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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: U.S. Highway 26 at Glencoe Road Interchange** | | | | **Key # 17059** | | | Description: | The U.S. 26 project at the Glencoe Road Interchange is located in the City of North Plains in Washington County. The project will improve safety and capacity of the interchange.  [View an aerial photo of the project area.](http://www.oregon.gov/ODOT/JTA/images/001_GlencoeAERIAL.jpg)  The project, as originally developed in the Draft Interchange Area Management Plan several years ago, was estimated to cost $80 to $90 million.  ODOT has worked with the City of North Plains and Washington County to develop a design concept that meets the $32 million budget provided by the JTA. Project elements include:   * Replacing the Glencoe Road bridge over U.S. 26 with a new, four-lane bridge, and improving vertical clearance * Lengthening and widening the U.S. 26 westbound exit ramp * Replacing the culvert on Glencoe Road to the north of the interchange with a new structure * Improving pedestrian and bicycle connections on the new bridge over U.S. 26 * Improving intersections, including traffic signals, signing, striping, drainage and water quality | | | | | | Benefit: | The existing two-lane Glencoe Road over-crossing lacks adequate shoulders, turn lanes, and bicycle/ pedestrian accommodations. The most significant safety issue to be addressed is that the existing westbound off-ramp is not long enough to safely accommodate vehicles using the interchange, creating backups onto U.S. 26.  The U.S. 26 Glencoe Road Interchange project will serve the projected increase in traffic volumes, both from the adjacent City of North Plains and the larger regional vicinity, which includes the Cities of Hillsboro, Cornelius, and Forest Grove. The interchange is an important access point from U.S. 26 to these cities and the project will improve the capacity of the system and result in better mobility in the region.  The project will also contribute to economic development by supporting planned land use and industrial development in western Washington County. | | | | | | Current Status: | This project is complete.  For more information and weekly construction updates visit the project webpage at <http://www.oregon.gov/ODOT/HWY/REGION1/pages/glencoe/index.aspx>. | | | | | | Associated Project(s): | 12885 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *US26: SUNSET HWY @ GLENCOE ROAD* | | ***Key #*** *12885* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $20,662,716 | $20,662,137 |  |  |  | | Bid Opening: | 05/15/2012 | 05/15/2012 |  |  |  | | Construction Completion: | 09/30/2014 | 09/30/2014 |  |  |  | | Last Updated: | | 06/03/2014 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | State | | | | | US Congressional District: | | 1 | | | | | State Senate District: | | 15 | | | | | State Representative District: | | 30 | | | | | Explanation for Change in Cost: | | [03/10/2011] - Project cost revised to reflect additional funds from Washington County to accommodate their request for additional bridge width. The county has agreed to provide the additional funding to pay for the increased scope. //// [04/02/2010] - Project cost revised to reflect additional federal funds on the project. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Interstate 84 at 257th Interchange (Troutdale) Phases 2 and 3** | | | | **Key # 17060** | | | Description: | Interstate 84 at the 257th Interchange, located in the City of Troutdale in Multnomah County, is an important freeway connection to many industrial businesses at the eastern end of the Columbia industrial corridor. The project will support connections to this important employment area by improving safety and capacity in the I-84/257th interchange area.  In July 2009, work began to improve the east end of the I-84 Troutdale interchange (Exit 17). The project, which was funded by ODOT, Port of Portland, City of Troutdale and federal stimulus funds, added an additional turn lane for traffic headed east on South Frontage Road to 257th Drive/NW Graham Road (I-84, Exit 17) and was completed in December 2009.  Project elements completed include:   * widening and lengthening the I-84 eastbound exit ramp, and improving the intersection; * adding a third lane to South Frontage Road; and * improving the intersection at the I-84 westbound exit ramp and Graham Road, including adding a third lane to a portion of North Frontage Road. * building a new I-84 overpass crossing over Marine Drive * widening Marine Drive to inlcude two-way traffic   Additional project elements will be designed with JTA funding. Construction of these additional project elements will depend on securing other funding, such as the Federal Transportation Reauthorization request for $28 million that ODOT, the Port of Portland and the City of Troutdale are supporting. | | | | | | Benefit: | The interchange experiences traffic backups on the I-84 eastbound exit ramp during afternoon peak hours. This is a significant safety concern as vehicles are forced to back up into the travel lanes of the interstate. A recent traffic study, specifically addressing the increased traffic generated from the newsly constructed FedEx ground distribution facility, forecasts that congestion in the area will soon worsen. This project will improve safety, reduce congestion and provide capacity for future development of the Port's industrial property north of I-84. | | | | | | Current Status: | This project is substantially complete and all new features are open to traffic. When weather allows, the contractor will finish permenent striping, perform work on the ramps to the sidewalks and landscaping.  For more information and weekly construction updates visit the project webpage at [http://www.oregon.gov/ODOT/HWY/REGION1/pages/troutdaleexit17/index.aspx/](http://www.oregon.gov/ODOT/HWY/REGION1/pages/troutdaleexit17/index.aspx) | | | | | | Associated Project(s): | 16841, 17541, 18227, 19763 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *I-84 AT 257TH AVE (TROUTDALE INTERCHANGE) SEC.* | | ***Key #*** *16841* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $4,763,000 | $4,560,615 |  |  |  | | Bid Opening: | 03/24/2011 | 03/24/2011 |  |  |  | | Construction Completion: | 12/11/2011 | 12/11/2011 |  |  |  | | Last Updated: | | 12/07/2015 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | State | | | | | US Congressional District: | | 3 | | | | | State Senate District: | | 25 | | | | | State Representative District: | | 49 | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *FFO-I84: TROUTDALE INTERCHANGE (MARINE DRIVE)* | | ***Key #*** *17541* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $16,244,165 | $16,244,165 |  |  |  | | Bid Opening: | 12/05/2013 | 12/05/2013 |  |  |  | | Construction Completion: | 02/26/2016 | 02/26/2016 |  |  |  | | Last Updated: | | 03/16/2016 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | State | | | | | US Congressional District: | | 3 | | | | | State Senate District: | | 25 | | | | | State Representative District: | | 49 | | | | | Explanation for Change in Completion Date: | | [03/16/2016] - New bridges and alignment on Marine Drive opened as planned in November 2015. Remaining work included final striping, landscaping and clean up items. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *NE Graham Dr & NE Swigert Way (Troutdale)* | | ***Key #*** *18227* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $18,509,934 | $14,180,910 |  |  |  | | Bid Opening: | 06/01/2015 | 04/09/2015 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 12/30/2020 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | Local, State | | | | | US Congressional District: | | 3 | | | | | State Senate District: | | 25 | | | | | State Representative District: | | 49 | | | | | Explanation for Change in Completion Date: | | [12/30/2020] - No Change //// [05/21/2020] - Project will remain open until it is confirmed all final invoiceds are received. //// [01/02/2020] - Project will remain open until it is confirmed all final invoiceds are received. //// [11/12/2019] - Project construction is complete, Port of Portland estimates that all final invoices will be submitted by June 2020. //// [06/18/2018] - Some RW issues resulted in a design change for the drainage and slope. Construction is underway and will be completed at the end of 2019. //// [06/11/2018] - Construction underway and project completion in November 2019 //// | | | | | Explanation for Change in Cost: | | [12/30/2020] - No Change //// [05/21/2020] - Total cost $18,509,934.92. JTA amount $12,900,000.00. //// [01/22/2019] - Total Cost showing as $18,509,934.92. JTA remains unchanged at $12,900,000.00. //// [09/05/2017] - Reduce JTA funds by $1.1 million and move to K18227 (NE Graham Dr &amp; NE Swigert Way) to swap for Bridge funds //// [06/05/2017] - Reduced JTA funding on project by $12,900,000 //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *I-84: Graham Road bridges* | | ***Key #*** *19763* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $17,659,595 | $17,659,662 |  |  |  | | Bid Opening: | 09/13/2018 | 11/15/2018 |  |  |  | | Construction Completion: | 12/18/2020 | 12/18/2020 |  |  |  | | Last Updated: | | 09/25/2020 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | Local, State | | | | | US Congressional District: | | 3 | | | | | State Senate District: | | 25 | | | | | State Representative District: | | 49 | | | | | Explanation for Change in Completion Date: | | [11/12/2019] - Project in construction. //// [04/30/2018] - Design underway. Bid date scheduled for 11/15/2018 //// | | | | | Explanation for Change in Cost: | | [11/12/2019] - Project total estimate adjusted to $18,790,310 at construction award. JTA total amount is $4,994,714. //// [03/11/2019] - Project bid on 11/15/18 and construction increased to $16,230,368 The Total project is now estimated at $19,630,369 //// [09/26/2018] - The project name has been changed to: I-84: Graham Road bridges //// [12/26/2017] - Add $3M HB2017 funds as approved by the OTC on August 17, 2017 and $383,600 Local Agency funds per the draft IGA 32336 to increase CN to $15,378,314. Change the project description to "Replace bridges and widen the section of Graham Road to 3 lanes between the frontage roads." //// [09/05/2017] - Add $1.1 million of JTA funds from K18227 (NE Graham Dr &amp; NE Swigert Way) to swap for Bridge funds //// [03/22/2017] - In September 2016, a STIP amendment was approved to adjust the JTA funding to $3,894,714. An additional $500,00 from Bridge Reserves was added to increase the total Construction funding to $11,994,714. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: State Highway 212: Sunrise Corridor Phase 1, Units 1, 2, and 3** | | | | **Key # 17061** | | | Description: | The Clackamas Industrial Area is home to one of the state's busiest and most critical freight distribution centers. Community development and industrial expansion in the Sunrise Corridor are expected to grow significantly and the existing Oregon 212/224 corridor is incapable of handling this increased demand.  Since 1988, the east/west Sunrise Corridor has been identified as an essential connection from I-5 and I-205 to U.S. 26 (Mt. Hood Highway), and to central and eastern Oregon. After years of public involvement, community participation and environmental investigation, on February 23, 2011, the Federal Highway Administration (FHWA) signed a Record of Decision (ROD) providing the necessary federal clearances for construction of the identified improvements.  The Sunrise Jobs and Transportation Act Project is constructing a smaller phase of the larger Sunrise Corridor Preferred Alternative to address existing congestion and safety problems in the Oregon 212/224 corridor. The Sunrise JTA Project will construct a new road from I-205 at the Milwaukie Expressway to 122nd Avenue and some local roadway connections serving the Lawnfield Industrial District.  ODOT and Clackamas County developed the JTA project proposal in spring 2010 and hosted a public meeting in June 2010 to discuss the proposal, answer questions and take comments. ODOT held the first design open house on November 8, 2011. | | | | | | Benefit: | When complete, the project will reduce congestion, increase safety, and improve economic development opportunities and freight mobility. | | | | | | Current Status: | Construction on this project started in the spring of 2013.  For weekly construction information and a detailed project map, please visit:  <http://www.oregon.gov/ODOT/HWY/REGION1/pages/sunrise/index.aspx>  Design-only Project #16602 was completed and closed out 12/5/2014 | | | | | | Associated Project(s): | 15555, 16602, 16844, 18167, 18801, 19719, 19720, 19721 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *FFO-OR212/224:SUNRISE CORRIDOR(I-205-SE 122ND AVE)* | | ***Key #*** *15555* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $94,686,808 | $94,686,808 |  |  |  | | Bid Opening: | 03/28/2013 | 03/28/2013 |  |  |  | | Construction Completion: | 06/30/2016 | 06/30/2016 |  |  |  | | Last Updated: | | 12/20/2016 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | State | | | | | US Congressional District: | | 3 | | | | | State Senate District: | | 26 | | | | | State Representative District: | | 51 | | | | | Explanation for Change in Cost: | | [05/06/2014] - Project cost change to move funds to I-205 at Strawberry Lane vertical clearance Key No 18880. Improving vertical clearance along I-205 will bring mobility improvements to the Sunrise Corridor. //// [10/07/2013] - Project cost reduction is based upon bid results. //// [04/10/2013] - Additional funds provide design for stormwater and right-of-way to Industrial Way improvements. The previous estimate was based upon high-level environmental studies. Once design started, it became apparent that the original estimate was inadequate. //// [05/21/2012] - Clackamas County agreed to donate approximately $20m of land for the project so those property acquisitions are no longer considered a "project cost." That action reduced the "project cost" from $153m to $133m. //// [07/23/2010] - Project cost revised to reflect additional funds on the project. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *FFO - Sunrise project - Industrial Way* | | ***Key #*** *16602* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $809,187 | $715,374 |  |  |  | | Bid Opening: |  |  |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 01/02/2020 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | State | | | | | US Congressional District: | | 3 | | | | | State Senate District: | | 26 | | | | | State Representative District: | | 51 | | | | | Explanation for Change in Completion Date: | | [01/09/2018] - This project within the Sunrise Corridor is completed. //// [12/06/2017] - Design only project attained Final Voucher Status 12/5/2014 per Flower Shobe...ccatlow //// | | | | | Explanation for Change in Cost: | | [06/20/2018] - Amendment 01/27/2015: "Move RW unspent OTIA funds (B3A2) from K16602 to K15555 CN Phase"; Design Only project that has final vouchered. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *TOLBERT STREET: SE 82ND DRIVE - MINUTEMAN DRIVE* | | ***Key #*** *16844* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $24,733,923 | $14,797,798 |  |  |  | | Bid Opening: | 09/30/2014 | 09/30/2014 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 01/14/2016 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | Local | | | | | US Congressional District: | | 3 | | | | | State Senate District: | | 26 | | | | | State Representative District: | | 51 | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *SE LAWNFIELD ROAD: SE 97TH - SE 98TH SECTION* | | ***Key #*** *18167* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $6,596,337 | $6,094,964 |  |  |  | | Bid Opening: | 04/16/2013 | 04/16/2013 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 03/11/2019 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | Local | | | | | US Congressional District: | | 3 | | | | | State Senate District: | | 26 | | | | | State Representative District: | | 51 | | | | | Explanation for Change in Completion Date: | | [04/28/2018] - Project complete //// | | | | | Explanation for Change in Cost: | | [11/26/2018] - Project final costs entered into STIPFP as $7,405,000 //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *I-205 AT SE STRAWBERRY LANE OVERCROSSING* | | ***Key #*** *18801* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $2,273,744 | $2,258,268 |  |  |  | | Bid Opening: | 09/30/2015 | 12/11/2014 |  |  |  | | Construction Completion: | 11/25/2015 | 11/25/2015 |  |  |  | | Last Updated: | | 12/07/2015 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | State | | | | | US Congressional District: | | 5 | | | | | State Senate District: | | 20 | | | | | State Representative District: | | 40 | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *OR212/224 Sunrise Corridor: 122nd Ave - 172nd Ave* | | ***Key #*** *19719* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $3,027,196 | $2,631,488 |  |  |  | | Bid Opening: |  |  |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 05/02/2023 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | State | | | | | US Congressional District: | | 3, 5 | | | | | State Senate District: | | 26 | | | | | State Representative District: | | 51 | | | | | Explanation for Change in Completion Date: | | [05/02/2023] - Per email from Adriana Antelo, RW phase is closed and final voucher issued with $395,707.55 in savings. //// [12/30/2020] - No Change //// [05/21/2020] - Project will need to remain open for the next 5-10 years to cover property management costs related to the next phase of Sunrise. //// [11/12/2019] - Project will need to remain open for the next 5-10 years to cover property management costs related to the next phase of Sunrise. //// | | | | | Explanation for Change in Cost: | | [12/30/2020] - No Change //// [11/12/2019] - Total project budget reduced to $3,027,196. Remaining budget $400,000. //// [01/22/2019] - No cost change - The total project remains at $3,400,000 //// [02/20/2018] - Reduce project estimates by $1,240,000. Move $330,000 to project key 19720 and $910,000 to project key 1972 as approved by OTC on 11/17/17. //// [09/05/2017] - Reduce JTA funding to 4,640,00 by splitting $270,000 to K19720 (OR224: SE Rusk Rd - I-205) and $90,000 to K19721(I-205 NB: MP13.3 - Sunnybrook Exit) //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *OR224 (Milwaukie Expressway): SE Rusk Rd - I-205* | | ***Key #*** *19720* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $2,100,000 | $1,431,385 |  |  |  | | Bid Opening: |  |  |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 03/20/2023 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | State | | | | | US Congressional District: | | 5 | | | | | State Senate District: | | 20, 24 | | | | | State Representative District: | | 41, 48 | | | | | Explanation for Change in Completion Date: | | [03/20/2023] - Preliminary Engineering phase completed. Project K19720 closed 3/14/2023 per STIP/FP. //// [12/30/2020] - No Change //// [05/21/2020] - This design only project is complete for the time being, remaining budget of about $300K will be reserved in project to refresh the design when construction funding is secured. //// | | | | | Explanation for Change in Cost: | | [12/30/2020] - No Change //// [01/22/2019] - No cost change - the total project funding is still $2,100,000 //// [06/18/2018] - The planned STIP amendment to add a construction phase was canceled because of the lack of funding. //// [06/11/2018] - STIP amendment in process to add a construction phase of $9,950,000. Project mile points changed to 3.40 to 3.96. Project name will be changed to OR224 (Milwaukie Expressway): SE Pheasant Ct - I-205 to reflect reduced project limits. //// [04/30/2018] - Design cost increased to $2.1M due to funding becoming available from the Sunrise Projects as they are almost complete //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *I-205: OR224(Sunrise Expressway) - Sunnybrook Blvd* | | ***Key #*** *19721* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $7,372,769 | $7,691,122 |  |  |  | | Bid Opening: | 11/08/2018 | 11/08/2018 |  |  |  | | Construction Completion: | 11/21/2021 | 11/21/2021 |  |  |  | | Last Updated: | | 05/21/2020 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | State | | | | | US Congressional District: | | 5 | | | | | State Senate District: | | 24, 26 | | | | | State Representative District: | | 48, 51 | | | | | Explanation for Change in Completion Date: | | [05/21/2020] - Project still in CN, no budget changes. //// [11/12/2019] - Construction is underway, possible increase in construction authorization of about $90K may be needed due to pavement cost issue. //// [10/29/2018] - Bid date scheduled for 11/8/18 //// | | | | | Explanation for Change in Cost: | | [05/21/2020] - No budget changes. //// [11/12/2019] - No budget changes. //// [02/04/2019] - Total project cost estimate remains at $7,299,721 //// [12/13/2018] - STIPFP has now been updated with the bid amount of $5,799,720.77 //// [11/26/2018] - STIP FP has not been updated withe the bid amount yet. //// [09/26/2018] - Construction estimated at $5,885,610.69. The overall project funding has not changed. //// [08/20/2018] - STIP amended to add a constuction phase of $6M approved 8/6/18 //// [04/30/2018] - The OTC approved adding a construction phase of $6M. The STIP amendment is currently pending Metro approval. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: U.S. Highway 26 at Shute Road Interchange (Phase 1)** | | | | **Key # 17062** | | | Description: | The U.S. Highway 26 at the Shute Road Interchange project is located in the City of Hillsboro in Washington County. Shute Road has been officially renamed Brookwood Parkway since the JTA was passed. This project will improve the U.S. 26 Brookwood Parkway (Helvetia) interchange by reducing congestion and increasing safety.  Project elements include:   1. Constructing a new westbound U.S. 26 to southbound Brookwood Parkway exit loop ramp 2. Reconstructing the westbound entrance ramp 3. Providing an additional northbound travel lane on the Brookwood Parkway overcrossing and widening the structure to accommodate an additional southbound lane in the future 4. Extending the northbound right-turn lane from Brookwood Parkway 5. Providing enhanced bicycle and pedestrian accommodations on the Brookwood Parkway overcrossing | | | | | | Benefit: | The U.S. 26 Brookwood Parkway (Helvetia) interchange is a locally and regionally significant interchange along the U.S. 26 Sunset Corridor. This interchange is a primary entry point to regionally significant high-tech employment centers. The transportation challenge at this interchange is heavy traffic from the westbound U.S. 26 exit ramp to southbound Brookwood Parkway during morning peak hours, and heavy traffic northbound on Brookwood Parkway to eastbound U.S. 26 during afternoon peak hours.  The recent addition of the Evergreen and Helvetia planning areas into the Urban Growth Boundary (UGB) is intended to bring approximately 850 acres of land for industrial development and is projected to employ 13,000 people. The primary focus of land use in the area is to provide sustainable “green energy” jobs. The U.S. 26 Brookwood Parkway (Helvetia) Interchange project will accommodate a full build out of the recent UGB expansion and support the development of state certified industrial sites and recently re-zoned high-tech industrial lands.  The project will provide better access to industrial lands, reduce congestion, and increase safety and economic development opportunities. | | | | | | Current Status: | The project is substantially complete, and the new interchange is open to traffic. Final paving and permanent striping will occur when weather conditions allow next spring.  For construction updates and more information visit the project webpage at: [http://www.oregon.gov/ODOT/HWY/REGION1/pages/us26\_brookwoodpkwy/index.aspx/](http://www.oregon.gov/ODOT/HWY/REGION1/pages/us26_brookwoodpkwy/index.aspx) | | | | | | Associated Project(s): | 16842, 19465, 19466 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *US26 @ BROOKWOOD/HELVETIA (SHUTE RD)* | | ***Key #*** *16842* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $25,686,561 | $25,704,561 |  |  |  | | Bid Opening: | 07/25/2013 | 07/25/2013 |  |  |  | | Construction Completion: | 06/07/2016 | 06/07/2016 |  |  |  | | Last Updated: | | 08/17/2016 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | State | | | | | US Congressional District: | | 1 | | | | | State Senate District: | | 15 | | | | | State Representative District: | | 30 | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *NW Huffman St and 253Rd Ave (Hillsboro)* | | ***Key #*** *19465* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $9,988,667 | $9,988,084 |  |  |  | | Bid Opening: | 11/17/2014 | 11/17/2014 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 02/27/2020 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | Local | | | | | US Congressional District: | | 1 | | | | | State Senate District: | | 15 | | | | | State Representative District: | | 30 | | | | | Explanation for Change in Completion Date: | | [11/12/2019] - Project complete and final vouchered. //// [04/30/2018] - Close to completion //// | | | | | Explanation for Change in Cost: | | [11/12/2019] - Final JTA $8,122,132, local funds $1,865,951 - total at closeout $9,988,084;  //// [01/22/2019] - No cost - estimate remains at $12,070,000 //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *NW Brookwood Pkwy: NW Meek Rd - NW Shute Rd* | | ***Key #*** *19466* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $12,793,000 | $11,000,240 |  |  |  | | Bid Opening: | 02/04/2015 | 02/04/2015 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 03/11/2019 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | State | | | | | US Congressional District: | | 1 | | | | | State Senate District: | | 15 | | | | | State Representative District: | | 30 | | | | | Explanation for Change in Completion Date: | | [04/30/2018] - Close to completion //// | | | | | Explanation for Change in Cost: | | [01/22/2019] - Total estimated cost remains $13M //// [03/22/2017] - Increase of total JTA funding allocation to $11 million by addding $2 million from US26: Glencoe Rd (K12855) to Brookwood Pkwy per Senate Bill 270. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Interstate 5 at Interstate 205 Interchange** | | | | **Key # 17063** | | | Description: | The Interstate 5 at the Interstate 205 Interchange will improve the I-5/I-205 interchange in Tualatin.  ODOT built a full northbound auxiliary lane from the I-5/ Elligsen Road interchange to I-205 northbound that will allow vehicles to more efficiently enter I-5 from north Wilsonville and exit I-5 at I-205. With funding provided by the JTA, ODOT has designed the entire auxiliary lane. Current estimates indicate that ODOT will be able to construct the full auxiliary lane from the Elligsen Road interchange to the I-205 interchange. | | | | | | Benefit: | I-5, the West Coast’s main trade corridor, and I-205 are two of Oregon’s busiest freeways with more than 100,000 vehicles passing through the interchange each day. The I-5/I-205 interchange is also recognized as one of the Portland Metropolitan region’s worst congestion chokepoints.  