

**2009 Jobs and Transportation Act Project Status Report  
September 15, 2011**

Project Name	ODOT Region	Project Description	Total Project Cost	Funds provided by HB 2001	Estimated Construction Start Date	Estimated Project Completion Date	Current Status of Project
U.S. 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	2013	2016	ODOT held the first project open house on Sept. 23, 2010, and the second on June 9, 2011. Project design is approximately 60% complete, right of way acquisition has begun and the project is scheduled to go to construction in 2013.
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 to review the additional priority project elements and evaluate funding availability for proceeding with design and construction of other desired interchange area improvements, consistent with the MOU.	\$6-7 million for Immediate Interchange Improvements. Other priority improvement costs will be available by the end of 2011.	\$24,000,000	Immediate Interchange Improvements Under Construction	November 2011	Construction of the immediate interchange improvements began in May 2011 and are estimated to be complete by Thanksgiving 2011. The project partners met in March 2011 to determine the best course of action for pursuing other priority improvements and closing the funding gap for those elements of the project. Design of the next set of improvements began earlier this year.
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 Highway 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	2014	2017	In June 2010, ODOT and Clackamas County hosted a public meeting to discuss the project, answer questions and take comments. On Dec. 23, 2010, ODOT and its partners concluded a multi-year Environmental Impact Statement (EIS), and FHWA issued a Record of Decision for the Preferred Alternative on Feb. 22, 2011. On Feb. 18, 2011, ODOT issued a Notice of Intent to Award to OBEC Consulting to provide engineering services for the project. Design and right-of-way acquisition for the new road has begun and will proceed through 2012. The project team is developing a public involvement strategy and anticipates holding the first open house in October 2011.
U.S. 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.	\$70,000,000	\$45,000,000	Priority Interchange Elements 2013	Priority Interchange Elements 2016	Following adoption of the project MOU by ODOT and our local partners, ODOT began working on design of the project and is managing the Interchange Area Management Plan process concurrently with design. An IAMP Project Advisory Committee (PAC) comprised of community stakeholder representatives and technical staff from the partner agencies convened for the first time on May 25, 2011 in Hillsboro.  In early October 2010, ODOT, the city and the county met with local property owners to discuss the interchange improvements in more detail and to go over the property acquisition process. The project's first public meeting was held on Nov. 10, 2010, with a second planned for fall 2011 once more design work has been completed. Interchange components are expected to go to construction in 2013.
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.	\$12,000,000	\$11,000,000	June 2011	December 2011	ODOT contracted with Murray, Smith & Associates (MSA) to provide engineering services for this project. In December 2010, ODOT sent a mailer to businesses and residents about the project, inviting them to attend the Jan. 5, 2011, public open house. Construction began in June 2011 and is expected to be complete by the end of the year.
U.S. 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.	\$17,299,739	\$20,000,000	Under Construction	June 2012	ODOT held an open house on June 30, 2010 to share information about the project components and schedule. Contractor Granite Northwest, Inc. began initial construction activity in June 2010. The contractor is currently working on the retaining wall on the north side of the westbound lanes in the vicinity of Bronson Creek. Work to build the new lanes on the outside of the highway began in May 2011. The new third lane in each direction is scheduled to open in fall 2011 and all construction work is estimated to be complete by summer 2012.
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 Oregon 213 at Washington Street and by maintaining efficient bicycle and pedestrian connectivity.	\$22,000,000	\$22,000,000	Under Construction	December 2012	The City of Oregon City has hosted three informational open houses about the project - June 18, 2010, Nov. 18, 2010., and May 23, 2011. A ground-breaking ceremony was held on May 5, 2011, and work is now underway. Construction is estimated to be complete by the end of 2012.

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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.	\$13,427,453	\$10,000,000	Under Construction	2011	Construction on the project began in March 2010. Since that time, crews have demolished the eastbound portion of the old bridge; construction on the new eastbound portion is currently under way. Traffic signals have been activated at the interchange ramps and the Marina Way intersections with Button Bridge Road. Traffic at exits 63 and 64 is in a split diamond configuration to prohibit a merge weave, ensuring the safe flow of traffic. The eastbound portion of the new bridge was completed in May 2011, and the traffic shifted to the newly constructed lanes in June 2011. Crews have begun demolition and rebuilding the westbound portion. The entire project is scheduled for completion in October 2011.
