



Oregon  
Department of  
Transportation

A publication  
of the Product  
Innovation  
Division of the  
Mail Tribune.

6  
June  
2008



## Can't Always Tell A Cover From Its Book

"Who's that over there? And, who's that?"

Those were common questions during production, with the second edition to feature our revamped design.

There's a story behind the cover but, more importantly, there's a purpose behind it, too.

The cover idea came from a frenetic brainstorming session last December when our production team, already squirrely from a steady diet of Christmas sugar cookies and black coffee, decided to change the 2008 production schedule from six to four editions per year. The key was to tie seasonal transportation messages to each publication. Naturally, the June edition would highlight summer construction projects.

Our past three summer publications featured: (1) cover photographs of a nighttime paving project; (2) construction workers tying bridge rebar for the South Medford Interchange project and; (3) earth-moving operations for an interchange rebuild north of Central Point. "Sexy, sexy," one production staffer said facetiously, looking at the covers.

We decided then to shoot for more eye-catching cover designs.

The March cover – a photo illustration of a young boy hanging upside down like a trophy marlin – resulted in phone calls from three upset readers, each of whom didn't initially make the connection with our lead story on child safety seats. I assured them that the cover model, Nick Johnson, was unharmed, the magic of photo editing.

Our publication is inserted in the Friday editions of the *Mail Tribune* and *Daily Tidings*, which are the largest of the entire week except for Sunday. We compete with glossy advertising inserts, other tabloids, TV guides and the newspaper itself for your attention. Additionally, the publication is available on free newsstands throughout the Rogue Valley (see page 10 for a full list). The success of this 12-page publication hinges on whether you, the reader, go beyond page one – the cover.

So, please don't stop here.

Further inside you'll find updates on all of the major state highway projects in Jackson and Josephine counties; a handy pullout section that details all of the summer construction projects in southern Oregon (page 5); and safety tips should your car stall on the highway (page 8).

I hope you enjoy the cover and the entire summer publication. As always, your input is greatly appreciated. My contact information is located at the bottom of this page.

Finally, I want to acknowledge the people who made this edition possible: Steve Johnson, our staff photographer; Pat Solomon from the ODOT History Center; Kevin Beckstrom, Dave Davis, Gary Leaming and Shelley Snow from ODOT Public Affairs; and, finally, Bret Jackson, our graphic designer.

Our next edition arrives in late August, just before school resumes. We'll have safety tips for you and your teenage drivers.

JARED CASTLE

# Moving Ahead

with ODOT

#### EDITORIAL DIRECTOR

Jared Castle (541)957-3656  
Jared.B.CASTLE@odot.state.or.us

#### CONTENT CONTRIBUTORS

Kevin Beckstrom, Bill Boyett,  
Jared Castle, Gary Leaming,  
Rosalee Senger

#### ADVERTISING SALES

Dena DeRose (541) 776-4439  
dderose@mailtribune.com

#### PRODUCT INNOVATION

Susie Wenaus, Manager  
Bret Jackson, Graphic Designer  
Steve Johnson, Photography

For information on advertising in  
this publication please contact  
Mike Alonzo at (541)776-4438  
or email malonzo@mailtribune.com

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# Ashland Interstate 5 Bridges Begin Replacement

The southern most bridge construction projects on Interstate 5 began this spring near Ashland.

Three sections of the interstate will be under construction through November 2009.

## The bridges to be replaced include:

- The north- and southbound bridges over Eagle Mill Road, two miles south of exit 19;
- The north- and southbound bridges over Bear Creek, 0.8 miles north of exit 14;
- The bridge over Neil Creek Road, three miles south of Ashland.

Motorists are advised to watch for traffic shifts and occasional lane closures as construction progresses. Oregon State Police plan strict enforcement of work zone speed limits. Traffic fines double in highway work zones.

"With the uphill and downhill grades at Neil Creek, and the serious hazards that poses, our troopers will be strictly enforcing the reduced speed limits in that area," said Oregon State Police Lt. Brian Powers.

Those hazards include workers near the travel lanes and narrowed travel lanes, especially on the uphill southbound lanes. No longer will there be a wide shoulder for use by slow moving trucks.

In addition, work will stop on the Neil Creek bridge between November 15 and April 15 due to snow.

After nearly 50 years, the bridges must be replaced to meet modern traffic and freight requirements. Age, weather and heavy use have taken their toll on these I-5 bridges.

An average of 27,000 vehicles per day cross the bridges over Bear Creek and Eagle Mill Road, and 15,000 vehicles per day cross the bridge over Neil Creek Road. The contractor for the \$25.7 million bridge replacement project is Hamilton Construction Co. of Springfield.

Drivers should visit [www.TripCheck.com](http://www.TripCheck.com) or call 511 for current traffic advisories.