When complete, the project will reduce congestion, improve safety and enhance freight mobility on I-5 and I-205. | | | | | | Current Status: | This project #16967 finished in late summer 2012.  1/31/19 Total project is $44,912,305.40 of which $15.4M is JTA transferred from the Sunrise Corridor projects. Estimated Ready Date 10/07/2021. | | | | | | Associated Project(s): | 16967, 19786 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *I-5 AT I-205 INTERCHANGE* | | ***Key #*** *16967* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $7,922,052 | $7,331,276 |  |  |  | | Bid Opening: | 04/07/2011 | 04/07/2011 |  |  |  | | Construction Completion: | 07/31/2012 | 07/31/2012 |  |  |  | | Last Updated: | | 07/13/2012 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | State | | | | | US Congressional District: | | 1 | | | | | State Senate District: | | 19 | | | | | State Representative District: | | 37 | | | | | Explanation for Change in Cost: | | [01/28/2011] - Overall project cost decreased from $17M to $12M due to finding a method of construction which will not require raising the Norwood Bridge. The individual project's cost figure changed from $11M to $12M to update incomplete data that previously listed the JTA funding amount as the project cost. //// | | | | |  | | | | | | | ***Project Phase:*** *DESIGN* | | ***Project Name:*** *I-205: I-5 - OR213, Phase 1* | | ***Key #*** *19786* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $65,262,305 | $57,602,305 |  |  |  | | Estimated Bid Opening: |  |  |  |  |  | | Estimated Completion: |  |  |  |  |  | | Last Updated: | | 04/30/2024 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | Local, State | | | | | US Congressional District: | | 1, 5 | | | | | State Senate District: | | 19, 20 | | | | | State Representative District: | | 37, 40 | | | | | Explanation for Change in Completion Date: | | [03/19/2021] - No Change //// [12/30/2020] - No Change //// [08/14/2020] - No Changes //// [02/27/2020] - No Changes //// | | | | | Explanation for Change in Cost: | | [12/19/2023] - Per email from Ron Kerr: Modification to reduce PE funding per FMIS (Financial Plan HB3055, 24-27 STIP) 11/27/23. //// [10/29/2021] - K19786 is the design and right-of-way only for the I-205 Improvements project. This is a mega project that will be constructed in stages as funding is secured. This addition of $18.15M is for added design costs related to the $375M CN phase for the Abernethy Bridge Widening that was recently set up in a child project to K19786. The funds are from the strategies approved by the Oregon legislature and OTC in June 2021 and are programmed in the STIP as House Bill 3055 (HB3055). //// [07/22/2021] - Project is adding construction child project and increasing PE funds. the JTA funds allocated to this project are spent and project has been utilizing new funding sources. //// [03/19/2021] - No Change //// [12/30/2020] - No Change //// [08/14/2020] - Construction cost was reduced by $300,000 to provide funds for a seperate planning project this is related but not included in the I-205 widening project. //// [02/27/2020] - Project construction will be completed in three packages as seperate contracts. Design and right-of-way will remain on 19786 and it will cover Phase 3) CN for Abernethy Bridge. Phase 1) ATM work from I-5 to Exit 10 on I-205 will be a seperate CN project; and Phase 2) I-205 widening from I-5 to Abernethy on a third seperate project. JTA Funds will remain on 19786. //// [01/31/2019] - Total project is $44,912,305.40 of which $15.4M is JTA transferred from the Sunrise Corridor projects //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: U.S. Highway 26: 185th to Cornell Road** | | | | **Key # 17064** | | | Description: | U.S. Highway 26: Cornell Road to Cornelius Pass Road project is located on U.S. 26 between 185th Avenue and Cornelius Pass Road Road in Washington County and in the cities of Beaverton and Hillsboro. The project will improve the safety and capacity of U.S. 26.  The project will add an additional travel lane on U.S. 26 (Sunset Highway) in both directions between NW Cornell Road and Cornielus Pass Road. Once complete, there will be three travel lanes in each direction from downtown Portland to Cornelius Pass Road. The project will also widen the shoulders, add cable barrier in the center median, and upgrade signs. Phase one of this project widened lanes to from Cornell Road to NW 185th. This work was completed in 2013. Other work included adding new ITS signs along the Sunset Highway this work is also complete. | | | | | | Benefit: | The U.S. 26 Sunset Highway Corridor is a designated freight route and is the primary corridor between regionally significant high-tech employment centers and the Portland Metropolitan area.  The existing section of the highway between NW 185th Avenue and Cornelius Pass Road will not serve the long-term capacity needs of the Sunset Highway Corridor. The project will address the anticipated growth in demand by adding an additional U.S. 26 travel lane in both directions from Cornell Road to Cornelius Pass Road.  When complete, the project will improve safety, capacity and freight mobility. | | | | | | Current Status: | Design work is underway to construct phase two of the U.S. 26 Sunset Highway widening from 185th to Cornelius Pass Road. The segment from 185th to Cornel is complete. | | | | | | Associated Project(s): | 14070, 17801, 18806 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *FFO - US26: NW 185TH AVE - CORNELL ROAD* | | ***Key #*** *14070* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $16,856,469 | $16,861,469 |  |  |  | | Bid Opening: | 04/15/2010 | 04/15/2010 |  |  |  | | Construction Completion: | 06/29/2013 | 06/29/2013 |  |  |  | | Last Updated: | | 04/21/2014 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | State | | | | | US Congressional District: | | 1 | | | | | State Senate District: | | V | | | | | State Representative District: | | V | | | | | Explanation for Change in Cost: | | [01/28/2011] - The $2,709,000 increase reflects small business contracts and change order requests to include additional safety and operational improvements on the project.;  //// [01/06/2011] - Project cost decreased by $8.3M due to receiving a favorable construction bid. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *US26: VMS 185 TO CORNELL/SHERWOOD/I-84 AT 223RD* | | ***Key #*** *17801* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $2,056,125 | $2,056,003 |  |  |  | | Bid Opening: | 09/27/2012 | 09/27/2012 |  |  |  | | Construction Completion: | 05/16/2014 | 05/16/2014 |  |  |  | | Last Updated: | | 11/19/2013 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | State | | | | | US Congressional District: | | 5 | | | | | State Senate District: | | V | | | | | State Representative District: | | V | | | | | Explanation for Change in Cost: | | [11/19/2013] - Unaticipated electercal work casused a cost overrun of $57,000. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *US 26: Cornelius Pass Rd - NW 185th Ave* | | ***Key #*** *18806* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $35,181,020 | $34,801,792 |  |  |  | | Bid Opening: | 08/18/2016 | 09/01/2016 |  |  |  | | Construction Completion: | 03/31/2020 | 03/31/2020 |  |  |  | | Last Updated: | | 03/11/2019 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | State | | | | | US Congressional District: | | 1 | | | | | State Senate District: | | 15, 17 | | | | | State Representative District: | | 30, 34 | | | | | Explanation for Change in Completion Date: | | [02/06/2019] - According to Thor Alverado the project is in 2nd note and most of the punch list items are complete. Revegetation should be complete by October 2019. //// [09/27/2018] - Deck sealing complete and revegetation still under way. Expect 2nd note soon. //// [07/23/2018] - Project substantially complete //// [04/30/2018] - Expected completion by end June 2018 //// [07/06/2016] - New work requires project completion date of winter 2018. //// | | | | | Explanation for Change in Cost: | | [03/11/2019] - Construction increase to $32,001,256 puts the new total estimated cost at $35,279,000 //// [01/22/2019] - No change - estimated cost remains at $35,264,459.24 //// [11/29/2016] - Project went through competeive bidding and the final quantities of project elments and current prices on bid items were less than anticipated. //// [07/06/2016] - Added project elements to include extending widening from 185th to Cornelius Pass Road. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Interstate 205/State Highway 213 at Washington Street Interchange (Oregon City “Jug Handle”)** | | | | **Key # 17065** | | | Description: | The Interstate 205 and State Highway 213 project is located at the Washington Street intersection and I-205 interchange in the City of Oregon City in Clackamas County. The project will bring safety and operational improvements to one of the state’s most congested corridors and one of I-205’s most traveled interchanges. Oregon City is the lead agency responsible for delivering the project.  The project will realign Washington Street to pass under Highway 213 just south of the existing railroad bridge. This improvement will eliminate the need for left-turns across the highway. Highway 213 will also be widened to accommodate a third northbound lane and dedicated right-turn lanes in both directions. In addition, Redland Road will be widened to create a dedicated right turn lane and two left turn lanes to Highway 213. | | | | | | Benefit: | The I-205/Oregon Highway 213 interchange is a locally and regionally significant interchange along I-205. Highway 213 provides access from the Interstate to the southeast metro region, including Oregon City and areas further south. While these areas are anticipated to grow quickly in the coming years, the I-205/OR 213 interchange is already at capacity.  The additional capacity gained by the I-205/ Highway 213 project will be partially used to support development of the Oregon City Regional Center a Metro 2040 designation given to signify an employment, cultural and residential center for approximately 100,000 residents.  The additional capacity will also be used to support development in past urban growth expansion around Oregon City in Clackamas County.  Current traffic studies reveal existing safety issues including backups on the interstate ramps and long traffic backups at nearby intersections. In addition, weaving (congestion that results from motorists trying to move to the right while other motorists are simultaneously trying to move to the left) and general congestion will worsen as additional development occurs in the area, unless improvements are made. | | | | | | Current Status: | The contractor finished all work on this project in June 2013.  href="http://www.jughandleproject.com">http://www.jughandleproject.com) that will be updated throughout construction.  Note: The City's contractor has announced that the construction team expects to reach a major milestone in late March: installation of the new OR 213 bridge. The bridge is a key part of the design to improve safety and the flow of traffic on the congested stretch of highway near the I-205 interchange. To allow the contractor to install the bridge safely and quickly, ODOT will temporarily close all travel lanes on OR 213 between the northbound I-205 on/off ramps and the Washington Street/Clackamas River Drive intersection. The full closure is scheduled to begin at 8:00 p.m. on Thursday, March 22, 2012, and end by 4:00 a.m. on Tuesday, March 27, 2012. A signed detour route will be in effect. Use of a [rapid bridge construction](http://www.jughandleproject.com/whydetour.html) process enables the contractor to keep all OR 213 travel lanes open in the daytime during all but four days of the nearly two-year construction project. | | | | | | Associated Project(s): | 16322, 16985 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *OR213: I-205 - REDLAND ROAD OXING (OREGON CITY)* | | ***Key #*** *16322* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $4,500,000 | $2,901,283 |  |  |  | | Bid Opening: |  |  |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 05/09/2012 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | Local | | | | | US Congressional District: | | 5 | | | | | State Senate District: | | 20 | | | | | State Representative District: | | 39 | | | | | Explanation for Change in Cost: | | [02/17/2011] - Cost revised to reflect additional local and federal funds for preliminary engineering and right of way during project development. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *OR213: I-205 - MP 0.29 (OREGON CITY)* | | ***Key #*** *16985* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $21,522,147 | $21,627,527 |  |  |  | | Bid Opening: | 02/25/2011 | 02/25/2011 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 08/24/2012 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | Local | | | | | US Congressional District: | | 5 | | | | | State Senate District: | | 20 | | | | | State Representative District: | | 39 | | | | | Explanation for Change in Cost: | | [02/17/2011] - Project cost revised to reflect additional local and federal funds for environmental permitting and additional anticipated construction items. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Interstate 84 at Hood River Interchange** | | | | **Key # 17066** | | | Description: | The Interstate 84 at the Hood River Interchange project is located at the east end of Hood River at I-84 mile post 64.4 in Hood River County, in the Columbia River Gorge National Scenic Area. The project began as a part of the OTIA III State Bridge Delivery Program and consisted of the replacement of one bridge and mading cross-road improvements.The project replaced the I-84 bridge at exit 64 over Button Bridge Road, which is the connector road to Oregon 35, and made safety improvements to the exit 64 interchange beneath the bridge. To reduce congestion and increase safety beneath the bridge, the project widened Button Bridge Road to five lanes with bike lanes in both directions and added a sidewalk to the east side of the roadway. Additionally, three traffic signals were added to Button Bridge Road: at the intersections of Marina Way and at the on- and off-ramps for eastbound and westbound I-84. | | | | | | Benefit: | Interstate 84 is one of the state’s economic lifelines. It carries much of Oregon’s commercial truck traffic. If ODOT did not repair or replace the I-84 bridge at Exit 64, the agency would have been forced to place weight limits on it, a restriction that would impair this vital freight corridor. Built in 1953, the original bridge was replaced to safely accommodate overweight permit vehicles and keep traffic moving along the I-84 corridor. | | | | | | Current Status: | Additional landscaping/irrigation work delayed the completion of the project; however, construction is now complete. | | | | | | Associated Project(s): | 15644 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *I-84: EXIT 64 (HOOD RIVER) - BUNDLE 224* | | ***Key #*** *15644* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $13,101,265 | $13,651,276 |  |  |  | | Bid Opening: | 10/29/2009 | 10/29/2009 |  |  |  | | Construction Completion: | 06/21/2012 | 06/21/2012 |  |  |  | | Last Updated: | | 04/27/2012 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | State | | | | | US Congressional District: | | 1 | | | | | State Senate District: | | 26 | | | | | State Representative District: | | 52 | | | | | Explanation for Change in Completion Date: | | [05/19/2011] - Estimated completion date changed due to pile driving delays outside of the contractor's control during construction. //// [01/28/2011] - Completion date changed to correct a data error. //// | | | | | Explanation for Change in Cost: | | [06/02/2011] - Total Project Cost increased due to additional costs for lighting to improve safety at the Exit 64 interchange. //// [02/10/2011] - Total Project Cost increased due to the addition of scope, and unforeseen conditions. //// [08/27/2010] - Total Project Cost decreased due to award of construction contract at less than previously estimated cost. - Janine Kidd //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: State Highway 43 Sellwood Bridge Interchange** | | | | **Key # 17067** | | | Description: | The State Highway 43 at the Sellwood Bridge Interchange project is located in the City of Portland in Multnomah County. The Sellwood Bridge project will replace the existing bridge with a new structure and will improve the Highway 43 connection at the west end of the bridge.A new Highway 43/Sellwood Bridge interchange, as shown in the Environmental Impact Statement (EIS) for Multnomah County’s project to replace the Sellwood Bridge, would consist of a signalized intersection at the west end of the bridge above the existing highway. Ramps from the signalized intersection will provide highway access to and from the new bridge and provide access to the River View Cemetery. The improved interchange is necessary to serve the expected increase in bicycle and pedestrian traffic directed through the interchange to the new bridge. Interchange improvements also include signalized crosswalks and bicyclist/pedestrian access to west-side destinations, including the Willamette Greenway Trail. | | | | | | Benefit: | The Sellwood Bridge has a very low structural rating, an ongoing landslide on the west approach ramps, poor existing bicycle and pedestrian facilities, and lack of seismic reinforcement. Construction of a new bridge necessitates improvements to the interchange. A new bridge will be built higher than the existing bridge, requiring reconstruction of the intersection on-ramps for cars, bicycles and pedestrians. Additional improvements may be needed to accommodate a future streetcar line. | | | | | | Current Status: | **Field Work and Construction Updates**  The new Sellwood Bridge opened to traffic in March 2016. Work will continue on interchange and other improvements..   * To learn about the latest field work and construction activities, please visit the Sellwood Bridge [website](http://www.sellwoodbridge.org/?w=field-work). * You can see a live view of the construction site at a new [web camera](http://www.sellwoodbridge.org/?p=construction-camera) on the Sellwood Bridge website. There’s a time lapse feature that creates a short video of the day’s work. The County will add longer time lapse views as the work progresses. Special thanks to Riverpark Condominiums and TriMet for their help with the web cam. | | | | | | Associated Project(s): | 13762 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *SELLWOOD BRIDGE* | | ***Key #*** *13762* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $277,242,000 | $277,242,000 |  |  |  | | Bid Opening: | 12/15/2011 | 12/15/2011 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 06/09/2022 | | | | | Region: | | 1 - Portland Metro | | | | | State or Local: | | Local | | | | | US Congressional District: | | 3 | | | | | State Senate District: | | 21 | | | | | State Representative District: | | 41 | | | | | Explanation for Change in Completion Date: | | [06/09/2022] - Project status is now Final per Flower Shobe. //// [06/08/2022] - Investigating whether project is completed by Multnomah County. Question to Flower Shobe, Program Funding Services unit...ccatlow //// [12/30/2020] - No change //// [08/14/2020] - No change //// [05/21/2020] - Project complete, Final voucher March 2019. //// [11/12/2019] - Project complete, Final voucher March 2019. //// [09/27/2018] - 3rd Note expected March 2019 //// [04/30/2018] - Projet mostly complete except for some punch list items and landscaping. //// | | | | | Explanation for Change in Cost: | | [12/30/2020] - No Change //// [08/14/2020] - No Change //// [05/21/2020] - No cost change. Total cost is $277,242,000. All phases are closed. //// [03/11/2019] - No cost change. Total cost estimated at $277,242,000. PE and RW are closed. //// [01/28/2011] - This individual project's cost increased to reflect the estimated total cost of the project and that all work is anticipated to be performed under this project in the current draft IGA between Multnomah County and ODOT. Multnomah County is still in the process of selecting a bridge type and making cost cutting modifications to the design, so this number is likely to change. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: State Highway 6 at U.S. Highway 101** | | | | **Key # 17068** | | | Description: | The State Highway 6 at U.S. Highway 101 project is located in Tillamook County where Oregon 6 and U.S. 101 come together in historic downtown Tillamook. The project will be designed to improve the safety and operations of these two highways as they converge.  Oregon 6 provides a connection for freight and tourist traffic from the Portland Metropolitan Area to the Oregon Coast, and U.S. 101 is a scenic route that provides a north and south connection for the entire Oregon Coast.  In historic downtown Tillamook, both highways have a dual function as main streets. Oregon 6 follows the 1st and 3rd street couplet, and U.S. 101 follows Main and Pacific Avenues. These narrow streets and intersections were not designed to carry the large volume of traffic that uses these streets today.  This causes safety problems for vehicles and pedestrians, and it causes congestion, particularly with truck traffic year round and a high volume of tourist traffic in the summer months.  The project began with a National Environmental Policy Act (NEPA) study that identified a preferred alternative to move traffic between U.S. 101 and Oregon 6. It will also include construction of the resulting approved solution from the NEPA study. ODOT estimates that the project cost will be met by current funding resources. | | | | | | Benefit: | The project will be designed to improve the safety and operations of these two highways as they converge. The project will also make the downtown intersections more efficient for those traveling through downtown and safer for everyone. | | | | | | Current Status: | Design and right-of-way acquisition are currently underway and will continue into 2016. Building demolition is expected to begin in early 2016, with the highway construction expected to begin later in 2016 and be finished Fall 2018. As of August 2018 six of nine related projects are complete. | | | | | | Associated Project(s): | 14313 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *US101 @ OR6 (Tillamook)* | | ***Key #*** *14313* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $39,375,455 | $39,371,465 |  |  |  | | Bid Opening: | 05/12/2016 | 05/26/2016 |  |  |  | | Construction Completion: | 03/01/2019 | 03/01/2019 |  |  |  | | Last Updated: | | 03/20/2019 | | | | | Region: | | 2 - Willamette Valley/North Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 5 | | | | | State Senate District: | | 16 | | | | | State Representative District: | | 32 | | | | | Explanation for Change in Completion Date: | | [03/12/2019] - 2nd Note Construction Complete logged in STIP/FP 12/21/18. //// [03/03/2015] - Estimated construction completion has been extended one year to ensure there is adequate time for Right-of-Way acquisition. //// | | | | | Explanation for Change in Cost: | | [09/19/2018] - The 9/5/18 change of $499,819.64 that you see is the sum of two Construction overrun requests (one for $260,947.75 (July, 2018) and one for $238,871.89 (Jan,2018)). Total cost was originally $38,253,167.80 then was reduced by $142,000. We had to move that $142,000 from Right of Way phase to Utility Relocation. In actuality the total project cost stayed the same over a period of a few months. //// [04/12/2018] - Move $160,000 (total cost) JTA funds from RW to UR. (STIP Amendment 18-21-0772 2/14/18 //// [07/17/2017] - The February, 2017 OTC approved a Construction Phase Authorization Increase of $2,490,800 primarily for costs related to contaminated groundwater treatment and future contaminated water and drainage re-design. Additional costs include a re-design of a multi-use path, a USPS gate relocation and a modification to precast bent caps. //// [01/18/2017] - Total project cost increased $20k when an OTHER phase was added for ODOT to make a payment to Tillamook Co. for them to repave portions of Wilson River Loop to mitigate damage caused by increased traffic due to the construction of the State Roadway Project ( Per an executed agreement) //// [11/30/2016] - Total project cost went down $514,230 when the Preliminary Engineering phase was closed out and finaled. //// [06/30/2016] - The cost of the low bid (awarded) was higher than the funding so $3,204,798 was added to the Construction phase funding. //// [03/29/2016] - Added $3,764,327 to Construction phase funding to match the PS&amp;E amount. //// [03/15/2016] - Construction phase funding increased $1,287,500 when the construction phase of K18737 (US101 @ OR6: Streetscape and Bikeways (Tillamook)) was combined into this project for economy of scope. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: State Highway 99W: Newberg-Dundee, Phase 1** | | | | **Key # 17069** | | | Description: | The State Highway 99W: Newberg and Dundee Bypass, Phase 1 project is located near the Oregon 99W corridor, where the highway passes through Newberg and Dundee in eastern Yamhill County. The project will provide an alternate route for local commuter and freight traffic around the congestion in Dundee and south Newberg, reducing the number of vehicles using Oregon 99W. The HB 2001 project is being accomplished by two separate projects: Newberg-Dundee Improvement Project #1 and OR18: Newberg-Dundee Bypass. The project is expected to construct a two-lane highway from Oregon 219, near Newberg, to Oregon 99W, southwest of Dundee. | | | | | | Benefit: | The goal is to reduce traffic congestion and improve regional and local transportation along the Oregon 99W corridor in the Newberg and Dundee area.  Oregon 99W serves as the “main street” for both Newberg and Dundee. It also connects the cities to the Portland Metropolitan Area, McMinnville and the Oregon Coast. Because this highway is the most direct route between the Willamette Valley and coastal communities, tourist traffic has steadily increased. Weekday commuters also use the highway to travel between Yamhill County and the Portland Metropolitan Area.  