2009 Jobs and Transportation Act Project Status Report
January 21, 2016

Project Name	ODOT Region	Project Description	Total Project Cost	Funds provided by HB 2001 (JTA)	Estimated Construction Start Date	Estimated Project Completion Date	Current Status of Project
US Highway 26 at the Glencoe Road Interchange	1	A Memorandum of Understanding (MOU) that prioritizes project elements within the $34 million budget was developed in partnership with Washington County and the City of North Plains. The project will replace the existing two-lane bridge over US 26 with a new structure, widen and lengthen ramps and signalize ramp terminals. The project will also accommodate the City of North Plains trail project by replacing an undersized culvert with a new fish friendly bridge that provides enough clearance for bicyclists and pedestrians to travel under Glencoe Road.	$23,000,000	Original Allocation: $32,000,000 Revised Allocation: $21,000,000	2012	2015	Construction on this project is complete. SB 258 (2013) directed the Oregon Transportation Commission to transfer funds from the Glencoe project following its completion to the US 26 at the Shute Road Interchange (Brookwood) project; $11 million was transferred in February 2015. Washington County will work directly with North Plains regarding construction of an associated trail project per pending agreements with ODOT Region 1.
Interstate 84 at the 257th Avenue Interchange	1	A Memorandum of Understanding (MOU) with the City of Troutdale and the Port of Portland was developed to prioritize project elements and allow the Department to move ahead with immediate interchange improvements including extending and widening the Eastbound off-ramp, adding a lane on North Frontage Road, extending a lane on South Frontage Road and reconfiguring signals and turn-lanes. These improvements will substantially improve interchange operations and safety. The project partners reconvened in March 2011 and agreed to proceed with design of a second set of improvements (consistent with the MOU), which include widening the Marine Drive undercrossing to accomodate two-way traffic and replacing the existing twin bridges over Marine Drive with a single structure. These improvements will improve operations and safety in the interchange area and improve freight access between Interstate 84 and industrial lands to the north.	$29,100,000	Original Allocation: $24,000,000 Revised Allocation: $27,669,288	Immediate Interchange Improvements: 2011; Marine Drive: 2014	Immediate Interchange Improvements Completed: 2012; Marine Drive: 2016	This project is substantially complete and all new features are open to traffic. When weather allows, the contractor will finish permanent striping, perform work on the ramps to the sidewalks and landscaping. In October 2012, $3 million was transferred to this project from the JTA Project: Interstate 5 at the Interstate 205 Interchange project. An additional $669,288 was transferred in January 2015 when the I-5/I-205 project was fully closed out. As a result of this transfer and $8 million of Metro Regional Flexible Funds being prioritized to address local system improvements for the industrial access roads north of the interchange to be delivered by the Port of Portland, the local improvements will now have sufficient funds for completion.
State Highway 212: Sunrise Corridor, Phase I, Units 1, 2 and 3	1	The Sunrise Corridor Project will provide a new road from the Milwaukie Expressway to 122nd Avenue at OR 212/224. This new facility, along with supporting local system improvements, will improve access and mobility along this critical industrial corridor.	$130,000,000	$100,000,000	2013	2016	All five new bridges are complete, leaving only the bridge deck/rail rehabiltation of the OR 224 bridge over I-205. Construction of electrical components, signs, water quality, shared-use path and connections of the new alignment at OR 224 and SE 122nd will continue this winter. Improvements on NE 122nd will also be underway. Paving will take place when weather allows.
US Highway 26 at the Shute Road Interchange, Phase I	1	Region 1, in partnership with the City of Hillsboro and Washington County, developed a Memorandum of Understanding (MOU) that identifies priority interchange elements including constructing a new loop ramp, reconfiguring signals and extending turn-lanes for better interchange operations. ODOT is moving ahead with design and construction of these elements. Hillsboro, Washington County and ODOT are also conducting a public process to identify and prioritize the remaining safety and operational improvements needed to better serve industrial lands and the long-term function of the US 26: Shute Road Interchange.	$53,947,687	Original Allocation: $45,000,000 Revised Allocation: $58,947,687	2013	2016	The project is substantially complete, and the new interchange is open to traffic. Final paving and permanent striping will occur when weather conditions allow this spring. In October 2012, $2,947,687 was transferred from the US 26: 185th to Cornell project as required by SB 1543 (2012). An additional $11 million was transferred from the Glencoe JTA project in February 2015 as required by SB 258 (2013). SB 270 (2015) authorized the transfer of $5 million and any remaining funds when the project is complete to the U.S. Highway 26: Cornelius Pass Road to Cornell Road project. The $5 million transfer was completed in October 2015.