State Highway 43 at the Sellwood Bridge Interchange	1	This Multnomah County project will replace the interchange of Oregon 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.	\$330,000,000	\$30,000,000	July 2012	December 2016	On Dec. 2, 2010, ODOT and Multnomah County signed an Intergovernmental Agreement designating the county as the lead agency for delivering the project. On Jan. 18, 2011, senior agency staff met with the Public Stakeholder Committee and recommended 30% design options to the Multnomah County Board. The Board accepted the recommendation of a deck arch type structure for the new bridge.  The A&E contract was executed on May 5, 2011 -- it will be a joint venture between CH2MHill and TYLin. On May 31, 2011, the county awarded the contract for the Construction Manager/General Contractor (CMGC) to Slayden Sundt, a joint venture of Slayden Construction Group and Sundt Construction, Inc. On June 16, 2011, the County Board voted to proceed with a new innovative method of design and construction, known as "Shoo-fly." This method will reduce the construction schedule by up to 12 months and will have a potential savings of up to \$5 million. Multnomah County is currently working on modifying the project's finance plan and scope to address the rejection of a vehicle registration fee by Clackamas County voters during the May 2011 election. An early work stage to build a detour bridge is expected to start on Dec. 1, 2011. Main construction activities are estimated to begin in the summer of 2012.
State Highway 6 at U.S. Highway 101	2	The project will make improvements to the intersection of US101 and OR6 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 are drafting the Environmental Assessment with adoption anticipated in spring 2012. Once the environmental process is complete, design will begin on the selected build alternative. At this time the available funding is anticipated to meet the current cost estimate.
State Highway 99W: Newberg and Dundee Bypass, Phase I	2	The project will construct a rural highway from Oregon 219 in Newberg to Oregon 99W southwest of Dundee. A NEPA study currently underway will identify the specific build alternative. The project will improve safety and freight mobility and significantly reduce congestion.	\$278,321,000	\$192,000,000	2016	2019	The NEPA process to determine the build alternative is underway, with a Record of Decision estimated for approval in early 2012. Cost estimates may be revised following the NEPA process and further completion of design. ODOT is currently acquiring right of way for the project. A federal earmark for \$30m has been requested and \$20m in local contribution is anticipated for the project.
Interstate 5 at the State Highway 214 Interchange	2	The project will replace an existing interchange with a wider over-crossing and will widen Oregon 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.	\$87,848,000	\$43,000,000	2013	2016	The design phase and acquisition of right of way is in process. A federal earmark for \$25m has been requested and an \$8m contribution from the City of Woodburn is expected.
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.	\$70,000,000	\$70,000,000	2013	2014	The design phase is underway. An adjustment to the alignment of southbound I-5 to westbound Beltline ramp has resulted in the elimination of two structures from the project. 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.
	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.	\$40,000,000	\$10,000,000	2015	2016	The design phase for this phase of the overall project will begin in Fall 2011. 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 Oregon 569 and Delta Highway interchange, improving safety and travel time through the corridor.	\$2,000,000	\$2,000,000	2013	2013	Analyses for ramp metering on Beltline and variable speed analysis for Delta Highway have been completed. The design phase for westbound Beltline and Delta Highway improvements has been started.
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	2012	2014	The design phase is underway and right of way acquisition will be starting in 2011. Design for lane configurations has been resolved. A grant request from the Interstate Maintenance Discretionary fund has been approved, and additional funding of \$3.625 million has been obtained.
Interstate 5 at Kuebler Road, Phase II (Mill Creek)	2	The project will widen the Aumsville Hwy 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 Blvd and the Aumsville Hwy. and make signal modifications. When completed, the project will improve access for freight and vehicular traffic to the Mill Creek Corporate Center.	\$4,000,000	\$4,000,000	2013	2013	ODOT and the City of Salem have signed a project Intergovernmental Agreement. The City has selected a design consultant to begin design. Full funding needs for the project have been identified. Completion of the project is anticipated for winter 2013.
State Highway 42, county line curves	3	The Oregon 42, County Line Curves project will address safety and mobility by way of curve reduction, scaling rock fall locations, and widening shoulders. The entire county line curve segment stretches from mile point 41.0 to mile point 46.0. However, straightening the entire segment would cost more than \$300 million and require several new bridges and significant rock cuts and retaining walls. The current project focuses on a shorter section, between mile points 43.6 to 46.0 and will implement fixes within that section as funding allows.	\$10,000,000	\$10,000,000	2013	2013	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.