## Oregon Transportation Investment Act



The OTIA III State Bridge Delivery Program is part of the Oregon Department of Transportation's 10-year, \$3 billion Oregon

Transportation Investment Act. OTIA funds will repair or replace hundreds of bridges, pave and maintain city and county roads, improve and expand interchanges, add new capacity to Oregon's highway system, and remove freight bottlenecks statewide. About 17 family-wage jobs are sustained for every \$1 million spent on transportation construction in Oregon. Each year during the OTIA program, construction projects will sustain about 5,000 family-wage jobs.



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## I-5 Bridge Construction Continues Through Grants Pass

Just in time for the summer travel season, the first phase of the Interstate 5 - Beacon Drive overpass is finished with the completion of the new southbound bridge.

Wildish Standard Paving crews narrowed travel lanes to a single lane in each direction last fall. They finished as expected just in time for the heavy summer travel season.

After Labor Day, Wildish crews will be back — this time to demolish and rebuild the northbound bridge. Traffic will be in a single lane in each direction until the following Memorial Day.

### Construction begins on three I-5 bridges

Earth and bridgework is moving ahead on the Louse Creek bridges on Interstate 5 at exit 61.

The project will rebuild the existing interstate bridges and improve the sight distance for drivers coming off the northbound ramp.

Construction crews are minimizing traffic impacts where possible on Merlin-Galice Roads. Nighttime ramp closures with delays of up to 20 minutes will be occasionally needed.

### Traffic impacts on Merlin Road

Construction crews are occasionally restricting access to the portion of Merlin Road that runs underneath I-5. Flaggers will limit delays to no more than 20 minutes during certain construction activities such as beam placement or false work construction. For bridge demolition, the road will be closed at night.