All of these demands combine to create severe congestion; lines of vehicles often stretch for over a mile in both directions. Congestion and travel delays have reached unacceptable levels for those who live, work in or travel through Newberg, Dundee and the surrounding areas. This project will alleviate congestion by adding highway capacity. | | | | | | Current Status: | Hamilton Construction and the sub K&E Construction are working on the Phase 1D constructing the west end of the Bypass project. Construction completed to date is the water quality pond, substantial completion of four bridges and the roadway base. Two of the bridges, Fulquartz and 8th, which are attached to local streets, are open to traffic. At this time, construction is focused at both ends of the project, the bridge over 99W and the bridge over Chehalem Creek. The project continues to be on time and on budget. Wildish Construction is working on Phase 1E constructing the east end of the Bypass project. Wildish has completed the construction of a large water quality pond located at the end of their project, next to OR219. Construction of the half-mile long bridge continues; placing of bridge beams and pouring the concrete along with construction of a retaining wall that attaches to the bridge. Construction of the Wynooski Bridge has started and removal of a large sawdust fill has taken place in preparation for construction of the bridge over Hess Creek. Project numbers 12819 right of way acquisition, 15188 bridge approaches, 15361 Dundee Bypass 1 of 2 , 15372 Dundee Bypass 2 of 2 , 16901 Springbrook Rd connection are completed. As of August 2018 two related projects are pending for 17099 utility relocation and 19803 Wilsonville Road access to city of Newberg. | | | | | | Associated Project(s): | 09320, 12819, 15188, 15361, 15372, 16901, 17099, 19803, 22523 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *NEWBERG-DUNDEE TRANS IMPR PROJECT #1* | | ***Key #*** *09320* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $98,281,000 | $11,281,000 |  |  |  | | Bid Opening: |  |  |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 04/14/2015 | | | | | Region: | | 2 - Willamette Valley/North Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 1 | | | | | State Senate District: | | 12 | | | | | State Representative District: | | 24 | | | | | Explanation for Change in Cost: | | [02/24/2015] - Current funding reflects final cost for this Key Number (KN). Remaining funds have been used on other Newberg-Dundee KN's (project phases) when the project was phased. //// [05/12/2010] - Change in cost due to further refinement of the funding data. //// | | | | |  | | | | | | | ***Project Phase:*** *DESIGN* | | ***Project Name:*** *OR18: NEWBERG-DUNDEE BYPASS* | | ***Key #*** *12819* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $22,408,999 | $21,778,815 |  |  |  | | Estimated Bid Opening: |  |  |  |  |  | | Estimated Completion: |  |  |  |  |  | | Last Updated: | | 12/06/2017 | | | | | Region: | | 2 - Willamette Valley/North Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 1 | | | | | State Senate District: | | 13 | | | | | State Representative District: | | 25 | | | | | Explanation for Change in Completion Date: | | [12/06/2017] - Design only project attained Final Voucher Status 10/27/17 per Flower Shobe...ccatlow //// | | | | | Explanation for Change in Cost: | | [11/01/2017] - This project was funded for right of way work only. Work is completed per John Maher. //// [11/01/2017] - There was a $633,184 change in cost due to the project being closed out and the final voucher (financial reconciliation) being completed. //// [05/12/2010] - Change in cost due to further refinement of the funding data. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *OR18: NEWBERG-DUNDEE BYPASS (PHASE 1B)* | | ***Key #*** *15188* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $13,000,000 | $8,658,456 |  |  |  | | Bid Opening: | 05/09/2013 | 05/09/2013 |  |  |  | | Construction Completion: | 08/19/2014 | 08/19/2014 |  |  |  | | Last Updated: | | 08/30/2016 | | | | | Region: | | 2 - Willamette Valley/North Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 1 | | | | | State Senate District: | | 13 | | | | | State Representative District: | | 25 | | | | | Explanation for Change in Cost: | | [02/24/2015] - There was a $3.6M reduction in the funding figure which reflects the actual project (Phase 1B) completion cost. //// [03/15/2013] - The original (rough) construction estimate was developed six months ago and put the estimated cost at 10M. Since that time, the project design has been refined along with the estimate that determined a need to increase the original estimate by $3M for a current construction estimate of $13M. The $3M was transferred from K15361.;  //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *OR18: Newberg-Dundee Bypass (Phase 1D)* | | ***Key #*** *15361* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $45,116,598 | $42,303,277 |  |  |  | | Bid Opening: | 06/05/2014 | 06/05/2014 |  |  |  | | Construction Completion: | 01/05/2018 | 01/05/2018 |  |  |  | | Last Updated: | | 08/20/2018 | | | | | Region: | | 2 - Willamette Valley/North Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 1 | | | | | State Senate District: | | 13 | | | | | State Representative District: | | 25 | | | | | Explanation for Change in Completion Date: | | [08/20/2018] - Contract C14705 for construction phase only 2nd noted 1/04/2018. Project complete for JTA reporting purposes //// [01/05/2018] - The project was delayed due to the mandatory stop work for construction contractors during the solar eclipse. //// | | | | | Explanation for Change in Cost: | | [03/11/2014] - Added $375k of JTA funds to the CN phase from the CN phase of K15231 which was a KN set up for clearing to be done prior to construction in Phases 1D (15361) and 1E (15372). 15231 was cancelled because clearing could not be done in advance as expected so funds were added back to the Phase 1D and 1E projects where the clearing will be accomplished. //// [03/27/2013] - $3M of JTA funds was moved from the CN phase of this project to the CN phase of K15188. This was due to a more recent/refined estimate of CN costs. Original estimates were rough estimates. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *OR18: Newberg-Dundee Bypass (phase 1E)* | | ***Key #*** *15372* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $54,034,662 | $54,054,662 |  |  |  | | Bid Opening: | 07/17/2014 | 08/21/2014 |  |  |  | | Construction Completion: | 05/25/2018 | 05/25/2018 |  |  |  | | Last Updated: | | 09/04/2018 | | | | | Region: | | 2 - Willamette Valley/North Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 1 | | | | | State Senate District: | | 13 | | | | | State Representative District: | | 25 | | | | | Explanation for Change in Completion Date: | | [10/02/2014] - Completion date changed in the Project Control System due to the project going to bid in August, 2014. The prior date of 12/31/15 was as far out as could be entered in the system. The updated completion date of 12/31/17 is accurate. //// | | | | | Explanation for Change in Cost: | | [03/21/2016] - Added $1,396,950 of saved JTA funds for payments to Cities (Newberg: $98,950; Dundee: $268k; Yamhill Co.: $230k) and two aesthetic Reg 2 Procurement Contracts. This increased the total funding in the "Other" phase from $1,200,000 to $2,596,950 for a total project cost of $56,909,770. //// [03/17/2016] - The total project funding is comprised of $54,312,820 in the Construction phase and $1,200,000 in the 'Other' phase for a project total of $55,512,820. When the project was awarded the Construction phase funding did not show up in the STIP-FP so the total project cost was only showing the $1.2M in the 'Other' phase. This has been corrected so now the total project funding is reflecting the correct amount of $55,512,820. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *OR18:Newberg-Dundee Bypass (ph 1G)(Springbrook Rd)* | | ***Key #*** *16901* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $20,035,044 | $19,512,902 |  |  |  | | Bid Opening: | 12/10/2015 | 02/18/2016 |  |  |  | | Construction Completion: | 12/31/2017 | 12/31/2017 |  |  |  | | Last Updated: | | 09/10/2018 | | | | | Region: | | 2 - Willamette Valley/North Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 1 | | | | | State Senate District: | | 13 | | | | | State Representative District: | | 25 | | | | | Explanation for Change in Completion Date: | | [08/20/2018] - Contract C14868 2nd Noted 12/29/2017. Project complete for JTA reporting purposes //// | | | | | Explanation for Change in Cost: | | [07/17/2017] - Cost increase of $78,311 reflected due to deposit from Portland General Electric (PGE) to pay for relocation of PGE access. //// [04/04/2016] - Project cost decreased $3.68M when the construction phase was awarded. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *OR18: NEWBERG-DUNDEE BYPASS (PHASE 1)* | | ***Key #*** *17099* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $49,555,658 | $42,510,580 |  |  |  | | Bid Opening: |  |  |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 12/07/2023 | | | | | Region: | | 2 - Willamette Valley/North Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 1 | | | | | State Senate District: | | 13 | | | | | State Representative District: | | 25 | | | | | Explanation for Change in Cost: | | [12/07/2023] - Per email from John Maher: The PE and RW phases were closed out and final vouchers reduced the cost for both phases. PE phase budget was $18,850,000 and final voucher returned $2,934.326.70 of JTA funds in Nov, 2023. RW phase budget was $26,120,580 and final voucher returned $7,045,078.03 of JTA funds in Nov, 2023. //// [04/15/2020] - Per 4/8/2020 email from John Maher: The PE phase has been closed and the difference in cost is due to funds being returned in that phase (phase cost less than what was obligated). //// [09/24/2019] - Per email from John Maher: The $1,119,476 increase in K17099 was due to the final utility relocation costs needed to close the phase. //// [05/19/2016] - Added $6M of JTA funds to PE phase from N-D savings to cover current and ongoing PE costs. //// [02/24/2015] - $300k was moved to the RW phase of this KN when the "Other" phase of KN 15487 was cancelled. //// [03/11/2014] - $550k of JTA funds were added to the PE phase to pay expenses from the clearing contract. KN15107 was set up for the clearing contract but the work was accomplished in this KN (17099). KN15107 was cancelled as this was the clearing contract was the only action to be accomplished in that project. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *OR18: Newberg-Dundee Bypass (phase 1W)* | | ***Key #*** *19803* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $4,768,706 | $4,648,561 |  |  |  | | Bid Opening: | 03/07/2019 | 10/24/2019 |  |  |  | | Construction Completion: | 09/15/2020 | 09/15/2020 |  |  |  | | Last Updated: | | 09/19/2023 | | | | | Region: | | 2 - Willamette Valley/North Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 1 | | | | | State Senate District: | | 13 | | | | | State Representative District: | | 25 | | | | | Explanation for Change in Completion Date: | | [12/19/2019] - Per email from John Maher, the estimated construction completion date changed when the contract was awarded. //// | | | | | Explanation for Change in Cost: | | [09/19/2023] - Per 9/18/23 email from John Maher: The decrease is due to a cost change of the RW phase. The final cost of the phase is $1,849,855.28. There was $120,144.72 of JTA funds returned. //// [08/20/2020] - Per 8/20/2020 email from John Maher: The increase was due to $30,000 of funds being added to the 'other' phase which were needed for payment of invoices for the oversite costs of utility work. //// [04/08/2020] - Per 4/8/2020 email from John Maher: The PE phase has been closed and the difference in cost is due to funds being returned in that phase (phase cost less than what was obligated). //// [01/02/2020] - Per 1/2/2020 email from Alex Schaefbauer: For K19803, the change reason from the CMR is as follows: "Other funds will be used to complete the property owner address change task due to Wilsonville Road being realigned and an exisitin section of rad being changed to McKern Court." This was a $25,000 increase to the Other phase using JTA funds. //// [12/06/2019] - Per email from John Maher: K19803: $220,000 of additional Right of Way funds were obligated. having an excessive amount of personal property and three businesses on site. Demolition costs were under estimated both in staff time and cost of contracts due to lack of recent experience in demolition. The project is still under the STIP phase amount which is $2,000,000 and to date, including the recent $220,000 increase, there ha //// [12/06/2019] - (continued) Demolition costs were under estimated both in staff time and cost of contracts due to lack of recent experience in demolition. The project is still under the STIP phase amount which is $2,000,000 and to date, including the recent $220,000 increase, there has been $1,970,000 of Right of Way funding obligated. //// [09/24/2019] - Per email from John Maher: The decrease in cost to 19803 was due to the difference in the construction phase funding amount and the actual obligation amount at PS&amp;E.; ;  //// [07/09/2018] - Overall cost | | | | |  | | | | | | | ***Project Phase:*** *DESIGN* | | ***Project Name:*** *OR18: Newberg-Dundee bypass (Phase 2a)* | | ***Key #*** *22523* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $50,000,000 | $50,000,000 |  |  |  | | Estimated Bid Opening: | 04/02/2024 | 06/27/2024 |  |  |  | | Estimated Completion: |  |  |  |  |  | | Last Updated: | | 04/30/2024 | | | | | Region: | | 2 - Willamette Valley/North Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 1 | | | | | State Senate District: | | 13 | | | | | State Representative District: | | 25 | | | | | Explanation for Change in Completion Date: | | [05/02/2023] - Per email from John Maher, bid let was delayed because of the project labor agreement not being completed. The original date was 4/6/23 and the new expected date is 8/17/23. It is possible this is further delayed because the agreement remains unresolved. //// [12/21/2021] - Initial Bid Let Date is 07/04/2023. //// | | | | | Explanation for Change in Cost: | | [12/05/2023] - Per email from Ron Kerr, update to PE phase effective 11/27/23 to reduce funding per FMIS (Financial Plan HB3055, 24-27 STIP). //// [01/24/2023] - Per 01/24/2023 email from John Maher: We are simply changing the source of funding in the RW phase from $10M of JTA funds to $1M. The $9M of JTA funds will be added to the CN phase. We are simply doing a fund swap with the ARPA funds currently in the CN phase of the project. Additionally, we are swapping some of the ARPA funds in K19909 with HB2017 Discretionary funds...ccatlow //// [06/27/2022] - Per 6/27/22 email from John Maher: There was $8M of funding added to the construction phase of 22523 due to inflation in unit prices and the addition of an unexpected utility relocation. //// [12/21/2021] - New project for right of way acquisition and construction of improvements. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Interstate 5 at State Highway 214 Interchange (Woodburn Interchange)** | | | | **Key # 17070** | | | Description: | The Woodburn Interchange Project is located on I-5 at the intersection with OR 214 and OR 219 in Woodburn, Marion County, Oregon. The interchange accesses OR 214 east of I-5 to Silverton, Mt Angel and Molalla, and OR 219 west of I-5 to St. Paul and Newberg. The project will improve traffic flow and safety in the interchange area, add a transit facility, and promote economic development in Woodburn and the surrounding area.  The project includes improvements designed to safely accommodate multi-modal travel needs for the next 20 years:   * Reconstruct the interchange to a partial cloverleaf with loop ramps; * Lengthen the ramps to meet current design standards; * Widen the existing over-crossing structure (bridge) to the north; * Raise the profile of the bridge approaches in order to improve sight lines; * Widen Oregon 214 and 219 equally or northerly of the existing centerline, depending on the segment; * Provide new 6-foot sidewalks with an additional 6 foot-wide landscaped buffer between the sidewalk and the curb; * Provide one (1) bicycle lane in each direction along Oregon 214 and 219; * Add a raised median to control turning movements; * Modify access for local city streets at Oregon Way, Evergreen Road and Lawson Avenue; * Construct a Transit Facility (Park & Ride) and extend Evergreen Road north of Oregon 214 for neighborhood access to the public transit lines listed above; * Construct the gateway design package approved by the Woodburn City Council on June 11, 2012. | | | | | | Benefit: | Woodburn's interchange was built in the 1950's when I-5 was originally constructed in Oregon. However, the interchange has had no significant improvements since 1975 when I-5 was widened from four to six lanes from Woodburn to Salem. When upgrades to the interchange were completed in 1975, roadside development near the interchange was minimal and the City of Woodburn was more oriented around OR 99E to the east of I-5. Since then, traffic volume around the interchange has increased exponentially, becoming more than the once rural interchange can accommodate, creating delays and limiting the full economic potential that exists for the region. The proposed project will improve traffic flow and safety, and promote economic development. | | | | | | Current Status: | The Contract was awarded to K&E Excavating in July, 2013. To date, the Contractor has completed the Evergreen Road and Transit Facility portions of the project, including the EV charging station in the park & ride; base lift asphalt paving throughout the project; construction of concrete median islands; most of the new traffic signal poles and fixtures; and sound walls along OR219 and OR214. Project was fully closed out 2/28/2018.  The project is substantially complete, with the exception of installing minor permanent signs, wetland plants in the ditch that runs parallel to the southbound on-ramp to I-5; and the completion of the ornamental screening.  Design-only project 15739 was completed and closed 6/12/2015. | | | | | | Associated Project(s): | 12518, 15739 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *FFO-I-5 @ OR214 INTERCHANGE (WOODBURN) DEVELOPMENT* | | ***Key #*** *12518* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $68,643,385 | $66,768,010 |  |  |  | | Bid Opening: | 06/06/2013 | 01/09/2014 |  |  |  | | Construction Completion: | 09/30/2016 | 09/30/2016 |  |  |  | | Last Updated: | | 08/20/2018 | | | | | Region: | | 2 - Willamette Valley/North Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 5 | | | | | State Senate District: | | 11 | | | | | State Representative District: | | 22 | | | | | Explanation for Change in Completion Date: | | [08/20/2018] - Contract C14581 3rd noted 11/9/2016. Project complete for JTA reporting purposes. Related to 15739 final vouchered 9/23/2015. //// | | | | | Explanation for Change in Cost: | | [03/29/2016] - Reduced Utility phase funding by $500k to be used on Tillamook project as part of the reallocation authorized by HB 4048. //// [04/01/2013] - The Transit Center project, KN15739, construction phase has been combined with the Interchange project, KN12518. Overall cost estimate of the combined Interchange and Transit facility has decreased as the final PS&amp;E calculations were updated. //// [05/12/2010] - Change in cost due to further refinement of the funding data. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *OR214@ EVERGREEN RD - TRANSIT FACILITY (WOODBURN)* | | ***Key #*** *15739* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $3,774,498 | $2,774,498 |  |  |  | | Bid Opening: |  |  |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 12/06/2017 | | | | | Region: | | 2 - Willamette Valley/North Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 5 | | | | | State Senate District: | | 11 | | | | | State Representative District: | | 22 | | | | | Explanation for Change in Completion Date: | | [12/06/2017] - Design only project attained Final Voucher Status for PE phase 6/12/2015; for RW 9/23/2015; and UR phase was cancelled 2/26/2016 per amendment 15-18-744 per Flower Shobe...ccatlow //// | | | | | Explanation for Change in Cost: | | [11/01/2017] - Prelimlinary engineering and right of way phases are funded on this project number and work is completed. EAs closed out per John Maher.. //// [04/04/2016] - Total project cost decreased $1,000,000 when the Utility Relocation phase was canceled. //// [01/27/2016] - Total project cost decreased $1,255,429 when the RW phase was closed out. //// [02/24/2015] - The $88 dollar funding change is due to rounding in the old Project Control System (PCS). //// [04/01/2013] - The cost of the Transit Center project shows a decrease as the construction phase has been combined with the Interchange project, KN12518. Overall cost estimate of the combined Interchange and Transit facility has decreased as the final PS&amp;E calculations were updated. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Interstate 5 at Beltline Highway (State Highway 69), Units 3, 4, 5, 6 and 7** | | | | **Key # 17071** | | | Description: | The Interstate 5 at Randy Papé Beltline project is located in Lane County within the cities of Eugene and Springfield, at the intersection of Interstate 5, mile post 195.45 and Randy Papé Beltline (OR 569). The phased project will correct deficiencies to enable the interchange to safely accommodate travel demands 20 years into the future. The HB 2001 portion of the project is being accomplished by two separate projects: I-5 @ Beltline - Unit 3 and I-5 @ Beltline - Unit 4.  The modernization project has been divided into smaller sections (units) to make it easier to construct as funding became available. Unit 1 was completed in late 2009, and Unit 2 was completed in the summer of 2011 using both federal and state funds. Units 3 and 4 are both funded using state funds from the Jobs and Transportation Act. Construction for Unit 3 was completed in 2014. Unit 4 is currently out for bid with construction planned in 2016/2017.  The planned improvements for Unit 4 are:   * A new eastbound Beltline lane from Coburg Road * A new eastbound Beltline to northbound I-5 on-ramp, including a new bridge over I-5 * A new eastbound Beltline to southbound I-5 on-ramp with additional acceleration distance * Completion of the north end bike and pedestrian multiuse path partially constructed in Unit 3 * Extension of the multiuse path south, linking Harlow Road to Garden Way * A sound wall south of Beltline and east of Coburg Road | | | | | | Benefit: | The interchange is located at the northern boundary of Oregon’s second largest metropolitan center. Originally constructed in 1968, where dairy farms and pastures once occupied much of the area, today the land is being developed for residential, retail commercial use, interstate traveler services and industrial centers providing regional employment. The once rural interchange cannot accommodate the increase in traffic, creating congestion, delays and safety problems.  The work done in Units 1, 2 and 3 and to be done with Unit 4 will modernize the interchange, which serves interstate, regional, and local traffic to the surrounding residential and commercial centers. The units address deficiencies and enable the interchange to safely accommodate travel demands 20 years into the future. | | | | | | Current Status: | I-5 @ Beltline Unit 3 construction was completed in November, 2014.  At the request of elected state representatives, and in the spirit of the JTA's emphasis on Practical Design, ODOT conducted a Value Engineering study of Unit 4 to reevaluate the design elements for cost savings and reduced impacts on right of way and utilities. Traffic analysis following the Value Engineering study concludes that I-5/Beltline will have adequate capacity to handle projected traffic volumes without the need of an additional auxiliary lane on eastbound Beltline, and without one additional lane for the ramp from eastbound Beltline to southbound I-5. The new analysis also shows no need for an additional southbound auxiliary lane on I-5 from Beltline to I-105 and, therefore, the Harlow Bridge will not require lengthening (replacement) at this time. However, the west end of the bridge will be revised to allow for a southbound extension of the multi-use path. Additional subsidiary design elements associated with the southbound I-5 auxiliary lane will be affected by the elimination of auxiliary lanes as well, as is the project time line. Construction is scheduled to occur in Spring, 2016. Cost savings were re-programmed to the Beltline at Delta Highway project. To learn the results of the Value Engineering study, [click here](http://www.oregon.gov/ODOT/JTA/VE_Study_Report_Beltline_Interchange.pdf).  As of August 2018 both of these related projects are completed. Refer to Project 17072 for related work. . | | | | | | Associated Project(s): | 16860, 16861 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *I-5 @ BELTLINE INTERCHANGE, UNIT 3* | | ***Key #*** *16860* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $20,388,986 | $16,805,209 |  |  |  | | Bid Opening: | 01/17/2013 | 01/17/2013 |  |  |  | | Construction Completion: | 11/30/2014 | 11/30/2014 |  |  |  | | Last Updated: | | 01/26/2016 | | | | | Region: | | 2 - Willamette Valley/North Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 4 | | | | | State Senate District: | | V | | | | | State Representative District: | | V | | | | | Explanation for Change in Cost: | | [11/09/2012] - The estimated project cost went down due to a design change during the design phase. An adjustment to the alignment of southbound I-5 to westbound Beltline ramp resulted in the elimination of two structures from the project. This resulted in a decrease in the estimated cost. Some of the savings from this will be used to complete Unit 4. Fill can be used in place of one structure and a new take-off point eliminated the need for the other. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *I-5@Beltline Interchange-unit4(Eugene/Springfield)* | | ***Key #*** *16861* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $25,502,918 | $20,494,903 |  |  |  | | Bid Opening: | 03/03/2016 | 03/10/2016 |  |  |  | | Construction Completion: | 03/31/2018 | 03/31/2018 |  |  |  | | Last Updated: | | 09/16/2019 | | | | | Region: | | 2 - Willamette Valley/North Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 4 | | | | | State Senate District: | | V | | | | | State Representative District: | | V | | | | | Explanation for Change in Completion Date: | | [08/20/2018] - Contract C14871 was 2nd noted on 3/28/2018. Project complete for JTA reporting purposes. Related to 19490 a design-only project that is in final plan (FNLPLN Monitor code) status. //// [02/15/2018] - The completion date on Unit 4 was extended for these reasons: Weather delays accounted for 31 days which pushed the end date to the beginning of Feb. There was also 5 days of added time for the eclipse. There were several change orders for items requested by ODOT that had additional time associated with them; items requested were -- VMS sign, pinning median barrier, and electrical connection work for the Multi Use path. This equaled a month of additional time. Completion date is now 3/5/18. //// [08/12/2014] - A Value Engineering study and traffic analysis showed traffic volume growth and destinations are not as previously predicted. This eliminated the need to construct auxiliary lanes, replace the Harlow structure, and building a sound wall on the west side of I-5. Due to the design changes construction will be pushed out one year and is planned for 2016 and 2017. //// | | | | | Explanation for Change in Cost: | | [02/07/2018] - Overall project cost went down $2,181,729 when the project was awarded due to favorable bids. //// [01/27/2016] - Overall project cost went down $2,821,245 when PS&amp;E was obligated on 01/06/16 for $18,178,755. Cost will change again after bid award. //// [07/14/2015] - SB 270 (2015) authorized the transfer of $6 million from the I-5 at Beltline Highway (K16861) project and any remaining funds to this project when the project is complete to the Beltline at Delta Highway project (K19490). The $6 million transfer should be complete by the next quarterly report. //// [05/12/2010] - Change in costs corrects a previous data entry error. