

**2009 Jobs and Transportation Act Project Status Report  
November 20, 2014**

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.	\$34,000,000	\$32,000,000	2012	2014	On October 31, 2013, the project was substantially complete with traffic in final configuration on the completed Glencoe Road structure over US 26. The contractor added final top lift paving in April 2014, added permanent striping throughout the project limits and met the contract completion date of May 31, 2014. Minor follow-up work and final project clean-up work has been substantially completed.  This project is currently under budget. With completion of work, ODOT is reviewing and updating the final project cost figures. SB 258 (2013) directs 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.
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 accommodate 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: \$27,000,000*	Immediate Interchange Improvements: 2011; Marine Drive: 2014	Immediate Interchange Improvements Completed: 2012; Marine Drive: 2015	Work on the second phase of the project to replace the intersection's western undercrossing and implementation of two-way Marine Drive started in late March 2014. Traffic is now shifted on a temporary alignment and traveling at a reduced speed as crews have constructed the permanent eastbound portion of the new bridge. The contractor will finish roadway this quarter to build the temporary roadway to carry westbound traffic over this new portion of the bridge while the permanent westbound portion of the bridge is built. After the temporary road work is completed, the Contractor will switch traffic to the new temporary configuration, demolish the existing westbound bridge, and begin construction of the second half of the new bridge in its place.  In October 2012, \$3 million was transferred to this project from the JTA Project: Interstate 5 at the Interstate 205 Interchange project. 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	Construction activities of the past quarter include installation of stormwater facilities and pipes, construction of several retaining walls, continued construction of the embankment section of the Sunrise mainline alignment and the foundation of the Oregon 224 bridge over Union Pacific Rail Road (UPRR).  Coming up this quarter, the project will begin work on the superstructure for the Oregon 224 bridge over UPRR and the 82nd Ave Bridge over I-205. In addition to bridge work, the contractor will also work on three walls, completion of the cul-de-sac and placement of aggregate base along the Sunrise mainline alignment. Construction of Industrial Way will continue with an anticipated completion date later next spring at which time the railroad crossing will be closed at Lawnfield.
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.	\$47,947,687	Original Allocation: \$45,000,000 Revised Allocation: \$47,947,687*	2013	2015	Roadway and retaining wall work is in progress on portions of Helvetia Road north and south of the main interchange. Bridge work to widen the Helvetia Road structure is occurring. Work will continue through this year and 2015 to widen the overcrossing over US 26 and to build new on- and off-ramps to accommodate more vehicles through this interchange to serve the industrial growth served by Brookwood Parkway.  Schedule delays in construction have been encountered for this project due to a delay in utility relocations, longer set times for piles, longer cure times for the concrete bridge deck due to cold temperatures and reconstruction of a retaining wall due to improper construction techniques. The Project Manager's Office and the Contractor are working to determine the schedule impacts. An estimate that includes the delay costs has not been completed at this time.

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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.	\$8,000,000	Original Allocation: \$11,000,000 Revised Allocation: \$8,000,000*	2011	2012	Construction on this project is complete.
US Highway 26: 185th Avenue to Cornell Road	1	This modernization project will add an additional travel lane in both directions on US 26 (Sunset Highway) from NW 185th Avenue to Cornell Road. When complete, there will be three travel lanes in each direction from downtown Portland to NW 185th Avenue. The project also includes widening the shoulders, extending ramps, adding cable barrier in the center median and upgrading signs.	\$17,052,313	Original Allocation: \$20,000,000 Revised Allocation: \$17,052,313*	Under Construction (2010)	2014	This project is complete with the exception of landscaping which is now in process and should be wrapped up in 2014.
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	Crews on the Multnomah County Sellwood Bridge Replacement Project took advantage of the summer in-water work window to drive piles and pour the columns for the in-water bridge piers. Crews began removing the last concrete pier from the old bridge. The bridge decking at the approaches at the east and west approaches to the bridge were poured. The ramp structure for the new interchange began to take shape and the majority of the retaining wall work on Hwy 43 was completed. Work continued on the regional bike/pedestrian trail on Miles Place and along the east side of Hwy 43. Coming up, major waterline work along Hwy 43, continued work on the interchange, bridge deck, and new sections of the regional trail and completion of the "Angel Wing" supports for the bridges steel arches, which will be installed beginning late 2014.
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	2015	2017	Design work is approaching preliminary plans. Right-of-way is underway, including assisting businesses that will require relocation.
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	The Phase 1B contract is complete. The Phase 1D contract is underway with Hamilton Construction to construct the west end of the Bypass project. Bids were opened on August 21, 2014 for Phase 1E to construct the east end of the bypass; Wildish Construction was the successful contractor. Phase 1G is the east end connection to the Bypass and is currently under design. Construction of the Bypass is expected to be completed by fall of 2017.