Interstate 5 at the Interstate 205 Interchange	1	The project will construct a northbound auxiliary lane from the Elligsen Road interchange to the Interstate 5/ Interstate 205 interchange.	$7,330,772	Original Allocation: $11,000,000 Revised Allocation: $7,330,712	2011	2012	Construction on this project is complete. In October 2012, $3 million was transferred from this project to the I-84 at 257th project. An additional $669,288 was transferred in January 2015 when the I-5/I-205 project was fully closed out. These transfers were required by SB 1543 (2012).
US Highway 26: Cornelius Pass Road to Cornell Road	1	This modernization project will add an additional travel lane in both directions on US 26 (Sunset Highway) from Cornell Road to Cornelius Pass Road. When complete, there will be three travel lanes in each direction from downtown Portland to Cornelius Pass Road. The project also includes widening the shoulders, extending ramps, adding cable barrier in the center median, upgrading signs, adding a soundwall and replacing the Rock Creek bridges.	Phase I $17,052,313 Phase II $31,200,000	Original Allocation: $20,000,000 Revised Allocation: $17,052,313	2010	Phase I 185th to Cornell Road Completed 2014 Phase II 185th to Cornelius Pass 2018	Construction on the segment from Cornell Road to 185th is complete. Design is underway on the segment from 185th Avenue to Cornelius Pass Road and will be complete in spring 2016. Anticipated construction is late 2016 to 2018. ODOT is partnering with the City of Hillsboro and Washington County for design and outreach. In October 2012, $2,947,687 was transferred to the US 26 at Shute Road project as required by SB 258 (2013). SB 270 (2015) authorized the transfer of $5 million from the US 26 at Shute Road project and any remaining funds when the project is complete to the U.S. Highway 26: Cornelius Pass Road to Cornell Road project. The $5 million transfer was completed in October 2015.

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Interstate 205 and State Highway 213 at the Washington Street Interchange	1	This Oregon City project will build a new OR 213 undercrossing just southeast of the railroad, which will improve local connections and eliminate the need for left-turn movements to and from OR 213. The proposed project will make safety and operational improvements to the interchange by improving the intersection of OR 213 at Washington Street and by maintaining efficient bicycle and pedestrian connectivity.	$22,000,000	$22,000,000	2011	2013	Construction on this project is complete.
Interstate 84 at the Hood River Interchange	1	The project includes replacing an existing bridge with a longer bridge to improve sight distance at the end of the ramp at Exit 64 on Interstate 84 and allow for additional lanes on the roadway under the structure. It includes associated ramp improvements, such as realigning the eastbound on-ramp to align with the off-ramp and the associated intersection improvements. The clearance under the new bridge structure will provide additional height clearance to accommodate oversized freight loads.	$14,303,000	$10,000,000	2010	2012	The project was completed in June 2012.
State Highway 43 at the Sellwood Bridge Interchange	1	This Multnomah County project will replace the interchange of OR 43 and the Sellwood Bridge as part of the Sellwood Bridge Replacement project. The interchange elements of the project include signalized crosswalks and bicyclist and pedestrian improvements.	$307,500,000	$30,000,000	2011	2016	Construction of the new Sellwood Bridge included several major milestones in the fourth quarter of 2015. Crews completed installation of bolts for the three main steel arch spans across the river. The concrete deck for the three spans was added in eleven pours that were accomplished during a very rainy fall. Sidewalks on the north side of the main spans were poured and work has begun on the south sidewalks and parapet walls. The first through lane for traffic under the bridge opened, so that the westside ramps of the Hwy. 43 interchange can be completed. Northbound traffic is now using the two eastside ramps of the interchange. A new traffic signal was installed at SE Tacoma and SE 6th Ave. at the east end of the bridge, which will be activated in late 2016. Although work will continue in 2016, the new bridge is expected to open to traffic in early March 2016.
State Highway 6 at US Highway 101	2	The project will make improvements to the intersection of US 101 and OR 6 at the north end of the couplet in Tillamook. A National Environmental Policy Act (NEPA) study has selected a build alternative identifying a specific solution. Funding is available to complete the design and construct the selected solution. When complete, the project will improve safety and mobility through downtown Tillamook.	$28,000,000	$27,000,000	2016	2018	Design work is approaching final plans. Right-of-way is underway, including assisting businesses that will require relocation. Construction in 2016 is expected to consist of building demolition. Highway construction won't start until 2016 due to longer than anticipate right-of-way acquisition. Estimated construction completion has been extended one year to ensure there is adequate time for property acquisition.