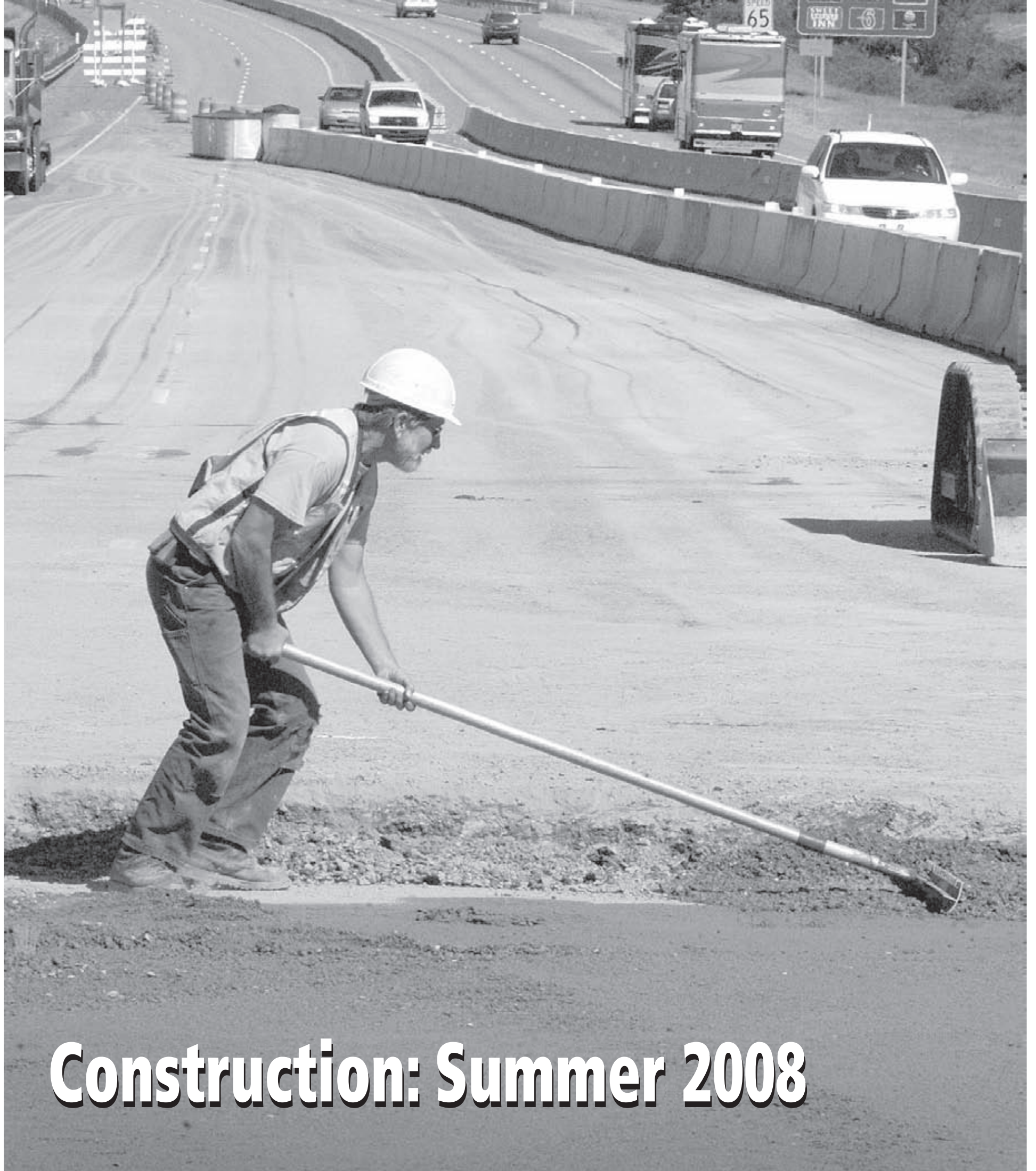


Construction crews are currently lowering Merlin Road to create a vertical clearance to accommodate tall trucks. During the excavation work, workers will restrict Merlin Road to alternating one-way traffic for a period of up to 60 days. Flaggers will direct traffic on the shared roadway.

### Traffic impacts on exit 55 ramps

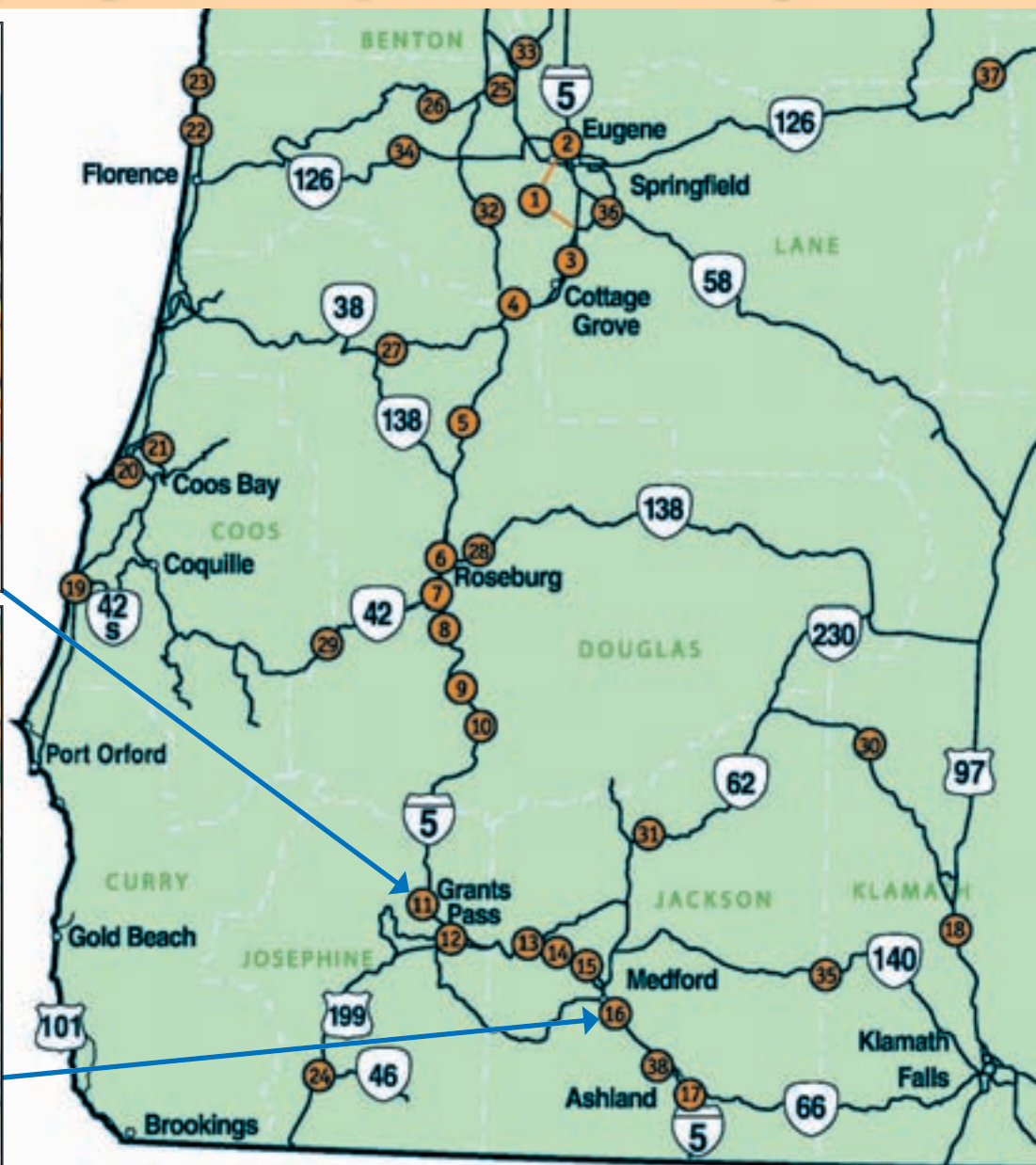
Nighttime work will occasionally restrict access to the northbound exit 55 ramp while workers move large equipment and during construction of framework to support the new bridge.