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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 contractor has completed the reconstruction of the OR219/OR214 Willow Ave to Broughton Way; final paving will occur in spring or summer 2015. In addition, the new southbound Interstate 5 off ramp and loop ramp are now open. The next major milestone is to shift traffic to the finished lane configuration prior to the holiday season. However, achieving this goal is dependent on the weather.  Other work includes the installation of permanent illumination, irrigation, planting and sidewalk construction on the south side of OR 214/OR 219.
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, is currently under construction and realigns connections from I-5 southbound to Beltline westbound, I-5 southbound to Beltline eastbound and westbound Beltline to southbound I-5. The project also includes replacing the Beltline Bridge over I-5.	\$30,000,000	\$30,000,000	2013	2014	Most of the project is complete, with some signal work, signs and final cleanup remaining. The project is 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.	\$40,000,000	\$40,000,000	2016	2017	Major utility relocations will be needed. The project design is in the Design Acceptance Plan phase and is expected to be completed by the end of November 2014. Outer boundaries of the project footprint will be specified in this phase. A Value Engineering study and traffic analysis has shown that traffic volume growth and destinations are not as previously predicted. This has eliminated the need to construct auxiliary lanes, replace the Harlow structure, and the need to build a sound wall on the west side of I-5; a savings of approximately \$7.5 million. These Value Engineering recommendations are being incorporated into the project design. Due to the significant design changes required, the project construction will be pushed out one year. Construction is planned for 2016 and 2017.
<i>Total JTA allocation for I-5 at Beltline project</i>				Original Allocation: \$80,000,000  Revised Allocation: \$70,000,000**			
Beltline Highway at Delta Highway	2	The 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.	\$2,000,000	\$2,000,000	2012	2013	The project is complete.
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.	\$18,625,000	\$15,000,000	2015	2016	The project was on hold for twelve months pending review of an unsolicited proposal through ODOT's Office of Innovative Partnerships program. The Oregon Transportation Commission has reviewed the proposal and decided to go forth with the original design. ODOT designers are completing the design to current standards and the bid let has been rescheduled for early 2015.
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	Construction is complete. The facility has been opened and is fully operational. The city of Salem will schedule the final acceptance walk-through once the plant establishment period has been completed.
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.	\$10,177,800	\$10,000,000	2014	2015	The project was let in March 2014, with construction beginning in May. The project is scheduled to be complete is October 2015. Project completion has been delayed to 2015 due to (1) issues related to finding a suitable materials disposal site and most recently (2) unexpected slide issues.

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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.	\$127,396,999	\$100,000,000	2015	2017	The project has been separated into two 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 has been approved and signed by FHWA. Phase 1 (Poplar-Vilas) is scheduled to let in January 2015 and construction will begin shortly after. Construction for Phase 2 (Vilas-Dutton) is scheduled to begin in spring 2016.
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.	\$68,790,168	\$25,000,000	2014	2016	The project was let in November 2013. Early construction work (utility relocates and open-trench excavation for a large drainage pipe under I-5) is completed. Work on the interchange and adjacent road realignments has begun. Construction this fall is focused on I-5 and Bear Creek Bridges and well as other roadways east of I-5. The project is 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 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.	\$14,224,000	\$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.	\$35,780,164	\$10,000,000	2013 (underway)	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.	\$22,200,000	\$19,000,000	2013	2015	The contract was awarded to Kerr Contractors Oregon, Inc. in May of 2013, with work beginning on-site in July 2013. The west portion of the US 97 bridges over the interstate and railroad and the east bound off and west bound on ramps were completed in July 2014. Now that traffic on US 97 has been diverted to the new bridges, work is underway on the eastern portions of the bridges and ramps. The project is on schedule for completion by Memorial Day 2015.

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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 and is expected to take three years to complete. To date, three of seven large drainage structures are in place, a majority of the stage construction has been finished, and clearing on the project is 62 percent complete. General excavation, the largest single bid item, is approximately 15 percent complete. Large embankments continue to be constructed at various sites along the project. The contractor is expecting to continue working until he is shut down by unrelenting winter weather conditions.
	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	2015	2017	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 two miles of OR 140 in the Antelope Canyon area (MP 83-85). The roadway will be widened allowing paved shoulders, installation of guardrails, and replacement of signs. The result of the project will be to improve the safety on this section of OR 140.
	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.	\$646,693	\$646,693	2012	2012	This project was completed in October 2012.
	<i>Total JTA allocation for State Highway 140 project</i>				\$23,000,000		
Murphy Road at the US Highway 97	4	<p>The project will realign and extend Murphy Road from Parrell Road over the Bend Parkway to Brookwood 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.</p> <p>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.</p> <p>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.</p>	\$28,815,000	\$25,000,000	2013	2015	The project was split into two contracts. The first contract was awarded June 2013 to Hamilton Construction Company of Springfield, Oregon. Construction began in July 2013 and will be completed by the end of 2014. Murphy Road to the new roundabout on 3rd Street opened in late October 2014. The reconfigured U.S. 97 northbound to 3rd Street off-ramp and the new 3rd Street to U.S. 97 southbound on-ramp will open by December 15, 2014. The bid opening for the second contract is scheduled for November 2014. Work is expected to begin in early 2015 and be completed by the end of year.

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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.
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.
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.
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	2015	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 occurred this summer. Paving work for the climbing lane will occur next summer, with completion anticipated in the fall 2015.
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.
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.

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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 under construction; JAL is the Contractor. Working on finishing up the the final items. The Resort Street portion of the project is complete.
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	2015	Initial construction is complete. The Oregon Transportation Commission has 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 2015.
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	2015	Design work is complete and right-of-way is acquired. All utilities are relocated. Rough construction of most of roadway is complete. Construction on the Lewis and Clark Bridge began in December 2013 and is complete. The Gar Swanson Bridge is in the design phase, and will go to bid for construction in late 2014. All work will be completed in 2015.

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\*Funds transferred as a result of SB 1543 (2012)

\*\*Funds transferred as a result of SB 258 (2013)

Completed projects are shaded in gray.