



US-97/US-20 Bend North Corridor Project Update - Winter 2021



1 Introduction

In the north end of Bend, increased traffic congestion on US 97 and US 20 reduces safety and mobility for pedestrians, bicyclists, motor vehicles and freight.

ODOT, in partnership with the City of Bend, will introduce improvements on US 97 and US 20, including realignment, multi-use paths and improved intersections, in effort to:

- ▶ Enhance safety and mobility for people walking and biking and reduce barriers to accessibility
- ▶ Reduce traffic congestion and emissions
- ▶ Improve commerce and quality of life
- ▶ Reduce traffic volume and speeds at high conflict locations
- ▶ Increase freight mobility
- ▶ Improve travel time reliability

2 US 20 Corridor

This project is proposing roundabouts at Robal Lane and Cooley Road, with a median barrier between the roundabouts and multi-use paths and enhanced shoulders at several locations. Multi-use paths will lead into a single path along US 20 between Cooley Road and Old Bend-Redmond Highway.

The resulting corridor is anticipated to provide significant improvement in mobility and accessibility for this area and reduce congestion, reduce emissions, improve travel time reliability, and reduce crashes.

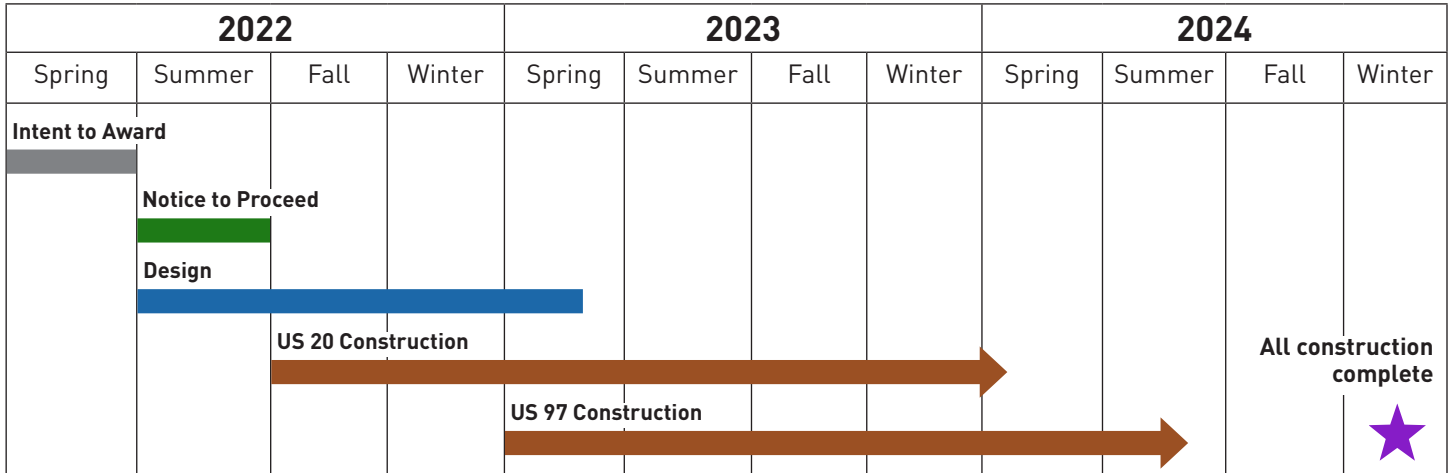
3 US 97 Realignment

ODOT is proposing an extension of the expressway by realigning US 97 farther east, closer to the railroad tracks. With this realignment the expressway traffic will not go through signals, which will significantly improve travel time reliability. As part of the realignment, a multi-use path will be constructed between NE Empire Avenue and the northern end of the project. The existing US 97 will be updated with ADA compliant curb ramps, pavement and striping.



Map of the project area with proposed improvements.

4 Cost and Schedule



The project is funded by a federal infrastructure (INFRA) grant -- which will provide \$60.4 million -- with an additional \$73 million coming from ODOT, local and private sources, totaling \$133.4 million in project funds.

The project team will lead with effective management of cost and schedule to minimize cost and speed up construction. An example of this is choosing to use a design-build approach for this project, where a contracting team will provide both design and construction services, which will ultimately reduce cost increase innovation and reduce schedule impacts.

ODOT is currently in the process of collaborating with shortlisted contractors to work with on this project and plan to award a contract in spring 2022 and begin construction in the fall of 2022.

Contact us

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To learn more about the US 97 Bend North Corridor project, please visit the project website at <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=21229>

5 Construction

ODOT will design and construct a durable, safe, sustainable, low life-cycle cost facility that seamlessly connects at the Project limits. ODOT recognizes that construction can impact the environment, local communities, freight and the traveling public, including multi-modal users. ODOT plans on introducing innovative and effective construction staging and traffic management to avoid or minimize these adverse impacts.

To ensure mobility during construction, ODOT will minimize impacts and congestion to users of the public transportation system, people walking and biking, users of transit, freight, and motorists, while maintaining access to businesses and local streets.

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