Flaggers will control access to the I-5 northbound ramp from 8 p.m. to 5 a.m. Delays may last up to 20 minutes at a time. Message boards will direct northbound motorists to use exit 58 for Grants Pass during ramp closures.



# Construction: Summer 2008

# State Highway Projects On Tap In Southern Oregon This Summer



The Summer 2008 map is available at your local visitors center or online at [www.oregon.gov/ODOT/COMM/](http://www.oregon.gov/ODOT/COMM/)

## Interstates

**1 I-5 (Pacific Highway).** Replace five bridges and repair two bridges between Goshen and Coburg, MP 183 to 200. Traffic shifts, occasional restrictions for nighttime lane closures, minor delays. Completion: 2009. OTIA

**2 I-5 (Pacific Highway).** Build flyover and bike/pedestrian bridges along two-mile section of I-5 from I-105 north to Beltline Highway in Eugene, MP 194.5 to 195. Expect nighttime lane closures and daytime slowdowns. Minimal delays. Completion: 11/2008. OTIA

**3 I-5 (Pacific Highway).** Camas Swale to Saginaw Road bridge replacements, MP 176.8 to 185.5. Traffic shifts, occasional lane restrictions and rest area closures. Minor delays. Completion: 12/2009. OTIA

**4 I-5 (Pacific Highway).** Replace two bridges and repair two bridges in the Cottage Grove area, MP 172 to 174. Occasional nighttime lane closures and detours. Minor delays. Completion: 2009. OTIA

**5 I-5 (Pacific Highway).** Repair six bridges and pave south of Cottage Grove, MP 148 to 162. Occasional lane restrictions, minor delays. Completion: 2009. OTIA

**6 I-5. Winchester paving,** MP 129 to 130. Nighttime lane closures in August. Completion: 2008.

**7 I-5. Shady Bridge** replacement, south of Roseburg, MP 120. Intermittent lane restrictions and delays. Completion: 9/2010. OTIA

**8 I-5. Grant Smith Road** overcrossing, MP 119.2. Single-lane closures scheduled for August. Completion: 2008.

**9 I-5. Weaver Road–Myrtle Creek** area bridges, MP 103 to 110. Intermittent lane closures. Completion: 2009. OTIA

**10 I-5.** Bridge replacement at Exit 98 and bridge repair at Exit 80. Occasional lane restrictions, minor delays. Completion: 2009. OTIA

**11 I-5 (Pacific Highway).** Replace one bridge, repair six bridges between Grants Pass and Wolf Creek, MP 54 to 76. Intermittent nighttime lane restrictions, occasional nighttime detours, minor delays. Completion: 2009. OTIA

**12 I-5. Exit 55 and Exit 61** bridge replacements, MP 55 to 61. Traffic shifts, occasional lane restrictions. Completion 2010. OTIA

**13 I-5 (Pacific Highway).** Bridge replacement and repairs between Central Point and Rogue River, MP 32 to 49. Occasional lane restrictions, minor delays. Completion: 2008. OTIA

**14 I-5 (Pacific Highway).** Foley Lane overpass bridge replacement, MP 38.7. Occasional nighttime lane restrictions. Completion: 11/2008. OTIA

**15 I-5. Seven Oaks Interchange** (Exit 35) bridge construction. Intermittent lane restrictions and delays. Completion: 2008. OTIA

**16 I-5. Construction of South Medford Interchange,** Exit 27. Completion: 2010

**17 I-5. Neil Creek to Eagle Mill Road** bridge replacement, MP 10 to 16. Traffic shifts, minor delays. Completion: 2009. OTIA

## U.S. Highways

**18 U.S. 97** (The Dalles-California Highway). Install variable message signs, MP 245.4 to MP 278.8. Minor delays possible. Completion: 11/2008.

**19 U.S. 101 (Coast Highway)**. Paving in Bandon, from 13th to June, MP 273.5 to 274.6. Nighttime lane restrictions and delays. Completion: 2008.

**20 U.S. 101 (Coast Highway)**. Paving highway in Coos Bay, MP 239.9 to 237.7. Nighttime lane restrictions and delays. Completion: Summer 2008.

**21 U.S. 101 (Coast Highway)**. McCullough Bridge repair, MP 234. Nighttime lane restrictions and delays. Completion: 2011.

**22 U.S. 101 (Oregon Coast Highway)**. Replace Rock Creek bridge, nine miles south of Yachats, MP 174.25 to 174.48. One lane traffic controlled by a temporary signal. Up to 10 minute delays. Completion: 9/2008.