State Highway 62: Corridor Solution, Phase II	3	The State Highway 62: Corridor Solution, Phase II project is located in Jackson County. This project of statewide significance will increase the capacity and improve the safety and air quality on Oregon 62 from Poplar Drive east to White City. Phase II will include a two-to- four lane bypass from Oregon 62 near the Poplar Drive / Bullock Road intersection to a terminus north of Vilas Road. This phase will allow through traffic to use the bypass to avoid the Delta Waters/Oregon 62 intersection, which is currently experiencing severe congestion, and may include over crossings of both Vilas and possibly Justice roads. This section of the corridor also has a higher than normal crash rate. Staff is looking to the project's 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. Staff is also briefing key stakeholders, such as Jackson County Commissioners and the Medford City Council on the project's progress.	\$120,000,000	\$100,000,000	2013	2015	The project has been separated into two phases due to the need to prepare a goal exception for the northerly portion of the project, Phase 2. The design work continues on Phase 1. The Value Engineering Study (VE) was completed and recommended changes incorporated into the design. The Design Approval Process (DAP) has been completed for Phase 1 and the consultant OBEC is working on the final design drawings. Design of Phase 2 has started and the designers are working toward the completion of the DAP. Phase 2 will be designed in-house by the ODOT technical staff.
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 Oregon 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 Oregon 99 to include bicycle facilities and widening of Bolz Road between Oregon 99 and Fern Valley Road to handle the east bound traffic from Oregon 99.	\$71,000,000	\$25,000,000	2013	2014	The design phase is underway. The project is currently scheduled to go to bid in February 2013. Construction is scheduled to begin in the spring of 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 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	2011	2011	The project was let on 2/8/2011. Construction began in May 2011 and estimated to be finished by October 2011.

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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 climbing lanes for trucks and other slow vehicles facing challenges on the steep grades. Over time, a third lane will be added to the uphill sections on Sexton, Smith Hill, and Stage Road passes, allowing trucks to pass other slow-moving trucks without bringing freeway traffic nearly to a halt. The additional lanes 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.	\$49,705,000	\$10,000,000	2013	2014	The project is currently being designed. The let date was set to allow time to gather data on all three passes and complete initial design on three of the six climbing lanes mentioned above. Contract plans will be developed for the northbound Sexton climbing lane. Current completion date in October 2014.
Interstate 84 at the U.S. 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 Jct.) intersection south to the Spanish Hollow Creek Bridge. Both ramp terminals and the Biggs Jct. intersection will be signalized and improvements to pedestrian safety at Biggs Jct. intersection will be provided by installing striped crosswalks and a pedestrian refuge island at the southeast corner of the intersection.	\$19,000,000	\$19,000,000	2013	2014	The Design Acceptance Phase has been completed and Preliminary Plans and Specifications are underway by ODOT Region 4. The design work is on schedule. The project team is working on the staging aspects of the project.
U.S. 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	2010	The project was completed in December 2009 through a construction contract administered by ODOT Region 4.
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.	\$2,556,807	\$901,079	2009	2010	This project was completed in November 2010.
	4	OR 140: Ritter Rd - Deer Run Rd (Bly Mtn): 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.	\$20,200,000	\$8,071,000	2013	2015	The design phase is underway and will be complete in fall 2012. Because of the scope and complexity of the project, it may take up to three construction seasons to be completed. Federal Forest Highway Program funding combined with JTA funds will fully meet the funding needed to complete the project.
	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.	\$3,322,389	\$2,216,811	2010	2010	This project was completed in November 2010.
	4	OR 140 Curve Correction Project (MP 43-45): The project will address the sharp curves in this section of Oregon 140.	\$10,796,281	\$10,728,984	2014	2015	Additional curve analysis in the area and specific project locations will be completed in 2011.
	4	OR140 @ OR39 Hwy Intersection (Western to Lost River). The project will replace a signal pole and the equipment at this intersection.	\$550,165	\$79,426	2012	2012	The scope of the project is being reduced. The remaining work on this project will be 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 Intersection (Klamath Falls): The project will construct signals at the OR 140 east bound ramp to Washburn Way.	\$900,000	\$900,000	2012	2012	The design phase began in 2010. Work from the OR 140/OR 39 Intersection project will be added to this project. The total project cost will be adjusted once cost estimates are completed.
	4	OR 140: Deep Creek Falls Area of Warner Curves This project will identify addition curve correction needs in the Deep Creek Falls Area on OR 140 east of Lakeview.	\$1,000,000	\$102,700	N/A	N/A	This project will identify additional curve correction needs and develop bid-ready plans and contract specifications. Any remaining funding will be used for utility relocation and right of way costs. Construction will occur once additional funding is secured.
<i>Total HB 2001 allocation for State Highway 140 project</i>				\$23,000,000			
Murphy Road at the U.S. Highway 97	4	The project will realign and extend Murphy Road from 3rd Street over the Bend Parkway to Brookwood Blvd. 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 Blvd.	\$45,000,000	\$25,000,000	2013	2015	The Interchange Area Management Plan and the design acceptance phases are being finalized. Public outreach continues. ROW acquisition is underway. JTA funding will be sufficient to fully implement the functional first phase. Federal, state, local and private funding is being sought for subsequent phases.
U.S. 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	Under project development by the City of Redmond. The total project cost was increased to include replacement and new installation of traffic signals. The additional work is being funded by the City of Remond.

