

# Highway 62 Corridor Project

**Date:** as of October 24, 2006

**To:** Project Management Team members

**From:** Pat Foley

**Re:** Comment Summary

Highway 62 Corridor Project Public Open Houses

- Monday, September 18, 2006, Winema Girl Scout Auditorium
- Tuesday, September 19, 2006, Family Resource Center

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In order to allow the public to comment on the four proposed alternatives for the Highway 62 Corridor Project two open houses were held. Comment forms were provided to the attendees. Members of the public were asked to comment on each of the alternatives. Some attendees preferred to take the comment sheets and maps home in order to study the alternatives further and to share with neighbors and or business associates. Several comment sheets were either emailed or mailed in. Below is a summary of the **combined comments from the two open houses including email and mail ins:**

Alternative preferences: Not all responders expressed which alternative they preferred. Below are the results of those who did express a preference.

<u>Alternative</u>	<u>Number who expressed a preference</u>
Bypass	6
Bypass w/Split Diamond	33
Existing Build	1 possible
Texas Turnaround	1 possible

## **SEPTEMBER 18<sup>TH</sup> OPEN HOUSE**

Monday, September 18, 2006 from 6:00 to 8:00 P.M. at the Girl Scouts of Winema Council Auditorium, 2001 North Keene Way Drive, Medford, OR.

### Summary of comments:

Forty eight (48) members of the public signed in. There were also several who did not wish to sign in. Of the 48, twelve filled out (partially or in whole) the comment sheets. Comments were also received by mail or email.

Alternative preferences: Not all responders expressed which alternative they preferred. Below are the results of those who did express a preference.

<b><u>Alternative</u></b>	<b><u>Number who expressed a preference</u></b>
Bypass	4
Bypass w/Split Diamond	21
Existing Build	1 possible
Texas Turnaround	1 possible

### **Question No. 1 Comments/questions on BYPASS ALTERNATIVE**

<b>NAME/Address</b>	<b>COMMENT/QUESTION</b>
Jim Hoffman 6137 Hillcrest Medford, 97504	I like this the best.
Frank Gaetzman 3468 Henredon Way Medford, 97504	No. 2 on my list. Least expensive.
Clint & Lola Fjarli 735 Vincent Ave Central Point, 97502	Need to realign the west curve by the Medco Haul Road to avoid going thru a couple of buildings and businesses.
Jeannette Logiston 1445 Laurelhurst Rd owns property at 2701-2731 Bullock	Limits access to existing businesses by a back-door access. Don't like this as well as Split Diamond but it is better than Existing Build and Texas Turnaround.
Rod Witham 2343 Biddle Rd Medford	I am totally against the Split Diamond concept. It actually makes things worse.
Pam Burton 1783 E. Vilas Rd Medford, 97504	This one has my No. 2 vote.
Kathryn Riegger 2581 Stonebrook Dr. Medford, 97504	This seems workable. Is it best regarding land acquisition and initial cost?
Bob Gartner 4779 Hillcrest Rd Medford, 97504	This is not a good alternative and unnecessary.

<b>Email or mail responses</b>	
Jerry Schneider 2343 Biddle Road Medford, OR	This appears to be the superior design of the four presented. It has minimal impact to business and single dwelling home ownership. Motorist routing appears easy to obtain destination. Build this one. Assists traffic flow both sides Highway 62.
Gene Schneider 2343 Biddle Road Medford, OR	This alternative looks like it would help traffic flow the most especially from Poplar and out towards White City. It helps traffic on the east and west sides of Hwy 62.
John Logston 1445 Laurelhurst Rd Trail, 97541	No.
Jim Coombes Fred Meyer 3800 SE 22 <sup>nd</sup> Ave Portland, 97202	Good with Split-Diamond!
Don E. Forrest Fred Meyer 3800 SE 22 <sup>nd</sup> Ave. Portland, 97202	Oppose – Combining vehicles from the proposed bypass and Crater Hwy together at the South Terminus seems problematic and would decrease the longevity of the fix.
Douglass Schmor P.O.Box 128 Medford, OR 97501	***Alternative comments from letter dated September 27, 2006, Brophy, Mills, Schmor, Gerking, Brophy & Paradis, LLP. Letter on file. I believe this is the best of the four alternatives presented with the least disruption to existing local business. I would suggest that ODOT consider an overpass of the connecting road which terminates at Bullock and that road be carried through to Biddle Road. This might permit the Bullock and Highway 62 interchanges to remain at grade and would improve the flow of traffic by giving them an easy way to reach Biddle Road without getting back onto Highway 62.
Gordon Bentson 1841 Alcan Dr. Medford, OR 97504	My second choice.
Bea Bentson 1841 Alcan Dr. Medford, OR 97504	This one is my second choice.
Joseph Richardsen 401 Piercer Road	No.
Mindy Tiry 5695 Griffin Ln, #A Medford, OR 97501	No. Will totally screw up <u>all</u> businesses on the I-5 to Delta Waters section and heavily increase traffic in the residential areas leading to that section.