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Beltline Highway (State Highway 69) at Delta Highway** | | | | **Key # 17072** | | | Description: | The Beltline Highway is located in Lane County and is functionally obsolete and cannot handle current and future traffic volumes. Following analysis, ramp meters were recommended at four locations to alleviate congestion and to improve safety on the Beltline Highway corridor through Intelligent Transportation Systems (ITS). ITS makes use of advanced communication and computer technology to improve the operation of a facility and enhance the movement of people and goods.  The project was to analyze, design, and construct ITS solutions along the Beltline Highway corridor where it could be adapted to work with a minimum of infrastructure changes and disruptions. ODOT, in collaboration with the City of Eugene and Lane County advanced the planning study recommendation of placing ramp metering at eastbound Beltline Hwy River Road and River Avenue on-ramps, and at Beltline Hwy westbound from Green Acres and Coburg Roads on-ramps. Ramp metering from northbound Delta Highway to westbound Beltline was not included due to the lack of adequate ramp length for que storage.  The ramp designs were completed in the fall of 2012 and the project work was awarded to Lantz Electric Inc. of Eugene. Construction was completed at the four recommended locations in June of 2013. A ramp meter is a traffic signal on a ramp that controls the rate vehicles enter a freeway facility. Kittelson and Associates Inc., under a separate contract, has conducted performance evaluations of the four ramp meter locations to determine how effective they are at reducing congestion and improving safety. Since the activation of the meters, ODOT has worked through and solved unexpected challenges with the systems adaptive software. There has been a notable reduction in crashes with a 35% decrease from 2013 data.  We are moving toward construction of a project at Beltline and Delta Highways Interchange as outlined in the Beltline Facility Plan. The Oregon Transportation Commission has approved funding of $2.5 million for preliminary engineering for the interchange design. The consulting firm CH2M Hill has been hired to work with ODOT to confirm and refine the interchange design proposed in the Facility Plan. Construction is anticipated in 2018. | | | | | | Benefit: | The Beltline Highway (OR 569) carries the majority of traffic crossing the Willamette River and connects western Lane County to Interstate 5. Traffic moving onto and off of Beltline Highway between River Road and Coburg Road is slow and congested during busy travel times. A planning study was conducted to assess deficiencies on Beltline Highway between River Road and Coburg Road and recommended long-term solutions. The complete list of infrastructure solutions to address deficiencies will take several years to develop and fund.  The Delta interchange is functionally obsolete and cannot handle current and future traffic volumes. Its intersection with Beltline Highway is a chokepoint in the daily operation of both facilities and is a safety priority site. Improvements at the interchange include an expanded northbound Delta to westbound Beltline on-ramp along with other interchange improvements that will improve the capacity and operation of the facilities. | | | | | | Current Status: | The initial project identified and installed Intelligent Transportation Systems at and near the Beltline and Delta Highway interchange. These systems will continue to be monitored and the operation refined, including working with the City of Eugene on the River Road signal timing to ensure performance. Real time travel data is continually collected to evaluate adaptive system performance.  We are moving toward construction of a project at Beltline at Delta Interchange as outlined in the Beltline Facility Plan. The Oregon Transportation Commission has approved funding of $2.5 million for preliminary engineering for the interchange design. The consulting firm CH2M Hill has been hired to work with ODOT to confirm and refine the interchange design proposed in the Facility Plan. Construction is anticipated in 2018.  As of August 2018 project 16859 for intelligent transportation system upgrades is complete; project 19490 for ramp and interchange improvements is in progress. | | | | | | Associated Project(s): | 16859, 19490 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *OR569 @ DELTA HIGHWAY ITS IMPROVEMENTS* | | ***Key #*** *16859* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $1,474,000 | $1,486,739 |  |  |  | | Bid Opening: | 09/13/2012 | 09/13/2012 |  |  |  | | Construction Completion: | 06/30/2013 | 06/30/2013 |  |  |  | | Last Updated: | | 08/21/2018 | | | | | Region: | | 2 - Willamette Valley/North Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 4 | | | | | State Senate District: | | 07 | | | | | State Representative District: | | 13 | | | | | Explanation for Change in Completion Date: | | [08/21/2018] - Project 16859 contract C14902 3rd noted. Related project 19490 is in process. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *OR569: Beltline at Delta Highway interchange* | | ***Key #*** *19490* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $21,335,523 | $20,883,953 |  |  |  | | Bid Opening: | 04/04/2019 | 08/29/2019 |  |  |  | | Construction Completion: | 01/31/2022 | 01/31/2022 |  |  |  | | Last Updated: | | 05/31/2022 | | | | | Region: | | 2 - Willamette Valley/North Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 4 | | | | | State Senate District: | | 07 | | | | | State Representative District: | | 13 | | | | | Explanation for Change in Completion Date: | | [05/23/2022] - Project attained 2nd Note/FILE status posted 2/3/2022. Pending 3rd Note/FINAL and Final Vouchered with all funds disbursed and accounts closed per STIP/FP system. //// [01/12/2022] - Per 01/12/22 email from John Maher: The contract completion date was pushed back due to design errors that were caught last minute, along with ODOT requesting additional work be completed on the project, that was not originally in the plans. We negotiated time with HCO and had a revised date of 1/31/2022. This is when all work will be complete and 2nd Note can be issued. CCO 11 was issued to address contract time, along with various CCO work to correct design issues and address added work." //// [08/14/2020] - Per 8/7/2020 email from John Maher: "The original completion date was an 'estimated' date and as mentioned below the Construction Contract completion date, per the contract is August 20, 2021." //// | | | | | Explanation for Change in Cost: | | [05/23/2022] - Total project cost at the time of project completion posted 2/3/2022 matched the authorized amount $20,883,953.21 per STIP/FP system. //// [08/07/2020] - Per 8/7/2020 email from John Maher, the original completion date was an 'estimated' date. The Construction Contract completion date is August 20, 2021. //// [04/30/2020] - From 4/8/2020 email from John Maher: "The PE phase has been closed and the difference in cost is due to funds being returned in that phase (phase cost less than what was obligated)." //// [01/30/2020] - Per email from John Maher re: change logged 10/17/2019: The cost difference is due to the construction contract award amount. An estimated cost was entered and the actual contract was awarded at a $945,166.93 lower amount. //// [06/20/2018] - Amendment dated 9/1/2015: "Add $6M of JTA funds to the PE phase. JTA funds reallocated (per SB270) from CN phase of 16861" //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Interstate 5 at Kuebler Road (Phase 1)** | | | | **Key # 17073** | | | Description: | The I-5 Kuebler Interchange project is located at the interchange of Interstate 5 at Kuebler Blvd. The project includes two phases:  Phase 1 will upgrade the existing interchange to support the area's planned expansion. The project is upgrading the interchange by adding new southbound on- and off-ramps and a third southbound lane between Kuebler Blvd. and Battle Creek Rd.  Phase 2 includes construction of a sound wall to mitigate noise impacts from I-5. ODOT will build a sound wall along the west side of I-5 between the Kuebler Blvd. interchange and the Battle Creek Rd. overcrossing. | | | | | | Benefit: | Kuebler Boulevard is a major east-west corridor for the City of Salem, and the interchange provides a critical link to Interstate 5. The Mill Creek Corporate Center (MCCC), located northeast of the interchange, is a partnership between the State of Oregon and the City of Salem to create a major employment center on agricultural land previously owned by the Oregon Department of Corrections in southeast Salem. The interchange does not have sufficient capacity to support additional vehicle and freight traffic that will be generated by the redevelopment. This project will improve capacity. | | | | | | Current Status: | Phase 1 (the interchange): The project went to bid in March of 2015. K&E Construction was the low bidder at $9,614,775. Construction is now underway, including relocation of the stream, and earthwork to build up the area where the new SB off-ramp and SB loop on-ramp will be relocated. Once this area comes up to final elevation it will be allowed to settle over the winter. Work on the rest of the SB on-ramp will continue intermittently through the winter as weather allows, with final grading, paving, and signal work completed in 2016.  Phase 2 (a sound wall along I-5 in the southwest quadrant of the interchange) is scheduled to be constructed in 2017 after the interchange is completed.  As of August 2018 both related projects are complete. | | | | | | Associated Project(s): | 16858, 18156 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *FFO-I5@KUEBLER INTCHG-SOUTHBOUND RAMP IMPROVEMENTS* | | ***Key #*** *16858* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $16,406,568 | $16,277,060 |  |  |  | | Bid Opening: | 03/12/2015 | 03/26/2015 |  |  |  | | Construction Completion: | 07/15/2017 | 07/15/2017 |  |  |  | | Last Updated: | | 07/16/2018 | | | | | Region: | | 2 - Willamette Valley/North Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 5 | | | | | State Senate District: | | 10 | | | | | State Representative District: | | 19 | | | | | Explanation for Change in Completion Date: | | [12/28/2017] - Project is completed per Flower Shobe in Program Funding Services. //// [11/23/2016] - Completion date slipped one month: project started construction prior to the completion of design of the City of Salem's Kuebler Boulevard project. The City construction project widened Kuebler Boulevard, constructed sidewalks and retaining walls. Some of the project elements conflicted with the ODOT sign design locations, which were located within the limits of the City project. The change in location delayed the fabrication of the steel sign posts until after the Contract Completion Date. //// [01/17/2014] - At its December 19, 2012 meeting, the Oregon Transportation Commission approved moving ahead with the first ever unsolicited proposal from a private entity that would modify the planned interchange project. In Nov. of 2013, the Director decided to continue to examine the unsolicited proposal. The ODOT project will remain on hold until that examination is complete and a decision is made regarding which Interchange design will move to construction. (Per Jerry Wolcott email 1/15/14) //// [01/03/2013] - At its December 19 meeting, the Oregon Transportation Commission approved moving ahead with the first ever unsolicited proposal from a private entity that would modify the planned interchange project. The decision to solicit competing proposals will delay the start of the project but it is unclear at this time how long the delay will be. //// | | | | | Explanation for Change in Cost: | | [07/08/2016] - Total project cost increased $130k when the PE phase was closed out and all final invoices paid. //// [02/26/2015] - Added $650k to project. The additional funding is needed to account for the scope that was added after the OIPP proposal was rejected, as well as to ensure that enough money is in the ROW phase to handle the expected cost of acquisition for the property in the NW quadrant. //// [09/18/2012] - The cost of this project went down $2,425,000 due to a second phase, or project, being added and the associated cost being moved to that project. The new project is to add a sound wall at the intersection. The cost of the sound wall project is estimated at $3,070,189. With the receipt of a fiscal year 2011 Discretionary Program award and reduced anticipated cost in the interchange project there was sufficient funding for this project. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *I-5: Kuebler Intchg phase 2 sound wall (Salem)* | | ***Key #*** *18156* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $4,668,541 | $4,332,648 |  |  |  | | Bid Opening: | 11/03/2016 | 12/08/2016 |  |  |  | | Construction Completion: | 02/28/2018 | 02/28/2018 |  |  |  | | Last Updated: | | 09/04/2018 | | | | | Region: | | 2 - Willamette Valley/North Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 5 | | | | | State Senate District: | | 10 | | | | | State Representative District: | | 19 | | | | | Explanation for Change in Completion Date: | | [09/04/2018] - Contract C14962 2nd noted on 2/28/2018. Project complete for JTA reporting purposes. //// [03/03/2015] - Estimated completion date is 2017. It was determined that the Soundwall project would be constructed following the Interchange project. //// | | | | | Explanation for Change in Cost: | | [01/13/2017] - There was a $274,939 reduction in overall project cost when the project bid was awarded. //// [11/07/2016] - There was a $1,334,870 reduction in overall project cost when the PS&amp;E was obligated. //// [03/29/2016] - Added $3.5M of JTA funds to project. Funds reallocated from savings on Woodburn JTA project per HB 4048. Total project cost is now $6,830,189. //// [02/24/2015] - The $811 dollar change in the total estimated cost is due to rounding in the old Project Control System (PCS). //// [05/21/2014] - $260k of JTA funds was transferred from the CN phase of K16858 to K15156 to set up an OTHER phase in K18156 for a clearing contract that needed to occur prior to the bird nesting season. //// [09/18/2012] - As a part of the interchange project, a noise study was conducted which concluded that a sound wall was needed. Due to the time required to acquire right of way and avoid a delay to the interchange project it was decided to make this a stand-alone project. Funding from the interchange project was moved to fund this project. Overall project (interchange and sound wall) increased $645,189. Additional funding came from a Discretionary Program award and reduced anticipated interchange cost. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Interstate 5 at Kuebler Road (Phase 2 Mill Creek)** | | | | **Key # 17074** | | | Description: | The Interstate 5 at Kuebler Road, Phase II (Mill Creek) Project will improve 3,750 feet of Aumsville Highway SE within the Mill Creek Corporate Center (MCCC) boundary to a three-lane section including a center turn lane and bicycle and pedestrian facilities. In addition, the intersection at Kuebler Boulevard SE will be expanded requiring modifications to the traffic signal.  The Mill Creek Corporate Center (MCCC )is a partnership between the State of Oregon and the City of Salem to create a major employment center on agricultural land previously owned by the Oregon Department of Corrections in southeast Salem.  The City has adopted the necessary comprehensive plan and zoning designations to permit development of the agricultural property and has created an urban renewal area (URA) to assist with the completion of infrastructure improvements necessary to support the development.  The MCCC is approximately 650 acres in size, making it Oregon's largest industrial park along the Interstate 5 corridor. Over 200 acres of the park are already certified as a State industrial, “ shovel ready ” site. Development on a portion of the property is underway. When completed, the MCCC is expected to:   * Create more than 5,000 “family wage” jobs in the MCCC; * Generate hundreds of millions in private investment in the local economy; * Transfer 650 acres from public to private ownership; and * Create over 100 acres of wetlands and open space.   Access to I-5 is provided by Kuebler Boulevard SE. The URA has identified several transportation improvements that are necessary to provide an appropriate level of access to I-5. Within the MCCC area, Aumsville Highway SE is a major east-west route providing direct access to the property east of its intersection with Kuebler Boulevard SE. The existing Aumsville Highway SE is a substandard two-lane street with roadside ditches. It does not have sufficient existing capacity to support additional vehicular and freight traffic that will be generated by redevelopment. | | | | | | Benefit: | These improvements will provide safe access to future tenants, employees, and users of the MCCC. The project will have the ancillary benefit of improving access and safety for major public facilities in the vicinity including the Marion County Jail, Department of Public Safety Standards and Training Center, and Corban University. | | | | | | Current Status: | The Project is complete effective April 2015. ODOT and the City of Salem completed the final acceptance walk-through. | | | | | | Associated Project(s): | 16857 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *MILL CREEK CORPORATE CENTER-AUMSVILLE HWY (SALEM)* | | ***Key #*** *16857* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $5,988,520 | $3,998,271 |  |  |  | | Bid Opening: | 03/26/2013 | 03/26/2013 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 04/14/2015 | | | | | Region: | | 2 - Willamette Valley/North Coast | | | | | State or Local: | | Local | | | | | US Congressional District: | | 5 | | | | | State Senate District: | | 10 | | | | | State Representative District: | | 19 | | | | | Explanation for Change in Cost: | | [02/24/2015] - The $470 dollar change in the total estimated cost is due to rounding in the old Project Control System (PCS). //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: State Highway 42 County Line Curves** | | | | **Key # 17075** | | | Description: | The Oregon 42, County Line Curves project is located in the segment of the Coos Bay-Roseburg Highway (OR 42) between Coos and Douglas counties. The project is intended to improve safety through this remote, narrow section of the highway and improve mobility for trucks and passenger vehicles between Interstate 5 and the southern Oregon Coast. The project has been combined with KN 17468 (Remote-Slater Paving) to better coordinate work in the same general area.The Oregon 42, County Line Curves project will address safety and mobility by way of curve reduction, scaling rock fall locations, and widening shoulders. The entire county line curve segment stretches from mile point 41.0 to mile point 46.0. However, straightening the entire segment would cost more than $300 million and require several new bridges and significant rock cuts and retaining walls. The current project focuses on a shorter section, between mile points 43.6 to 46.0, and will implement fixes within that section as funding allows. The project has also been combined with the Remote-Slater Paving project KN 17468). | | | | | | Benefit: | Oregon 42 is the primary route between the South Coast and southbound Interstate 5. As a designated freight route, it provides access between the Oregon International Port of Coos Bay and I-5, the West Coast’s major trade corridor. The sharp curves and rock fall though the segment lead to frequent crashes the crash rate on this route is approximately three times that of other rural Oregon highways. This project will be the first step in addressing the curves through the county line segment. | | | | | | Current Status: | Construction started in the spring of 2014 and is scheduled to be completed in 2016. | | | | | | Associated Project(s): | 13787 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *OR 42: COUNTY LINE CURVES PHASE 1* | | ***Key #*** *13787* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $13,345,265 | $12,426,665 |  |  |  | | Bid Opening: | 03/20/2014 | 03/20/2014 |  |  |  | | Construction Completion: | 04/08/2016 | 04/08/2016 |  |  |  | | Last Updated: | | 11/28/2017 | | | | | Region: | | 3 - Southern Oregon/South Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 4 | | | | | State Senate District: | | 01 | | | | | State Representative District: | | 01 | | | | | Explanation for Change in Completion Date: | | [04/12/2017] - //// [04/12/2017] - Construction is complete. Additional non-JTA related slide repair work in the area will be completed is a separate project using federal emergency funds from 2017-19.;  //// [08/09/2016] - A large slide occurred in late December 2015 in the Unit 3 cut. The slide caused Highway 42 to be closed for several days. Due to being located in this large slide area, the final curve alignment section (the third of four curve sections in the overall project area) has been eliminated from the project and the overall project will be wrapped-up by mid-May 2016. //// [09/15/2015] - Completion is now scheduled for 2016. Project has been delayed due to (1) issues related to finding a suitable materials disposal site and most recently (2) unexpected slide issues. //// [01/09/2013] - We have moved the let date to Spring 2013. This will align with the OR 42: Remote - Slater Creek Paving Project in the same area. //// [09/26/2011] - The September let date was a carryover from the environmental study that initiated the project. As the design portion of the project was initiated, the let date was moved to April 2012. //// [02/08/2011] - The September let date was a carryover from the environmental study that initiated the project. As the design portion of the project was initiated, the let date was moved to April 2012. //// | | | | | Explanation for Change in Cost: | | [10/19/2017] - Total project cost at final voucher is $13,345,264. The JTA portion remains $10 M. //// [04/12/2016] - Due to increases in flagging, asphalt, and slide work costs, overall budget is now $13,435,440. The JTA portion remains $10 M. //// [02/24/2014] - Due to a PS&amp;E adjustment, the budget for this project is now $10,101,000. The JTA portion remains $10 M. //// [01/02/2014] - //// [08/14/2013] - Overall project cost decreased by $900,000 because the environmental assessment portion of the project completed for less than the allocated budget. //// [10/11/2012] - Region 3 has added $2 million to the overall budget to cover the additional of the Remote-Slater Creek Paving (KN 17468) project to the original scope. //// [03/09/2011] - The initial County Line Curves alternatives analysis was funded at $1,500,000. Aboout $600K was spent on an environmental assessment, leaving a total of $10.9 million (including $10 m JTA funding) fassigned to KN 13787. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: State Highway 62 Corridor Solutions Phase 2, Unit 2** | | | | **Key # 17076** | | | Description: | The State Highway 62: Corridor Solution, Phase II project is located in Jackson County. This Phase will include a two-to-four lane bypass from Oregon 62 near the Poplar Drive/Bullock Road intersection to a terminus north of Vilas Road.  The OR 62: Corridor Solution, Unit II project is located in Jackson County. This project of statewide significance will increase the capacity and improve the safety and air quality on OR 62 from Poplar Drive east to White City. Unit II will include a four lane bypass from OR 62 near the Poplar Drive/Bullock Road intersection to a terminus south of White City. This Unit will allow through traffic to use the expressway to avoid the Delta Waters/OR 62 intersection, which is currently experiencing severe congestion, and will include an overcrossing of Vilas Road. This section of the corridor also has a higher than normal crash rate. Staff worked with the projects' Citizens Advisory Committee and Project Development Team for direction to extend the northern terminus as far north as possible to maximize the public investment and minimize the impacts to property owners and businesses. The northern terminus will be in the vicinity of the existing OR 62 and Agate Road intersection. The project has been divided into two phases. Phase 1 will extend from Poplar Drive to E. Vilas Road to the north. Phase 2 will extend from E. Vilas Road to Dutton Road in White City. | | | | | | Benefit: | This project of statewide significance will increase the capacity and improve the safety and air quality on Oregon 62 from Poplar Drive east to White City.  Oregon 62 has an expressway designation from mile point 0 to 10 and is classified as a state highway and freight route from mile point 0 to the intersection of OR 140, at mile point 6.03.  This section of highway is approaching capacity from the I-5 interchange to the White City area. An Environmental Impact Statement (EIS) is being completed which will define the project corridor and preferred alternative for the project. Development along the proposed corridor is currently occurring at a rapid pace. | | | | | | Current Status: | The project has been separated into two phases due to the need to prepare a land use goal exception (EFU) for the northerly portion of the project (Phase 2). The Final Environmental Impact Statement and Record of Decision for the OR 62: I-5 to Dutton Road has been approved and signed by FHWA. The JTA phase of this project is scheduled to go to construction in early 2016. Phase 1 (Poplar-Vilas) is scheduled to let in February 2016 and construction will begin shortly after. Construction for Phase 2 (Vilas-Dutton) is scheduled to begin in Fall 2016. Final project cost for child project 17188 is $37,120,147.95. Cost savings $2,448,000 applied to new child project 21511. Project is in design status and estimated Bid Let Date is September 2021. Cost savings $2,009,729 from 17188 applied to new child project 22999. Estimated Bid Let Date is December 2025. | | | | | | Associated Project(s): | 13226, 13994, 17188, 18335, 21083, 21511, 21676, 22999 | | | | | |  | | | | | | | ***Project Phase:*** *DESIGN* | | ***Project Name:*** *HIGHWAY 62 CORRIDOR SOLUTIONS E.I.S.