

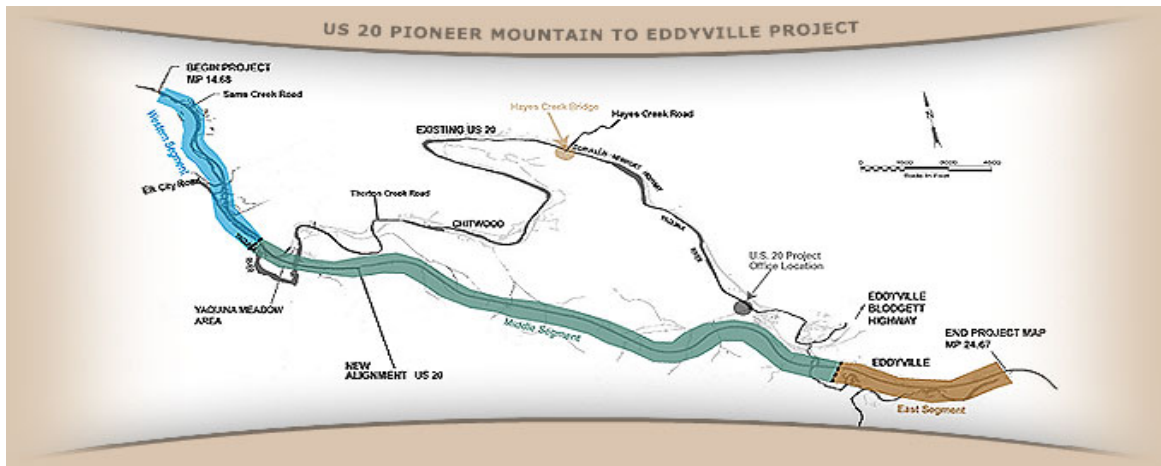


Highway Project Information

Area 4 Project Office: Corvallis

State Highway Development and Construction in Linn, Benton and Lincoln Counties

US20: Pioneer Mountain – Eddyville Project Information Paper Updated — September, 2009



Project Name:	US20: Pioneer Mountain – Eddyville
Project Location:	US20 (Corvallis-Newport Highway), milepost 14.68 - 24.75
Cost of Project:	\$205 million (estimated total project cost)
Construction Completion:	December 2011 (approximate)

Project Description: This is a design-build project, which means that the contractor will be completing both the design and construction phases of the project. The project will build six miles of new alignment, away from the existing highway. The new highway will be wider, which will allow most interstate trucks to use the route unimpeded. New passing lanes for trucks and recreational vehicles, wider bridges, and separating the railroad crossing from the highway are among the many safety improvements resulting from the project. The new alignment follows the existing route in some locations but is more direct and about four miles shorter.

Purpose and Need: US20 is a major route connecting the Willamette Valley with the central Oregon coast. It is an important and heavily used commercial and recreational travel corridor providing both regional and local access for residents of rural Lincoln County. The wood products industries rely on the highway to bring their products from forest to mill to market. This is the last significant unimproved section of US20 between Newport and the Willamette Valley.

This section of the Corvallis-Newport Highway is on the original alignment. It is an undivided, two-lane highway through rolling terrain. The highway has many sharp curves, which restrict the size of commercial trucks allowed to travel between Interstate 5 and the central coast. Highway grades range from 1 to 6 percent. The rolling vertical grades limit sight distance and reduce travel speeds.

About 90 percent of this highway section is marked for “No Passing.” Combined with growing traffic volumes, the physical characteristics of the highway contribute to traffic congestion by slowing travel speeds and serious safety problems. A portion of the route is designated a state Highway Safety Corridor.

Project Development and Construction: ODOT has awarded the contract to Yaquina Rivers Constructors (YRC) a joint venture firm. The joint venture is comprised of California-based Granite Construction Company and Washington-based Wilder Construction Company. The original contract signed with YRC was for \$129.9 million. During the first season of construction, numerous ancient landslides were discovered that increased the contract cost to about \$182 million. The total project budget is approximately \$205 million, which includes the design-build procurement and contract administration, completion of the Environmental Impact Statement, development of concept plans and right-of-way acquisition.

All of the right-of-way has been procured, cleared and grubbed to necessary limits, and protected against erosion.

All environmental permits are in place and the project is in compliance with permit conditions at this stage of construction. The Elk City Road 16-foot diameter culvert was replaced with a 28-foot wide open bottom fish friendly bridge span. This was accomplished during 15 days of July 2009 in a 24/7 marathon to reduce traffic impacts. This concluded the requirements for a fish wavier permit granted to the project.

The new highway alignment will include ten new bridge structures, including the replacement of the Hayes Creek Bridge located on the existing US20 Highway. Four of the ten new bridge structures have been 95% completed, thus allowing construction traffic to pass, all other bridges are now under construction ranging from 10% to 30% complete, and drilled shafts 100% complete.

There are over 4.2 million cubic yards of excavation and fill to build the new alignment. Work is nearing completion of every rock cut and fill section. Of the 4,200,000 cubic yards of earthwork, only about 900,000 cubic yards of rock and soil remain. This will be moved in the 2010 construction season – thus completing all major earthwork.

Paving and final roadside features will be completed in the 2011 construction season.

Construction Impacts: Traffic delays are not anticipated during most of the construction. Temporary impacts to traffic will occur when the tie-ins to the existing alignment are built and during the summer construction season. There will be additional impacts to traffic due to nearby concurrent construction activities.

Project Communication: A project website is accessible directly at us20pme.com or through the ODOT website. The public, commercial truckers and local governments will be informed about project milestones, status and schedules. Watch for regular news releases, newsletters, project updates, direct mail and community meetings.

For more information:

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