Project Components

- Repave approximately 6 miles of OR 140 (Southside Bypass) between the Greensprings Interchange (US 97) and the Klamath Falls-Malin Highway (OR 39)
- Replace substandard guardrails and end terminals
- Upgrade signs to meet expressway standards
- Restripe the intersections of Summers Lane and OR 140

Why this project is needed

This section of Oregon 140 is classified as an Expressway and is an important highway in the Klamath Falls area. This section of highway has an average daily traffic of approximately 7600 vehicles per day. Trucks account for about 10 percent of the total traffic. Keeping roads in good condition and providing for safe travel are critical parts of the mission for the Oregon Department of Transportation (ODOT).

Pavement

This section of OR 140 was constructed in 1985 and has had little done to it since that time. The latest road condition report from 2012 lists this section of highway as being “poor” or “very poor”. There is cracking and delamination in many areas. It also lacks the structural depth to handle predicted traffic volumes.

Signs and guardrails

A Road Safety Audit from 2013 identified a number of issues affecting safety in this section of OR 140. One area of concern is signage. The current signage is more typical of a rural road instead of an expressway. Expressways require clear guide signage that is beneficial to road users not familiar to the area. The audit identified inconsistency in stop sign installations and improper use or lack of warning signs. In some areas delineators were broken or missing along the highway and at intersections. And some substandard guardrails and end treatments (terminals) exist in a few locations.

Summers Lane at OR140 striping

Currently the north leg of Summers Lane is striped for a shared through/right turn and a left turn lane. In this configuration, the through lane does not align with the receiving lane across the intersection. Additionally, left-turning vehicles block the sight distance of vehicles in the right lane attempting to cross OR 140.
How ODOT plans to solve these problems
This section of highway is scheduled to be repaved in 2017. The top 2-4” of pavement will be ground out and replaced with 4-5” of dense, hot-mix asphalt concrete. Once paving is complete, recessed, high performance striping will be installed.

The signs along OR 140 and at the intersections with side streets will be upgraded to meet current standards. Guardrails and end terminals deemed substandard will be replaced. And the intersection of Summers Lane and OR140 will be restriped as shown in the diagram above.

Traffic Control during Construction
Because of the volume of traffic, paving will be done at night. Traffic will be controlled with flaggers and a pilot car, with delays up to 20 minutes. Sign and guardrail work will be done during the day. Because the work is on the shoulders, delays should be minimal.

Project Timeline
Final Plans: fall 2016
Contract bid opening: spring 2017
Construction: summer 2017

Estimated Project Cost
$6.7 million

ODOT Contacts
<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Office Phone</th>
<th>Email Addresses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mark Barrett</td>
<td>Project Leader</td>
<td>541-388-6120</td>
<td><a href="mailto:Mark.S.Barrett@odot.state.or.us">Mark.S.Barrett@odot.state.or.us</a></td>
</tr>
<tr>
<td>Jarod Johnson</td>
<td>Area Manager</td>
<td>541-883-5778</td>
<td><a href="mailto:Jarod.E.Johnson@odot.state.or.us">Jarod.E.Johnson@odot.state.or.us</a></td>
</tr>
<tr>
<td>Abbey Driscoll</td>
<td>Community Liaison</td>
<td>541-388-6064</td>
<td><a href="mailto:Abbey.Driscoll@odot.state.or.us">Abbey.Driscoll@odot.state.or.us</a></td>
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If you would like to learn more about this and other road projects in your area, please visit [http://www.oregon.gov/ODOT/Projects/Pages/default.aspx](http://www.oregon.gov/ODOT/Projects/Pages/default.aspx).