* | | ***Key #*** *13226* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $8,189,000 | $8,191,764 |  |  |  | | Estimated Bid Opening: |  |  |  |  |  | | Estimated Completion: |  |  |  |  |  | | Last Updated: | | 12/06/2017 | | | | | Region: | | 3 - Southern Oregon/South Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 03 | | | | | State Representative District: | | 06 | | | | | Explanation for Change in Completion Date: | | [12/06/2017] - Design only project for EIS attained Final Voucher Status on 8/22/2016 per Flower Shobe...ccatlow //// [12/07/2016] - The Final Environmental Impact Statement and Record of Decision for the OR 62: I-5 to Dutton Road has been approved and signed by FHWA. //// | | | | | Explanation for Change in Cost: | | [09/20/2016] - Final budget has been adjusted from $8,189,000 to $8,191,764 to reflect a small increase in construction costs. //// [06/19/2013] - Region has requested a transfer of $345K in JTA funds from KN 17188 (OR 62 Phase 2) to cover additional costs to prepare the EIS. Resulting budget is $8,188,278. //// [01/30/2013] - Region has requested a transfer of $425K in PE (OTIA funds) from KN 17188 (OR 62 Phase 2) to cover additional costs to prepare the EIS. Resulting budget is $7,843,278. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *OR62: Corridor Solutions unit 2 (Medford)* | | ***Key #*** *13994* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $67,411,420 | $67,411,428 |  |  |  | | Bid Opening: | 01/21/2016 | 02/11/2016 |  |  |  | | Construction Completion: | 03/27/2019 | 03/27/2019 |  |  |  | | Last Updated: | | 02/11/2019 | | | | | Region: | | 3 - Southern Oregon/South Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 03 | | | | | State Representative District: | | 04 | | | | | Explanation for Change in Completion Date: | | [06/23/2015] - Construction completion orignally planned for 2014. Construction is now expected to start in early 2016 and be completed in summer/fall 2018 due to delays in right-of-way acquisition, environmental permits, and airport issues. //// [05/12/2014] - The bid date for Phase 1 (KN 13994) has been moved to 12/5/2014 to account for additional FHWA FFO review. The bid date for Phase 2 (KN 17118) has been moved to 5/29/16 to address resource balancing issues. //// [01/02/2014] - While the JTA portion of the budget has not changed, the total project cost has increased to $125,563,278. The total budget has increased because we are now reflecting the EIS work that is part of this project (we have added a third Key # to this project to cover this work). The increase in cost is being funded by OTIA and other Region funds (not JTA funds). Our JTA funding is still $100M, the additional funds are mostly OTIA.;  //// [10/31/2012] - The bid date for Phase 1 one been moved out to November 21, 2013 because (1) the Environmental Impact Statement (EIS) and Record of Decision (ROD) will not be completed until late spring, early summer of 2013 and (2) right-of-way acquisition has been delayed due to the necessity of acquiring additional easements related to utilities relocations. We also will the goal exception completed for the northerly portion of the project (Phase 2) before the regulating agencies will approve the permits. //// [02/16/2011] - The project schedule has slipped due to several issues as follows:; ; 1. Due to resource requirements the Tech Center did not feel that they had adequate resources to work on both the Bypass and Fern Valley projects concurrently. The time required to complete the contract and contract negotiations for the design contract with the consultant has resulted in pushing the bid-let date out. ; ; 2. There have also been several design issues that needed to be worked out prior to turning the project ove //// | | | | | Explanation for Change in Cost: | | [09/18/2018] - STIP amendment pending. This is a temporary decrease. In the process of adding an amendment to add the money back to the OTH Phase for the two JX's and adding a planning phase. //// [04/12/2016] - The total cost of the project has been reduced to $72,001,000. JTA portion remains the same ($54,518,385). The construction cost estimate has been reduced by $400,000 and that amount (all non-JTA) has been removed from the construction budget and returned to the Region 3 bottom line. //// [07/28/2015] - Construction JTA estimate increased by $3.3 million and transferred from related KN 17188 to cover funding adjustment at PS&amp;E. Resulting overall budget has been increased to $72,401,595 (JTA portion = $54,518,385). //// [02/23/2015] - PS&amp;E adjustment resulted in reduced overall costs to $67,493,500. //// [11/06/2013] - The toal cost of the project has increased due to additional R/W and utility costs. Total cost is $67,545,000. The JTA portion of the work matches the original JTA budget. //// [04/24/2012] - CMR was approved on 3/27/12 to decrease KN 17188 by $3,200,000 in the RW Phase and by $4,300,000 in the CON Phase. The adjusted budget has adequate funding remaining to cover the estimated costs for KN17188. These funds were transferred to KN13994 for an increase in the RW Phase of $5,400,000 and to add a UR Phase of $2,100,000. RW funds will cover anticipated costs so the necessary right of way could be acquired for the project. UR phase will cover the anticipated reimbursable utility costs. //// [06/23/2011] - Budget reduced to $60.545.000 due to an accounting correction. //// [03/09/2011] - For KN 13994, the project was phased and divided into two KNs (13994 and 17188) to reflect the phasing. Total cost for both phases is $119,845,000 ($100 M JTA). The total cost of the project has decreased by about $2 million because we split OTIA money from the project to the EIS for this work (KN13226). //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *FFO-OR62: Corridor Solutions unit 2 phase 2 (Medfo* | | ***Key #*** *17188* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $34,805,339 | $35,179,339 |  |  |  | | Bid Opening: | 12/15/2016 | 12/20/2016 |  |  |  | | Construction Completion: | 09/25/2019 | 09/25/2019 |  |  |  | | Last Updated: | | 11/14/2023 | | | | | Region: | | 3 - Southern Oregon/South Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 03 | | | | | State Representative District: | | 04 | | | | | Explanation for Change in Completion Date: | | [04/23/2019] - //// [04/09/2019] - While primary construction was complete by the end of 2018, remaining items (finishing sign, signal and electrical work) should be complete by early May 2019. Right-of-way acquisition, environmental permits, and airport issues, and weather are the primary factors that have extended the completion date out a couple of months.;  //// [03/22/2016] - Construction completion was originally planned for 2015. Construction is now expected to start in early 2017 and be completed by the end of 2018 due to delays in right-of-way acquisition, environmental permits, and airport issues. //// | | | | | Explanation for Change in Cost: | | [06/02/2021] - No change in project cost since 5/17/2021 //// [05/17/2021] - No change in project cost since 5/11/2021 //// [05/11/2021] - No change since 5/4/2021 //// [05/04/2021] - No change since 4/26/2021 //// [04/26/2021] - No change since 4/20/2021 //// [04/20/2021] - No change in JTA funds //// [08/13/2020] - Final project cost $37,120,147.95. Cost savings $2,448,000 applied to new child project 21511. //// [04/23/2019] - Project budget increased by $562,944 to a total of $40,892,050. Increase was due to utility relocation (UR) costs. The overall UR Budget for the OR 62 Corridor Solutions Project was $2,100,000. The UR estimate for Phase 1 (KN 13994) was conservative and resulted in allocating $1,600,000 to Phase 1 and $500,000 for Phase 2 (KN 17188). Once the utilities were completed for Phase 1, the remaining $625,832 was transferred to Phase 2 and UR costs for Phase 2 increased by $562,944. //// [10/16/2018] - $500,000 in JTA funds transferred from Right of Way phase to Other phase to finish planning work for the Vilas Interchange Access Management Plan, Exit 30 Interchange Access Management Plan, and Goal Exception work north of White City. //// [12/20/2017] - The PE Phase was final vouchered making the total project cost $40,329,106. //// [11/14/2017] - - //// [01/17/2017] - The current total cost (at PAE) of $40,387,208 reflects a favorable bid that reduced overall costs. Total JTA portion = $37,300,708. //// [04/27/2015] - Construction portion of JTA estimate decreased by $3.3 million and transferred to related KN 13994 to cover funding adjustment at PS&amp;E. Resulting overall budget has been reduced to $47,866,403 (total JTA portion = $43,529,403). //// [02/23/2015] - Minor cost revisions have reduced overall cost to $51,174,999. //// [06/19/2013] - Total budget has been reduced to $50,830,000 due to a transfer of $345,000 of JTA funds from this project to the JTA budget for KN 13226. //// [01/30/2013] - Region has requested a transfer of $425K in | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *BEAR CREEK GREENWAY: OR62 CONNECTION (MEDFORD)* | | ***Key #*** *18335* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $672,300 | $727,928 |  |  |  | | Bid Opening: |  |  |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 04/12/2016 | | | | | Region: | | 3 - Southern Oregon/South Coast | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 03 | | | | | State Representative District: | | 05 | | | | | Explanation for Change in Completion Date: | | [11/17/2015] - Project is complete. //// [10/06/2015] - The bid date was at the end of May 2015 and construction should be completed this month (October 2015). //// | | | | | Explanation for Change in Cost: | | [04/12/2016] - $69,100 in JTA funds were transferred to this project from KN 13994 to provide the required match as well as some design funds. //// | | | | |  | | | | | | | ***Project Phase:*** *CONSTRUCTION* | | ***Project Name:*** *OR62: Corridor Solutions unit 2 phase 3 (Medford)* | | ***Key #*** *21083* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $300,000 | $277,384 |  |  |  | | Bid Opening: | 09/30/2018 | 09/12/2018 |  |  |  | | Estimated Completion: |  |  |  |  |  | | Last Updated: | | 04/30/2024 | | | | | Region: | | 3 - Southern Oregon/South Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 03 | | | | | State Representative District: | | 04 | | | | | Explanation for Change in Completion Date: | | [08/13/2020] - Scheduled for completion November 20, 2023, per Sarah Thompson. //// [09/23/2019] - N //// | | | | | Explanation for Change in Cost: | | [06/07/2022] - ` //// [02/08/2021] - Per 2/8/2021 email from Sarah Thompson: The PE Phase was closed out and final vouchered on 02/02/2021. The PE Phase was originally authorized at $50K and was reduced to $27,384.41 at closeout. The reduction of $22,616.59 in the PE Phase is the difference in the total project cost. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *OR62: Rogue Valley Expressway* | | ***Key #*** *21511* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $2,399,348 | $2,339,348 |  |  |  | | Bid Opening: | 12/25/2020 | 09/23/2021 |  |  |  | | Construction Completion: | 09/29/2022 | 09/29/2022 |  |  |  | | Last Updated: | | 03/21/2023 | | | | | Region: | | 3 - Southern Oregon/South Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 02, 03, 28 | | | | | State Representative District: | | 04, 06, 55 | | | | | Explanation for Change in Completion Date: | | [02/22/2023] - Per 02/22/2023 email from Naomi Birch and STIP/FP project audit, construction completed (File=2nd Note) 8/17/2022. Status in JTA report is Completed. //// [11/22/2021] - Per 11/18/2021 email from Naomi Birch and Sarah Thompson, the Project Agreement and Estimate increased the construction budget by $273,912.92. The increase was authorized 10/29/2021. Total project cost is now $2,399,347.87. //// [09/01/2021] - Per 8/30/21 email from Naomi Birch and Sarah Thompson: The phase total amount for the construction phase was programmed in the STIP for $2,145,000. The project came in $391,564.05 under at PS&amp;E. The current CN estimate is programmed at $1,753,434.95. The total phase amount was updated in FMIS and approved by FHWA on 08/10/2021. //// [08/02/2021] - Amended 7/22/2021: Adjusted project location mile points to match final design plans. Utility Relocation phase estimated completion date changed to federal fiscal year 2022 within current STIP. //// [12/29/2020] - N/A //// | | | | | Explanation for Change in Cost: | | [09/20/2022] - Per 9/20/2022 email from Sarah Thompson: Amendment approved to cancel the Utility Relocation Phase ($60,000). //// [11/24/2021] - Per 11/18/2021 email from Naomi Birch and Sarah Thompson, the Project Agreement and Estimate increased the construction budget by $273,912.92. The increase was authorized 10/29/2021. Total project cost is now $2,399,347.87. //// [09/15/2021] - Per email from Sarah Thompson: "Amendment #18-21-4022 approved 8/21/2020 to reduce Con Phase by $279,250, add Other Phase, and change project name" (to approved format...cc). //// [04/07/2021] - Per email from Sarah Thompson 4/5/21: The amendment to increase the CN phase by $379,250 has been approved. //// [02/09/2021] - Per email from Sarah Thompson dated 02/09/2021: Change Management Request is pending to reallocate funds between work types; additional budget added. //// [02/09/2021] - Per email from Sarah Thompson 2/9/21: Change management request is pending to reallo //// [01/06/2021] - Per mail from Sarah Thompson dated 01/06/2021: "Per Naomi Birch: The RW phase was originally programmed for $61K. I recently requested the RW phase to be obligated. The RW estimate came in at $30K which was much lower than anticipated. FHWA signed off on the obligation on 12/29/20. The remaining 31K fell back to the JTA program, reducing the project total." //// [11/03/2020] - Per email from Naomi Birch dated 10/29/20: The project was not adopted in the 21-24 STIP, due to the MPO not completing their Air Quality conformity, which is a requirement. Once this is completed, the project have to go back to the governor's office and FHWA for approval. Once approved, I will manually have to go in and add them back into the STIP. //// [10/01/2020] - Per email from Sarah Thompson: "21511: The 2021-24 STIP has been adopted and this project is now active." //// [08/25/2020] - Per email from Sarah Thompson: "Amendment #18-21-4022 approved 8/21/2020 to reduce Con Phase by $279,250, add Other Phase, and change | | | | |  | | | | | | | ***Project Phase:*** *DESIGN* | | ***Project Name:*** *OR99/OR238/OR62: Big X Intersection (Medford)* | | ***Key #*** *21676* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $16,053,922 | $16,503,922 |  |  |  | | Estimated Bid Opening: | 03/28/2024 | 03/28/2024 |  |  |  | | Estimated Completion: |  |  |  |  |  | | Last Updated: | | 04/30/2024 | | | | | Region: | | 3 - Southern Oregon/South Coast | | | | | State or Local: | | Local, State | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 03, 28 | | | | | State Representative District: | | 05, 06, 55 | | | | | Explanation for Change in Cost: | | [03/16/2023] - Per 3/8/23 email from Naomi Birch: $334,750 in JTA funds are being added to cover work items from Exit 30 interchange to the easterly project; limit on OR62. Pavement design will require more extensive treatment due to poor AC to; achieve a 15-year design life.;  //// [11/03/2022] - Per STIP/FP Amendment approved 10/05/2022: Update project scope to inclue an additional through lane and signalizing right turn lane. Increase the Preliminary Engineering phase by $175,000 and the Construction phase by $3,435,547.20, adding ARTS region 3 program funds. //// [11/03/2022] - STIP Amendment was approved 10/05/22. Update project scope to inclue an additional through lane and signalizing right turn lane. Increase the Preliminary Engineering phase by $175,000 and the Construction phase by $3,435,547.20, adding ARTS region 3 program funds. //// | | | | |  | | | | | | | ***Project Phase:*** *DESIGN* | | ***Project Name:*** *OR140 (Leigh Way) at OR62 Right Turn Lane* | | ***Key #*** *22999* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $557,820 | $2,009,729 |  |  |  | | Estimated Bid Opening: | 12/25/2025 | 12/25/2025 |  |  |  | | Estimated Completion: |  |  |  |  |  | | Last Updated: | | 04/30/2024 | | | | | Region: | | 3 - Southern Oregon/South Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 02 | | | | | State Representative District: | | 04 | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Interstate 5 at Fern Valley Road Interchange (Phoenix)** | | | | **Key # 17077** | | | Description: | The Fern Valley Road Interchange is located in Phoenix. This project includes replacing the existing I-5 and Fern Valley Road interchange and replacing the Bear Creek Bridge west of the interchange.  The continuing growth in Phoenix and southeast Medford and the large volume of trucks using the interchange is causing traffic to backup onto Interstate 5. The Fern Valley Road Interchange project includes replacing the existing I-5 and Fern Valley Road Interchange and replacing the Bear Creek Bridge west of the interchange. It will also widen Fern Valley Road to five lanes from its intersection of OR 99 to where it merges with North Phoenix Road and realigning and widening North Phoenix Road to five lanes at its intersection with South Phoenix Road. There will also be minimal improvements on OR 99 to include bicycle facilities and widening of Bolz Road between OR 99 and Fern Valley Road to handle the east bound traffic from OR 99. | | | | | | Benefit: | The project will increase the capacity of the interchange, improve mobility, and improve safety.  The Fern Valley Interchange serves as a regionally significant interchange for the Rogue Valley and is the main link between the I-5 corridor and the City of Phoenix. The interchange is being put under pressure by continuing growth in Phoenix and southeast Medford. This continuing growth and the large volume of trucks using the interchange is causing traffic on the off-ramps to back up onto the freeway. With limited sight distance on the overcrossing structure and heavy traffic on Fern Valley Road there are not enough gaps for the traffic to turn onto the ramps, so vehicles make unsafe turns. | | | | | | Current Status: | The project was let in November 2013. Construction work is underway and is scheduled to be complete in fall 2016. | | | | | | Associated Project(s): | 12723 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *FFO-I-5: FERN VALLEY INTERCHANGE, UNIT 2* | | ***Key #*** *12723* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $64,913,839 | $64,913,839 |  |  |  | | Bid Opening: | 11/14/2013 | 11/14/2013 |  |  |  | | Construction Completion: | 07/18/2017 | 07/18/2017 |  |  |  | | Last Updated: | | 01/23/2018 | | | | | Region: | | 3 - Southern Oregon/South Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 03 | | | | | State Representative District: | | 05 | | | | | Explanation for Change in Completion Date: | | [07/05/2017] - Construction is complete. //// [05/23/2017] - Construction completion (final punch list) is now estimated for June 2017. Completion date delayed six months due to heavy fall/winter rainfall hampering production on irrigation systems and the subsequent extensive landscaping work. //// [11/06/2013] - Construction was originally scheduled to be completed in 2014. Completion is now scheduled for 2016 due to delays in right-of-way acquisition. //// | | | | | Explanation for Change in Cost: | | [06/09/2016] - Project cost has increased from $69,359,446 to $69,834,446 due to plan sheet revisions and the addition of two irrigation systems. JTA portion remains at the original $25 millon. //// [12/03/2013] - Project cost has decreased to $64,269,534 due to revised estimates after PS&amp;E. JTA portion is still $25 million. //// [02/21/2013] - Project cost has increased to $71,752,448 due to PE overruns on the non-JTA portion of the work. JTA portion is still $25 million. //// [01/28/2013] - Project cost has increased to $71,223,041 due to PE overruns on the non-JTA portion of the work. JTA portion is still $25 million. //// [06/21/2011] - Project cost decreased to $70,825,000 (from $73,325,000) due to a reduction in local funding. //// [12/17/2010] - Overall funding increased by $1.3M to correct a funding allocation discrepancy. Allie Krull //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Interstate 5 Sutherlin Truck Climbing Lanes** | | | | **Key # 17078** | | | Description: | The Interstate 5 Sutherlin Truck Climbing Lanes project is located on Sutherlin Hill and Rice Hill in Douglas County. The project will add a southbound climbing lane dedicated to trucks and other slow moving vehicles at Sutherlin Hill and Rice Hill in Douglas County.  The Interstate 5 Sutherlin truck climbing lanes project is located on Sutherlin Hill and Rice Hill in Douglas County. The project is designed to improve freeway operations by providing climbing lanes for trucks and other slow vehicles facing challenges on the steep grades. The project will add a southbound and northbound climbing lane dedicated to trucks and other slow moving vehicles at Sutherlin Hill and and a southbound climbing lane at Rice Hill in Douglas County. It will also widen the outside shoulder to allow it to be used as intended for disabled or emergency vehicles. The project is being combined with an Interstate Maintenance paving project which will be constructed northbound and southbound between mile points 136.66 and 154.88. | | | | | | Benefit: | The project is designed to improve freeway operations by providing climbing lanes for trucks and other slow vehicles facing challenges on the steep grades.  Interstate 5 is the West Coast’s major trade corridor and one of the top freight routes in the nation. As it passes through Douglas, Josephine, and Jackson counties in Southern Oregon, I-5 travels through rugged mountain terrain with steep grades. Trucks traveling on I-5 in Southern Oregon are slowed down significantly as they travel up these steep grades, often to 20 miles per hour or less.  This causes safety problems and congestion, particularly when trucks pass other trucks or use the highway shoulder to crawl up the mountains. ODOT and the Federal Highway Administration (FHWA) have identified the need for truck climbing lanes at multiple locations in Southern Oregon. The cost of addressing all the needs exceeds $100 million. ODOT has additional segments of climbing lanes planned for in the STIP and has requested a federal earmark for additional segments. | | | | | | Current Status: | The project construction is complete. | | | | | | Associated Project(s): | 14992, 15138, 16971 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *I-5: SUTHERLIN HILL TRUCK CLIMBING LANE* | | ***Key #*** *14992* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $424,000 | $424,000 |  |  |  | | Bid Opening: | 02/10/2011 | 02/10/2011 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 11/28/2011 | | | | | Region: | | 3 - Southern Oregon/South Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 4 | | | | | State Senate District: | | 04 | | | | | State Representative District: | | 07 | | | | | Explanation for Change in Cost: | | [06/21/2011] - Costs increased from $312,000 to $424,000 due to an increase in PE costs. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *I-5: N OAKLAND INTCHGE-SUTHERLIN INTCHGE SEC* | | ***Key #*** *15138* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $122,000 | $122,000 |  |  |  | | Bid Opening: | 02/10/2011 | 02/10/2011 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 11/28/2011 | | | | | Region: | | 3 - Southern Oregon/South Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 4 | | | | | State Senate District: | | 04 | | | | | State Representative District: | | 07 | | | | | Explanation for Change in Cost: | | [06/21/2011] - Costs increased from $120,000 to $122,000 due to an increase in PE costs. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *FFO-I-5:ELKHEAD RD-SUTHERLIN PAVING&CLIMBING LANES* | | ***Key #*** *16971* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $13,870,241 | $13,859,690 |  |  |  | | Bid Opening: | 02/08/2011 | 02/08/2011 |  |  |  | | Construction Completion: | 07/10/2012 | 07/10/2012 |  |  |  | | Last Updated: | | 02/23/2015 | | | | | Region: | | 3 - Southern Oregon/South Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 4 | | | | | State Senate District: | | 04 | | | | | State Representative District: | | 07 | | | | | Explanation for Change in Completion Date: | | [12/17/2012] - Project is complete //// [10/31/2012] - Construction was originally planned to be complete by the end of 2011. We aren't going to be able to finsh all the climbing lane work before the weather turns this fall. Thus, the current plan is to be finished by the end of November 2012. //// [10/31/2011] - Construction was originally planned to be complete by the end of 2011. We aren't going to be able to finsh all the climbing lane work before the weather turns this fall. Thus, the current plan is to be finished by June 2012. //// | | | | | Explanation for Change in Cost: | | [02/23/2015] - Overall costs reduced to $13,874,690 reflecting adjustment to remove OTH costs applied in error. //// [06/22/2011] - Cost change due to lower bid than expected + planned $1.6 million change order //// [03/08/2011] - Difference between original total cost and current total cost is due to current bidding climate as reflected in the Engineer's Estimate. //// [10/11/2010] - $632,000 added to fully fund project through construction. - Elizabeth Stacey&lt;br&gt; //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Interstate 5 Sexton Truck Climbing Lanes** | | | | **Key # 17079** | | | Description: | The Interstate 5 truck climbing lanes project encompasses three mountain passes in southern Douglas County and northern Josephine County. The project is designed to improve freeway operations by providing climbing lanes for trucks and other slow vehicles facing challenges on the steep grades.  The Interstate 5 truck climbing lanes project encompasses three mountain passes in southern Douglas County and northern Josephine County. The project is designed to improve freeway operations by providing a climbing lane for trucks and other slow vehicles facing challenges on the uphill section of Sexton pass. The additional lane will allow the shoulder to be used as intended for disabled or emergency vehicles and will address safety and operational problems at these locations. The current project will gather initial design data on all three passes and construct the climbing lane in the northbound direction on Sexton Summit. Lanes will be constructed on the other passes as future funding allows. Project includes interstate maintenance paving work (non-JTA funding) from MP 81.5-67-1. | | | | | | Benefit: | I-5 is the West Coast's major trade corridor and one of the top freight routes in the nation. As it passes through Douglas, Josephine, and Jackson counties in southern Oregon, I-5 travels through rugged mountain terrain with steep grades. Trucks traveling on I-5 in southern Oregon are slowed down significantly as they travel up these steep grades, often to 20 miles per hour or less. This causes safety problems and congestion, particularly when trucks pass other trucks or use the highway shoulder to crawl up the mountains. ODOT and the Federal Highway Administration have identified the need for truck climbing lanes at multiple locations in southern Oregon. The cost of addressing all the needs exceeds $100 million. ODOT will continue seeking funds for additional climbing lanes in Southern Oregon and will program projects in the Statewide Transportation Improvement Program when available. | | | | | | Current Status: | The Sexton Mt. climbing lane has been constructed and is open to traffic. Work on the related interstate maintenance project will be stopped over the winter and will be completed by August 2014. | | | | | | Associated Project(s): | 16763 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *I-5: GLENDALE-HUGO PAVING & SEXTON CLIMBING LANE* | | ***Key #*** *16763* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $34,198,418 | $32,436,066 |  |  |  | | Bid Opening: | 12/06/2012 | 12/06/2012 |  |  |  | | Construction Completion: | 06/30/2015 | 06/30/2015 |  |  |  | | Last Updated: | | 02/23/2015 | | | | | Region: | | 3 - Southern Oregon/South Coast | | | | | State or Local: | | State | | | | | US Congressional District: | | 4 | | | | | State Senate District: | | V | | | | | State Representative District: | | V | | | | | Explanation for Change in Completion Date: | | [11/20/2014] - Project completion moved to 2014 from 2013 because the interstate maintenance portion of the work extended into a second construction season. //// [10/14/2014] - Project is complete //// | | | | | Explanation for Change in Cost: | | [02/23/2015] - Following bid and Project Agreement Estimate, budget has been reduced to $34,199,000. JTA portion remains at $10,000,000. //// [05/15/2013] - Following bid and Project Agreement Estimate, budget has been reduced to $34,964, 087. JTA portion remains at $10,000,000. //// [01/16/2013] - Project has been reduced $60,000 ($49,702,000 to $49,642,000) due to reduced utility relocation estimates. //// [05/21/2010] - Total project cost adjusted up because all funding intended for the overall project was not available for programming at the time the original project budget was developed. