

**2009 Jobs and Transportation Act Project Status Report
November 15, 2012**

| 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 | CP Construction of Oakland, OR was awarded the project and started work in July 2012. ODOT held a public meeting and a project kick-off and ground breaking event on July 19, 2012. Construction is currently under way. |
| 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 I-84 and industrial lands to the north. | \$29,100,000 | Original Allocation: \$24,000,000 Revised Allocation: \$27,000,000* | Interchange Improvements: Under Construction (2011); Marine Drive: 2014 | Interchange Improvements: 2012; Marine Drive: 2015 | Construction of the interchange improvements were complete in June 2012. The Port of Portland estimates that between \$5 million - \$9 million of additional funding would be needed for local improvements that will address industrial access roads north of the interchange. In October 2012, \$3 million was transferred to this project from the JTA Project: Interstate 5 at the Interstate 205 Interchange. State system improvements have been funded. |
| 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 Express Way 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 | 2015 | Design and right-of-way acquisition for the new road has begun and will proceed through 2012. Targeted outreach and one-on-one meetings continue through the end of the year . The JTA mainline connection from I-205 to Hwy 212 at 122nd Ave. is expected to be completed with available funds. Two priority local system improvements that provide improved connectivity to the Lawnfield Industrial District are estimated to cost an additional \$25 million. Previous attempts to seek additional funding through federal Department of Defense and the TIGER grant process have been unsuccessful to date. |
| 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. | \$47,947,000 | Original Allocation: \$45,000,000 Revised Allocation \$47,947,000* | 2013 | 2015 | Priority interchange components are being designed and are expected to go to construction in fall 2013. In October 2012, \$2.947 million was transferred from the JTA Project: US Highway 26: 185th Avenue to Cornell Road to fund local system improvements to provide access to the industrial area. State system improvements have been funded. |
| Interstate 5 at the Interstate 205 Interchange | 1 | The project will construct a northbound auxiliary lane from the Elligsen Road interchange to the I-5/ I-205 interchange. | \$8,000,000 | Original Allocation: \$11,000,000 Revised Allocation: \$8,000,000* | Under Construction (2011) | 2012 | Construction on this project is complete. In October 2012, \$3 million was transferred to the JTA project: Interstate 84 at 257th Avenue interchange project. |
| 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) | September 2013 | Construction work on the widening project wrapped up in September 2012. Several small contracts for wrap up work, including landscaping and the installation of variable message signs, are still being performed. In October 2012, \$2.947 million was transferred to the JTA project: US Highway 26 at the Shute Road Interchange project. |
| 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 | December 2012 | Installation of the new OR 213 bridge took place in March 2012. Use of a rapid bridge construction process enabled the contractor to keep all OR 213 travel lanes open in the daytime during all but the four days of the nearly two-year construction project. On October 24, 2012, Oregon City and ODOT, along with elected officials, celebrated the opening of the new Jughandle configuration. Construction is estimated to be complete by the end of 2012. Oregon City invested \$1.6 million for local improvements. |
| 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 | Crews have replaced the freeway bridge in both directions, widened adjacent roadways, added bicycle/ pedestrian facilities, replaced a pump station to handle localized flooding, and installed traffic signals at the interchange ramps and the Marina Way intersections with Button Bridge Road. The project was completed in June 2012. |

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| 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. | \$299,000,000 | \$30,000,000 | 2011 | 2016 | The Sellwood Bridge project, managed by Multnomah County, will replace an 85-year old Willamette River crossing with a new, seismically-sound structure that offers upgraded facilities for all users. The project is nearing the end of a planning phase to complete the design for a new river crossing and Highway 43 interchange. The NEPA process is finished and the project received federal approval for the preferred alternative, which includes a steel deck arch bridge type. The current bridge will remain open until January 2013, when the bridge is expected to close for one week to set up the detour bridge. The total cost of the project as of September 17, 2012 is \$299 million. The county is facing a \$7 million funding gap and currently conducting an engineering study to determine cost savings. |