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Chico Road Reconstruction in Baker County	5	Chico Road, a freight route to the Elkhorn View Industrial Park, will be rebuilt.	\$1,000,000	\$1,000,000	2011	2012	Project has been awarded to DL Edmondson Construction. Construction will begin in October of 2011.
Chandler Lane Reconstruction in Baker County	5	Chandler Lane between I-84 and US 30 will be rebuilt to provide an alternate truck route.	\$4,600,000	\$4,600,000	2012	2012	Design work is underway.
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.	\$7,216,000	\$5,700,000	2013	2014	Consultant delivered completed survey last week, base mapping should be complete by the end of September. Construction is scheduled to begin in 2013.
Northwest Washington Avenue in Malheur County	5	The project will realign and reconstruct Washington Street, west of Yturri Blvd.	\$4,874,537	\$4,500,000	2012	2012	Design at 90% complete and right of way acquisition started. Bid let some time in 2012.
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 Oregon 82.	\$5,000,000	\$5,000,000	2011	2011	All paving, striping and most shoulder work is complete on all 3 segments.
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 bike/pedestrian traffic.	\$5,000,000	\$5,000,000	County begins construction April of 2012	2012	Survey has been completed and also continuing the right-of-way acquisition process (County has signed the services contract and the right-of-way resolution and descriptions are nearly complete for last phase of right-of-way resolution). Design has been accepted, and now moving towards preliminary plans.
Westland Road in Umatilla County	5	The intersection will be realigned and reconstructed.	\$1,100,000	\$1,100,000	2012	2012	Work is continuing on the preliminary design, geotechnical investigation and report, right of way research and utility coordination.
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	2011	Construction is scheduled to begin in October of 2011.
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.	\$4,700,000	\$4,700,000	2013	2013	Concept plans are being developed.
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	2012	2012	Project is out to bid. Construction is scheduled to begin in the Fall of 2011.
Monroe Street and U.S. 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.	\$4,500,000	\$4,500,000	2012	2013	Baker City continues to progress on the preliminary utility work.
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	2012	Project is under construction. Construction is scheduled to be complete by 10/31/2011.
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	2011	2012	County has begun drilling and crushing rock for the Sodhouse Lane widening project and anticipates completing this phase by mid-October 2011. Paving is complete on the E. Steens road project. Striping to begin late September/early October 2011. Design work for East Steens Road is about 90% complete, with final plans to be complete by mid-October 2011.
Malheur County	5	Lytle Blvd. 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	2012	Design is about 30% 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.

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Umatilla County	5	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	2012	The Airport Rd. project and the NW C and 50th St projects have been awarded to Pioneer Construction, Inc. Construction should begin in the fall of 2011.
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	Preliminary Plans are complete. Advance Plans are due December, 2011. Right of Way acquisition is in progress
City of Nyssa	5	The project will reconstruct Locust Street to urban standards between US 20/26 and 3rd Street. It will also provide pedestrian improvements on 3rd Street.	\$1,000,000	\$1,000,000	2012	2013	Design has started. The designer is conducting public meetings in an effort to refine the scope of work.
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	2012	2012	Design is progressing. The design of the curb, sidewalks and drainage on Riverside Ave is 95% complete.
City of Heppner	5	Barratt Blvd. will be reconstructed to current city street standards including curb, gutter, sidewalks and drainage system.	\$1,480,000	\$1,480,000	2013	2013	Base mapping is being completed and the design has started.
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 Blvd. To S. Main Street; pave various city streets.	\$3,000,000	\$3,000,000	2011	2012	College Street Sidewalk Improvements project construction is complete. Key Boulevard project will be under construction June 1, 2011 through October 31, 2011. South Main Street project parking strip improvements project will be under construction August 29th, 2011 through October 31, 2011. The Mill Street Widening project will be under construction June 1 through August 31, 2011.
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	Advance Plans are complete. Project information flyers were handed out to the local businesses.
Port of Umatilla	5	New access improvements will be constructed into and out of the Port of Umatilla.	\$4,500,000	\$4,500,000	2012	2012	Project bid was August 31, 2011. Bid tabs are being evaluated. Project scheduled to be awarded by October 1, 2011.
Port of Morrow	5	The project extends Lewis & Clark Drive to US 730 and constructs Gar Swanson Lane to connect to Lewis & Clark Drive. A special condition of approval is to complete Interchange Area Management Plan (IAMP) for the Port of Morrow (I-84) Interchange that addresses US 730 access issues and is approved by local government and the OTC before construction funds are expended.	\$10,700,000	\$10,700,000	2012	2012	The IAMP is underway. Once approved and adopted the project will move forward with right of way and design.