## **Question No. 2 Comments/questions on **BYPASS WITH SPLIT DIAMOND ALTERNATIVE****

<b>NAME</b>	<b>COMMENT/QUESTION</b>
Frank Gaetzman 3468 Henredon Way Medford, 97504	No. 1 choice.
Jim Mayfield 2685 Crater Lake Av Medford, 97501	Split Diamond appears to be the best of the 4 proposals. It appears to be the most cost effective and most efficient in handling traffic in the Hwy 62 Corridor.

Clint & Lola Fjarli 735 Vincent Ave Central Point, 97502	Need to realign curve into Medco Haul Road instead of going thru commercial buildings by 6439 Crater Lake Hwy (West Coast Appliance) - 13 buildings and about 20 businesses.
Jeannette Logiston 1445 Laurelhurst Rd owns property at 2701-2731 Bullock	I really like this one. You are limiting the impact on existing businesses on Hwy 62 yet you are adding more roadways to get traffic around Medford. The traffic is split between Business 62 and Express 62 and easing traffic on Hwy 62.
Rod Witham 2343 Biddle Rd Medford	No.
Kathryn Riegger 2581 Stonebrook Dr. Medford, 97504	This one seems to me to be the best to help with traffic congestion at this time. Do not have info regarding long term planning including potential increased population.
Pam Burton 1783 E. Vilas Rd Medford, 97504	No. 1 vote. Seems this one affects the least businesses.
Wayne Hanlon 1530 Yucca Street Medford, 97504	Least disruptive of existing businesses. I think most cost effective. Minimizes destruction of recently completed construction. Also, from a personal standpoint, it is the <u>only</u> alternative that does <u>not</u> destroy my business which I have spent the last 31 years developing and operating.
Cris Galpin 744 Cardley, Medford	We support.
Judy Hughes 4606 Scenic Ave. Central Point, 97502	I think the Bypass w/Split Diamond interchange would be most effective with moving the through traffic from the north to I-5 and Medford city center. It looks like an easy access to the Fred Meyer area and would keep the through traffic away from the Costco, Wal-Mart area.
Bob Gartner 4779 Hillcrest Rd Medford, 97504	I believe this to be the best plan. It should be done as soon as possible before any more building is done where the bypass is planned.
<b>Email or mail responses</b>	
Jerry Schneider 2343 Biddle Road Medford, OR	This design is flawed due to single lane elevated ramp connection at I-5. Any auto or truck wreck would stop all emergency vehicle access. Does not assist traffic flow south side of Hwy 62.
Gene Schneider 2343 Biddle Road Medford, OR	This alternative looks like it would not help traffic on the east side of Hwy 62, but would help on the west side of Hwy 62.
Keri Edlin 101 Elk Street Medford, OR	I am a Fred Meyer employee and it's my livelihood. Please don't take food off my kids table. Leave Hwy 62 along, you've already done enough damage to it. Thank you for listening.
John Logston 1445 Laurelhurst Rd Trail, 97541	This is the only option that makes sense for the long term. This option has the most direct route to get from Point A to Point B with the least amount of impact on already developed land. The other options seem to be a band aid approach to the traffic problems.
Jim Coombes Fred Meyer 3800 SE 22 <sup>nd</sup> Ave Portland, 97202	Recent construction retained. Poplar intersection remains at grade, thus preserving direct access for local residents & businesses in South Terminus. Best speeds & separates through traffic & local traffic.