**23 U.S. 101 (Oregon Coast Highway)**. Pavement chip seal 9-mile section six miles north of Florence, MP 175.3 to 184.8. Single lane

closures, flaggers to control traffic. Up to 10 minute delays. Completion: 9/2008.

**24 U.S. 199 (Redwood Highway)**. Bridge project at U.S. 199 at Laurel (Cave Junction). Intermittent delays. Completion: 2008.

## Oregon Highways

**25 Oregon 36 (Mapleton-Junction City Highway)**. Pavement chip seal between Goldson and Junction City. Flaggers to control traffic. Up to 20 minute delays. Completion: 9/2008.

**26 Oregon 36 (Mapleton-Junction City Highway)**. Pavement chip seal 13-mile section east of Mapleton, MP 27 to MP 42.9. Flaggers to control traffic. Up to 20 minute delays. Completion: 9/2008.

**27 Oregon 38 (Umpqua Highway)**. Bridge replacement, Drain to Elkton, MP 36 to MP 47. Oregon 38 closed at Elk Creek Tunnel four days in July or August; detour on Oregon 138. Intermittent lane restrictions and delays. Completion: 2008. OTIA

**28 Oregon 38 (Umpqua Highway)**. Oregon 138E – Rifle Range Road in Roseburg. Intermittent lane restrictions and delays. Completion: 2008.

**29 Oregon 42 (Roseburg-Coos Bay Highway)**. Paving Hard Cash Lane to Quiet Mt. Road, MP 52.7 to 56.8. Intermittent lane restrictions and delays. Completion: 11/2008.

**30 Oregon 62 (Crater Lake Highway)**. Install fish passage at Fort Creek and 56-foot span bridge, MP 92.4. Road closed. Detour via Loosely Road and Weed Road. Minor delays.

**31 Oregon Highway 62 (Crater Lake Highway)**. Pave road from Trail to Casey State Park, MP 23 to 29. Nighttime work. Completion: 2008.

**32 Oregon 99 (Pacific Highway West)**. Pave portions of Oregon 99 on ten-mile section between Eugene and Cottage Grove, MP 5.1 to MP 15.2. Traffic reduced to one lane. Flaggers to direct traffic. Up to 10 minute delays. Completion: 9/2008.

**33 Oregon 99E (Albany-Junction City Highway)**. Replace four bridges between Twin Butte and Diamond Hill roads in Harrisburg, MP 20.6 to MP 28.2. Traffic reduced to one lane. Flaggers and temporary signals to control traffic. Up to 20 minute delays. Completion: 11/2009.

**34 Oregon 126 (Florence-Eugene Highway)**. Pave 3-mile section east of Noti, MP 37.3 to MP 40.7. Traffic reduced to one lane, controlled by flaggers and pilot car. Up to 20 minute delays. Completion: 10/2008.

**35 Oregon 140W (Lake of the Woods Highway)**. Pave roadway and add left turn channel at Fish Lake and Great Meadows Snow Park, MP 16 to 37.7. Flaggers and pilot cars to control traffic. Up to 20 minute delays. Completion: Summer 2009.

**36 Oregon 222 (Springfield-Creswell Highway)**. Replace guardrail, repair shoulders along a 4-mile section from Springfield eastern city limits to Jasper Bridge, MP 1.2 to 5.1. Traffic reduced to one lane with flaggers and pilot car. Up to 20 minute delays. Completion: 12/2008.

**37 Oregon 242 (McKenzie Pass)**. Dee Wright Observatory west to Highway 126. Extended closure.

## Other Roads

**38 Eagle Mill Road and Neil Creek Road** under I-5 in Ashland. Lane restrictions, occasional road closures, local detours. Completion: 11/2009. OTIA

## HT HIGHWAY TECHNOLOGIES



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# Car Trouble? Safety Comes First on the Highway

What can you do to avoid the potential for disaster when your car stalls on the highway? Your first concern must be your safety and the safety of your passengers. Getting out on the spot to change a tire or check damage from a fender bender is probably one of the worst things you can do.

The following safety measures are recommended when your car breaks down:

- Never get out of the vehicle to make a repair or examine the damage on the spot. Get the vehicle to a safe place before getting out.
- If you can't drive the car, it may still be safer to stay in the car and wait for help or use a cell phone to summon help. Standing outside the vehicle in the flow of traffic, under most circumstances, is a bad idea.
- Carry flares or triangles to mark your location once you get to the side of the road. Marking your vehicle's location to give other drivers advance warning of your location can be critical. Remember to put on your hazard lights!
- In the case of a blowout or a flat tire, move the vehicle to a safer place before attempting a repair — even if it means destroying the wheel getting there. The cost of a tire, rim or wheel is relatively minor compared to a fatal injury.
- Roadside tragedies remind us of the importance of having wide shoulders or safe places immediately available for motorists to use when they need them. When safe places are not readily available, motorists should move their vehicles to the nearest safe pull-off area.