| State Highway 6 at US Highway 101 | 2 | The project will make improvements to the intersection of US101 and OR 6 at the north end of the couplet in Tillamook. A National Environmental Policy Act (NEPA) study will document the benefits and impacts of each design alternative to the community. A build alternative will be the final product of the NEPA study, identifying a specific solution. Funding is available to complete the NEPA study 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 | ODOT and consultants have completed the alternatives analysis. Local advisory committees have endorsed the build alternative. Environmental documentation is being finalized. A consultant will be selected to begin design work this winter. Preliminary cost estimates indicate that available funding is sufficient to construct the project. |
| State Highway 99W: Newberg and Dundee Bypass, Phase I | 2 | The project will construct a rural highway from OR 219 in Newberg to OR 99W southwest of Dundee. A National Environmental Policy Act (NEPA) currently underway will identify the specific build alternative. The project will improve safety and freight mobility and significantly reduce congestion. | \$248,321,000 | \$192,000,000 | 2013 | 2017 | A major milestone was reached when the federal government signed the Record of Decision (ROD) for the Tier 2 Final Environmental Impact Statement (FEIS) issued by the Federal Highway Administration on June 6. Receiving the ROD signals the end of the Tier 2 Environmental Impact Statement Process (NEPA), and is the official federal approval that allows the project to move into final design and construction. Right-of-way acquisition within the bypass corridor has begun and much of the right-of-way for Phase 1 has been acquired. Design work for Phase 1 is well underway. The first construction contract, for embankment construction to initiate settlement, will begin in the spring of 2013. Follow up contracts will be issued in 2014 and 2015. |
| Interstate 5 at the State Highway 214 Interchange | 2 | The project will replace an existing interchange with a wider overcrossing and will widen OR 214 east of I-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. | \$78,000,000 | \$43,000,000 | 2013 | 2016 | The design phase and acquisition of right of way is in process. A federal TIGER grant for \$5.4 million was requested but not awarded. A \$3,340,878 Interstate Maintenance Discretionary Grant was awarded to this project on July 30 from the US Department of Transportation. The Federal Highway Administration has required that this project be formally combined with KN15379 (OR214 @ Evergreen Road Transit Facility) for National Environmental Policy Act (NEPA) compliance. The two projects are being developed separately but will likely be combined at construction. The current cost estimate includes the cost of both projects. The cost increased by \$2.2 million due to an update of projected right-of-way costs. The Oregon Transportation Commission has made a recommendation to the legislature to close the funding gap by transferring \$10 million from I-5 at Beltline Highway project. |
| 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 first project will include 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 includes replacing the Beltline Bridge over I-5. | \$30,000,000 | \$70,000,000 | 2013 | 2014 | During the design phase, an adjustment to the alignment of southbound I-5 to westbound Beltline ramp resulted in the elimination of two structures from the project. This resulted in a decrease in the estimated cost. Some of the savings from this will be used to fund Unit 4. Fill can be used in place of one structure and a new take-off point eliminated the need for the other. A prestressed beam structure with a concrete deck has been selected as the structural type for the new Beltline bridge over I-5. The extension of the bicycle/pedestrian path along the west side of I-5 continues to be worked. There is sufficient funding to complete this phase of the overall project. The project development is complete. Bids will be opened on December 13, 2012. |
| 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 second project will include adding an auxiliary lane eastbound on Beltline from Coburg Road to the southbound I-5 on-ramp, an auxiliary lane on I-5 southbound from the Beltline to I-105, and a realigned ramp from Beltline eastbound to I-5 northbound. The project will construct sound and privacy walls along the south side of Beltline (east of Coburg Road) and along the west side of I-5 from the Harlow Road overpass to the I-105 interchange. The existing bicycle/pedestrian path on the west side of I-5 will be extended to the north side of the Beltline Interchange. The Harlow Bridge over I-5 will be replaced. | \$40,000,000 | \$10,000,000 | 2015 | 2016 | The design phase for this phase of the overall project began in the fall 2011. Survey and base map data is being collected. Local neighborhood organizations have requested and received frequent updates and reassurances that sound and privacy walls are included in the project scope and budget. |
| <i>Total HB 2001 allocation for I-5 at Beltline project</i> | | | | \$80,000,000 | | | |