<p>Don E. Forrest Fred Meyer 3800 SE 22<sup>nd</sup> Ave. Portland, 97202</p>	<p>Support</p> <ol style="list-style-type: none"> <li>1. Allows the least amount of throw-away from previous improvement</li> <li>2. Completely separates local and through traffic</li> <li>3. Least negative impact to existing businesses</li> <li>4. Achieves all goals for project</li> </ol>
<p>Douglass Schmor P.O.Box 128 Medford, OR 97501</p>	<p>I am opposed to this proposal because it eliminates nine acres of prime freeway commercial land presently occupied by Witham Parts &amp; Equipment and the Mazda dealership. This alternative puts more cars and trucks up in the air on overpasses or ramps which is a safety hazard at a busy interchange. This alternative still dumps Highway 62 traffic back on Highway 62 between the freeway and the mall, which is not a good location. Traffic from Medford to White City is put through a tight corkscrew turn to reach the new access highway. Traffic from White City to Medford is put through three stop lights between Biddle Road and its reconnection with Highway 62. The ramps that were built on the north side of the interchange will have to be rebuilt under the proposed design. The North Interchange will be torn up for an even longer period of time than it has already been torn up. The businesses at the North Interchange that were significantly affected by the construction of the new interchange made substantial monetary investments as a result of those changes. Now they will be eliminated or severely impacted without any opportunity to recoup those investments based on assurances which they had received from the Oregon Transportation Department that the interchange was being built to last for years.</p>
<p>Gordon Bentson 1841 Alcan Dr. Medford, OR 97504</p>	<p>My first choice.</p>
<p>Bea Bentson 1841 Alcan Dr. Medford, OR 97504</p>	<p>This interchange alternative is my first (1<sup>st</sup>) choice because it by passes most of the congested areas along Hwy 62.</p>
<p>Dave Heun 210 Village Park Dr Ashland, 97520</p>	<p>I prefer this option because it affects the least amount of businesses. It also diverts traffic from Highway 62.</p>
<p>Dawn Teris 1390 Brookdale Medford</p>	<p>Prefers No. 2</p>
<p>Jennifer Kimberlin 3003 State Street Medford, 97504</p>	<p>Split Diamond Interchange.</p>
<p>Rochelle Nees 2833 Junaipero Wy Medford, 97504</p>	<p>#2 Bypass w/split Diamond Lane! Will be the best for all businesses in the effected areas.</p>
<p>M.A.A.Everest 459 Arnos Street Talent, 97540</p>	<p>This works best for all concerned.</p>
<p>Joseph Richardsen 401 Piercer Rd</p>	<p>Yes.</p>
<p>Mindy Tiry 5695 Griffin Ln, #A Medford, OR 97501</p>	<p>Yes. It 'moves' the thru traffic away from 62, effects considerably fewer businesses, some of which are already on a temporary lease situation. Basically leaves residential areas alone. The 60% of people going to Costco/shops on 62</p>

	won't be affected other than to have less traffic cause 40% w/b on Bypass. Relocate Withams to Blackwell exit.
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**Question No. 3 Comments/questions on EXISTING BUILD ALTERNATIVE**

<b>NAME</b>	<b>COMMENT/QUESTION</b>
Frank Gaetzman 3468 Henredon Way Medford, 97504	My No. 4 choice.
Clint & Lola Fjarli 735 Vincent Ave Central Point, 97502	Access road goes right thru the bldgs (13) (20 businesses) and still takes out a few bldgs from the curve on the west side by the Medco Haul Road.
Jeannette Logiston 1445 Laurelhurst Rd owns property at 2701-2731 Bullock	Too much impact to existing businesses. You don't really solve the problem of too much traffic on 62. You still have the same number of cars driving the same stretch of highway.
Rod Witham 2343 Biddle Rd Medford	Possible.
Kathryn Riegger 2581 Stonebrook Dr. Medford, 97504	Where is existing business access from Delta Waters to I-5?
Pam Burton 1783 E. Vilas Rd Medford, 97504	This one would involve our home so I am not in favor of it. Also would eliminate access to many of the businesses along Hwy 62 and the Avenue.
Wayne Hanlon 1530 Yucca Street Medford, 97504	Far too destructive to existing businesses.
Bob Gartner 4779 Hillcrest Rd Medford, 97504	This plan is too expensive, too disruptive and unnecessary.
<b>Email or mail responses</b>	
Jerry Schneider 2343 Biddle Road Medford, OR	This design too confusing for local and out of town motorists. Do not build.
Gene Schneider 2343 Biddle Road Medford, OR	Appears confusing and would be very difficult to negotiate for people from out of the area.
John Logston 1445 Laurelhurst Rd Trail, 97541	No.
Jim Coombes Fred Meyer 3800 SE 22 <sup>nd</sup> Ave Portland, 97202	More trouble than it's worth. Not as much bang for the buck.