**PLAN AHEAD** — Give yourself plenty of extra time. Construction zones, traffic jams, or other incidents can add delays. That extra time will help cut down on excessive speeding and tailgating.

**PAY ATTENTION** — Eliminate distractions ahead of time. Be sure important items — directions and maps, sunglasses — are within easy reach. Always pull over to a safe place to use your cell phone.

**BRING A FRIEND** — It is well recognized that when driving alone, especially when sleep deprived and at night, your chances of a crash are dramatically increased.

**PRACTICE SAFETY** — Everyone needs to be properly buckled. If traveling with children, educate yourself on child safety seats and restraints. Children age 12 and under should always be in the back seat.

**CLEAR YOUR HEAD** — Alcohol and certain drugs, both illegal and legal, severely impair your driving skills. If taking medication, be sure to read and obey the warning labels.

**KEEP A SAFE DISTANCE** — Maintain a following distance of at least two seconds. Add an additional second for each adverse driving condition, such as bad weather or low visibility.

**WATCH FOR SIGNS OF FATIGUE** — If you start feeling tired, let someone else drive. If you are driving alone, pull into a rest stop or another safe location and take a short nap or walk around for a few minutes. Stop as often as necessary. Eat light on long trips. Large, heavy meals can make you drowsy.



## I WORK ON OREGON'S HIGHWAYS

*Please drive cautiously in all work zones. Because at the end of the day, just like you, I want to come home to my family.*

This summer the Oregon Department of Transportation is working on our highways, repairing and replacing bridges on Interstate 5.

**Please, be patient, be safe and be prepared:  
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In mid 2007, ODOT awarded Shasta Constructors Bundle 302, located in and around Pacific Highway in Central Point. Construction, which began summer 2007 and will continue through late fall 2008, includes modifications, reconstruction and/or replacements of four bridges: Upton Road over I-5, Upton Road over Bear Creek, I-5 over Foley Avenue and CORP. Roadway approach and drainage improvements will also be made in the areas adjacent to these structures. We thank you for your cooperation and patience during construction and look forward to a successful completion!

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## South Medford Work Focuses on Highland Connector

Concrete pumps are nearly finished disgorging their 170 loads on miles of reinforced steel rebar that makes up the largest of 11 bridges for the South Medford Interchange project.

The new Highland Connector-Bear Creek structure will connect the new interchange to Barnett Road.

"That's what you'll be seeing this summer," said ODOT Public Service Representative Bill Boyett. "Bridge work will move ahead and those critical pieces that'll make the interchange and its connecting road work".

Meantime, planning for the replacement of the Barnett Road-Bear Creek Bridge continues as the South Medford Interchange project enters its third year of construction.

The \$70 million South Medford Interchange project will build a new interchange south of the existing Barnett Road exit (Interstate 5, exit 27).

Over its 60-year lifespan which began as a two lane structure, the Barnett Road-Bear Creek Bridge has experienced higher and higher traffic volumes. Today, more than 35,000 vehicles per day pass over the bridge.

"Our engineers examined ways to rebuild the Barnett Road overpass in the least amount of time and with the fewest impacts to local traffic," said ODOT Project Manager Joe Thomas.

"We need to get the interchange in operation before we begin this last part of the project. And it looks like that will start early next year."

According to Thomas, temporary bridges were not a viable solution for this construction phase due to the traffic volumes and expected delays on Barnett Road as well as the additional time that would be added to the overall project schedule. The new bridge will touch down near the Black Bear Diner, which posed additional construction challenges for prime contractor Wildish Standard Paving of Eugene.

"Wildish knows how important this link is to businesses and residents in south Medford," said ODOT Public Service Representative Bill Boyett.

The South Medford Interchange project is designed to improve safety and congestion. The centerpiece of the project is construction of a new interchange 1,900 feet south of the existing Barnett Road exit (exit 27). The new interchange design is called a single point urban interchange (SPUI). This design can handle large volumes of traffic. The SPUI is located close to Bear Creek, so additional bridges are needed to accommodate the retaining walls for the on- and off-ramps.

### Bridge beam placement successful

Last March, prime contractor Wildish Standard Paving of Eugene completed the placement of 40 concrete beams for the new six-lane road that spans I-5.

Each pre-cast beam measures 136-feet long and weighs roughly 104,000 pounds. The manufacturing alone cost more than \$1 million.

The beams were placed at night to minimize traffic disruptions. I-5 traffic ran a detour to Highway 99 between the current Barnett Road interchange and Talent.

"Because of their size, the beam placement required a significant amount of coordination and staging," said Thomas. "We had to place beams every other night because of the turnaround time for the drivers to get back to Harrisburg, rest, and reload for the next run."