State Highway 99W: Newberg and Dundee Bypass, Phase I	2	The Newberg Dundee Bypass is an 11-mile, four-lane access controlled expressway around the cities of Newberg and Dundee. JTA funding is constructing Phase 1 of the Bypass. Phase 1 will construct 4 miles of a two-lane expressway from OR 219 in Newberg to OR 99W in Dundee. The project will improve safety and freight mobility and significantly reduce congestion.	$248,321,000	$192,000,000	2013	2017	Phase 1D – Dundee: Construction is taking place on two of the major bridges, one on each end of the project. Bridge 1 is the west connection to the Bypass, crosses over the railroad and OR 99W, and stands 25 feet over the roadway just outside of Dundee. This bridge is the gateway to the city of Dundee and will have aesthetic elements that will feature the area. Bridge 8 is located approximately in the middle of the Bypass project, is a large steel structure, and connects Phases 1 D and E. Phase 1E – Newberg: Construction is occurring on Bridge 9 (a half-mile-long bridge). Deck pours are taking place – due to the size of the structure, the deck has to be poured in stages. Each pour takes 14 to 18 hours and is a continuous process, beginning at 2:00 a.m. each day. This structure is in the middle of a neighborhood so noise is a factor. Construction on the Wynooski Street Bridge has started – this will take the local road, Wynooski, over the bypass. ODOT continues to work with the city of Newberg and neighborhood association to resolve the connection of Wilsonville Road with the bypass.
Interstate 5 at the State Highway 214 Interchange	2	The Woodburn Interchange project will replace an existing interchange with a wider overcrossing and will widen OR 214 east of Interstate 5. It will also improve freight mobility and facilitate development of industrial lands, significantly reducing congestion on I-5 and around the interchange and improve safety. This project will also add a transit facility to improve traffic flow and safety and promote economic development in Woodburn and the surrounding area.	$79,935,912	Original Allocation: $43,000,000 Revised Allocation: $53,000,000	2013	2016	The project is substantially complete. Remaining contract work includes installation of wetland plants, ornamental screening on the bridge over I-5 and the installation of a few permanent signs. SB 258 (2013) reallocated $10 million from the I-5 at Beltline Project to the I-5 at Woodburn project.

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Interstate 5 at Beltline Highway, Units 3, 4, 5, 6 and 7	2	JTA funding has allowed combining the five listed units into two projects. Both will improve safety, freight mobility and significantly reduce congestion at the interchange. The Unit 3 project, K16860, was completed in November, 2014 and realigned connections from I-5 southbound to Beltline westbound, I-5 southbound to Beltline eastbound and westbound Beltline to southbound I-5. The project also included replacing the Beltline Bridge over I-5.	$30,000,000	$30,000,000	2013	2014	The project was completed in November 2014 on time and within budget.
Interstate 5 at Beltline Highway, Units 3, 4, 5, 6 and 7	2	JTA funding has allowed combining the five listed units into two projects. Both will improve safety, freight mobility and significantly reduce congestion at the interchange. The Unit 4 project will construct an eastbound Beltline lane from Coburg Rd to the I-5 exit and realign the ramp from Beltline eastbound to I-5 northbound, including a structure over I-5, and construct sound walls along the south side of Beltline (east of Coburg Road). The existing bicycle/pedestrian path on the west side of I-5 will be extended to the north side of the Beltline Interchange and south to the I-105 interchange. The west end of the Harlow Bridge over I-5 will be revised to allow for the multi-use path to pass under. Construction of this unit will complete the interchange improvements.	$34,000,000	$34,000,000	2016	2017	Final plans and specifications are competed and are out for review and comment. The project is scheduled for a March 3, 2016 bid opening. Intergovernmental agreements between ODOT and Eugene Water & Electric Board and between ODOT and the City of Eugene are being developed. Construction is planned for 2016 and 2017.
	Total JTA allocation for I-5 at Beltline project			Original Allocation: $80,000,000 Revised Allocation: $64,000,000			SB 258 (2013) reallocated $10 million from the I-5 at Beltline Project to the I-5 at Woodburn project. SB 270 (2015) authorized the transfer of $6 million from the I-5 at Beltline Highway project and any remaining funds to this project when the project is complete to the Beltline at Delta Highway project. The $6 million transfer was completed in September 2015.
