

**2009 Jobs and Transportation Act Project Status Report
August 10, 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 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. This project will also include replacing two deteriorating I-84 overpasses at Graham Road.	\$29,100,000	Original Allocation: \$24,000,000 Revised Allocation: \$27,669,288	Immediate Interchange Improvements: 2011; Marine Drive: 2014; Graham Road Bridges: 2019	Immediate Interchange Improvements Completed: 2012; Marine Drive: 2016; Graham Road Bridges: 2021	Design work for the replacement of the Interstate 84 overpasses at Graham Road should begin in 2016. In the winter of 2015, the I-84 at Troutdale interchange opened to the public. Throughout the spring and summer of 2016, contractors are wrapping up work on landscaping and other clean up items. 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. This project will also include the design of westbound improvements on OR 224, between SE Webster Road and SE 82nd Ave., and of an auxiliary lane on I-205 between the Sunrise JTA project and SE Sunnybrook Boulevard.	\$130,000,000	\$100,000,000	2013	Expressway: Completed 2016	The new Sunrise Expressway from I-205 to SE 122nd opened for travel on June 30, 2016. Design work will begin in 2016 on an auxiliary lane connecting the new expressway to the Sunnybrook interchange and adding a westbound lane on OR 224 between Rusk Lane and I-205.
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: \$53,947,687	2013	2016	The project is substantially complete, and the new interchange is open to traffic. Now that winter is over, final paving and striping will occur in spring and summer 2016. In October 2012, \$2,947,687 was transferred from the US 26: 185th to Cornell project as authorized 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) reallocated \$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 authorized 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: \$22,052,313	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. An online open house is currently underway and so far has generated over 200 unique visitors. 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) reallocated \$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.

**2009 Jobs and Transportation Act Project Status Report
August 10, 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
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	The last span of the 90 year old Sellwood Bridge was removed from the Willamette River in early July 2016. The new Sellwood Bridge opened in March 2016. Work along OR 43 continues along with concrete work and paving on the bridge and interchange approaches during the summer of 2016. Work will continue in 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.	\$33,051,800	Original Allocation: \$27,000,000 Revised Allocation: \$28,843,250	2016	2018	Building demolition is underway, and highway construction has started. The total project cost increased \$5.05M. \$1.3M of funding was added when the construction phase of the US101 @ OR6: Streetscape and Bikeways (Tillamook) project was combined into this one for efficiencies savings, and the remainder was due to increased costs associated with unanticipated geotechnical issues. HB 4048 (2016) reallocated \$3.5M of JTA funds from the I-5 at OR 214 (Woodburn) project to the I-5 at Kuebler, Phase I project and any remaining funds to be transferred to the State Highway 6 at US 101 (Tillamook) project. After the transfer to Kuebler there was \$1,843,250 transferred to the Tillamook project in March 2016 along with STIP funds. When the Woodburn project is fully closed down, the remaining JTA funds will be transferred to the Tillamook project.
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. Both bridges are completing deck and railing work. Work on 99W is underway – traffic has been temporarily shifted over to allow room to construct an additional travel lane as well as a left turn refuge for traffic turning onto the Bypass from 99W. Signs and cameras have been installed on the Bypass and 99W for TripCheck and Incident Response. Phase 1E – Newberg: Deck pours on Bridge 9 (a half-mile-long bridge) continue. Construction on the Wynooski Street Bridge has started – this will take the local road, Wynooski, over the Bypass. Construction has started on a bridge that will span the canyon and cross Hess Creek and will take the Bypass from OR219 to Wynooski Rd. Phase 1G-Springbrook Rd/Newberg Connection to the Bypass – this portion of the project is under construction with work taking place on Springbrook Road, OR99W and OR219. The work consists of constructing soundwalls, installing curbs and waterline work. Phase 1W-Wilsonville Road/OR219 Connection – This phase is an extension of the current Bypass project will connect Wilsonville Road to OR219 south of Newberg. This project will be constructed in the permanent alignment that has been approved in the Newberg Dundee Bypass Final Environmental Impact Statement (FEIS). This is a new alignment that will construct a two-lane rural road. Construction of this new alignment will sever the existing connections of Adolf Road to Wilsonville Road and Springbrook Road to Wilsonville Road.

**2009 Jobs and Transportation Act Project Status Report
August 10, 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
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.	\$72,352,215	Original Allocation: \$43,000,000 Revised Allocation: \$47,656,750	2013	2016	The project is substantially complete. The only remaining contract work is the replacement of several decorative lighting fixtures on the bridge over I-5. The contractor will continue working on punch list items throughout the project. SB 258 (2013) reallocated \$10 million from the I-5 at Beltline Project to the I-5 at Woodburn project. HB 4048 (2016) reallocated \$3.5 million from the I-5 at Woodburn project to the I-5 at Kuebler, Phase I project and directed the Oregon Transportation Commission to reallocate any remaining funds from Woodburn to the State Highway 6 at US 101 (Tillamook). In March 2016, \$1,843,250 was reallocated to the Tillamook project. When the Woodburn project is fully closed out, any remaining funds will be reallocated to Tillamook.
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	The construction project has been awarded and work is underway and scheduled to be completed in 2017.
<i>Total JTA allocation for I-5 at Beltline project</i>				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. Geotechnical work is largely completed and geometric design work is underway. 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. Public engagement has begun with three public meetings scheduled this fall.
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.	\$23,746,032	Original Allocation: \$15,000,000 Revised Allocation: \$18,500,000	2015	2017	Construction is now underway. The stream has been relocated and the new southbound off-ramp is complete. Work on the rest of the southbound on-ramp and loop ramp will continue intermittently through 2016 as weather allows, with final grading, paving, and signal work completed in fall 2016. The sound wall is in development now, and will be bid in winter 2016 for construction in 2017 after the interchange has been completed. HB 4048 reallocated \$3.5 million from the I-5 at OR 214 (Woodburn) project to the I-5 at Kuebler, Phase I.

