

US 97: Modoc Point – Hagelstein Park Project

Last updated: February 23, 2010

Project Components:

- Pave approximately 8 miles of US 97 between MP 258 and 266
- Widen shoulders between MP 258 and 262 which will require building retaining walls
- Mitigate rockfall onto the highway
- Improve pavement striping at the intersection of Modoc Point Road and US 97
- Install new and upgrade existing concrete barrier and guardrail
- Install a new camera and weather information station on Spring Creek hill (MP 241)



US 97 near Modoc Point looking south.

Why is this Project needed? What does ODOT plan to do?

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 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 is located approximately 10 miles north of Klamath Falls, Oregon and will make safety improvements and bring the highway up to standards. The fatality rate for this section of highway adjacent to Upper Klamath Lake is 5.3 per million vehicle miles, almost double the average rate for similar Oregon highways.

Paving

A final lift (layer) of pavement will be laid in the project area. An earlier paving project in 2000 excluded this area in anticipation that roadway improvement under this project might damage the roadway and would need to be repaved, and that there would be shoulder widening requiring new pavement.

Shoulder Widening

Sections of southbound US 97 in the project area have shoulders narrower than the highway standard. In some sections, retaining walls must be built to widen the shoulders. Widening the shoulders will increase safety by: creating a paved, level and stable surface to allow disabled vehicles to pull off the roadway; providing a place to use in emergency situations such as avoiding head-on collisions or hitting debris in the roadway; and providing a recovery area in case a vehicle inadvertently leaves the travel lane.

Barrier and Guardrail Installation

Sections of US 97 have steep cut and fill slopes and hazards (like rock) adjacent to the highway. The existing guardrail and guardrail end terminals need upgrading to meet current standards. Some of the existing concrete barrier that was installed in the 1970's does not meet current road standards (both shape and strength) and needs replacing. This project will also install additional guardrail and concrete barriers on the west side of US 97. Guardrail and barriers improve safety by preventing traffic from leaving the highway in areas of steep slopes or roadside hazards.

Rockfall Mitigation

This project will provide measures to reduce rockfall impacts to the highway, thereby increasing vehicle safety. These measures include excavating raveling rock slopes and constructing retaining structures.

Intersection Improvements

This project will improve pavement markings (striping) at the US 97 intersection with Modoc Point Road to better direct thru traffic and traffic making turns onto Modoc Point Road. This will improve the safety at this intersection.

Key Project Milestones

This project is the second phase of highway improvements for this section of US 97. The first phase of the project focused on bridge replacement and rockfall mitigation on the east side of the highway and was completed in the summer of 2007. This phase will make improvements mainly on the west side of the highway.

Contract bid let: Fall 2009
Construction begins: February 2010
Construction completed: Fall 2011

Total Project Budget

\$15- \$20 million

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For the most current information, visit the project website at:

http://www.oregon.gov/ODOT/HWY/REGION4/US97_Modoc_Pt_Shady_Pine/US97_Modoc_Pt_Shady_Pine.shtml