Beltline Highway at Delta Highway	2	The initial project identified and installed Intelligent Transportation Systems at and near the OR 569 and Delta Highway interchange, improving safety and travel time through the corridor. These will be monitored over time to evaluate their effectiveness. The additional work as a result of funding transferred through SB 270 (2015) will include a new interchange structure on Delta Highway and reconfigured ramps on both Delta Highway and on Randy Pape' Beltline. This project will provide much needed capacity on OR569 Randy Pape' Beltline and improve safety within the Delta Highway Interchange.	$27,000,000	Original Allocation: $2,000,000 Revised Allocation: $8,000,000	2012	2019	The initial project, ITS ramp metering, is complete. SB 270 (2015) authorized the transfer of $6 million from the I-5 at Beltline Highway project and any remaining funds to this project when the project is complete to the Beltline at Delta Highway project. The $6 million transfer was completed in September 2015. ODOT has selected a consultant for preliminary engineering services the additional work. Proposed improvements will extend northbound Delta to westbound Beltline loop ramp acceleration lane, re-route southbound Delta Highway to westbound Beltline traffic, construct a new structure on the Delta overcrossing, remove the eastbound to northbound loop ramp, and signalize a new eastbound to northbound left-turn movement. All improvements will be consistent with the long-range concepts indicated in the Beltline Facility Plan that will be adopted as part of the Eugene Transportation System Plan.
Interstate 5 at Kuebler Road, Phase I	2	Mobility and access to and from I-5 will be improved through this project. It will upgrade the existing interchange by adding a Kuebler westbound to I-5 southbound loop ramp, modify the existing Kuebler eastbound to I-5 southbound ramp, and make modifications to the existing I-5 southbound off-ramp to make room for the new loop ramp.	$20,246,032	$15,000,000	2015	2017	Construction is now underway. The stream has been relocated and the new SB off-ramp is complete. Work on the rest of the SB on-ramp will continue intermittently through the winter as weather allows, with final grading, paving, and signal work completed in 2016. Phase 2 (the sound wall) is in development now, and will be let in 2017 after the interchange has been completed.
Interstate 5 at Kuebler Road, Phase II (Mill Creek)	2	The project will widen the Aumsville Highway by 3,750 ft. within the Mill Creek Corporate Center boundary to a three lane section with center turn lane, and it will add bicycle and pedestrian facilities. The project will widen the intersection of Kuebler Road and the Aumsville Highway and make signal modifications. When completed, the project will improve access for freight and vehicular traffic to the Mill Creek Corporate Center.	$6,200,000	$4,000,000	2012	2014	The project is complete. ODOT and the City of Salem completed the final acceptance walk-through.
State Highway 42, county line curves	3	The OR 42, County Line Curves project will address safety and mobility by way of curve reduction, scaling rock fall locations, and widening shoulders. The entire county line curve segment stretches from mile point 41.0 to mile point 46.0. However, straightening the entire segment would cost more than $300 million and require several new bridges and significant rock cuts and retaining walls. The current project focuses on a shorter section, between mile points 43.6 to 46.0 and will implement fixes within that section as funding allows.	$12,717,440	$10,000,000	2014	2016	The project was let in March 2014, with construction beginning in May. This past summer's primary accomplishment was the near completion of the excavation for the final curve alignment. Completion is currently scheduled for 2016. The project has been delayed from the original schedule due to issues related to finding a suitable materials disposal site and most recently, unexpected slide issues. The overall project budget has been increased due to increases in flagging, asphalt, and slide work costs. Work was halted on September 4, 2015 due to a large slide developing in the newly excavated Unit 3 cut. A large slide occurred in late December 2015 in the Unit 3 cut. The slide caused Highway 42 to be closed for several days. It's unclear how the slide will affect the construction completion date and budget for the JTA project. We should have better information in the coming weeks. Remaining work includes repairing the damage to the roadway caused by the slide, followed eventually by paving, guardrail, signs, and striping in the Unit 3 area.