**2009 Jobs and Transportation Act Project Status Report
August 10, 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
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.	\$18,345,000	\$10,000,000	2014	2017	Construction began on the project in May 2014. A large slide occurred in late December 2015 in the Unit 3 cut, causing Highway 42 to be closed for several days. However, this landslide failure was approved to receive federal emergency relief funding. This funding will be added to the JTA funding and the project is now scheduled to be completed in 2017.
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.	\$119,887,407	\$100,000,000	2016	2018	The project was 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) was bid in February 2016 and construction began in May 2016. The original let date 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. Current construction activity is focused on replacing the Lone Pine Creek box culvert and completing a multi-use path south of the existing sidewalk. The Old Medco Haul Road is closed to all traffic as excavation continues. Phase 2 (Vilas-Dutton) is scheduled to go to bid in December 2016. Construction for Phases 1 & 2 should be complete by the end of 2018.
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.	\$69,834,446	\$25,000,000	2014	2016	The project was let in November 2013. The concrete pour of the Luman/Fern Valley Road intersection was completed in early-February 2016 and the interchange was partially opened to traffic on February 11, 2016. The intersection was raised several inches to match up with the concrete on the new interchange. The old overpass was demolished during the overnight hours during the first week of March 2016. The permanent NB off-ramp was recently opened. Work currently underway includes widening and base paving on OR 99 and Bolz Road, final striping, and work on the Greenway Trail under the Bear Creek Bridge. Upcoming work includes final paving on the west side of the interchange, new traffic signals, and the opening of the Bear Creek Bridge (expected in August). The overall project is still scheduled to be complete in September 2016. 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.
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.	\$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.

**2009 Jobs and Transportation Act Project Status Report
August 10, 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
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.	\$31,567,000	\$19,000,000	2013	2019	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 second project was approved by the Oregon Transportation Commission in March 2016 with a total cost of \$13,167,000 (\$9,000,000 Fast ACT, \$1,167,000 Bridge, \$3,000,000 JTA). The project is currently under development and isscheduled to be bid in winter 2017, and construction should be complete in 2019.
		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.					
		A second project, the US 97: Biggs Jct. - Spanish Hollow Creek and Trout Creek Bridges Project, will extend the southbound acceleration lane of US 97 from the US 30/US 97 intersection at the Biggs Jct. Interchange, and match into the US 97 climbing lane a half mile south of the interchange, providing a continuous two-lane section for the first two miles of US 97 south of Interstate 84. Included in this project is the replacement of the existing two-lane US 97 Spanish Hollow Creek Bridge to a new three-lane, seismic resilient bridge. This project will also seismically retrofit seven additional bridges along US 97, six within first seven miles south of Biggs Jct. along Spanish Hollow Creek and one at Trout Creek 19 miles north of Madras, OR.					
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 we are currently in the third season of a three-season contract. Four miles of a new alignment east of the Bly Mtn Summit was opened in the fall of 2015. The contractor completed and opened another three miles of highway alignment west of the summit for the 4th of July holiday weekend. Crews resumed earthwork early July west of the Bonanza cutoff. The final two-mile section, up to a base course of pavement, will be completed by the Labor Day weekend.
	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 curve speeds 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.	\$6,222,565	\$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 April 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.
	<i>Total JTA allocation for State Highway 140 project</i>				\$23,000,000		

**2009 Jobs and Transportation Act Project Status Report
August 10, 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
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>	\$32,213,062	\$25,000,000	2013	2016	<p>The second of the two construction contracts administered by ODOT was completed in December 2015.</p> <p>The City of Bend will be administering a contract to build a third roundabout at Parrell Road and Murphy Road, which will complete this project. This project started in January 2016 and work this far was dedicated to underground utilities, concrete paving of the roundabout and the asphalt paving of the nearby streets, which is now complete. Remaining work to be finished includes sidewalks, illumination, landscaping, striping and signing. The anticipated opening of the roundabout is August 1, 2016.</p>
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. 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: \$2,427,758	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	Construction is complete.
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. The City of Ontario is currently working to define this proposed work.
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.

**2009 Jobs and Transportation Act Project Status Report
August 10, 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
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 (Orodel - 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.
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	Construction 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	2017	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 2017. 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.

**2009 Jobs and Transportation Act Project Status Report
August 10, 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
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	2017	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 mid 2017. Additionally, a right turn acceleration lane is approved for construction on Highway 730 and may be added to the work pending final design.