

Project Components:

Phase 1, US 97: OR31 Jct – South City Limits Crescent (completed in 2009)

- Repave approximately 16 miles of US 97 between the junction of OR 31 to the south end of Crescent
- Change the lane configuration in Crescent from 4 lanes to 2 lanes with a dedicated center turn lane

Phase 2, US 97: OR31 Jct – Crescent Ranger Station (scheduled for 2011)

- Install sidewalks and landscaped strips in Crescent
- Improve storm water drainage in Crescent
- Construct a southbound, right turn, deceleration lane at the Crescent Cutoff Road in Crescent
- Install centerline and shoulder rumble strips from junction of OR 31 to north limits of Gilchrist
- Widen paved shoulders north of Gilchrist to north limits of Crescent
- Repave approximately 2.4 miles of US 97 between Mississippi Avenue to just south of the Crescent Cutoff Road
- Install cameras and a weather station at the Crescent Cutoff Road junction (to be available on TripCheck.com)

Why is this Project needed?

Highway US 97 is a critical part of the state’s transportation system. US 97 carries a large volume of traffic from the Washington to the California border. Keeping the pavement in good condition is a critical part of the mission for the Oregon Department of Transportation.

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



US 97 in the south end of Crescent looking north.

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

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

US 97 is classified as an “expressway” and a major freight corridor. By definition, access to the highway is controlled (limited) and must be under permit. Unauthorized multiple accesses in the same area and poorly designed access points (i.e. poor site distance) can slow traffic and be a safety issue for travelers on US 97 and people entering/exiting the highway. Accesses within sidewalks are also hazards to pedestrians because of potential conflicts with vehicles.

How does ODOT propose to solve these problems?

All travel lanes on US 97 between the junction of OR 31 (mp169.7) and the south end of Crescent (mp185.7) will be ground out and resurfaced and shoulders will be widened. This will solve the rutting and other pavement problems the roadway is experiencing. This work was completed in 2009.

Approximately 4200 feet (total) of curbing and sidewalks along both sides of US 97 will be built in Crescent. This will make a safe place for pedestrians and people with disabilities to travel. The sidewalk will also help define the community of Crescent to the traveling public. Drainage will be included in the design to remove standing water from the highway. Also, a landscape strip will be constructed between the curb and gutter and the sidewalk.

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

At the junction of US 97 and Crescent Cutoff in Crescent, a southbound deceleration lane will be constructed. This will allow southbound US 97 traffic turning right onto the Crescent Cutoff to move right and get out of the main travel lane. In addition, a Road, Weather Information System (RWIS) site will be constructed near the Crescent Cutoff junction. The site will provide road and weather information which will be available to the traveling public at TripCheck.com.

The sidewalks, turning lane, drainage improvements, rumble strips and installation of the RWIS site are scheduled for 2011.

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

Projected Construction Cost:

- Phase I – \$4.6 million for paving Repave approximately 16 miles of US 97 between the junction of OR 31 to the south end of Crescent, project completed in 2009.
- Phase II – \$2.7 million to repave Crescent, install sidewalks, drainage and right turn lane; contract awarded to Oregon Mainline Paving and completed in 2011.

Key Project Milestones:

Activity	Phase I	Phase II
Field survey, environmental clearances	Summer 2007	Summer 2007
Preliminary design	Fall 2007	Fall 2007
Right-of-Way acquisition	N/A	2008-2011
Final design	Spring/Summer 2008/09	Fall/Winter 2010/11
Contract let date	Winter 2008/09	Spring 2011
Construction	Spring/Summer 2009	Summer 2011

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US97 JCT. OR31 to SCL CRESCENT
VICINITY MAP