Don E. Forrest Fred Meyer 3800 SE 22 <sup>nd</sup> Ave. Portland, 97202	Oppose – Least benefit for dollar spent Extensive throw-away
Douglass Schmor P.O.Box 128 Medford, OR 97501	This alternative destroys too many businesses and disrupts established residential neighborhoods.
Bea Bentson 1841 Alcan Dr. Medford, OR 97504	No.
Joseph Richardsen 401 Piecer Rd	No.
Mindy Tiry 5695 Griffin Ln, #A Medford, OR 97501	No. Wipes out even more businesses – promotes extra travel/traffic/gas, if you ‘miss your turn’ requires lots more building.

### Question No. 4 Comments/questions on **TEXAS TURNAROUND ALTERNATIVE**

NAME	COMMENT/QUESTION
Jim Hoffman 6137 Hillcrest Medford, 97504	Please don't do this one.
Frank Gaetzman 3468 Henredon Way Medford, 97504	My No. 3 choice.
Clint & Lola Fjarli 735 Vincent Ave Central Point, 97502	This would affect the many businesses by and around 6439 Crater Lake Highway as far as to access. Turn around is right in front of all these buildings and they would take away from the parking in front. There at least 13 buildings that we own and about 20 businesses.
Jeannette Logiston 1445 Laurelhurst Rd owns property at 2701-2731 Bullock	Too much impact to existing businesses. You don't really solve the problem of too much traffic on 62. The same number of cars will be on the same roadway, just less stopping for cars going into business driveways.
Rod Witham 2343 Biddle Rd Medford	Possible.
Kathryn Riegger 2581 Stonebrook Dr. Medford, 97504	Too much impact on existing business. Takes businesses developed. What work in open areas (undeveloped)?
Pam Burton 1783 E. Vilas Rd Medford, 97504	Don't get it.
Wayne Hanlon 1530 Yucca Street Medford, 97504	Far too destructive of existing businesses.
Judy Hughes 4606 Scenic Ave. Central Point, 97502	Not good for existing businesses on Hwy 62. Do not see the need for frontage roads as we still need another means for through traffic to bypass the congestion.

Bob Gartner 4779 Hillcrest Rd Medford, 97504	This plan is, or must be, a joke. Save it for the Texans.
<b>Email or mail responses</b>	
Jerry Schneider 2343 Biddle Road Medford, OR	This design has too much impact to local business and domestic single home ownership. Do not build.
Gene Schneider 2343 Biddle Road Medford, OR	This alternative looks like it would have a large impact on residential and commercial properties.
John Logston 1445 Laurelhurst Rd Trail, 97541	No.
Jim Coombes Fred Meyer 3800 SE 22 <sup>nd</sup> Ave Portland, 97202	Retrofitting this alternative greatly disrupts existing businesses and their access.
Don E. Forrest Fred Meyer 3800 SE 22 <sup>nd</sup> Ave. Portland, 97202	Oppose <ol style="list-style-type: none"> <li>1. Extensive right of way requirement</li> <li>2. Difficult to cross lanes on frontage roads for access to businesses, requires continuous looping to reach destination</li> <li>3. Very expensive compared to alternatives</li> <li>4. Has the most negative impact to existing businesses</li> </ol>
Douglass Schmor P.O.Box 128 Medford, OR 97501	The frontage roads are unacceptable and will destroy a good portion of the existing community business along Highway 62.
Bea Bentson 1841 Alcan Dr. Medford, OR 97504	Absolutely not!
Joseph Richardsen 401 Piecer Rd	No.
Mindy Tiry 5695 Griffin Ln, #A Medford, OR 97501	No. This is Oregon – leave Texas in Texas. Totally confusing, hits more residential areas.