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State Highway 62: Corridor Solution, Phase II	3	The OR 62: Corridor Solution, Unit II project is located in Jackson County. This project of statewide significance will increase the capacity and improve the safety and air quality on OR 62 from Poplar Drive east to White City. Unit II will include a four lane bypass from OR 62 near the Poplar Drive/Bullock Road intersection to a terminus south of White City. This Unit will allow through traffic to use the expressway to avoid the Delta Waters/OR 62 intersection, which is currently experiencing severe congestion, and will include an overcrossing of Vilas Road. The northern terminus will be in the vicinity of the existing OR 62 and Agate Road intersection. The project has been divided into two phases. Phase 1 will extend from Poplar Drive to E. Vilas Road to the north. Phase 2 will extend from E. Vilas Road to Dutton Road in White City.	$128,996,499	$100,000,000	2016	2018	The project has been separated into two primary phases due to the need to prepare a land use goal exception (EFU) for the northerly portion of the project (Phase 2). The Final Environmental Impact Statement and Record of Decision for the OR 62: I-5 to Dutton Road was approved and signed by FHWA. Phase 1 (Poplar-Vilas) is scheduled to go to bid in February 2016 and construction will begin by late spring 2016. It was delayed due to an updated Runway Protection Zone which is in conflict with the roadway design established earlier in the project's design phase. FAA officials needed additional time to review and approve the airport changes affecting the project. Phase 2 (Vilas-Dutton) is scheduled to go to bid in August 2016. Construction for Phases 1 & 2 should be complete by the fall of 2018. A small portion of excess JTA funds ($51,500) were transferred to Bear Creek Greenway - Hwy 62 Connection to provide required matching as well as some design funds. This project will complete a bicycle/pedestrian connection between the Bear Creek Trail and Highway 62. Construction on this work was completed in October 2015.
Interstate 5 at the Fern Valley Road Interchange	3	The continuing growth in Phoenix and southeast Medford and the large volume of trucks using the interchange is causing traffic to backup onto Interstate 5. The Fern Valley Road Interchange project includes replacing the existing I-5 and Fern Valley Road Interchange and replacing the Bear Creek Bridge west of the interchange. It will also widen Fern Valley Road to five lanes from its intersection of OR 99 to where it merges with North Phoenix Road and realigning and widening North Phoenix Road to five lanes at its intersection with South Phoenix Road. There will also be minimal improvements on OR 99 to include bicycle facilities and widening of Bolz Road between OR 99 and Fern Valley Road to handle the east bound traffic from OR 99.	$68,791,209	$25,000,000	2014	2016	The project was let in November 2013. Work on the interchange and adjacent road realignments continue. We just finished a summer of building new ramps, roadways, and retaining walls which should result in people driving on much of the new Fern Valley Interchange by next spring. Paving and curb work is now underway west of the Bear Creek Bridge on the south side of Fern Valley Road. Traffic is now on the first half of the new Bear Creek Bridge. Construction of the second-half of the new bridge is ongoing. When complete, the new structure will be seamless and look like a new bridge with sidewalks, bike lanes and two traffic lanes in each direction. Recent poor weather has slowed some aspects of the construction. A key step for the project is the planned concrete pour of the Luman/Fern Valley Road intersection. The intersection needs to be raised several inches to match up with the concrete on the new interchange. Weather permitting, this pour should be complete in the next couple of weeks. Once the intersection is complete, crews can then move to a partial interchange opening in spring 2016. The overall project is still scheduled to be complete in September 2016.
Interstate 5 Sutherlin truck climbing lanes	3	The Interstate 5 Sutherlin truck climbing lanes project was located on Sutherlin Hill and Rice Hill in Douglas County. The project improved freeway operations by providing climbing lanes for trucks and other slow vehicles facing challenges on the steep grades. The project added a southbound and northbound climbing lane dedicated to trucks and other slow moving vehicles at Sutherlin Hill and and a southbound climbing lane at Rice Hill in Douglas County. It also widened the outside shoulder to allow it to be used as intended for disabled or emergency vehicles. The project was combined with an Interstate Maintenance paving project (northbound and southbound) between mile points 136.66 and 154.88.	$13,859,689	$4,100,000	2011	2012	Construction is complete.
Interstate 5 Sexton truck climbing lanes	3	The Interstate 5 truck climbing lanes project encompasses three mountain passes in southern Douglas County and northern Josephine County. The project is designed to improve freeway operations by providing a climbing lane for trucks and other slow vehicles facing challenges on the uphill section of Sexton pass. The additional lane will allow the shoulder to be used as intended for disabled or emergency vehicles and will address safety and operational problems at these locations. The current project will gather initial design data on all three passes and construct the climbing lane in the northbound direction on Sexton Summit. Lanes will be constructed on the other passes as future funding allows. Project includes interstate maintenance paving work (non-JTA funding) from MP 81.5-67-1.	$34,199,000	$10,000,000	2013	2014	Construction is complete.