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| Beltline Highway at Delta Highway | 2 | The project will identify and install Intelligent Transportation Systems at and near the OR 569 and Delta Highway interchange, improving safety and travel time through the corridor. | \$2,000,000 | \$2,000,000 | 2012 | 2013 | Analyses for ramp metering on Randy Pape' Beltline and variable speed analysis for Delta Highway have been completed. The recommendation is for ramp metering at Green Acres Road and Coburg Road westbound ramps; and River Road and River Avenue eastbound ramps to Beltline Highway design is completed for metering at these locations. The construction project was awarded to Lance Electric. Construction is anticipated to be complete by May 31, 2013. |
| 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 | 2013 | 2014 | The design phase is under way and right-of-way acquisition began in May 2012. A grant request from the Interstate Maintenance Discretionary fund has been approved, and additional funding of \$3.625 million has been obtained. The project will begin construction in spring 2013. |
| 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. | \$5,700,000 | \$4,000,000 | 2012 | 2014 | ODOT and the City of Salem have signed a project Intergovernmental Agreement. A construction contract for Water and Sanitary Sewer System Improvements is now under construction. The final design is 90% complete for the roadway and traffic improvements, and construction is scheduled to begin in 2013. Completion of the remaining project is anticipated in 2014. The project cost increased due to additional environmental requirements, additional development work and inflation. |
| 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. | \$12,000,000 | \$10,000,000 | 2014 | 2014 | The project is currently in the design phase. An initial assessment of alignment alternatives was conducted in 2009 to confirm the preferred alignment and identify issues to consider during the project design. Construction is scheduled to begin in spring 2014. |
| 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. This section of the corridor also has a higher than normal crash rate. Staff worked with the projects' Citizens Advisory Committee and Project Development Team for direction to extend the northern terminus as far north as possible to maximize the public investment and minimize the impacts to property owners and businesses. 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. | \$126,563,278 | \$100,000,000 | 2015 | 2015 | 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 Value Engineering Study was completed and recommended changes incorporated into the design. The design approval process (DAP) has been completed for Phase 1 and the consultant is working on the final design drawings. Phase 2 design has also started and will be designed in-house by the ODOT technical staff. The Draft EIS for the entire project was released in September 2012. |
| 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. An environmental analysis recommends replacing the existing interchange with a new one and replacing the Bear Creek Bridge west of the interchange. 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 include widening 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. | \$71,126,000 | \$25,000,000 | 2013 | 2014 | The design phase is underway. The project is currently scheduled to go to bid in March 2013. Construction is scheduled to begin in spring 2013. |
| Interstate 5 Sutherlin truck climbing lanes | 3 | The Interstate 5 Sutherlin truck climbing lanes project is located on Sutherlin Hill and Rice Hill in Douglas County. The project is designed to improve freeway operations by providing climbing lanes for trucks and other slow vehicles facing challenges on the steep grades. The project will add 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 will also widen the outside shoulder to allow it to be used as intended for disabled or emergency vehicles. The project is being combined with an Interstate Maintenance paving project which will be constructed northbound and southbound between mile points 136.66 and 154.88. | \$14,247,000 | \$4,100,000 | Under Construction (2011) | 2012 | The project was let on February 8, 2011. Construction began in May 2011 and estimated to be finished by November 2012. |

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| 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. | \$49,702,000 | \$10,000,000 | 2013 | 2014 | The project will go to bid on February 27, 2013. The let date was set to allow time to find a materials disposal source, to gather data on all three passes and to complete initial design on three of the six climbing lanes. Due to funding constraints, contract plans have only been developed for the northbound Sexton climbing lane. Current completion date is October 2014. |
| Interstate 84 at the US Highway 97 Interchange | 4 | 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. | \$22,000,000 | \$19,000,000 | 2013 | 2014 | The project is on schedule for a March 2013 bid opening. |
| 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. | \$24,005,032 | \$8,096,032 | 2014 | 2016 | The design phase is underway and will be completed in fall 2013. Because of the scope and complexity of the project, it may take up to three construction seasons to be completed. |
| | 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 Corridor Improvements: The project will realign or straighten curves and/or widen the highway and shoulders on multiple segments of OR 140. | \$11,192,947 | \$11,110,947 | 2013 | 2014 | Additional analysis along the corridor will determine specific project locations; analysis began in 2011. |
