

**2009 Jobs and Transportation Act Project Status Report  
November 22, 2013**

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, met the interim completion date of this contract by the required date of October 31, 2013. The project is substantially complete with traffic now in final configuration on the completed Glencoe Road structure over US 26. Construction work will wrap up in November 2013 for a winter shutdown. The contractor will add final top lift paving and final permanent striping throughout the project limits by next spring and fully complete the project on time by May 2014.  Since the bid for construction was lower than anticipated, ODOT will now review and update the anticipated final project cost estimate. SB 258 (2013) directs the Oregon Transportation Commission to transfer funds from the Glencoe project following its completion to the US26 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 I-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	Construction of the initial phase of the interchange improvements was complete in January 2012. The next and final phase will consist of replacement of the intersection's western undercrossing and implementation of two-way Marine Drive. This project is scheduled to bid in December of this year, with construction beginning in 2014.  In October 2012, \$3 million was transferred to this project from the JTA Project: Interstate 5 at the Interstate 205 Interchange. As a result of this transfer, and \$8.27 million of Metro Regional Flexible Funds being prioritized to address local system improvements for the industrial access roads north of the interchange, both ODOT and the Port of Portland expect both projects to be completed within available funds.
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	2016	Since work started in July 2013, construction activities over the past three months have included the completion of the two soundwalls that are part of the project, demolition of the three buildings that were in conflict with the alignment, continued construction of the embankment section of the Sunrise mainline alignment and the foundations of the 82nd over I-205 bridge, and the initiation of the 82nd realignment connection.
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	Wildish Standard Paving began work on this interchange project in September 2013. A construction kick-off event was held on October 28, 2013. Work was completed on time to install a fish-friendly stream box culvert under Helvetia Road within the allowed in-water work window. Road work is in progress on portions of the project away from the main interchange. Work will continue through this winter and next year to widen the overcrossing over US26 to accommodate more traffic volume through this interchange.
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*	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)	Spring 2014	Construction work on the U.S. 26 widening project wrapped up in September 2012.  Kerr Contractors is working on the Bethany Boulevard widening project for Washington County and has begun improving the southbound 185th to U.S. 26 eastbound on-ramp and the Cornell Road westbound off-ramp. Landscaping planting will begin in the winter of 2013.
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.

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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.	\$307,500,000	\$30,000,000	2011	2016	Construction continues on Multnomah County's Sellwood bridge project. Current and recently completed work includes construction of: shafts for the river pier foundations, the south half of the east bridge approach west of SE Grand Ave., retaining walls on west side of Hwy. 4, a fish-friendly culvert for Stephens Creek below regional trail, a regional trail between bridge and SW Miles Place, and demolition of the old bridge river piers. Multnomah County reports the bridge has remained open to traffic except for five days in January 2013 when the truss span was moved to set up the detour bridge.
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 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 underway. Early acquisition of right-of-way is underway to assist businesses that will require relocation. Preliminary cost estimates indicate available funding is sufficient to construct the 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	The Contractor (LaDuke Construction) has installed over 600,000 feet of wick drains to help speed the settlement of the ground as several major stone embankments are built. As part of their contract, they have also started construction of one of the bridges for the project. The bridge is necessary to allow the next phase of construction to occur primarily on the new alignment, and should help reduce the amount of truck traffic on the local streets of Dundee.  On the south side of Newberg, the contractor has built the sub grade of the new alignment from OR 219 to a large valley at the south end of the Sportsman Airpark runway. A large multiplate culvert has been installed, and embankment built to bury it. Inclement weather stopped the progress on that portion of the job until next spring. Farther to the southwest, the contractor is still working on other large embankments made of stone material, and will continue through the winter as weather allows.
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 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.	\$79,935,912	Original Allocation: \$43,000,000 Revised Allocation: \$53,000,000**	2013	2016	This summer, the primary focus of work was extending Evergreen Road and constructing the Park and Ride facility. Evergreen Road is now 100% complete and the Park & Ride is 98% complete and operational. Also in 2013, the contractor will start to construct the extension of the bridge over Interstate 5. The bridge will be widened on the north side. There will also be some work to begin building the embankment that will be needed for the new off ramps and loop ramps, as well as for drainage contouring. A temporary southbound off ramp is now in use.
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	\$30,000,000	2013	2014	The majority of the three bridges over the bike path are constructed (except for the decks). The contractor began building concrete retaining walls at the bridge abutments for Beltline over I-5 and building the embankment for the new SB off-ramp from I-5 to Beltline.
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 and south to the I-105 interchange. The Harlow Bridge over I-5 will be replaced.	\$40,000,000	\$40,000,000	2015	2016	Major utility relocations will be needed. The project design is in the Design Acceptance Plan phase; outer boundaries of the project footprint will be specified in this phase.
<i>Total JTA allocation for I-5 at Beltline project</i>				Original Allocation: \$80,000,000 Revised Allocation: \$70,000,000**			