Interstate 84 at the US Highway 97 Interchange	4	This project will replace the US 97 bridges over I-84 and the Union Pacific Railroad, and widen US 97 from one lane in each direction to two lanes in each direction plus a center median. The acceleration lane for the westbound I-84 on-ramp will be extended and all the interchange ramps will be realigned and widened to better accommodate the volume and size of the vehicles using this interchange. An auxiliary lane will also be included along southbound US 97 from the Celilo-Wasco Spur/Biggs – Rufus Frontage Road/US 97 (Biggs Junction) intersection south to the Spanish Hollow Creek Bridge. Both ramp terminals and the Biggs Junction intersection will be signalized and improvements to pedestrian safety at Biggs Junction intersection will be provided by installing striped crosswalks and a pedestrian refuge island at the southeast corner of the intersection. The project will also replace approximately five and a half miles of substandard median barrier on I-84 on either side of the I-84/US 97 interchange. The median barrier work is being funded with federal dollars.	$20,600,000	$19,000,000	2013	2016	Phase 1 of the project is complete, with a total cost of $18,400,000 ($16,000,000 JTA, $2,400,000 Interstate Maintenance). The proposal for Phase 2 is now being drafted, which will use the remaining $3,000,000 to extend the southbound climbing lane of US 97 from the US 30/US 97 intersection at the Biggs Interchange to match into the climbing lane ½ mile south. This will provide a significant benefit for safety and operations in separating trucks and autos from the Biggs Interchange, as they begin their climb out of the Columbia Gorge along the Spanish Hollow grade. Additional pedestrian amenities, access, and parking improvements along US 30 within the interchange area will also be developed for Phase 2, in case there are any remaining funds available beyond what would be required for the climbing lane. Phase 2 will use all the remaining JTA funds.

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US Highway 97: Crooked River Bridge to Redmond	4	The project provided pavement preservation, and safety and access improvements, including complete curb/sidewalk/drainage swale improvements through Terrebonne.	$5,852,000	$2,000,000	2009	2009	The project was completed in December 2009.
State Highway 140: Klamath Falls to the Nevada state line	4	OR 140 Warner Curve Correction (MP21): The project reconstructed curves to remove freight restrictions at this location and improve the alignment from a 30/35 mph curve to 45 mph curve.	$2,581,807	$926,079	2009	2010	This project was completed in November 2010.
	4	OR 140: Ritter Road - Deer Run Road (Bly Mountain): The project will realign the highway, making curve corrections to remove freight restrictions. The project will also correct slopes and remove trees to prevent icing.	$31,404,418	$13,565,168	2014	2016	The construction contract for the OR 140 Bly Mountain project was awarded to K & E Excavating of Salem, Oregon in May 2014. Construction began in July 2014 and will take three years to complete. A four mile section of the new highway east of the Bly Mtn. Summit was opened in September 2015. Work on the remaining five miles of highway will resume late this winter or early spring and be completed in the fall 2016.
	4	OR 140: Beatty Curves (MP 41.70 - 42.70). The project reconstructed curves and removed freight restrictions at this location. It allowed a safe increase in speeds in the curves from 30/35 MPH to 45 MPH.	$3,270,664	$2,165,086	2010	2010	This project was completed in November 2010.
	4	OR 140: Klamath Falls - Lakeview Highway (Antelope Canyon) is the last of the JTA projects in the corridor. The project is located approximately 12 miles west of Lakeview, Oregon, and will improve 2 miles of OR 140 in the Antelope Canyon area (MP 83-85). The roadway will be widened allowing paved shoulders, guardrails installed, and signs replaced. The result of the project will be to improve the safety on this section of OR 140.	$5,724,565	$5,641,811	2017	2018	The project is in the design phase. Preliminary plans were completed in December 2015 and advanced plans are due in August 2016. The construction contract bid opening is scheduled for January 2017.
	4	OR140 @ OR39 Highway Intersection (Western to Lost River). Improvement operations and safety of the intersection.	$525,737	$55,163	2012	2012	The work from this project was added to the OR 140: Washburn Way Intersection contract and was completed in October 2012.
	4	OR 140 @ Washburn Way (Klamath Falls): The project will install a signal & stripe crosswalks at the end of OR 140 east bound off ramp Washburn Way. Replacement of signal at the OR 140 @ OR 39 Hwy intersection was added to the construction phase of this project.	$667,051	$646,693	2012	2012	This project was completed in October 2012.
