steps using available equipment and materials that are appropriate for the condition to improve the braking action. If braking action cannot be improved, and the surface is not NIL, the airport will continually monitor the runways, taxiways, aprons and holding bays to ensure braking does not become NIL.

Including but not limited to:

- Frozen or freezing precipitation.
- Falling air or pavement temperatures that may cause a wet runway to freeze.
- Rising air or pavement temperatures that may cause frozen contaminants to melt.
- Removal of abrasives previously applied to the runway due to wind or airplane effects.
- Frozen contaminants blown onto the runway by wind.
- Pilot Braking Action Reports of Medium or worse.
- Friction values below 40 MU
- Visual observation of ice crystals beginning to form on pavement surfaces.

5.10 Surface Conditions Not Being Monitored/Reported

Conditions are not normally monitored/reported between the hours of 0900 and 1200 Zulu PST.

(See FAA Advisory Circular 150/5200-28, current version, for NOTAM format guidance.)

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FEDERAL AVIATION ADMINISTRATION
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2025/2026 SNOW & ICE CONTROL PLAN

REDMOND CITY COUNCIL
OCTOBER 28, 2025



FY 2025–2026 RESOLUTION ADOPTION

SLIDE / 2





-

EXTERNAL CLARITY

- 

DISCRETIONARY IMMUNITY

SLIDE / 3

Legend

- MAJOR BUS ROUTES
- EMERGENCY ROUTES
- Zone 1 - Truck 1996
- Zone 2 - Truck 2420
- Zone 3 - Truck 3783
- Zone 4 - Truck 1635
- Zone 5 - Truck 2510
- Zone 6 - Truck 3636

Zone 1

Zone 2

Zone 3

Zone 4

Zone 5

Zone 6

Map Prepared by
CITY OF REDMOND
PUBLIC WORKS DEPARTMENT
prepared November 9, 2023

1,000 0 100 200 300 400 500 600 700 800 900 1000

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PUBLIC COMMUNICATIONS

TOOLS USED TO KEEP PUBLIC INFORMED

CITY WEBSITE HOMEPAGE

REDMONDSTREETS.COM

GPS TRACKING

FACEBOOK POSTS

NEWSLETTER ARTICLES

PRESS RELEASES

STREETS@REDMONDOREGON.GOV

SLIDE / 4

 **City of Redmond, Oregon**
December 29, 2021 · 🌐

Limited Plowing Underway Due to Windblown Snow Drifts

Crews are moving to a Level 3 response to maintain city streets under current weather conditions. Level 3 means limited plowing of priority routes and high elevations.

The City of Redmond Transportation Division works hard to maintain the streets during conditions of snow and ice. To report problems, please use the following numbers:

Monday-Friday 7:00 am-4:00 pm - (541) 504-2000
After Hours/Weekends/Holidays - (541) 317-3472*
or email: streets@redmondoregon.gov



CITY SANDERS & PLOWS AT LEVEL 3

📣 Boost this post to reach up to 206 more people if you spend \$42. [Boost post](#)

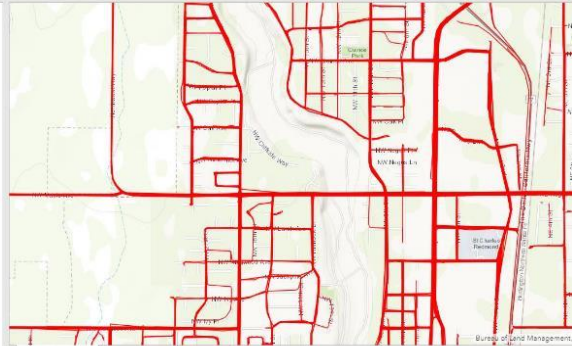
👍 50 4 comments 31 shares

City of Redmond Winter Maintenance Program

[Snow and Ice Control Plan](#) [Winter Maintenance Response Levels](#) [Snow & Ice Priority Routes](#) [Snow Control Tips for Residents](#) [Sanding and Plow Activities](#)

Winter Maintenance Operations

- Today
- Yesterday
- This Week
- Last Week
- This Month
- Last Month
- This Winter
- Manual Selector
- None



[Snow Plow Operations](#) [Sanding Operations](#) [Corridors](#)

Redmond, OR 97756

Now	Humidity	20%
65.4 °F	22.8 °F	30.1 °F

Wed Oct 16 58 °F 52 °F

Thu Oct 17 51 °F 56 °F

Fri Oct 18 58 °F 58 °F

Sat Oct 19 51 °F 58 °F

Bureau of Land Management

A large concrete dam with multiple curved buttresses. Water is cascading over the top edge, creating a massive spray of white water. A yellow excavator is visible on the top crest of the dam. The sky is a clear, deep blue.

Q & A ●



REDMOND MUNICIPAL AIRPORT (RDM)

SNOW AND ICE PLAN FOR WINTER 2025/2026

REDMOND CITY COUNCIL
OCTOBER 28, 2025



NEW EQUIPMENT

- 10-YARD DRY CHEMICAL SPREADER
- 75' SPREAD WIDTH
- CAPABLE OF TREATING ENTIRE RUNWAY IN UNDER 10 MINUTES
- PRE-WET CAPABILITIES



TRAINING

- **ALL PERSONNEL ARE TRAINED ANNUALLY ON: EQUIPMENT OPERATION; PROPER CHEMICAL USAGE; AND RECORD KEEPING**
- **ALL AIRFIELD OPERATIONS PERSONNEL RECEIVE ADDITIONAL REQUIRED ANNUAL FAA TRAINING ON NOTAM ISSUING, FRICTION TESTING, RUNWAY SURFACE CONDITION ASSESSMENT, AND RECORD KEEPING**



MINIMUM AIRFIELD STANDARDS AND CLEARANCE TIMES

DRY SNOW — NO MORE THAN ½”

WET SNOW — NO MORE THAN 1/8”

SLUSH — NO MORE THAN 1/8”

ICE — ANY AMOUNT

REQUIRED CLEARANCE TIMES OF ALL
PRIORITY 1 AREAS IS ONE HOUR.



PRIORITY 1 SURFACES

RUNWAY 5-23

TAXIWAY R1/R2

COMMERCIAL ROUTE

TAXIWAY A2/A3

GA ROUTE

TERMINAL RAMP

NAVAIDS

ARFF ACCESS

GATE B3





QUESTIONS?