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Interstate 84 at U.S. Highway 97 Interchange (Biggs Junction)** | | | | **Key # 17080** | | | Description: | This project will replace the US 97 bridges over Interstate 84 and the Union Pacific Railroad, and widen the US 97 roadway from one lane in each direction to two lanes in each direction plus a center median. The acceleration lane for the westbound I-84 on ramp will be extended and all the interchange ramps will be realigned and widened to better accommodate the volume and size of the vehicles using this interchange. An auxiliary lane will also be included along southbound US 97 from the Celilo-Wasco Spur/Biggs-Rufus Frontage Road/US 97 (Biggs Jct.) intersection south to the Spanish Hollow Creek Bridge. Both ramp terminals and the Biggs Jct. intersection will be signalized and improvements to pedestrian safety at Biggs Jct. intersection will be provided by installing striped crosswalks and a pedestrian refuge island at the southeast corner of the intersection.  The scope of the project was expanded to include replacement of approximately five and a half miles of substandard median barrier on either side of the I-84/US 97 interchange. This work will be funded by federal dollars.  A second project, the US97: Biggs Jct. - Spanish Hollow Creek and Trout Creek Bridges will extend the southbound acceleration lane of US 97 from the US30/US 97 intersection at the Biggs Jct. Interchange, and match into the US 97 climbing lane a half mile south of the interchange, providing a continuous two-lane section for the first two miles of US 97 south of Interstate 84. Included in this project is the replacement of the existing two-lane US 97 Spanish Hollow Creek Bridge to a new three-lane, seismic resilient bridge. This project will also seismically retrofit seven additional bridges along US 97, six within first seven miles south of Biggs Jct. along Spanish Hollow Creek and one at Trout Creek 19 miles north of Madras, OR. | | | | | | Benefit: | Interstate 84 at U.S. 97 (Biggs) Interchange is a major hub for transportation of freight by truck, as well as the intermodal connection point for the transfer of wheat from trucks on the highway to barges on the Columbia River. The interchange ramps and intersections are in a very tight area, such that the interchange cannot accommodate the majority of over-sized wind-tower loads that continue to be delivered to wind turbine projects in this region, causing costly out-of-direction travel. Biggs Junction, located immediately south of the interchange, has also experienced increased commercial development catering to highway traffic.  Traffic studies performed by the Oregon Department of Transportation indicate that if no improvements are made to this intersection, the consequence of high volumes of heavy truck traffic westbound will cause the congestion of vehicles to back-up onto the mainline of I-84. Traffic counts and vehicle classifications show that over 40% of the vehicles in the area are large trucks.  Because of the heavy truck traffic circulating throughout the project area and the existing restrictive ramp and intersection space, left and right-turns for vehicles from the off-ramps are contributing to high congestion and back-up problems. Intersections at the ramps are narrow and heavy vehicles turning onto US 97 cannot stay within the correct lanes, creating safety concerns at these stop-sign controlled intersections. Because these maneuvers require “gaps” in traffic from either direction, it is most likely the single largest contributor to the existing back-up problem on the I-84 eastbound off ramp.  For the US97: Biggs Jct. - Spanish Hollow Creek and Trout Creek Bridges project, this improvement will increase capacity on southbound US 97 into the Spanish Hollow Grade, and improve freight mobility within the interchange area. It will also eliminate slow trucks from impacting the signalized intersection at Biggs Jct. and allow for | | | | | | Current Status: | The Interstate 84 @ US97 Interchange project was completed in July 2015.  The US97: Biggs Jct. - Spanish Hollow Creek and Trout Creek Bridges project is currently in the design phase. The bid opening for the contract is scheduled for winter 2017 with construction to begin in 2018. Construction will take two years. | | | | | | Associated Project(s): | 16940, 19075 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *FFO - I-84 @ US97 INTERCHANGE (BIGGS JUNCTION)* | | ***Key #*** *16940* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $18,829,277 | $18,389,151 |  |  |  | | Bid Opening: | 03/14/2013 | 03/14/2013 |  |  |  | | Construction Completion: | 06/21/2015 | 06/21/2015 |  |  |  | | Last Updated: | | 07/27/2015 | | | | | Region: | | 4 - Central Oregon | | | | | State or Local: | | State | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 30 | | | | | State Representative District: | | 59 | | | | | Explanation for Change in Completion Date: | | [07/27/2015] - The contract was extended for clean up and punch list items. The project is now complete. //// [06/01/2015] - The traffic signals on the project were turned on 5/22/2015. There are clean up and punch list items that are scheduled to be completed by the end of June 2015. //// | | | | | Explanation for Change in Cost: | | [12/08/2011] - The scope of the project was expanded to include replacement of substandard median barrier on either side of the I-84/US 97 interchange, and is being funded with federal dollars. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *US97: Spanish Hollow Creek & Trout Creek bridges* | | ***Key #*** *19075* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $22,395,036 | $22,361,158 |  |  |  | | Bid Opening: | 12/14/2017 | 12/21/2017 |  |  |  | | Construction Completion: | 12/04/2020 | 12/04/2020 |  |  |  | | Last Updated: | | 12/29/2020 | | | | | Region: | | 4 - Central Oregon | | | | | State or Local: | | State | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 29, 30 | | | | | State Representative District: | | 57, 59 | | | | | Explanation for Change in Completion Date: | | [12/29/2020] - Project completed; 2nd Noted 12/11/2020 per STIP/FP. //// [12/08/2020] - Explanation for changed completion date pending, per Tana Libby email. //// [10/31/2018] - The PE phase was increased with the final voucher //// [09/19/2018] - Completion date extended to 10.30.2020. //// | | | | | Explanation for Change in Cost: | | [10/31/2018] - The PE phase was increased with the final voucher was updated 10/18/2018, per Flower Shobe. //// [09/19/2018] - Moved explanation to Completion Date Changes //// [08/27/2018] - Increase CN by $5,947,025 by moving funds from K20120 and 20481. Increase PE be $180,000 and RW by $20,000 adding funds from State Bridge Program. //// [04/30/2018] - Total project cost increased by $20,000 due to an increased Right of Way estimate. New total project costs = $21,555,652.09 //// [02/27/2018] - Total project cost increased to $21,535,652.09 due to bids //// [11/20/2017] - Total project cost decreased by $48,361 due to Engineer's Estimate at PS&amp;E //// [10/02/2017] - Total project cost increased by $490k in State bridge funds to align with new estimates //// [10/31/2016] - Total project cost increased by $1,980,000 in bridge funds due to change in scope. //// [04/13/2016] - K#19075 US97: Biggs Jct. - Spanish Hollow Creek and Trout Creek Bridges project was added to the STIP on 4/6/16 with $3,000,000 JTA funds. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: U.S. Highway 97: Crooked River Bridge to Redmond** | | | | **Key # 17081** | | | Description: | The U.S. 97: Crooked River Bridge to Redmond project is located in Deschutes County at the north end of Redmond and through Terrebonne. The project provides pavement preservation and safety and access improvements, including complete curb/sidewalk/drainage swale improvements through Terrebonne. The project paved five miles of U.S. 97 from the Crooked River Bridge to the Redmond Reroute. The project also widened substandard shoulders and improved intersection safety along US 97 at NW Wimp Way, NW Lower Bridge Way, and Barberry Lane. Finally, it relocated or closed several private drives on US 97 between NW Wimp Way and the south end of Terrebonne and improved pedestrian safety in Terrebonne by construction of curbs, gutters and sidewalks. | | | | | | Benefit: | U.S. 97 is a critical part of the state’s transportation system and is generally classified as an “Expressway.” U.S. 97 carries a high volume of freight and tourist traffic to and from the Washington and California borders. It is also an important highway for local commuter traffic.  Keeping roads in good condition and providing for safe travel are critical parts of the Oregon Department of Transportation’s (ODOT) mission. On “Expressways” and major freight corridors like U.S. 97, vehicles are generally traveling at high speeds. There are multiple intersections along the stretch of U.S. 97 north of Terrebonne that often cause a mixture of conflicting fast and slow traffic, which has been a safety issue for both travelers on U.S. 97 and people entering or exiting the highway. In addition, this five mile section of U.S. 97 was rutting and beginning to break apart, with potholes and de-lamination (where layers of the pavement begin separating). Such conditions allow water and ice to collect on the road surface, causing slippery road conditions and a serious safety issue, where potholes and de-lamination increase the rate of pavement degradation as well as presenting a safety hazard. | | | | | | Current Status: | The project was completed December 2009. | | | | | | Associated Project(s): | 14551 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *US97: CROOKED RIVER BRIDGE - REDMOND REROUTE* | | ***Key #*** *14551* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $5,692,000 | $5,692,000 |  |  |  | | Bid Opening: | 06/04/2009 | 06/04/2009 |  |  |  | | Construction Completion: | 12/31/2009 | 12/31/2009 |  |  |  | | Last Updated: | | 02/24/2015 | | | | | Region: | | 4 - Central Oregon | | | | | State or Local: | | State | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 27 | | | | | State Representative District: | | 53 | | | | | Explanation for Change in Cost: | | [02/24/2015] - The Total Cost was reduced to reflect final total project expenditures. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: State Highway 140 between Klamath Falls and Nevada State Line** | | | | **Key # 17082** | | | Description: | The State Highway 140: Klamath Falls to the Nevada State Line projects are located in Klamath and Lake Counties. The projects will realign or straighten curves and widen the highway and shoulders on multiple segments of Oregon 140. One project will also install a new traffic signal at the end of the eastbound off-ramp on Oregon 140 at Washburn Way, and replace a signal pole at the intersection of Oregon 140 and Oregon 39.  OR140 @ Washburn Way (Klamath Falls) - shown in the past as "OR 140/OR 39 Intersection Improvements (Klamath Falls)" and "OR 140: Signal Improvement (Klamath Falls)" The OR 140 @ Washburn Way Project will install a traffic signal at the end of the east bound off ramp of Oregon 140 and Washburn Way. This work will eliminate capacity deficiencies within the "last mile" that will make it easier for industrial land to be developed north of the interchange. The original scope of the OR 140/OR 39 Intersection Improvements (Klamath Falls) Project was scaled back and now only includes the replacement of a signal pole at this intersection, which is being included in the OR 140 @ Washburn Way Project.  OR 140: Ritter Road – Deer Run Road (Bly Mountain) Project (milepost 25.17 and 34.43) The project will straighten curves, widen the roadway and shoulders, repave the 9.4-mile segment, remove obstacles in the clear zone (the area beyond the edge of the highway that allows a driver to stop safely or regain control of a vehicle that leaves the roadway), and upgrade guard rail and signage.  OR 140: Beatty Curves Project (milepost 41.70 – 42.70) The project will straighten curves, widen the roadway and shoulders, remove obstacles in the clear zone, install new or upgraded guard rail and upgrade signs.  OR 140: Warner Curve Project (milepost 20.8 to 21.23) The project will realign curves, widen shoulders, upgrade guard rail and signing, and install a box culvert in Parsnip Creek to enhance fish passage.  OR 140 Klamath Falls - Lakeview Highway (Antelope Canyon) was shown before as OR 140 Corridor Improvements. The project is located approximately 12 miles west of Lakeview, Oregon, and will improve 2 miles of OR 140 in the Antelope Canyon area (MP 83-85). The roadway will be widened allowing paved shoulders, guardrails installed, and signs replaced. The result of the project will be to improve the safety on this sect | | | | | | Benefit: | Oregon 140 is an important part of the State’s transportation system in south central Oregon. It is a major truck route for freight from the Oregon coast to Nevada. Keeping roads in good condition and providing for safe travel are critical parts of the Oregon Department of Transportation’s mission.  The sharp curves limit the length of trucks that can use this portion of Oregon 140. There have been a number of crashes in the area including some fatalities and serious injuries. The sharpness of the curve and excessive travel speeds seem to be common elements in the crashes. The long-term goal is to correct these sharp curves so the length restriction can be removed. This overall project is comprised of Six discrete projects. | | | | | | Current Status: | OR 140 @ Washburn Way (Klamath Falls) - The project was completed in October 2012.  OR 140: Warner Curve Project - The project was completed in November 2010.  OR 140: Beatty Curves Project -The project was completed in November 2010.  OR 140: Ritter Road – Deer Run Road (Bly Mountain) Project - The construction contract was awarded to K & E Excavating of Salem, Oregon. Work began in July 2014. Construction is to be completed by the end of 2016.  OR 140: Klamath Falls - Lakeview Highway (Antelope Canyon) The refinement of the project scope began in August 2014. The Design Acceptance Phased is scheduled to be completed mid-2015. The bid opening and construction are planned in 2017.  Associated project K16870 was completed and open to traffic effective 11/14/18. | | | | | | Associated Project(s): | 12402, 13828, 15674, 16240, 16870 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *OR140: BEATTY CURVES* | | ***Key #*** *12402* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $2,866,520 | $3,197,135 |  |  |  | | Bid Opening: | 04/08/2010 | 04/08/2010 |  |  |  | | Construction Completion: | 11/07/2010 | 11/07/2010 |  |  |  | | Last Updated: | | 02/24/2015 | | | | | Region: | | 4 - Central Oregon | | | | | State or Local: | | State | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 28 | | | | | State Representative District: | | 56 | | | | | Explanation for Change in Completion Date: | | [12/29/2010] - The contract was extended because of additional work required when an archeological site was discovered. //// | | | | | Explanation for Change in Cost: | | [02/24/2015] - The Total Cost was reduced slightly to reflect final total project expenditures. //// [04/20/2012] - Total Project Cost reduced to reflect savings in construction; this savings was transferred to the OR 140: Ritter Rd - Deer Run Rd (Bly Mtn) project. //// [05/20/2010] - Total project estimated cost reduced due to low bids, reducing the amount of JTA funds needed. Moved unused JTA funds to key#16870 to ; extend improvements to OR140. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *OR140: RITTER RD - DEER RUN RD (BLY MTN)* | | ***Key #*** *13828* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $30,325,453 | $30,330,133 |  |  |  | | Bid Opening: | 05/01/2014 | 05/01/2014 |  |  |  | | Construction Completion: | 11/15/2017 | 11/15/2017 |  |  |  | | Last Updated: | | 11/21/2016 | | | | | Region: | | 4 - Central Oregon | | | | | State or Local: | | State | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 28 | | | | | State Representative District: | | 56 | | | | | Explanation for Change in Completion Date: | | [11/21/2016] - Project was completed (2nd note) 10/13/16. //// [07/13/2015] - The design phase took longer than expected due to project complexity and the number of right of way files. The contract bid opening was in May 2014 and the project will be completed in October 2016. //// | | | | | Explanation for Change in Cost: | | [09/21/2016] - An error in STIP - Financing Program on 4/5/2016 caused $206,018 to be de-obligated by mistake. Jeff Flowers made the corrections with FHWA and in TEAMS which is reflected as a change in project cost on 9/1/2016. The true total estimated project cost has not changed. //// [06/02/2014] - The Total Project Cost was increased to cover the amount of the contract award. //// [03/17/2014] - The Total Project Cost was increased to reflect the current estimated construction cost. //// [11/19/2013] - The Total Project Cost was increased to reflect the current construction estimate. //// [08/27/2012] - The Total Project Cost was increased due to the transfer of funds from the OR 140: Washburn Way (Klamath Falls) due to a lower bid, and to reflect current cost estimates. (RH) //// [08/27/2012] - The Total Project Cost was increased due to the transfer of funds from the OR 140: Washburn Way (Klamath Falls) due to a savings in the project's Preliminary Engineering costs. (RH) //// [04/20/2012] - The Total Project Cost was increased to reflect current right of way and construction estimates. //// [05/13/2011] - Additional federal dollars were received for this project which reduced the amount of JTA funding needed. The total project cost was increased based on current estimates. (RH) //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *OR140: WARNER CURVE CORRECTION (MP21)* | | ***Key #*** *15674* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $2,572,481 | $2,580,142 |  |  |  | | Bid Opening: | 09/10/2009 | 09/10/2009 |  |  |  | | Construction Completion: | 10/31/2010 | 10/31/2010 |  |  |  | | Last Updated: | | 02/24/2015 | | | | | Region: | | 4 - Central Oregon | | | | | State or Local: | | State | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 28 | | | | | State Representative District: | | 55 | | | | | Explanation for Change in Cost: | | [02/24/2015] - The Total Cost was reduced slightly to reflect final total project expenditures. //// [06/22/2012] - Total Cost increased by $25K due to Right of Way purchase to protect adjacent private property from flooding. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *OR140 @ WASHBURN WAY (KLAMATH FALLS)* | | ***Key #*** *16240* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $647,000 | $665,111 |  |  |  | | Bid Opening: | 05/10/2012 | 05/10/2012 |  |  |  | | Construction Completion: | 10/18/2012 | 10/18/2012 |  |  |  | | Last Updated: | | 08/26/2013 | | | | | Region: | | 4 - Central Oregon | | | | | State or Local: | | State | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 28 | | | | | State Representative District: | | 56 | | | | | Explanation for Change in Cost: | | [08/26/2013] - The Total Cost was increased by $20K to cover additional construction and engineering costs. The JTA funding in this project remained the same. //// [08/27/2012] - The Total Cost was reduced by $37K to reflect a savings in the Preliminary Engineering costs. (RH) //// [06/22/2012] - The Total Cost was reduced by $216K to reflect the contract bid. (RH) //// [05/13/2011] - The cost estimate was increased to better reflect the current scope. (RH) //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *OR140:Antelope Creek-Odegaard Rd (Antelope Canyon)* | | ***Key #*** *16870* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $6,924,772 | $7,224,772 |  |  |  | | Bid Opening: | 04/27/2017 | 05/04/2017 |  |  |  | | Construction Completion: | 11/05/2018 | 11/05/2018 |  |  |  | | Last Updated: | | 09/24/2019 | | | | | Region: | | 4 - Central Oregon | | | | | State or Local: | | State | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 28 | | | | | State Representative District: | | 56 | | | | | Explanation for Change in Completion Date: | | [09/24/2019] - Project 2nd noted 11/14/18 per STIP/FP. Open to traffice. Further JTA reporting not required. //// [11/30/2017] - A Contract Change Order (CCO) was processed to extend the project completion date to 11/5/17 for the Contractor to address an unstable subgrade. Project is expected to 2nd Note in Fall 2018. //// | | | | | Explanation for Change in Cost: | | [02/01/2018] - Per Katie Parlette, adjusted construction authorization to account for final construction change order estimate. //// [11/30/2017] - A Contract Change Order (CCO) was processed to extend the project completion date to 11/5/17 for the Contractor to address an unstable subgrade. The CN estimate was also increased by $766,844.35. The largest cause for the increase is due to a quantity error for Asphalt. //// [07/24/2017] - Total project cost has increased based on new construction estimate //// [06/19/2017] - The total project cost has decreased based on actual construction award //// [04/17/2017] - The total project cost has decreased based on the current construction estimate. //// [09/06/2016] - The total project cost has increased as estimates are refined and to utilize all of the JTA funding available for the OR140 Corridor. //// [07/25/2016] - The Total Porject Cost has increased due to further refinement of the funding data //// [02/04/2016] - The Total Project Cost has increased due to better construction estimates. KP //// [08/19/2014] - The Total Project Cost increased because JTA funds transferred to the OR 140 Ritter Rd. - Deer Run Rd. Project were returned. The OR 140: Ritter Rd. - Deer Run Road Project received additional Federal dollars which allowed the return of the JTA funds. //// [06/02/2014] - The Total Project Cost was reduced because of JTA funds that were transferred to cover the contract award for the OR 140 Ritter Rd. - Deer Run Rd. (Bly Mtn.) Project. //// [03/17/2014] - The Total Project Cost was reduced because of funds that were tranferred to the OR 140 Ritter Rd. - Deer Run Rd. (Bly Mtn.) Project (ODOT Roject ID 13828). //// [11/19/2013] - Funding from this project was transferred to the OR 140: Ritter Rd. to Deer Run Rd. (Bly Mtn.) Project to cover the current construction cost estimate. //// [06/22/2012] - The Total Cost was reduced by $25K to purchase Right of Way for the OR 140: Warner Curve Correction (MP21) Project | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Murphy Road at U.S. Highway 97** | | | | **Key # 17083** | | | Description: | The U.S. 97 at Murphy Road project is located in Deschutes County at the south end of Bend. The overall estimate of transportation improvements in the U.S. 97/Murphy Road area is $45 million. The first functional project is estimated to cost $28.3 million and is mostly JTA funded. The project will be constructed in two phases with the first one beginning in summer 2013 and the second beginning in fall 2014. All other future projects in the area will be built using federal, state, local and private funding.  This first project will:   * realign and extend Murphy Road from Parrell Road, overcrossing the Bend Parkway, to Brookswood Blvd., * construct a fly-over connection from the new Murphy Road/Third Street intersection to southbound U.S. 97, * and remove traffic signals at U.S. 97/Third Street and U.S. 97/Pinebrook Blvd. | | | | | | Benefit: | The project will improve travel times, enhance freight mobility, reduce current and future congestion, and improve east-west connectivity, which is hampered by the at-grade crossings of the Bend Parkway, thereby allowing local trips to travel on city streets rather than on U.S. 97. The project will also provide enhanced bicycle and pedestrian access across U.S. 97, which is currently limited, and reduce safety problems.  U.S. 97 is a designated freight route and the only major north-south route in Oregon east of the Cascade Mountains. U.S. 97 plays a key role for travel to and within Central Oregon, and it also serves through traffic from California to Washington. ODOT has invested significant resources in improving U.S. 97 for freight and passenger travel, including building the Bend Parkway and the Redmond Reroute. Both of these projects created new alignments for U.S. 97 to offer a faster way for through traffic to travel through the region.  