	Total JTA allocation for State Highway 140 project			$23,000,000			
Murphy Road at the US Highway 97	4	The project will realign and extend Murphy Road from Parrell Road over the Bend Parkway to Brookswood Boulevard. It will also include constructing a fly-over connection from 3rd Street to southbound US 97. Once completed, the signals at U.S. 97/3rd Street and U.S. 97/Pinebrook Boulevard will be removed. The project is being split into two contracts. The first contract will build the two bridges over U.S. 97, the roundabout on 3rd Street and part of the new alignment of Murphy Road. The second contract will complete the new alignment of Murphy Road, the on-ramp to southbound U.S. 97 from 3rd Street and two roundabouts. The U.S. 97/Murphy Road project is a high priority for the City of Bend, Bend Metropolitan Planning Organization, ODOT Region 4, and the Central Oregon Area Commission on Transportation. This project was identified in the South Parkway Refinement Plan, Murphy Crossing Refinement Plan, and the U.S. 97: South Parkway /Murphy Interchange Area Management Plan. The cost to complete all of the needed improvements (in reference to these plans) totals $45 million; funding for the additional improvements has not been identified.	$30,620,530	$25,000,000	2013	2016	The second of the two construction contracts administered by ODOT was completed in December 2015. The City of Bend will be administering a contract to build a third roundabout at Parrell Road and Murphy Road in 2016, which will complete this project.
US Highway 97: Redmond reroute, Phase II	4	The project will reconstruct 6th Street from Deschutes Avenue to Jackpine Avenue, including concrete pavement and stamped pavers at crosswalks, other streetscaping, curb extensions, stormwater improvements.	$5,875,183	$5,000,000	2012	2013	The project was completed in October 2013.

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Chico Road Reconstruction in Baker County	5	Chico Road, a freight route to the Elkhorn View Industrial Park, will be rebuilt.	$621,083	Original Allocation: $1,000,000 Revised Allocation: $621,083**	2011	2011	Construction is complete. SB 258 (2013) transferred funds not needed from this project to the Baker County allocation.
Chandler Lane Reconstruction in Baker County	5	Chandler Lane between I-84 and US 30 will be rebuilt to provide an alternate truck route.	$2,427,258	Original Allocation: $4,600,000 Revised Allocation: $2,427,258**	2012	2012	Construction is completed. SB 258 (2013) transferred funds not needed from this project to the Baker County allocation.
Interstate 84 Spring Creek climbing lane in Union County	5	A truck climbing lane on I-84 near MP 249 will be constructed to improve freight mobility.	$5,700,000	$5,700,000	2013	2016	The project has been awarded to Oregon Main Line and is currently under construction. The climbing lane is part of a larger project to reconstruct a portion of Interstate 84. Earth work to build the embankment for the climbing lane was completed in 2014. Paving work for the climbing lane was completed in October 2015. The durable strping work will be completed by June 2016, which will wrap up the JTA portion of the project.
Northwest Washington Avenue in Malheur County	5	The project will realign and reconstruct Washington Street, west of Yturri Boulevard.	$4,874,537	$4,500,000	2013	2014	The project construction is complete. ODOT Right of Way is finishing up the property transfers and jurisdictional exchanges before the project is closed. Some remaining JTA funds will go toward additional components within the project boundaries.
Pierce Road improvements in Union County	5	Pierce Road, a Union County road, will be widened and paved for more direct truck access to I-84 from OR 82.	$5,000,000	$5,000,000	2011	2013	Construction is complete.
State Highway 82 alternate route in Wallowa County	5	Hurricane Road and Airport Lane (county roads) will be rebuilt to provide an alternate route to OR 82 for local vehicle and bicycle/pedestrian traffic.	$5,000,000	$5,000,000	2013	2013	Construction is complete.
Westland Road in Umatilla County	5	The intersection will be realigned and reconstructed.	$1,100,000	$1,100,000	2012	2012	Construction is complete.
State Highway 207 and State Highway 206 intersections	5	The project will realign or rebuild intersections at Shobe Canyon, Clarks Canyon, Rhea Creek, Gooseberry and Porcupine roads.	$500,000	$500,000	2011	2012	Construction is complete.
Vehicle chain-up areas east of Pendleton on Interstate 84	5	Chain-up areas will be built or extended along I-84 to increase safety through two primary projects. The first project will include many chain up areas between La Grande and Pendleton. The second project includes several chain up areas that fall within an existing STIP project (Orodell - Kamela Interchange).	$4,700,000	$4,700,000	2012	2013	Construction is complete.
Izee-Paulina Highway in Grant County	5	The project will rehabilitate about 10 miles of the Izee-Pauline Highway, a Grant County road.	$4,500,000	$4,500,000	2011	2012	Construction is complete.
Monroe Street and US 20 Intersection in Harney County	5	The Monroe Street and US 20 intersection in Harney County will be realigned and reconstructed.	$1,120,000	$900,000	2011	2011	Construction is complete.