### Question No. 5 Additional comments

NAME	COMMENT/QUESTION
Jim Mayfield 2685 Crater Lake Av Medford, 97501	Put in a cloverleaf interchange at the Bypass/Vilas Road intersection. Traffic lights impede traffic.
Kathryn Riegger 2581 Stonebrook Dr. Medford, 97504	Looks like a lot of hard work. . . . Many options being looked at by ODOT and committee. Decision will never please everyone but an improvement is needed now!
Wayne Hanlon 1530 Yucca Street Medford, 97504	I need to make some additional investment and/or sell and this all leaves me with all up in the air until at least summer of 2007.

Judy Hughes 4606 Scenic Ave. Central Point, 97502	Anything but a bypass or some sort is just postponing the problem. We are still growing and need an additional road from the north valley to the freeway.
<b>Email or mail responses</b>	
Jim Coombes Fred Meyer 3800 SE 22 <sup>nd</sup> Ave Portland, 97202	I salute all of you for the hard work you are doing!
Bea Bentson 1841 Alcan Dr. Medford, OR 97504	I feel that #2 would serve enough people adequately.
Joseph Richardsen 401 Piecer Rd	Please do not use a plan that will hurt our store.
Michelle Seelye 2101 Poplar Dr.#23 Medford, 97504	Leave well enough alone. Even a City/County government has no right to disrupt people's lives this way. We've already endured enough. These changes would close down businesses, leaving people w/o jobs. The unemployment rate is high enough!

## **SEPTEMBER 19<sup>TH</sup> OPEN HOUSE**

Tuesday, September 19, 2006 from 6:00 to 8:00 P.M at the Rogue Family Center, 3131 Avenue C, White City, OR.

### Summary of comments:

Forty eight members of the public signed in. There were also several who did not wish to sign in. Of the 48, ten filled out (partially or in whole) the comment sheets. Comments were also received by mail or email.

Alternative preferences: Not all responders expressed which alternative they preferred. Below are the results of those who did express a preference.

<b><u>Alternative</u></b>	<b><u>Number who expressed a preference</u></b>
Bypass	2
Bypass w/Split Diamond	12
Existing Build	0
Texas Turnaround	0

### **Question No. 1 Comments/questions on BYPASS ALTERNATIVE**

<b>NAME</b>	<b>COMMENT/QUESTION</b>
Dorsey Koontz 2216 Polar Circle Medford, 97504	I feel this system would be very effective.

Jim Chaplin P.O. Box 681 Gold Hill, 97525	Bad – at end of runway and Fred Meyer still a mess.
James Bennett 502 Maaik Drive Medford, 97504	All 4 plans do not serve White City very well. The north and south limited interchanges should be full interchanges. Otherwise, the closest interchanges would be Eagle Point and Vilas Road.
Kathy Smith 3735 Crater Lake Hy Medford, 97504	I feel this plan is made a lot better with the Split-Diamond plan.
Shayne Dollarhide 7776 Leyden Circle White City, 97503	The Bypass alternative does not seem to address the congestion problem. It adds a degree of confusion.
Laura Dollarhide 7776 Leyden Circle White City, 97503	Seems like a good alternative removing through traffic away from 62, but the congestion around Poplar Drive would not be solved.
Alan Ashby 2370 Poplar Drive Medford, 97504	Not feasible for our business. I work at G.I. Joes and this proposal would severely limit access to our business.
Clyde Severson 5621 McLaughlin Medford, 97502	Bypass to White City has been decided. Does not improve existing traffic. Hwy 140 to Blackwell Hill, Table Rock improved and I-5 on and off to I-5 and Haul road behind Costco to Hwy 140 would improve everything.
Joan Wilson 3447 Viewpoint Drive Medford, 97504	No.
<b>Email or mail responses</b>	
Bob Kingsnorth 2550 Old Military Rd Central Point, 97507	<p>This alternative appears to be the most “aggressive” solution, separating through traffic from local traffic. For the long term, this appears to be most satisfactory solution.</p> <p>I suspect that the “south terminus” is inadequate. I fear that there is not sufficient connectivity with the northeast area of Medford, specifically Poplar Drive, Crater Lake Avenue, and Delta Waters.</p> <p>An alternate design might include the following:</p> <ol style="list-style-type: none"> <li>a. eliminate the direct connection of the south end of Crater Lake Highway to the bypass</li> <li>b. merge the south end of Crater Lake Highway into Crater Lake Avenue, probably north of Delta Waters</li> <li>c. Construct a robust multi-level interchange on the bypass in the area of Delta Waters that feeds to another robust “city” two level interchange for Crater Lake Avenue, and Delta Waters.</li> <li>d. Make the connector between Poplar Drive and Crater Lake Avenue most robust, making it more linear and driver friendly.</li> </ol> <p>This alternative does reduce Crater Lake Highway to a “local boulevard”, strengthens connectivity among Crater Lake Highway, Crater Lake Avenue, and Delta Waters, and enhances the “bypass”.</p>