The southern section of the Bend Parkway was opened in 2001. Unlike the rest of the parkway, which features grade-separated interchanges, most of the intersections on the south end of the Parkway are at-grade with traffic signals. However, significant growth in the region-Bend was one of the fastest growing cities in the country for much of the last two decades-is adding pressure to an already congested transportation network. These at-grade intersections on the southern section of the Parkway slow travel and also create traffic conflicts and safety issues. Recent planning efforts by ODOT and the City of Bend have determined that a new overcrossing should be built on U.S. 97 at Murphy Road. This would allow for removal of traffic signals on U.S. 97 at Pinebrook Boulevard and Third Street. The project will build out the transportation system in a rapidly-growing part of the region and allow for future economic development in the area by opening up access to undeveloped land within the city limits. | | | | | | Current Status: | The second of the first two phases of the Murphy Road Project, administered by ODOT, was completed December 15, 2015. A third and final phase of the Murphy Road Project, administered by the City of Bend, will be completed fall 2016. The final phase will construct a roundabout about the intersection of Murphy Road and Parrell Road. | | | | | | Associated Project(s): | 14215, 18270 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *US97/MURPHY RD: BROOKSWOOD-PARRELL (BEND) PHASE 1* | | ***Key #*** *14215* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $25,338,849 | $24,818,096 |  |  |  | | Bid Opening: | 05/23/2013 | 05/23/2013 |  |  |  | | Construction Completion: | 05/01/2015 | 05/01/2015 |  |  |  | | Last Updated: | | 03/29/2016 | | | | | Region: | | 4 - Central Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 27 | | | | | State Representative District: | | 54 | | | | | Explanation for Change in Completion Date: | | [07/27/2015] - The contract was extended to May 1, 2015 to allow the contractor to complete permanent striping, sign installation and erosion control measures. All roads were opened by the original completion date. //// [11/25/2013] - The correct Estimated Completion date is 12/15/2014. A data entry error caused the change. //// | | | | | Explanation for Change in Cost: | | [03/29/2016] - The total cost of the project increased due to additional right of way costs. //// [11/07/2013] - Unused funding from Phase I was moved to Phase 2 (18270). //// [03/19/2013] - The total cost for the project increased by $3.2 million due to right of way and utility relocation costs, and the construction estimate. The project is being split into two contracts with the first to be let in May 2013. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *US97/Murphy Rd: Brookswood-Parrell (Bend) Phase 2* | | ***Key #*** *18270* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $6,253,002 | $6,185,278 |  |  |  | | Bid Opening: | 11/20/2014 | 12/11/2014 |  |  |  | | Construction Completion: | 12/15/2015 | 12/15/2015 |  |  |  | | Last Updated: | | 08/22/2016 | | | | | Region: | | 4 - Central Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 27 | | | | | State Representative District: | | 54 | | | | | Explanation for Change in Cost: | | [02/24/2015] - The Total Cost of the project was increased to reflect increases in the construction, utility relocation and right of way costs. //// [11/07/2013] - Unused funding from Phase 1 (14215) was move to Phase 2. In addition, installation of a Variable Message Sign south of Bend is being added to Phase 2 increasing the total project cost by approximately $500 thousand. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: U.S. Highway 97: Redmond Reroute Phase 2** | | | | **Key # 17084** | | | Description: | The U.S. Highway 97: Redmond Reroute, Phase II project will reconstruct 6th Street from Deschutes Avenue to Jackpine Avenue.  The project will include the following elements:   * The section from Deschutes Avenue to Antler Avenue will be constructed to the City’s new downtown modernized concrete section, including stamped crosswalks, colored intersections and parking areas, mid-block crosswalks, curb extensions, street furniture and landscape amenities, etc. * The section from Antler Avenue to Jackpine Avenue will be reconstructed and modernized with an asphalt section, but will also include limited curb extensions and similar urban amenities. * The project includes off-site stormwater improvements in the Greenwood/ Fir Avenue area to pipe stormwater from downtown to the Dry Canyon (west), as well as piping upgrades to the existing stormwater lines in Kingwood/Jackpine Avenue. * Existing traffic signals will be replaced at the intersections of Evergreen Avenue with 5th and 6th Streets, and Black Butte Avenue and 6th Street. A new traffic signal will be installed at the intersection of Black Butte Avenue and 5th Street. | | | | | | Benefit: | For the past 50 years, 5th/6th Street has served as US 97 through Redmond. The Project will reconstruct 6th Street in downtown Redmond to restore it to a modernized condition and replace a grossly deteriorated paved surface. The Project will help revitalize downtown Redmond and build upon the investment of the first phase of the US 97 Reroute project as well as the ARRA funded 5th Street Reconstruction Project and the City’s 6th Street Demonstration Project (Urban Renewal funded). | | | | | | Current Status: | The project project was completed in October 2013. | | | | | | Associated Project(s): | 17907 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *5TH ST & 6TH ST: EVERGREEN TO JACKPINE (REDMOND)* | | ***Key #*** *17907* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $6,089,000 | $6,066,025 |  |  |  | | Bid Opening: | 07/19/2012 | 07/19/2012 |  |  |  | | Construction Completion: | 10/31/2014 | 10/31/2014 |  |  |  | | Last Updated: | | 02/24/2015 | | | | | Region: | | 4 - Central Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 27 | | | | | State Representative District: | | 53 | | | | | Explanation for Change in Cost: | | [02/24/2015] - The Total Cost was reduced slightly to reflect final total project expenditures. //// [11/08/2011] - The total cost of the project was increased to include replacement and new installation of traffic signals in the project area. (RH) //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Chico Road Reconstruction (Baker County)** | | | | **Key # 17085** | | | Description: | This Chico Road Reconstruction in Baker County project is located on Chico Road, a county road.The project will reconstruct Chico Road, a freight route to the Elkhorn View Industrial Park. The project is in Baker County’s Transportation System Plan. | | | | | | Benefit: | Chico Lane is a critical freight route in Baker County. The project will improve freight mobility by enhancing the route’s ability to handle heavy loads and to function as a connector between Baker City’s truck route and U.S. 30. The project will improve congestion by increasing the use of this route and relieving congestion on Pocahontas Road. The reconstruction of Chico Road will enhance safety for trucks traveling south on U.S. 30 by removing congestion at the intersection of U.S. 30 and Pocahontas Road. | | | | | | Current Status: | Construction is complete. | | | | | | Associated Project(s): | 16781 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *CHICO ROAD RECONSTRUCTION (BAKER COUNTY)* | | ***Key #*** *16781* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $622,000 | $622,000 |  |  |  | | Bid Opening: | 09/30/2012 | 09/30/2012 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 12/23/2013 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 30 | | | | | State Representative District: | | 60 | | | | | Explanation for Change in Cost: | | [06/21/2013] - The Chico Road project was originally authorized for 1 million dollars, and constructed for $621,083. The remaining funds ($378,917) were reauthorized by the legislature in A-Eng SB 258 for use in the a. Baker County allocation (Best Frontage Road/Resort Street project).; ;  //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Chandler Lane Reconstruction (Baker County)** | | | | **Key # 17086** | | | Description: | The Chandler Lane Reconstruction in Baker County project is located on Chandler Lane, a county road.The project will reconstruct Chandler Lane between I-84 and U.S. 30 to provide an alternate truck route. | | | | | | Benefit: | Increasing traffic in the interchange area coupled with future development will create additional conflict points than can be mitigated by constructing a local parallel street network to move traffic away from the interchange.  The project will enhance freight mobility by providing a connector between I-84 and U.S. 30. Chandler Lane is the first east/west crossing of the Powder River, approximately five miles north of the Baker City limits and Hughes Lane. The project would solve a line of sight safety issue at the Powder River Bridge by increasing the road grade elevation at the bridge’s east approach. | | | | | | Current Status: | Construction is completete. | | | | | | Associated Project(s): | 16782 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *CHANDLER LANE RECONSTRUCTION (BAKER COUNTY)* | | ***Key #*** *16782* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $2,429,000 | $2,429,000 |  |  |  | | Bid Opening: | 10/01/2009 | 10/01/2009 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 12/23/2013 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 30 | | | | | State Representative District: | | 60 | | | | | Explanation for Change in Cost: | | [06/21/2013] - The Chandler Lane project was originally authorized for 4.6 million dollars, and constructed for $2,427,758. The remaining funds ($2,172,242) were reauthorized by the legislature in A-Eng SB 258 for use in the a. Baker County allocation (Best Frontage Road/Resort Street projects).;  //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Interstate 84 Spring Creek Climbing Lane** | | | | **Key # 17087** | | | Description: | The Interstate 84 Spring Creek Climbing Lane project is located in Union County and will construct a third lane between mile posts 246.6 and 248.1 westbound. At completion of the project, commercial vehicles would be restricted to the right lanes, keeping the left lane open to passenger vehicles. This allows passenger vehicles to proceed at posted speeds without delay when commercial vehicles overtake each other. In the winter this would also allow emergency and winter maintenance vehicles to navigate around trucks that have blocked the truck lanes. New 12-foot-wide travel lanes for trucks will be constructed of concrete to withstand wear and extend the life of the new roadway. | | | | | | Benefit: | The project would alleviate bottlenecks that occur when both lanes of the interstate are being used by commercial vehicles, serving to improve freight mobility and minimize delays for passenger vehicles.  The six percent westbound grade on I-84 at Spring Creek is a frequent and year-round bottleneck for freeway traffic. In the summer months the differential speeds between large vehicles and passenger vehicles creates traffic safety issues. When large vehicles overtake each other at slow speeds, traffic delays occur as passenger vehicles are delayed behind the slow moving vehicles. In the winter months, large vehicles frequently spin out on the grade which blocks the freeway. This section experiences frequent and lengthy winter related closures. The mountainous terrain precludes alternative routes for this section. As a result, the closures become a large burden to freight and passenger mobility through Eastern Oregon. | | | | | | Current Status: | The project is complete. This is the last update on this project. 6/17/16 | | | | | | Associated Project(s): | 16021, 16799, 17989 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *FFO - I-84: GLOVER INTERCHANGE - ORO DELL* | | ***Key #*** *16021* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $1,381,000 | $1,381,000 |  |  |  | | Bid Opening: |  |  |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 06/17/2016 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | State | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 28 | | | | | State Representative District: | | 58 | | | | | Explanation for Change in Completion Date: | | [11/27/2013] - y //// | | | | | Explanation for Change in Cost: | | [03/01/2013] - //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *I84: SPRING CREEK CLIMBING LANE* | | ***Key #*** *16799* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $204,000 | $204,000 |  |  |  | | Bid Opening: |  |  |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 08/20/2015 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | State | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 29 | | | | | State Representative District: | | 57 | | | | | Explanation for Change in Cost: | | [12/07/2012] - n //// [03/14/2011] - Additional funding added from IM Pres and Safety programs to facilitate constructing this project with the I-84: Meacham - Glover project. The Total Project Cost is $7,886,000 and the Construction Phase is $7,216,000. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *FFO-I-84 KAMELA INTCHG - 2ND ST UXING (LA GRANDE)* | | ***Key #*** *17989* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $46,860,100 | $42,870,635 |  |  |  | | Bid Opening: | 04/11/2013 | 04/11/2013 |  |  |  | | Construction Completion: | 08/15/2016 | 08/15/2016 |  |  |  | | Last Updated: | | 06/17/2016 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | State | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 29 | | | | | State Representative District: | | 57 | | | | | Explanation for Change in Cost: | | [04/10/2012] - There was no cost change, multiple projects are being combined, including the 16799 Spring Creek Climbing lane project. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: NW Washington Ave (Ontario) Realignment** | | | | **Key # 17088** | | | Description: | NW Washington Avenue is located in Ontario, Oregon. The street is a secondary route that connects the downtown retail and commercial areas to Oregon 201 and I84 at the North Ontario Interchange. The project will reconstruct a portion of NW Washington Avenue on a new alignment.  The North Ontario Interchange has just recently been completed. As part of that project, the intersection of NW Washington and Oregon 201 was moved away from the interchange to allow for safer traffic flow. A portion of NW Washington Avenue must now be realigned to allow for safer and more efficient traffic flow on NW Washington Avenue.  Some of the design elements include: new pavement, curb, gutter and sidewalks, drainage, and water and sewer improvements. | | | | | | Benefit: | The project is needed to improve the safety and efficiency of the existing route. | | | | | | Current Status: | The project construction is complete. ODOT Right of Way is finishing up the property transfers and jurisdictional exchanges before the project is closed. Some remaining JTA funds will go toward additional components within the project boundaries. The City of Onatario is currently working to define this proposed work.. | | | | | | Associated Project(s): | 16783 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *NW WASHINGTON AVENUE REALIGNMENT* | | ***Key #*** *16783* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $7,952,741 | $4,452,741 |  |  |  | | Bid Opening: | 09/30/2012 | 09/30/2012 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 02/01/2019 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 30 | | | | | State Representative District: | | 60 | | | | | Explanation for Change in Cost: | | [02/01/2019] - Project is complete. this is the last update for this project. //// [06/14/2011] - Project was amended to reflect the $4.5 million in JTA funds only. //// [01/06/2011] - Project cost increased by $374,537.00 to reflect local money being allocated for additional sidewalk work. - Sean Maloney //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Pierce Road Improvements (Union County)** | | | | **Key # 17089** | | | Description: | The Pierce Road Improvements in Union County project is located on Pierce Road, a Union County road. The project consists of roadway improvements for Pierce Road from Oregon 203 north to Oregon 82 for an approximate length of 3.7 miles, and roadway improvements on Airport Road east of Pierce Road for an approximate length of 0.6 mile.  Pierce Road is a farm to market road. Major connections are Oregon 82, Oregon 237, US 30, and I-84.  The roadway improvements for Pierce Road consist of shoulder widening, asphalt base repair, asphalt overlay, and related improvements. The roadway section will have 26 feet of asphalt surfacing and 2-foot gravel shoulders on each side. Roadside slopes will be flattened to improve safety. The roadway improvements on Airport Road consist of asphalt base repair and asphalt overlay. No right-of-way will be needed for either section of roadway and very limited utility work will be required. | | | | | | Benefit: | Pierce Road is a primary connector road between state Oregon 82, Oregon 237, and Oregon 203. It is also the primary access to the La Grande/Union County Airport. Pierce Road also provides access to major industries including Boise Cascade, two travel trailer manufacturers, and the Union County Airport Business Park. The existing pavement structure is at the end of its useful life and an overlay is needed to preserve the existing pavement. The existing roadway section varies in width and shoulder slopes at many locations are steeper than 3:1. Shoulder grading is needed to improve safety. The Airport Road pavement surface is at the end of its useful life and an overlay is needed to preserve the existing pavement. | | | | | | Current Status: | Construction is Complete. This is the last update for this project. | | | | | | Associated Project(s): | 16784 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *PIERCE ROAD IMPROVEMENTS* | | ***Key #*** *16784* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $4,977,824 | $5,000,000 |  |  |  | | Bid Opening: | 01/05/2011 | 01/05/2011 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 11/27/2013 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 29 | | | | | State Representative District: | | 57 | | | | | Explanation for Change in Completion Date: | | [12/07/2012] - Union County crews completed the earthwork and paving is nearly complete. Some minor; paving work will likely occur next spring. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: State Highway 82 Alternate: Enterprise-Joseph** | | | | **Key # 17090** | | | Description: | This State Highway 82 Alternate Route in Wallowa County project is located along Hurricane Creek Road in Wallowa County. This project will rebuild Hurricane Creek Road.  This roadway serves as the only alternate route to Oregon 82 between the communities of Enterprise and Joseph. This project is identified within the local Transportation System Plan and will improve the alternate route to Oregon 82 for vehicle and bike/pedestrian traffic.  The planned improvements for this project include: rebuilding the roadway, improving two curves, providing a visitor turn-out, widening the roadway, and adding shoulders that accommodate bicyclists. | | | | | | Benefit: | Conditions along Hurricane Creek Road have deteriorated over time. Currently the roadway suffers from frost heave and contains two curves that need realignment to alleviate safety concerns. During the spring, summer, and fall months, the roadway is used as a vehicle and bicycle scenic route by folks visiting the area.  Adding a vehicle turn-out and shoulders for bicycles and pedestrians will help delineate traffic from the other facility users, creating a safer environment along Hurricane Creek Road. These elements will remove users from the state high-way system, thereby reducing safety conflicts along Oregon 82.During the winter months Hurricane Creek Road provides an alternative route where viable alternate to Oregon 82 is not currently available. | | | | | | Current Status: | The project has bid, Kerr Construction has notice to proceed, starting work May 20th. | | | | | | Associated Project(s): | 16785 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *STATE HIGHWAY 82 ALTERNATE: ENTERPRISE-JOSEPH* | | ***Key #*** *16785* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $5,122,962 | $5,109,274 |  |  |  | | Bid Opening: | 04/16/2013 | 04/16/2013 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 05/31/2013 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 29 | | | | | State Representative District: | | 57 | | | | | Explanation for Change in Completion Date: | | [12/07/2012] - Wallowa County is doing some work on irrigation lines and culverts this fall to prepare for the; contract work. The project is scheduled to be bid on April 11, 2013. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Westland Road/Lamb/Walker Intersection Improvements Project** | | | | **Key # 17091** | | | Description: | The Westland Road in Umatilla County project is located on Westland Road, a county road in Umatilla County. The Westland Road project consists of designing and constructing improvements at the Lamb Road, Walker Road, and Westland Road Intersection located south-west of Hermiston. Improvements include realigning Lamb Road to be the through roadway and realigning Walker Road and Westland Road to tee into Lamb Road. Utility coordination and relocation may be necessary pending preliminary design. Right-of-way acquisition is necessary for the project on Lamb Road and Walker Road. Bridge widening may be necessary on Westland Road pending preliminary design. Overlaying the approach roads will be considered during the design process depending on an analysis of the available funding. | | | | | | Benefit: | The main benefit of this project will be to improve the intersection safety by realigning the approach roads and making Lamb Road the through roadway. Lamb Road was selected to be the through roadway by Umatilla County in 2006 as a part of a feasibility study that presented several alternatives. | | | | | | Current Status: | Construction is complete.. | | | | | | Associated Project(s): | 16786 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *WESTLAND RD/LAMB/WALKER INTERSECTION IMPROVEMENTS* | | ***Key #*** *16786* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $1,036,945 | $1,004,401 |  |  |  | | Bid Opening: | 10/01/2009 | 10/01/2009 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 01/02/2014 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 29 | | | | | State Representative District: | | 57 | | | | | Explanation for Change in Completion Date: | | [12/07/2012] - Construction is Complete //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: State Highway 207/State Highway 206 Intersections** | | | | **Key # 17092** | | | Description: | The State Highway 207 and State Highway 206 Intersections project is located at the intersection of Oregon 207 and Oregon 206 in Morrow County. The project will realign or rebuild several intersections. Intersections will be improved at Shobe Canyon, Clarks Canyon, Rhea Creek, Gooseberry and Porcupine roads. Each of these roads are farm to market roads and are vital to Morrow County’s economy. | | | | | | Benefit: | All of the roads mentioned above enter Oregon 207 and/or Oregon 206 at differing angles. Realigning each intersection at 90 degrees to the highway will allow traffic to negotiate turning movements more efficiently | | | | | | Current Status: | Construction is complete. | | | | | | Associated Project(s): | 17140 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *OR207: CORRIDOR SECTION IMPROVEMENTS (PHASE 2)* | | ***Key #*** *17140* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $392,556 | $496,408 |  |  |  | | Bid Opening: | 03/07/2011 | 03/07/2011 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 05/31/2013 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 30 | | | | | State Representative District: | | 57 | | | | | Explanation for Change in Completion Date: | | [12/07/2012] - Construction is complete //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Interstate 84 Chain Up Areas East of Pendleton** | | | | **Key # 17093** | | | Description: | Construction is Complete. This is the last update for this project.Construction is Complete. This is the last update for this project. | | | | | | Benefit: | During winter conditions trucks need additional space to pull off of Interstate 84 and install or remove tire chains to allow them to safely make it over the summits that occur through the Blue Mountain passes along Interstate 84.  A chain-up area adjacent to the freeway is valuable to help keep traffic moving safely and decrease congestion immediately adjacent to the travel lane. Along freeway sections where trucks do not have designated chain-up areas drivers sometimes stop on the freeway shoulders or directly in travel lanes to install or remove chains, creating extreme safety hazards for drivers and passing vehicles.  An increased number of designated areas for removing chains will also help extend the life of the pavement surface by reducing the number of chained trucks driving on bare pavement. Overall, chain-up areas provide a safe location for drivers to install or remove chains and improve mobility with fewer delays during winter storm events.    Note: $300,000 of JTA money was transferred from the "I84: REGION 5 CHAIN UP AREAS" project to the "FFO-I-84:BALDOCK SLOUGH-SOUTH BAKER INTERCHANGE" project in order to construct one of the chain-up locations. Bringing in the $21M Baldock Slough project increased the size of this project considerably. The bids came in low for the Baldock project, so the JTA funds were not needed and were returned to this Chain-up Areas project, and decreasing its size back to the original $4.7M. | | | | | | Current Status: | The first project is in the construction phase. The second phase will bid in April 2013. | | | | | | Associated Project(s): | 16010 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *I84: REGION 5 CHAIN UP AREAS* | | ***Key #*** *16010* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $2,701,000 | $2,867,702 |  |  |  | | Bid Opening: | 09/20/2012 | 09/20/2012 |  |  |  | | Construction Completion: | 01/06/2014 | 01/06/2014 |  |  |  | | Last Updated: | | 11/27/2013 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | State | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | V | | | | | State Representative District: | | V | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Izee-Paulina Highway in Grant County** | | | | **Key # 17094** | | | Description: | The Izee-Paulina Highway in Grant County project will improve pavement condition and safety on the Izee-Paulina Highway, a county road in Grant County.The project will rehabilitate about 16 miles of pavement and address some minor curve corrections needed for safety improvements on the Izee-Paulina Highway. | | | | | | Benefit: | The Izee-Paulina Highway is an east to west route that bisects the south west corner of Grant County, Oregon. It is a rural route that extends through mostly public lands. The eastern half of the route begins at US 395 south of Canyon City, Oregon. It is the alternate route used to support traffic and freight movement during US 26 closures (usually related to spring flooding). This route provides access for resource management forces traveling to the National Wild and Scenic River (South Fork) of the John Day River, the Black Canyon Wilderness of the Ochoco National Forest, the Strawberry Mountain Wilderness of the Malheur National Forest, and BLM and State Lands used for recreation. It functions as the alternative route to US 26 for the transportation of timber, hay, livestock, other freight goods, and emergency services. The pavement in the project location is fatigued and in need of rehabilitation. | | | | | | Current Status: | Construction is complete. Nice job! | | | | | | Associated Project(s): | 13959 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *IZEE - PAULINA HWY RECONSTRUCT* | | ***Key #*** *13959* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $4,338,089 | $4,041,838 |  |  |  | | Bid Opening: | 01/12/2010 | 01/12/2010 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 05/31/2013 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 30 | | | | | State Representative District: | | 59 | | | | | Explanation for Change in Completion Date: | | [12/07/2012] - Final Inspection is complete. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Monroe Street and U.S. 20 Intersection in Harney County** | | | | **Key # 17095** | | | Description: | The Monroe Street and U.S. Highway 20 Intersection in Harney County project is located on a city street in Burns. It intersects with U.S. 20/U.S. 395 in the heart of Burns. Monroe Street leads to the Burns Paiute Tribe Casino and a recently zoned industrial area. The scope of the project is to reconfigure the intersection into a more typical simple "T" configuration with adequate space between other connecting city streets.Multiple businesses are located in the project limits, including: a credit union, a tire store, auto sales, state offices, and restaurants. | | | | | | Benefit: | The project is needed to reduce traffic accidents and congestion. The intersection experiences a high number of accidents due to the current configuration, high local traffic volumes, and left-turn movements. | | | | | | Current Status: | Construction is complete. | | | | | | Associated Project(s): | 14675 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *US20/395: MONROE STREET (BURNS) INTERSECTION* | | ***Key #*** *14675* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $1,022,000 | $1,022,000 |  |  |  | | Bid Opening: | 09/23/2010 | 09/23/2010 |  |  |  | | Construction Completion: | 10/31/2011 | 10/31/2011 |  |  |  | | Last Updated: | | 05/31/2013 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 30 | | | | | State Representative District: | | 60 | | | | | Explanation for Change in Completion Date: | | [12/07/2012] - Project is complete //// | | | | | Explanation for Change in Cost: | | [03/26/2010] - Project cost revised to reflect additional Federal funds on the project. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Baker County** | | | | **Key # 17096** | | | Description: | Baker County and the City of Baker City have several street projects to complete utilizing funds from the Transportation Bill.  The following describes and prioritize these projects:  Resort Street Improvements. Resort Street is an integral piece of Baker City’s transportation network. Serving as a collector for one of our largest commercial areas, the street provides a connection between Highway 7 and Highway 30, as well as an alternative route for traffic from Main Street (Highway 30). The scope of this project would include eight blocks between Campbell Street and Auburn. The street itself is in poor condition, the only commercial street in Baker City to receive such a designation in our adopted Pavement Management Plan. Large sections of the base have failed, the asphalt is severely cracked and the sidewalks are crumbling. A major overhaul is needed to make this street a viable alternative for the community. The scope of work includes a complete rebuild of the street and construction of new sidewalks, including street trees and pedestrian lighting. Best Frontage Road Improvements.  Another essential piece of Baker City and County’s transportation infrastructure is the completion of Best Frontage Road. East of Interstate 84, Best Frontage Road provides a co  nnection between Baker City’s two busiest interchanges (302 and 304). The scope of the project would be phased, depending on available funding. Improvements would include construction of a new street with curbs, gutters and sidewalks built to Baker County City standards. A multi-use path would be constructed on one side of the street for bicycle and pedestrian use. Street lighting would also be placed where needed. Our preference would be to complete the street between Exits 302 and 304, providing a connection from Highway 86 to Campbell Street and Highway 7. Any remaining funds would be used to rebuild sections of Best Frontage Road that are in disrepair. | | | | | | Benefit: | The Resort Street portion of the project will improve the roadway surface, improve sidewalks, and provide a better pedestrian environment.  The Best Frontage Road work will open up a great deal of commercial property adjacent to the Interstate, giving us an opportunity to locate new businesses in our community. It will also improve pedestrian and bicycle facilities. | | | | | | Current Status: | The Best Frontage Road Project is complete and Resort Street portion of the project is complete. Some remaining JTA funds will go toward additional components within the project boundaries. SB 258 (2013) transferred funds not needed from the Chandler Lane and Chico Road projects to the Baker County allocation. | | | | | | Associated Project(s): | 16802 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *RESORT ST & BEST FRONTAGE RD IMPROVEMENTS (BAKER)* | | ***Key #*** *16802* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $7,066,146 | $7,047,253 |  |  |  | | Bid Opening: | 02/28/2013 | 02/28/2013 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 02/01/2019 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 30 | | | | | State Representative District: | | 60 | | | | | Explanation for Change in Cost: | | [02/01/2019] - Project is complete. this is the last update for this project. //// [03/22/2018] - This is the final update for this project. The County has completed their work and there is just under 5000 left in the account. All work is complete and there will be no other charges to this project. //// [12/07/2012] - Project is in the design phase. The Oregon Transportation Commission has recommended; the legislature reallocate $1,378,917.44 from the Chico Road and Chandler Lane projects. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Grant County** | | | | **Key # 17098** | | | Description: | This project in Grant County will (1) widen West Bench Road from MP 1.9 to MP 2.8 to standardize with the rest of the road, (2) resurface the roadway from MP 1.9 to 3.7 and (3) replace Pine Creek Bridge (single lane structure) with a double lane structure to fit the width of the existing road. | | | | | | Benefit: | This project will accommodate traffic and commercial needs. | | | | | | Current Status: | Construction is complete. | | | | | | Associated Project(s): | 16795 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *WEST BENCH RD AND PINE CREEK BRIDGE(CANYON CITY)* | | ***Key #*** *16795* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $1,198,000 | $1,198,000 |  |  |  | | Bid Opening: | 10/22/2009 | 10/22/2009 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 05/31/2013 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 30 | | | | | State Representative District: | | 59 | | | | | Explanation for Change in Completion Date: | | [12/07/2012] - Project is complete, Final inspection is complete //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Harney County** | | | | **Key # 17100** | | | Description: | This project in Harney County will reconstruct and widen Double "O" Road and East Steens Road. It will also reconstruct widen and realign Narrows-Princeton Road. | | | | | | Benefit: | This project will improve the capacity and safety of these facilities. | | | | | | Current Status: | Constuction is complete, This is the last report on this project. | | | | | | Associated Project(s): | 16787 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *DOUBLE "O"/NARROWS-PRINCETON & EAST STEENS RD* | | ***Key #*** *16787* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $4,090,231 | $4,106,000 |  |  |  | | Bid Opening: | 11/03/2009 | 11/03/2009 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 05/23/2014 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 30 | | | | | State Representative District: | | 60 | | | | | Explanation for Change in Completion Date: | | [12/07/2012] - Construction of the East Steens widening project is complete. The construction of the Narrows; to Princeton section is 75% complete. The county is still working on the rock source for the; Double ‘O’ project. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Malheur County** | | | | **Key # 17102** | | | Description: | This project between Vale and Nyssa in Malheur County consists of paving, curb, gutter, sidewalk improvements, and bridge improvements.  Lytle and Enterprise are key components of a shortcut route between Vale and the Nyssa/Adrian area and points south. This route connects Hwy. 20 to Hwy. 201 and diverts traffic off of Hwy. 20/26. These roads barely survive on chip seals and are in desperate need of an overlay.  Also included are 4 blocks of Glenn St. in Vale, a major collector that needs curb, gutter, sidewalk, and repaving.  The concrete bridge on NW 36th St. was built in 1968. It is 80’ long and 24’wide (22’driving width). NW 36th St. is a major north-south collector near Ontario Serving both commuters and farm-to-market. The bridge deck is too narrow for today’s traffic, and the opining underneath is often too small for the Malheur River. These features create bottlenecks during busy traffic times and during high water events. The solution is a longer, higher, and wider bridge. | | | | | | Benefit: | This project will improve roadway conditions, pedestrian facilities, and the capacity of a concrete bridge. | | | | | | Current Status: | 36th Street bridge is complete and the ribbon cutting was on Oct 31 2012. Lytle Boulevard was awarded to Knife River and is under construction. It is anticipated that all funds will be expended. | | | | | | Associated Project(s): | 16800 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *LYTLE BLVD & ASSOC STS REHAB & NW 36TH ST BR REPL* | | ***Key #*** *16800* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $5,804,408 | $5,800,198 |  |  |  | | Bid Opening: | 07/29/2010 | 07/29/2010 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 05/31/2013 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 30 | | | | | State Representative District: | | 60 | | | | | Explanation for Change in Completion Date: | | [12/07/2012] - 36th Street Bridge is complete and the ribbon cutting was held on October 31, 2012. Lytle; Boulevard is in the design phase and expected to go to bid in February or March 2013. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Union County** | | | | **Key # 17104** | | | Description: | This project in La Grande will make roadway improvements to South 12th Street/Bushnell Road. The project objective will be to improve safety for pedestrians, vehicular traffic, and bicyclists, correct deficient roadway structure, and correct existing roadway surface water deficiencies.  South 12th Street/Bushnell Road is partially under the jurisdiction of Union County and partially under the jurisdiction of the City of La Grande. Union county will be the lead agency on this project. The roadway provides a primary access to a major residential area in south La Grande, as well as a school bus route for this area of La Grande.  This project connects to north 12th Street, which was reconstructed in 2008, and also connects to Gekeler Lane, which was reconstructed in 2007 (see attached vicinity Map). These combined projects provide vehicular, pedestrian, and bicycle access to all of south La Grande and key transportation links to Grande Ronde Hospital, Eastern Oregon University, Highway 30/I-84, public schools, and downtown La Grande. Immediate access is provided to the new Veteran’s Clinic, which was constructed in 2008, Blue Mt. Conference Center, Oregon National Guard Armory, local commercial businesses, assisted living facilities, churches, etc.  The existing paved roadway width is 20 feet, with no sidewalks, curbs, bike, lanes, and no roadway surface water management. The pavement condition is poor with very little base structure. This is the last section of 12th Street that does not have sidewalks or bicycle lanes.  Roadway improvements will provide curb gutters, sidewalks, bicycle lanes, and a surface water management system. Safety is a major concern for pedestrians and bicyclists. A lack of surface water facilities results in runoff routing across adjacent residential and other private property. Appropriate base and HMAC pavement structure will be provided. Project length is approximately 4,500 feet. | | | | | | Benefit: | This project will improve roadway conditions, pedestrian facilities, and the surface water management system. | | | | | | Current Status: | Construction is complete. | | | | | | Associated Project(s): | 16788 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *12TH STREET IMPROVEMENTS (LA GRANDE)* | | ***Key #*** *16788* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $1,300,000 | $1,300,000 |  |  |  | | Bid Opening: | 03/25/2010 | 03/25/2010 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 05/31/2013 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 29 | | | | | State Representative District: | | 57 | | | | | Explanation for Change in Cost: | | [01/07/2011] - Project cost estimate decreased by $38K due to receiving a favorable construction bid. - Frank Reading //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Umatilla County** | | | | **Key # 17106** | | | Description: | This project in Umatilla County will reconstruct Stage Gulch Road, NW "C" Avenue, Daniel Road, Airport and NW "A" Avenue Intersection, and NW 50th street and airport road paving. The HB 2001 project is being accomplished by two separate projects: OR 332 @ Athena Street Improvements and Pendleton Industrial Park Access Improvements. The project will also newly construct a road on the airport business park's eastern boundary and contribute $300,000 toward OR 334 Athena Main Street Improvements. | | | | | | Benefit: | This project will improve the capacity and safety of these facilities. | | | | | | Current Status: | CCurrent Status of the two sub-projects: PENDLETON INDUSTRIAL PARK ACCESS IMPROVEMENTS: Initial construction is complete. The Oregon Transportation Commission has approved expanded work to use remaining funds following a recommendation from the Northeast Area Commission on Transportation; The City is designing final work for completion in 2016. OR334: ATHENA MAIN STREET IMPROVEMENTS: Construction is Complete. | | | | | | Associated Project(s): | 14678, 16801 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *OR334: ATHENA MAIN STREET IMPROVEMENTS* | | ***Key #*** *14678* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $2,818,286 | $2,807,749 |  |  |  | | Bid Opening: | 04/26/2012 | 04/26/2012 |  |  |  | | Construction Completion: | 10/25/2013 | 10/25/2013 |  |  |  | | Last Updated: | | 03/11/2014 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | State | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 29 | | | | | State Representative District: | | 58 | | | | | Explanation for Change in Cost: | | [03/26/2010] - Project cost revised to reflect additional Federal and local funds on the project. //// | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *PENDLETON INDUSTRIAL PARK ACCESS IMPROVEMENTS* | | ***Key #*** *16801* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $1,354,771 | $2,165,312 |  |  |  | | Bid Opening: | 09/30/2011 | 09/30/2011 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 02/01/2019 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 29 | | | | | State Representative District: | | 58 | | | | | Explanation for Change in Completion Date: | | [02/01/2019] - Project is complete. this is the last update for this project. //// [12/07/2012] - Initial construction is complete. Umatilla County is looking at options to expand the work. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: City of Nyssa** | | | | **Key # 17108** | | | Description: | This project in Nyssa will make numerous improvements to roadway facilities on Locust Avenue and 3rd Street. The work begins at US Highway 20-26/Thunderegg Blvd at Locust Avenue continues east to North 3rd Street then south on 3rd Street, and ends at Main Street/Hwy 20/26. The City of Nyssa will construct two travel lanes on Locust Avenue including sub-base, base and asphalt, construct bike lane(s), parking and ADA compliant sidewalk on the south side of Locust Avenue from US 20-26 Thunderegg Blvd to 3rd Street. Constructing ADA pedestrian ramps and sidewalks, where needed, on one side of 3rd Street from Locust Avenue south on 3rd Street ending on Main/US 20-26. Storm drainage will be improved as required by the project. Project length along Locust Avenue is approximately 2600 feet. | | | | | | Benefit: | This project will improve the capacity, safety, sustainability, and connectivity of these facilities.  Locust Avenue is the most feasible alternate route if the railroad underpass is blocked on US 20-26 at mile post 266.41, and 3rd is a collector street/truck route. This project will improve this major collector street that is in poor repair thus providing connectivity and provide ADA compliant sidewalk on one side of Locust Avenue and 3rd Street improving pedestrian safety and connectivity. Safety and Sustainability: Connectivity and safety for bicyclists and pedestrians linking residents to City Parks, local stores, and schools will help encourage the use of alternative modes of transportation and a “Green Community”. These elements will remove users from the traffic system, thereby reducing safety conflicts for all users. Installing ADA compliant sidewalks will keep pedestrians off the street and onto a safe path. | | | | | | Current Status: | The project is complete. This is the last update for this project. | | | | | | Associated Project(s): | 16789 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *LOCUST AVE & THIRD ST IMPROVEMENTS (NYSSA)* | | ***Key #*** *16789* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $1,071,505 | $994,842 |  |  |  | | Bid Opening: | 11/03/2009 | 11/03/2009 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 02/14/2014 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 30 | | | | | State Representative District: | | 60 | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: City of Heppner** | | | | **Key # 17110** | | | Description: | This project in Heppner will provide pedestrian, drainage and slope stabilization improvements at various locations. The HB 2001 project is being accomplished by two separate projects: Draining, Slope, and Pedestrian Improvements (Heppner) and Barratt Blvd. Reconstruction (Heppner)The project will provide pedestrian, drainage and slope stabilization improvements at various locations within Heppner. | | | | | | Benefit: | This project will improve the capacity and safety of these facilities. | | | | | | Current Status: | Current status of the two different sub-projects: DRAINAGE/SLOPE & PEDESTRIAN IMPROVEMENTS (HEPPNER): Project is complete. This is the last update for this project. BARRATT BLVD RECONSTRUCTION (HEPPNER): Project is complete. This is the last update for this project. | | | | | | Associated Project(s): | 16790, 16797 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *DRAINAGE/SLOPE & PEDESTRIAN IMPROVEMENTS (HEPPNER)* | | ***Key #*** *16790* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $1,656,000 | $1,533,655 |  |  |  | | Bid Opening: | 11/03/2009 | 11/03/2009 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 01/24/2014 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 29 | | | | | State Representative District: | | 57 | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *BARRATT BLVD RECONSTRUCTION (HEPPNER)* | | ***Key #*** *16797* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $1,779,364 | $1,759,364 |  |  |  | | Bid Opening: | 01/17/2013 | 01/17/2013 |  |  |  | | Construction Completion: | 10/31/2013 | 10/31/2013 |  |  |  | | Last Updated: | | 01/24/2014 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 29 | | | | | State Representative District: | | 57 | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: City of Milton-Freewater** | | | | **Key # 17113** | | | Description: | This project in Milton-Freewater will make paving and pedestrian improvements. This project will (1) make paving and pedestrian improvements on S. Main St, (2) make pedestrian improvements on College St, (3) make paving, widening and pedestrian improvements on S. Mill St, (4) extend Key Blvd. to S. Main street, and (5) pave various city streets. | | | | | | Benefit: | This project will improve the capacity and safety of these facilities. | | | | | | Current Status: | Construction is complete. | | | | | | Associated Project(s): | 16791 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *CITY STREET & PED IMPROVEMENTS (MILTON-FREEWATER)* | | ***Key #*** *16791* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $3,136,538 | $3,005,656 |  |  |  | | Bid Opening: | 11/03/2009 | 11/03/2009 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 05/31/2013 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 29 | | | | | State Representative District: | | 57 | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: City of Ontario** | | | | **Key # 17115** | | | Description: | This project in Ontario will make paving and intersection (including turning lanes and signal modifications) improvements on East Idaho Avenue between 4th Street and Idaho State Line.HB 2001 has $1.2 million set aside for an Ontario project. The city has approximately $800,000 that was collected from developers along the E Idaho corridor east of I-84. By combining City funds and HB 2001 funds, the City should be able to upgrade E Idaho west of the Snake River which includes grinding down the rutted pavement, overlaying the pavement, construct additional turn lanes at Goodfellow and E Lane, modify the traffic signals and redo the landscaping where necessary. ODOT will take the lead on the design for this project. No right of way acquisition will be necessary. | | | | | | Benefit: | This project will improve the capacity and safety of these facilities. | | | | | | Current Status: | Construction is Complete. | | | | | | Associated Project(s): | 16792 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *E IDAHO AVE PAVING & TRAFFIC MOD (ONTARIO)* | | ***Key #*** *16792* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $2,272,834 | $2,417,701 |  |  |  | | Bid Opening: | 09/22/2011 | 09/22/2011 |  |  |  | | Construction Completion: | 09/15/2012 | 09/15/2012 |  |  |  | | Last Updated: | | 05/31/2013 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 30 | | | | | State Representative District: | | 60 | | | | | Explanation for Change in Cost: | | [08/26/2011] - The scope has been modified to include the concrete paving of NE 4th Street for the City of Ontario. The City has provided an additional $99,000 to perform this work. //// | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Port of Umatilla** | | | | **Key # 17117** | | | Description: | The current entrance to the Port of Umatilla terminals (grain, fuel, and containers), from Bud Draper Dr. north on Roxbury has a steep grade, an at-grade railroad crossing, and a hard hair-pin turn at the bottom. This proposal is to make the existing road a secondary access road and to construct a new road across Port land from Beach Access Rd. west to Launch Lane.  The project consists of upgrading Beach Access Rd. to meet county standards for trucks. This includes building two intersections or one roundabout (engineer decision); constructing approximately 1 mile of new access road on Port property: improving entrances to the fuel dock and grain elevators and sleeve fuel dock piping under road; enhancing the Container Dock Entrance gate with safety bumpers, guard station, lights, and surveillance cameras; widening the hill portion of Roxbury including truck turnouts for the weigh station and at fuel dock; moving one existing scale to the new road; installing automated gate systems at the west exit of the container dock and Launch Lane, overlaying Bud Draper Drive and provide truck turnout at North end for scale, and providing signage for intersections, truck turnouts, dock entrance gates.  Also included is some curb, sidewalk, lighting, signage, and drainage as required. The new entrance will lessen the grade, eliminate the at-grade railroad crossing, and eliminate the hair-pin corner. The trucks will have safer access to the respective terminals because of increased visibility, less grade, wider lanes, engineered truck turnouts, and no railroad crossing. | | | | | | Benefit: | This project will improve the capacity and safety of these facilities. | | | | | | Current Status: | Construction is complete. The project spent all but $ 62,260. | | | | | | Associated Project(s): | 16793 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *PORT OF UMATILLA ACCESS IMPROVEMENTS* | | ***Key #*** *16793* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $4,366,875 | $4,438,050 |  |  |  | | Bid Opening: | 11/03/2009 | 11/03/2009 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 05/31/2013 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 29 | | | | | State Representative District: | | 57 | | | | |  | | | | | | |

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Overall Project Name: Port of Morrow** | | | | **Key # 17119** | | | Description: | This project at the Port of Morrow consists of the installation of 25,000+ feet of roads extending to Highway 730 for east access to Port of Morrow East Beach Industrial Park. This project extends Lewis & Clark Drive in the Industrial Park to Highway 730.  This new road will make a crossing over the Union Pacific Mainline and the West Extension Irrigation District canal. This also includes new roads in the park. Gar Swanson lane will be developed and connected to Lewis & Clark Drive.  Work includes property acquisition, utility relocation and redistribution, excavation, placement of sub-grade and base, paving and 2 bridges.  Special condition of approval is to complete an IAMP for the Port of Morrow (I84) Interchange that addresses access on US730. Must be developed and approved by the Local Jurisdiction and approved by the Transportation Commission prior to the expenditure of funds. | | | | | | Benefit: | This project will open up access to over 1600 acres of industrial zoned property. | | | | | | Current Status: | Design work is complete and right-of-way is acquired. All utilities are relocated. 75 percent of the roadway is paved. Construction on the Lewis and Clark Bridge began in December 2013 and is complete. There is 0.75 miles of roadway to be constructed on Gar Swanson Road, and the Gar Swanson Bridge is in the design phase, and will go to bid for construction in 2016. All work will be completed in mid 2017. Additionally, a right turn acceleration lane is is approved for construction on Highway 730 and may be added to the work pending final design. | | | | | | Associated Project(s): | 16794 | | | | | |  | | | | | | | ***Project Phase:*** *COMPLETED* | | ***Project Name:*** *PORT OF MORROW ACCESS IMPROVEMENTS* | | ***Key #*** *16794* | | |  | **Prior** | **Current** |  |  |  | | Total Project Cost: | $7,966,063 | $10,468,560 |  |  |  | | Bid Opening: | 05/24/2010 | 05/24/2010 |  |  |  | | Construction Completion: |  |  |  |  |  | | Last Updated: | | 02/01/2019 | | | | | Region: | | 5 - Eastern Oregon | | | | | State or Local: | | Local | | | | | US Congressional District: | | 2 | | | | | State Senate District: | | 29 | | | | | State Representative District: | | 57 | | | | | Explanation for Change in Completion Date: | | [02/01/2019] - Project is complete. this is the last update for this project. //// | | | | |  | | | | | | | |
|  | |  | | --- | | **View Parameter Selections:** | |