

US97: Bowery Lane - Romaine Village Way (Bend Parkway)

Last Updated: May 1, 2009

Project Components:

- Grind out and repave 8.4 miles of US 97 between Bowery Lane and Romaine Village Way. On and off ramps along the Bend Parkway will be repaved or sealed.
- Install enforcement pads that will allow local law enforcement to monitor traffic.
- Install durable lane striping and upgrade ADA ramps and signs in the project area.



Rutting on the Bend Parkway (US 97).

Why this project is needed:

US 97 is a critical part of the State's transportation system and carries a high volume of freight and tourist traffic from the Washington to California borders. It is also an important highway for local Bend traffic. Keeping roads in good condition and providing for safe travel are critical parts of the mission for the Oregon Department of Transportation (ODOT).

This Project will grind out and repave 8.4 miles of US 97. This stretch of highway, particularly the portion that is referred to as the Bend Parkway, is extremely rutted and the pavement is beginning to come apart. The rutting allows rain, snow and ice to accumulate which causes dangerous driving conditions. It also allows standing water to seep down into the pavement, further breaking up the road surface. To extend the life of the surface, the local ODOT maintenance district has patched the ruts with asphalt patch three times in the past 10 years.

The average daily traffic count for the section of US 97 just south of the Empire interchange is 46,000 vehicles per day (as of 2006) which is 15% higher than what the traffic count was projected to be in 2015. This is the busiest section of state highway in Central and Eastern Oregon. Only 25% of the traffic on the Parkway is through traffic. A third of the local traffic is short hops, using the Parkway for an interchange or two.

The pavement was expected to last until 2010-2012 but with the unexpected increase in traffic and the large number of drivers using studded tires during the winter months, the pavement is being replaced two to four years earlier.

What is being done:

The Project will grind out up to two inches of the existing pavement and repave with a two inch asphalt inlay. The grinding will eliminate the rutting before the new asphalt is laid. The grinding and paving will be done at night to minimize the impact to traffic.

On and off ramps along the Bend Parkway will be paved or sealed.

The running surfaces on the south bound bridges over Greenwood and Franklin Avenues will be sealed before being resurfaced in order to protect the structures from water seepage.

Three enforcement pads along the Parkway will be constructed. These enforcement pads will allow law enforcement officers to monitor traffic without impeding the flow while keeping quick access to travel lanes.

Traffic signals will be modified at Cooley Road, Robal Road, Colorado Avenue, Powers Road, Pinebrook Boulevard and Third Street. New traffic detection devices, such as loops in the pavement or cameras, and controllers will be installed. Pedestrian countdown crosswalk lights and some overhead traffic lights will also be replaced.

Once the paving is complete, the outside fog lines and the dashed center lines will be ground out. For the right hand fog line and the dashed center line, white, durable, reflective tape will be inserted. This type of striping is used in heavy traffic areas. The left hand yellow fog line will be painted in the ground out area.

ADA ramps and signs along the Parkway will be upgraded to meet current standards.

Traffic Control during construction:

- The contractor will perform grinding and paving work at night, between the hours of 8 p.m. and 6 a.m., from Sunday evenings through Friday mornings. During these construction times the contractor will close one lane, controlling traffic in the work zone with traffic control devices including cones, barrels and variable message signs.
- There will be temporary closures of ramps during grinding and paving operations. Variable message signs will alert motorists of planned closures.
- No lane closures will be allowed during weekends, from 3 p.m. on Fridays until 8 p.m. on Sundays, or on holidays.
- The contractor will be allowed to perform other work during daylight hours that does not require the closure of traffic lanes.

Project Timeline:

Contract bid let: January 2009
 Construction begins: Spring 2009
 Construction completed: Fall 2009

Total Project Cost:

Approximately \$5 million

ODOT Contacts

Name	Title	Office Phone	Email Address
Jay Davenport	Asst. Project Manager	(541) 388-6383	Jay.Davenport@ODOT.state.or.us
Ron Snell	Project Manager	(541) 388-6064	Ronald.R.Snell@ODOT.state.or.us
Amy Pfeiffer	Project Leader	(541) 388-6052	Amy.L.Pfeiffer@ODOT.state.or.us
Gary Farnsworth	Area Manager	(541) 388-6071	Gary.C.Farnsworth@ODOT.state.or.us
Rex Holloway	Community Liaison Rep.	(541) 388-6178	Rex.A.Holloway@ODOT.state.or.us