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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	The project is substantially complete. Adaptive ramp metering, whereby the traffic demand on mainline of Beltline will cause the the ramp meter signals to adjust the amount of traffic from the ramps, is pending completion of the software testing and development.
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	2014	2016	Design has been completed and the package is being prepared for procurement. However, the project is on hold pending review of an unsolicited proposal through ODOT's Office of Innovative Partnerships program. The review is expected to take about six months, and the bid let has been delayed until April 2014, pending the outcome of the review.
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 of street improvements is approximately 95% complete. The construction contractor is North Santiam Paving Co. of Stayton, Oregon. Construction of utilities, street widening, sidewalk improvements, streetlights, final paving, and roadway striping has been completed. New signals at the intersection of Kuebler Blvd and Aumsville Highway have been installed and are operational. Construction is expected to be substantially complete by November 29, 2013. Final landscaping is expected to be complete by late December 2013.
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 in the design phase. 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. 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	2014	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. Thanks to MAP-21's "Accelerated Decisionmaking in Environmental Reviews", this document is the first combined FEIS/ROD to be issued in the state of Oregon. The JTA phase of this project is scheduled to go to construction in early 2014. Construction for Phase 1 (Poplar-Vilas) is scheduled to begin in early 2014. Construction for Phase 2 (Vilas-Dutton) is scheduled to begin in spring 2015.
Interstate 5 at the Fern Valley Road Interchange	3	The continuing growth in Phoenix and southeast Medford and the large volume of trucks using the interchange is causing traffic to backup onto Interstate 5. The Fern Valley Road Interchange project includes replacing the existing I-5 and Fern Valley Road Interchange and replacing the Bear Creek Bridge west of the interchange. It will also widen Fern Valley Road to five lanes from its intersection of OR 99 to where it merges with North Phoenix Road and realigning and widening North Phoenix Road to five lanes at its intersection with South Phoenix Road. There will also be minimal improvements on OR 99 to include bicycle facilities and widening of Bolz Road between OR 99 and Fern Valley Road to handle the east bound traffic from OR 99.	\$71,752,448	\$25,000,000	2014	2016	The design phase is nearing completion and right-of-way issues are close to resolution. The project is scheduled to bid in mid-November 2013. Construction is scheduled to begin in early 2014.
Interstate 5 Sutherlin truck climbing lanes	3	The Interstate 5 Sutherlin truck climbing lanes project was located on Sutherlin Hill and Rice Hill in Douglas County. The project improved freeway operations by providing climbing lanes for trucks and other slow vehicles facing challenges on the steep grades. The project added a southbound and northbound climbing lane dedicated to trucks and other slow moving vehicles at Sutherlin Hill and and a southbound climbing lane at Rice Hill in Douglas County. It also widened the outside shoulder to allow it to be used as intended for disabled or emergency vehicles. The project was combined with an Interstate Maintenance paving project (northbound and southbound) between mile points 136.66 and 154.88.	\$14,224,000	\$4,100,000	2011	2012 (complete)	Construction began in May 2011 and 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.	\$35,780,164	\$10,000,000	2013 (underway)	2014	The project bid on December 6, 2012. Knife River began construction with an accelerated schedule to complete the majority of the project within one season. The Sexton Mt. climbing lane has been constructed, but the opening was delayed by a small section of unstable slope above the road. This repair is expected to be completed by December 1, 2013 at which time the climbing lane will be open to traffic. Work on the related interstate maintenance project will be stopped over the winter and will be completed by August 2014.