Robert L. Wilcox 1000 Brownsboro Meridian Eagle Point, 97524	Of the two Bypass alternatives this one would appear to have a greater impact on existing road systems and businesses from Hwy 62/Delta Waters intersection and Poplar and does not relieve congestion on the main corridor in that same area. Cost data is not yet available.
John Truax P.O. Box 3002 Corvallis, 97339	This alternative would limit access to my "76" service station (site: 3000 Crater Lake Hwy). I am not in favor of this alternative.
Doug Olson 900 Siskiyou Blvd Medford, 97504	My family owns tax lot 3901. We do not want the road to cut through our property or to obstruct our direct access to the airport.
Vilda Dickey 900 Siskiyou Blvd Medford, 97504	My family owns tax lot 3901. We do not want the road to go through our property or to obstruct our access to the airport.
Joy Olson 2508 Freedom Way Medford, 97504	As an owner of tax lot 3901, the loss of access to the Jackson County Medford International Airport would create a severance that would severely devalue our property.
Michael & Susan Sullivan 4303 Tami Lane Central Point	We feel this would be too disruptive to the many businesses located near I-5 interchange to Delta Waters Road.
Steve Wilson P.O. Box 2744 White City, 97503	Would like it at the back of our property so it does not take out our business.
Roger Hansen 2912 Avenue A White City, 97503	The Bypass is a step in the right direction and has minimal disruption to businesses along Hwy 62. The negative thing I see is that it intersects with 62 at the most crowded and congested portion of 62.

## Question No. 2 Comments/questions on **BYPASS WITH SPLIT DIAMOND ALTERNATIVE**

NAME	COMMENT/QUESTION
Dorsey Koontz 2216 Polar Circle Medford, 97504	Forget it.
Jim Chaplin P.O. Box 681 Gold Hill, 97525	Best Plan. Can be built with little impact on businesses on Hwy 62 and people who travel 62. You need to make "Witham" approach a mini clover leaf for better flow.
James Bennett 502 Maaik Drive Medford, 97504	This would severely impact the ability to reverse directions.
Kathy Smith 3735 Crater Lake Hy Medford, 97504	I think this is the best alternative with the least amount of impact! I also believe that it will be the best alternative in the future as far as being able to expand!
Gordon Draper 6901 Old Stage Rd 2 Medford, 97501	I like this the best of all alternatives.
Shayne Dollarhide 7776 Leyden Circle White City, 97503	Probably the best idea for relieving the congestion on 62.

