

In southern Oregon, commercial trucks steadily climb some of the steepest grades on the Interstate 5 corridor, which cause crashes and significant delays as trucks creep slowly up mountains.

The 2009 Jobs and Transportation Act funded the construction of truck climbing lanes on three passes at Sexton Mountain, Sutherlin and Rice Hill.

"The truck climbing lanes are a huge benefit," says Mike Card, president of Combined Transport, based in Central Point. "Trucks are a lot slower going up mountain passes. When you have only two lanes and cars and other trucks trying to pass, you have congestion. Safety is critical."

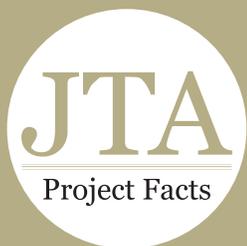
"We're an industry based on just in time delivery and any delay is harmful. The ability to pass other trucks in a safe environment helps us stay on schedule."

The shoulder/emergency lane on I-5 is not a legal travel lane, which is why some trucking companies do not use it. With industry projections showing 50 percent more trucks on highways over the next 20 years, more travel lanes on steep passes are critical.

"We need to improve all of the steep passes in southern Oregon," says Card. "Congestion is an issue for everyone in Portland and truck climbing lanes are a need for everyone traveling through southern Oregon."



Mike Card



Jobs & Transportation Act Funds:
\$14.1 million

Project Total:
\$48 million

Completion: 5/2015