



Project Components:

- Repave approximately 16 miles of US 97 between the junction of OR 31 to the south end of Crescent
- Improve storm water drainage in Crescent
- Construct a southbound, right turn, deceleration lane at the Crescent Cutoff in Crescent
- Install sidewalks in Crescent
- Change the lane configuration in Crescent from 4 lanes to 2 lanes with a dedicated center turn lane
- Control access to the highway and eliminate multiple, unsafe access points

Why is this Project needed?

Highway US 97 is a critical part of the States transportation system. US 97 carries a large volume of traffic from the Washington to the California border. Keeping the pavement in good condition is a critical part of the Oregon Department of Transportation's (ODOT) mission.

Currently, highway US 97 from the junction of OR 31 to the south end of Crescent is rutting and beginning to break apart. The last time this section of US 97 was paved was 1993. Typical pavement sections are designed for a 15 year life. When this project gets constructed in 2009, it will have reached its design life. Poor pavement conditions like rutting allows water and ice to collect on the road surface. This causes slippery road conditions and is a serious safety issue. Potholes and de-lamination in the roadway present a safety issue as well as a vehicle maintenance issue.



US 97 in the south end of Crescent looking north.

Within the town of Crescent, there are very few defined walkways (sidewalks) for pedestrians. Currently pedestrians walk on the shoulder of the roadway or a gravel surface behind a concrete curb. This is not only hazardous; it is unacceptable for pedestrians with disabilities.

When ODOT was scoping the project, concern was expressed about how fast cars and trucks were traveling through the community of Crescent. Many people felt that cars and trucks were using the four lanes through Crescent as passing lanes which caused excessive speeds through town, often faster than the posted 40 miles per hour. ODOT was asked to analyze a three lane section through town in lieu of the current four lanes.

US 97 is classified as an "expressway" and a major freight corridor, and by definition, 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 site distance), can slow traffic and be a safety issue for both travelers on US 97 and people entering/exiting the highway. Accesses within sidewalks are also hazards to pedestrians because of the conflict of the vehicle and the pedestrian.

How does ODOT propose to solve these problems?

All travel lanes and shoulders on US 97 between the junction of OR 31 (mp169.7) and the south end of Crescent (mp185.7) will be ground out and resurfaced. This will solve the rutting and other pavement problems the roadway is experiencing.

Approximately 5300 feet (total) of curbing and sidewalks along both sides of US 97 will be built in Crescent. This will make a safe place for pedestrians and people with disabilities to travel. The sidewalk will also help define the community of Crescent to the traveling public. Drainage will be included in the design to remove standing water from the highway.

US 97 as it passes through Crescent will be reduced from four to three lanes (one north and one south travel lane, and a center turn lane). This will eliminate vehicles accelerating and passing through the community of Crescent. The center turn lane will also remove turning vehicles from the travel lane making it safer for turning movements.

At the junction of US 97 and Crescent Cutoff in Crescent, a southbound deceleration lane will be constructed. This will allow southbound US 97 traffic turning right onto the Crescent Cutoff to move right and get out of the main travel lane.

Accesses along this section of US 97 will be reviewed for permits and safety, especially in the town of Crescent where sidewalks are being built. This will reduce the amount of conflict points on the highway and reduce the conflicts of vehicles with pedestrians.

Projected Construction Cost:

\$7,854,000

Key Project Milestones:

Field survey, environmental clearances – Summer 2007

Preliminary design – Fall 2007

Right-of-Way acquisition –2008 and 2009

Final design – Spring/Summer 2008 and 2009

Contract let dates – Winter 2008/09 and Fall/Winter 2009/10

Construction – Spring/Summer 2009 and 2010

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Local Information Source:

<http://gilchristoregon.com/index.htm>