Back in April 2007, 36 concrete bridge beams, each in excess of 165 feet and weighing more than 169,000 pounds, were trucked down for the new Bear Creek Bridge.

That structure is now tied with rebar and crews are pouring the new deck that makes up the Highland Connector on the east side of the interstate.

### Project background

The South Medford Interchange project went to bid in 2006 after more than

**South Medford Interchange**  
*continued on page 10*

### Airbag Safety Tip #1

**Drivers concerned about achieving the recommended 10-inch distance between the airbag cover in the steering wheel and the driver's breastbone should:**

1. Ensure they are properly belted,
2. Maintain a proper seating position,
3. Move the seat as far back as possible while still comfortably reaching the pedals,
4. Recline the back of the seat slightly, and
5. Tilt the steering wheel downward, if it is adjustable. Tilting the steering wheel downward points the airbag toward the breastbone instead of the head and neck.



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## Paving Scheduled for Highway 62 and 140

Summer is the best of times and the worst of times for paving projects. Crews need warm, dry weather for paving operations. Those favorable weather conditions also bring vacationers in droves, which results in delays.

This summer construction season, Highways 62 and 140 are both undergoing major paving operations. Motorists are advised to expect delays and drive with caution in the work zones.

The \$1.6 million project on Highway 62 began in May and is expected to be completed soon. The project paves from Trail to Casey State Park, a 6.25-mile stretch, and includes guardrail work.

The paving project on Oregon 140 covers more than 20 miles of road near Fish Lake and Great Meadows Snow Park. Due to the length and needed drainage work, pilot cars will be used in addition to flaggers for traffic control. Delays may last up to 20 minutes at peak times.

Up-to-the-minute road condition updates are available on ODOT's travel information Web site [www.Tripcheck.com](http://www.Tripcheck.com) or by calling 511. For anyone who cannot access 511, road and weather information can also be accessed toll-free within Oregon by dialing (800) 977-ODOT (6368).

### Tips for driving safely in work zones

- Orange is your clue to slow down. When you see orange barrels, cones and signs—even when no work is visible—hazards may still exist.
- Realize it is not business as usual in a work zone. Expect the unexpected.
- Maintain extra space between your vehicle and the one ahead. Extra space provides you additional reaction time.

### South Medford Interchange

*continued from page 9*

seven years of development. The project is the largest state highway project in the Rogue Valley since I-5 was built.

The project is designed to improve safety and congestion in south Medford. The City of Medford is contributing \$15 million toward the project.

A project Solution Team and Citizens Advisory Committee worked through more than 20 different concepts to develop the design. The Highland Alternative was identified as the preferred alternative.

Construction updates and a video are available on the project Web site, [www.oregon.gov/odot/hwy/region3](http://www.oregon.gov/odot/hwy/region3).

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1690 Allen Creek Rd.  
1690 Allen Creek Rd.  
117 SW G St.  
1995 NW Vine St.  
531 NE "F" St.  
1101 Grants Pass Parkway  
200 NW C St.  
500 NW 6th St.  
1694 NW 6th St.  
320 Union Ave.  
1330 NW 6th St.  
971 SE 6th St.

#### Other Jackson County Locations:

Jackson Co. Roads & Parks  
Jacksonville Inn  
ODOT  
RVCOG

200 Antelope Rd., White City  
175 E California St., Jacksonville  
100 Antelope Rd., White City  
155 N. 1st. St., Central Point

## Marmon named new ODOT District Manager



Jerry Marmon is the new ODOT District Manager for the Rogue Valley. The announcement came from ODOT Region Manager Paul Mather last month.

In the District Manager position, Marmon is responsible for the leadership and management of maintenance and operations and oversees all state highways in Jackson and Josephine counties and roughly 100 employees.

"Jerry's experience working with multiple agencies and communities will serve our maintenance program well," said Mather. "This

position is very challenging, especially in the winter as our maintenance crews work to keep the highways open."

Working at ODOT since 2002, Marmon most recently served as the agency's regional program manager for the National Environmental Policy Act (NEPA). Prior to that, he was the regional program manager for the ODOT environmental program.

Marmon holds both a Bachelor's of Science degree in Environmental Science from Western Washington University and a Master's of Science degree in Resource Planning from the University of New Mexico.

He replaced John Vial, who left last March to become the director of the Jackson County Roads and Parks Department.

## Monthly TV show features summer construction news

Summer construction is the focus of the next edition of the live TV talk show, *Moving Ahead with ODOT*.

The live program airs at 6 p.m. on Wednesday, June 11 on Rogue Valley Community Television (RVTV) government channels in Jackson and Josephine Counties. The program features a call-in segment that offers viewers the opportunity to ask transportation-related questions.