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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. The contractor is currently constructing the western portion of the project which includes a portion of two new bridges, retaining walls, and freeway ramp construction. This Stage I work should be completed by April of 2014. Work will then commence on the eastern portion of the project. The project is still on schedule for completion by May of 2015.
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 final design phase is underway and will be completed in spring 2014. The bid let for the project is scheduled for May 2014. 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	2015	2017	Additional analysis along the corridor will determine specific project locations by the end of 2013. Scopes are being finalized in 2013.
	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 3rd Street 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 US 97/3rd Street and US 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 US 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 US 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 has been 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) total \$45 million; funding for the additional improvements have not been identified.</p>	\$28,815,000	\$25,000,000	2013	2015	<p>The project is being split into two contracts. The first contract was awarded June 2013 to Hamilton Construction Company of Eugene, Oregon. Construction began in July 2013 and will be completed by the end of 2014. The second contract will begin fall 2014 and be completed by the end of 2015.</p> <p>The 3rd Street/Business 97 exit will close in November 2013. The US 97 northbound exit will be reconfigured and reopened in fall 2014 but the left hand exit going south on the Bend Parkway and the signal will be permanently removed.</p> <p>The total cost for the project is now \$28.815 million dollars. The increase was due to adding installation of a Variable Message Sign on US 97 near Baker Road (south of Bend) in the second construction contract.</p>

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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 work 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. Completion is anticipated 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 has been awarded to Granite Excavation, Inc. Construction work is progressing with earthwork, utility installation, and excavation work. Paving is on going. The project added a signal at Yturri beltline (OR 201 and NW Washington) that will be installed next spring. Illumination work will continue through the winte.. The project is 60% complete.
Pierce Road improvements in Union County	5	Pierce Road, a Union County road, will be widened and paved for more direct truck access to I-84 from OR 82.	\$5,000,000	\$5,000,000	2011	2013	Construction is complete.
State Highway 82 alternate route in Wallowa County	5	Hurricane Road and Airport Lane (county roads) will be rebuilt to provide an alternate route to OR 82 for local vehicle and bicycle/pedestrian traffic.	\$5,000,000	\$5,000,000	2013	2013	Construction is complete.
Westland Road in Umatilla County	5	The intersection will be realigned and reconstructed.	\$1,100,000	\$1,100,000	2012	2012	Construction is complete.
State Highway 207 and State Highway 206 intersections	5	The project will realign or rebuild intersections at Shobe Canyon, Clarks Canyon, Rhea Creek, Gooseberry and Porcupine roads.	\$500,000	\$500,000	2011	2012	Construction is complete.
Vehicle chain-up areas east of Pendleton on Interstate 84	5	Chain-up areas will be built or extended along I-84 to increase safety through two primary projects. The first project will include many chain up areas between La Grande and Pendleton. The second project includes several chain up areas that fall within an existing STIP project (Orodell - Kamela Interchange).	\$4,700,000	\$4,700,000	2012	2013	Construction is complete.
Izee-Paulina Highway in Grant County	5	The project will rehabilitate about 10 miles of the Izee-Pauline Highway, a Grant County road.	\$4,500,000	\$4,500,000	2011	2012	Construction is complete.
Monroe Street and US 20 Intersection in Harney County	5	The Monroe Street and US 20 intersection in Harney County will be realigned and reconstructed.	\$1,120,000	\$900,000	2011	2011	Construction is complete.
Baker County	5	Make improvements to Resort Street in Baker City and Best Frontage Road in Baker County.	\$7,051,159	Original Allocation: \$4,500,000 Revised Allocation: \$7,051,159**	2013	2014	The Best Frontage Road Project is in the design phase. The Resort Street portion of the project is under construction by Mike Becker Construction, and is nearly complete.

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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 of the E Steens Road widening project and the Narrows-Princeton Road section are complete. The rock is crushed for the Double O portion of the work. The reconstruction of this road began in June 2013 and is estimated to be completed by June 2014.
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	2014	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 work and plans to finish paving in 2014.
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	Jack Robinson and Sons, Inc. is currently completing punch list items to finish the project, and we expect completion this winter.
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	The project is essentially complete. A few punch list items are left to finish up.
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	2014	Design work is complete and right-of-way acquisition has started. Rough construction on 5000 feet of roadway is complete. Construction on the Lewis and Clark Bridge will begin on December 6, 2013. The Gar Swanson Bridge is in the design phase, and will go to bid for construction in early 2014; the Port of Morrow is doing the roadway work. The paving portion will be bid in June of 2014.

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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.