



US97 at Iris Lane

Project Components:

- Construction a left turn lane at the intersection of US97 and Iris Lane
- Construct a right turn deceleration lane for southbound US97 traffic
- Close Highland Lane and construct cul-de-sacs

Why does Oregon need this project?

Highway US 97 is a critical part of the State's transportation system. US 97 carries a large volume of traffic from the Washington to the California border. It is also an important highway for local commuting traffic. Keeping traffic moving and highways safe are critical parts of the mission for the Oregon Department of Transportation (ODOT).

US 97 south of the US 26 junction (MP 97.26) and north of the OR 361 junction (MP 105.73) is primarily a two-lane facility designated as an expressway. It is of statewide importance as a major north-south freight way through Central Oregon. Along this section of highway there are numerous local road connections with US 97 that create user conflicts and have resulted in numerous crashes, including fatalities. There are limited passing opportunities due to road geometry and numerous intersections of local and private streets that result in left turn and cross movements.

Because this section of US 97 is classified as an expressway and a major freight corridor, access to the highway is controlled (limited) and must be under permit. Unauthorized, multiple accesses in the same area, or poorly designed access points (i.e. poor sight distance), can slow traffic and be a safety issue for both travelers on US 97 and those entering/exiting the highway.

How does ODOT propose to solve these problems?

The long term plan for US 97 between US 26 and OR 361 is to extend the existing climbing lane and add a passing lane. To safely accomplish this, several of the existing local street connections with US 97 will need to be closed and left turn movements consolidated at intersections to serve local users. The Iris Lane project represents the first phase on this strategy. The Iris Lane and Highland Lane intersection improvements are listed as number 1 and 2 priorities (Table 4-1, page 26) in the [Jefferson County Transportation System Plan](#), adopted September 5, 2007.

ODOT will construct a center turn lane and a southbound right turn deceleration lane at the intersection of Iris Lane and US 97. The additional lanes allow vehicles to move from travel lanes making it safer for turning.

In addition to the left turn and deceleration lane, ODOT is improving safety through access management. Highland Lane will be closed on the east and west sides of US 97. This consolidates turning movements at Iris Lane and removes turn movements from the travel lane at Highland Lane. Cul-de-sacs will be constructed at Highland Lane on the east and west sides of US 97 to allow for emergency and public turnarounds.

As a part of this project, ODOT and Jefferson County are developing an Intergovernmental Agreement that would allow for off system improvements, such as paving existing gravel roads between Highland Lane and Iris Lane (SW Columbia Drive and SW Deschutes Drive) on the east and west sides of US 97.

Projected Construction Cost:

\$1,300,000

Key Project Milestones:

Field surveys, environmental clearances – Summer 2007
 Right of Way acquisition – Spring 2008
 Bid Let – Spring 2009

Preliminary design – Fall 2007
 Final Design – Spring/Summer 2008
 Construction – Summer 2009

ODOT Key Contacts

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