*Moving Ahead with ODOT* rebroadcasts several times each month. The dates and times on the RVTV web site: [www.roguetv.org](http://www.roguetv.org).

## Upton Road Bridge opened on schedule

The Upton Road overpass bridge in Central Point reopened on schedule following a seven-month closure.

The new bridge features sidewalks and bike lanes and complements recent work completed by Central Point at the intersection of Upton Road and Scenic Avenue.

"The reopening of this bridge is a significant milestone in this project," said ODOT Project Manager Tim Fletcher. "This bridge provides sidewalks and bike lanes for kids going to school or using the athletic fields. And it makes it easier for people who want to walk to the Jackson County Fair."

Work continues through the summer on the Upton Road Bridge that spans Bear Creek. The new bridge will feature a left-turn lane for westbound Upton Road traffic onto Penninger Road.

Funded by the Oregon Transportation Investment Act, the project also replaces the I-5 bridge spanning Foley Lane north of Blackwell Hill and repairs the I-5 bridge spanning Foothills Boulevard and the Central Oregon & Pacific Railroad tracks.

Shasta Constructors of Redding, California is the prime contractor on the \$17 million bundle of bridge projects, which is scheduled for completion in November.

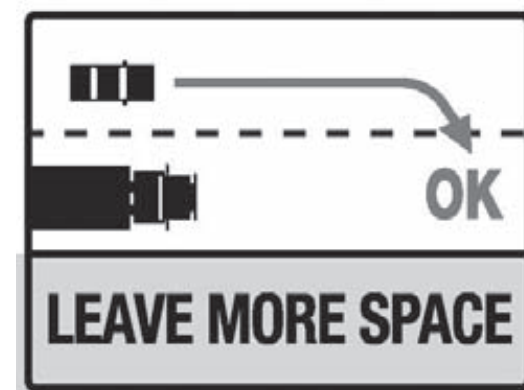
The bridge bundles are designed to provide economies of scale to taxpayers and ease of construction for the contractor.

The bundle is part of the 10-year, \$3 billion Oregon Transportation Investment Act. OTIA funds will repair or replace hundreds of bridges, pave and maintain city and county roads, improve and expand interchanges, add new capacity to Oregon's highway system, and remove freight bottlenecks statewide.

## New safety campaign targets aggressive drivers

Oregon's newest safety campaign is aimed at getting the attention of aggressive car and truck drivers. The Ticket Aggressive Cars and Trucks campaign, or TACT, is designed to reduce truck crashes through education and enforcement. Specifically, TACT focuses on aggressive driving near the vicinity of large trucks.

"A key TACT campaign message is, LEAVE MORE SPACE. Bad things happen when vehicles get too close to each other," said ODOT Motor Carrier Safety and Federal Programs Manager David McKane.



Last month, the Oregon Department of Transportation's Motor Carrier Division, in cooperation with local law enforcement agencies and the Oregon trucking industry, introduced TACT to Oregon motorists in Portland and the north Willamette Valley area.

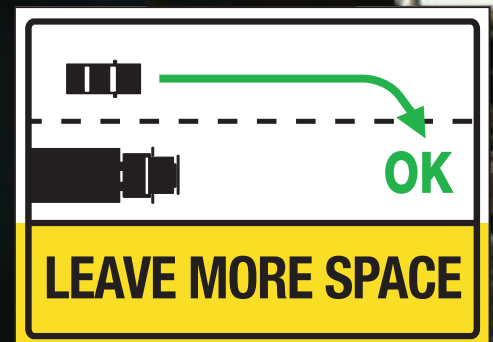
In the last 10 years, three out of four people who died in these collisions were riding in the cars. In fact, in crashes involving a car and truck, the car occupants are 15 times more likely to be killed than truck occupants. McKane said these are the keys to remember:

- **Don't cut off trucks.** For safety sake, maintain one car length for every 10 miles per hour of speed.
- **Don't tailgate.** Trucks have large blind spots behind them. If you tailgate a truck, you can't see traffic ahead. If the truck brakes suddenly, a tailgater has no time to react and no place to go.
- **Allow trucks plenty of room.** Both car and truck drivers must be especially careful when entering a highway or merging with traffic.
- **Don't speed.** Speed is the leading cause of all crashes in Oregon.

For more information, visit the ODOT Motor Carrier Transportation Division Web site, [www.oregon.gov/ODOT/MCT](http://www.oregon.gov/ODOT/MCT).

# LEAVE MORE SPACE FOR TRUCKS

Big trucks need big space to maneuver and stop in emergencies. Leaving more space for trucks will not only help to save lives and reduce injuries, it could save you from getting a ticket.



## DON'T GET A TICKET

<http://www.oregon.gov/ODOT/MCT/>

A message from the Oregon Department of Transportation in partnership with the Oregon State Police, Clackamas County Sheriff's Office and Oregon Trucking Associations.