Baker County	5	Make improvements to Resort Street in Baker City and Best Frontage Road in Baker County.	$7,051,159	Original Allocation: $4,500,000 Revised Allocation: $7,051,159**	2013	2014	The Best Frontage Road Project is complete and Resort Street portion of the project is complete. Some remaining JTA funds will go toward additional components within the project boundaries. SB 258 (2013) transferred funds not needed from the Chandler Lane and Chico Road projects to the Baker County allocation.

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Project Name	ODOT Region	Project Description	Total Project Cost	Funds provided by HB 2001 (JTA)	Estimated Construction Start Date	Estimated Project Completion Date	Current Status of Project
Grant County	5	Pine Creek Bridge will be replaced (County Road 54) and West Bench Road (Canyon City) will be paved.	$1,100,000	$1,100,000	2011	2011	Construction is complete.
Harney County	5	Double "O" and East Steens roads will be reconstructed and widened; Narrows-Princeton Road will be reconstructed, widened and realigned.	$4,100,000	$4,100,000	2013	2014	Constuction is complete, and the final payment is being processed.
Malheur County	5	Lytle Boulevard will receive an overlay, Glen Street (Vale) will be rehabilitated, and the NW 36th St. (Malheur River) Bridge (County Road 537) will be replaced.	$5,800,000	$5,800,000	2012	2013	Construction is complete.
Union County	5	The project will reconstruct 12th Street from Gekler Lane South to Bushnell Road (La Grande).	$2,582,350	$1,300,000	2010	2010	Construction is complete.
Umatilla County	5	Pendleton Industrial Park Access Improvements: The project will reconstruct Stage Gulch Road, NW "C" Avenue, Daniel Road, Airport and NW "A" Avenue Intersection, and NW 50th Street and Airport Road will be paved. It will also build a new road on the airport business park eastern boundary.	$2,200,000	$2,200,000	2011	2016	Initial construction is complete. The Oregon Transportation Commission approved expanded work to use remaining funds following a recommendation from the Northeast Area Commission on Transportation; the city has contracted the earthwork and plans to finish paving in 2016. Plans are 80% complete.
Umatilla County	5	The project will rebuild OR 334 in Athena, and make update sidewalks, ADA ramps and storm water drainage.	$1,545,000	$300,000	2012	2013	Construction is complete.
City of Nyssa	5	The project will reconstruct Locust Street to urban standards between US 20/26 and 3rd Street and make railroad crossing improvements. It will also provide pedestrian improvements on 3rd Street.	$1,000,000	$1,000,000	2013	2013	Construction is complete.
City of Heppner	5	The project will provide pedestrian, drainage and slope stabilization improvements at various locations within Heppner.	$1,520,000	$1,520,000	2013	2013	Construction is complete.
City of Heppner	5	Barratt Boulevard will be reconstructed to current city street standards including curb, gutter, sidewalks and drainage system.	$1,480,000	$1,480,000	2012	2013	Construction is complete.
City of Milton-Freewater	5	Pavement and pedestrian improvements on South Main Street; pedestrian improvements on College Street; paving, widening and pedestrian improvements on South Mill Street; extend Key Boulevard to South Main Street; pave various city streets.	$3,000,000	$3,000,000	2011	2012	Construction is complete.
City of Ontario	5	Paving and intersection improvements will be made to East Idaho Avenue between 4th Street and Idaho State Line.	$2,099,000	$1,200,000	2012	2012	Construction is complete.
Port of Umatilla	5	New access improvements will be constructed into, and out of, the Port of Umatilla.	$4,500,000	$4,500,000	2011	2013	Construction is complete.
Port of Morrow	5	The project extends Lewis & Clark Drive to US 730 and constructs Gar Swanson Lane to connect to Lewis & Clark Drive. The Interchange Area Management Plan (IAMP) for the Port of Morrow (I-84) Interchange was adopted by OTC on April 18, 2012, which addresses US 730 access issues and is approved by local government. IAMP approval was required before construction funds were expended.	$10,700,000	$10,700,000	2012	2016	Design work is complete and right-of-way is acquired. All utilities are relocated. 75 percent of the roadway is paved. Construction on the Lewis and Clark Bridge began in December 2013 and is complete. There is 0.75 miles of roadway to be constructed on Gar Swanson Road, and the Gar Swanson Bridge is in the design phase, and will go to bid for construction in 2016. All work will be completed in fall of 2016. Additionally, a right turn acceleration lane is is approve for construction on Highway 730 and may be added to the work pending final design.