| | 4 | OR140 @ OR39 Highway Intersection (Western to Lost River). Improvement operations and safety of the intersection. | \$525,737 | \$55,163 | 2012 | 2012 | The scope of the project was reduced. The remaining work on this project was added to the OR 140: Washburn Way Intersection project. The remaining JTA funding will be used to fund other identified projects within the specified OR 140 corridor. |
| | 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 HB 2001 allocation for State Highway 140 project</i> | | | | \$23,000,000 | | | |
| Murphy Road at the US Highway 97 | 4 | The project will realign and extend Murphy Road from 3rd Street over the Bend Parkway to Brookwood Boulevard. It will also include constructing a fly-over connection from the new Murphy Road/3rd Street Intersection to southbound US 97 and removing signals at US 97/3rd Street and US 97/Pinebrook Boulevard. | \$45,000,000 | \$25,000,000 | 2013 | 2015 | The Interchange Area Management Plan and the preliminary design phases are being finalized. Public outreach continues. Right-of-way acquisition is under way. JTA funding will be sufficient to fully implement a functional first phase. Federal, state, local and private funding is being sought for subsequent phases. |
| 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 developed by the City of Redmond. The total project cost was increased to include replacement and installation of new traffic signals. The additional work is being funded by the City of Redmond. The project went to bid on July 19, 2012, and construction began on October 29, 2012. Construction is scheduled to be complete October 31, 2013. |
| Chico Road Reconstruction in Baker County | 5 | Chico Road, a freight route to the Elkhorn View Industrial Park, will be rebuilt. | \$621,085 | \$1,000,000 | 2011 | 2011 | Construction is complete. The Oregon Transportation Commission has recommended the legislature transfer \$378,917.44 in remaining funds to Baker County for the Resort Street and Best Frontage Road projects. |
| Chandler Lane Reconstruction in Baker County | 5 | Chandler Lane between I-84 and US 30 will be rebuilt to provide an alternate truck route. | \$3,600,000 | \$4,600,000 | 2012 | 2012 | The majority of construction work is completed. The Oregon Transportation Commission has recommended the legislature transfer \$1 million in remaining funds to Baker County for the Resort Street and Best Frontage Road projects. |
| 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 | Project is in the design phase; the project will go to bid in March 2013. |
| 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 | 2013 | Design is 90% complete, right of way is nearing completion, and the project is getting ready to bid. |
| 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 | Union County crews completed the earthwork and paving is nearly complete. Some minor paving work will likely occur next spring. |

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| 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 | Wallowa County is doing some work on irrigation lines and culverts this fall to prepare for the contract work. The project is scheduled to be bid on April 11, 2013. |
| 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 | The first project is in the construction phase. The second phase will bid in April 2013. |
| 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. | \$5,900,000 | \$4,500,000 | 2013 | 2013 | Project is in the design phase. The Oregon Transportation Commission has recommended the legislature reallocate \$1,378,917.44 from the Chico Road and Chandler Lane projects. |
| 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 | 2013 | Construction of the East Steens widening project is complete. The construction of the Narrows to Princeton section is 75% complete. The county is still working on the rock source for the Double 'O' project. |
| 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 | 36th Street Bridge is complete and the ribbon cutting was held on October 31, 2012. Lytle Boulevard is in the design phase and expected to go to bid in February or March 2013. |
| 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 | 2013 | Initial construction is complete. Umatilla County is looking at options to expand the work. |
| 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 under way. |
| 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 | The design is nearly complete and the project is ready to bid. |
| 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 | Project has bid and is awaiting construction. |
| 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 | A contract for drainage work and pedestrian facilities is under way. The remainder of the construction contract will be bid on January 17, 2013. |
| 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 nearly 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 | 2013 | Design at 75% complete and right of way has acquisition started. The Port of Morrow has begun roadway construction work; paving will go to bid in February 2013. The bid date for the two bridges will be in March 2013. |