

# The Oregon Department of Transportation is working on a project to increase the stability of the hillside and traffic safety of Oregon 99E in Oregon City.

## Why is this project taking place?

In Oregon City, the steep hillside next to Oregon 99E, also known as McLoughlin Boulevard, has a history of rockfalls. In summer 2018, this project will increase safety for travelers by reducing the potential for rocks falling and impacting the high-volume highway.

Work will occur on two sections of the hillside (marked in orange on the map below). The project area stretches from milepost 12.6-13.4, which is from the south side of the tunnel at Railroad Avenue through Old Canemah Park. The hillsides in this area have a history of rocks falling from the slopes and closing lanes of the highway. We previously installed wire mesh on the hillsides to help control the rockfalls in 1995 and 1983.

For Section 1, the northern section, the contractor will also install rock bolts needed to stabilize the slope. For Section 2, the southern section, the existing wire mesh needs to be moved or removed and the hillsides need to be scaled, which removes loose rocks from the slopes. The contractor will also install rock bolts needed to stabilize the slope and reinstall or replace any wire mesh that is damaged.

Work is expected to begin in June 2018 and continue through the fall.



*An interactive version of the map is available on the project website.*

(May 2018)

[bit.ly/OR99ERock](http://bit.ly/OR99ERock)

## What to expect during construction

### For drivers

When construction begins in June, travelers through this section of OR 99E should expect delays, especially during peak travel times. Those driving should plan for delays or plan an alternate route, such as Interstate 5 or Oregon 211 and Oregon 213. Electronic signs will be placed well in advance of the work zone so travelers can better plan their route.

During construction, there will be 24-hour lane closures everyday on OR 99E. The lane closure is to protect the traveling public from falling rocks and to protect crews. Because the contractor is physically scaling the slopes and removing loose rock, the work requires daytime hours and the barrier separating the work needs to remain in place.

The slope work will take about five months to complete. Once complete, we will repave the travel lanes in Section 2, the southern section, to repair any damage from falling rocks. Paving may take place at night to reduce traffic impacts. Those those living or working closest to the workzone may experience some nighttime noise.

Traffic impacts will be listed on the project website and on [TripCheck.com](http://TripCheck.com).

### For cyclists and pedestrians

There will be no impact to the sidewalk on OR 99E for people walking or biking. Lane and shoulder widths will be narrower during construction. Users may encounter minor pedestrian detours, which will be signed and accessible, on the promenade walkway. In Old Canemah Park, some areas close to the rock face may be restricted during work for safety.

## What other work are you doing in this area?

### ODOT is also planning an illumination project in Oregon City

at the railroad tunnel and pedestrian tunnel (next to Section 1) that will increase visibility and safety in both tunnels and reduce maintenance costs. The roadway and pedestrian tunnels have old fixtures and electrical systems that need to be updated.

An element of the project is to install a variable message sign south of the tunnels on a new sign structure. We are planning to make improvements to the lighting in early 2019.

### For questions or more information:

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**Sign up for our email newsletter** on the project website or by sending an email to Katelyn.

*For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.*

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