Laura Dollarhide 7776 Leyden Circle White City, 97503	Looks like the best, relieving congestion at Poplar and Delta Waters while retaining business access.
Alan Ashby 2370 Poplar Drive Medford, 97504	I like this proposal. It does not affect access to our business in the Poplar Square Shopping Center. This also seems to impact the least amount of businesses. This plan also seems the simplest.
Clyde Severson 5621 McLaughlin Medford, 97502	Government created existing problem with doing it their way, like putting out forest fires 50 years ago and find out now its better to let them burn. Now they make the studies come out the way they want and build where they think best. 2030 they find out they were wrong again.
Joan Wilson 3447 Viewpoint Drive Medford, 97504	Yes – I believe it would cost the least and impact the businesses the least.
<b>Email or mail responses</b>	
Bob Kingsnorth 2550 Old Military Rd Central Point, 97507	My casual observations of traffic volumes would not justify this design, which emphasizes connectivity with the Interstate. I suspect that this design does not provide sufficient connectivity with northeast Medford. I also see a lack of accommodation of traffic coming from Riverside / Old Route 99.
Robert L. Wilcox 1000 Brownsboro Meridian Eagle Point, 97524	My guess is that this alternative is the least overall cost alternative of the four reviewed. It would appear to best meet the design criteria, has least overall adverse impact on existing roads/businesses. Construction of this alternative would have least adverse impact on existing transportation systems during construction. It is a true expressway, relieves congestion off of existing Hwy 62 given the 20 year planning horizon for this project. I believe this alternative (#2) offers future expansion opportunities given expected growth in the North Valley, (50+ years). After +1-20 yrs, Alternatives 3 & 4 become maxed out – then what? Back to the Bypass if that option is still open for construction.
John Truax P.O. Box 3002 Corvallis, 97339	I am in favor of this alternative if it means I can keep my current driveways and access to old Hwy 62.
Doug Olson 900 Siskiyou Blvd Medford, 97504	My family owns tax lot 3901. We do not want the road to cut through our property or to obstruct our direct access to the airport.
Michael / Susan Sullivan 4303 Tami Lane Central Point	In our opinion the Bypass with Split Diamond interchange would be much less disruptive to most businesses, including my leased property. It would eliminate approximately 50% of the traffic on Hwy 62.
Steve Wilson P.O. Box 2744 White City, 97503	Only if it goes to the back of our property and does not affect our business.
Roger Hansen 2912 Avenue A White City, 97503	This design is the best of the best. This design will allow a choice of complete by pass to I-5 or taking 62 with all of the shopping while relieving the traffic volume of the present and future.

### Question No. 3 Comments/questions on EXISTING BUILD ALTERNATIVE

NAME	COMMENT/QUESTION
Dorsey Koontz 2216 Polar Circle Medford, 97504	Leave existing as is and build around it.
Jim Chaplin P.O. Box 681 Gold Hill, 97525	Bad. A mess at Delta Waters and Hwy 62.
Kathy Smith 3735 Crater Lake Hy Medford, 97504	I think it is more complicated and extremely invasive to residential neighborhoods. This alternative also impacts a lot of businesses.
Shayne Dollarhide 7776 Leyden Circle White City, 97503	Too confusing. Would not relieve congestion.
Laura Dollarhide 7776 Leyden Circle White City, 97503	Seems rather confusing and very limiting, if not destructive to major businesses.
Alan Ashby 2370 Poplar Drive Medford, 97504	Not feasible for our business. I work at G.I. Joes and this proposal would severely limit access to our business.
Joan Wilson 3447 Viewpoint Dr Medford, 97504	No.
<b>Email or mail responses</b>	
Bob Kingsnorth 2550 Old MilitaryRd Central Point, 97507	This design does not provide free flow for through traffic. It appears to emphasize local traffic requiring additional traffic controls and resulting congestion. It does appear to provide better connectivity with northwest Medford. If all the interchanges were grade separated, the design could be workable for through traffic, but still not as robust as the "Bypass Alternative".
Robert L. Wilcox 1000 Brownsboro Meridian Eagle Point, 97524	What a monster!!! High cost (my guess), heavy impact on businesses all along this route. Not a good alternative for future growth/expansion of this system. 20 yr planning horizon is too short a look @ this overall problem.
John Truax P.O. Box 3002 Corvallis, 97339	I understand that under this alternative the road (Hwy 62) would be widened. I don't know for sure if that means I will be put out of business. I need more information. I don't have a proposed photo of this.
Michael / Susan Sullivan 4303 Tami Lane Central Point	Again, this would be disruptive for the many businesses located by I-5 interchange to Delta Waters Road.
Steve Wilson P.O. Box 2744 White City, 97503	Don't like because of the way it would affect our business
Roger Hansen 2912 Avenue A White City, 97503	This design has a good idea in that the shopping use of 62 is on access roads but will it handle future volumes.

## Question No. 4 Comments/questions on TEXAS TURNAROUND ALTERNATIVE

NAME	COMMENT/QUESTION
Dorsey Koontz 2216 Polar Circle Medford, 97504	Please don't.
Jim Chaplin P.O. Box 681 Gold Hill, 97525	Bad. A construction disaster. Kills too many businesses.
James Bennett 502 Maaike Drive Medford, 97504	No.
Kathy Smith 3735 Crater Lake Hy Medford, 97504	I think this would create more of a mess and be extremely difficult on businesses and neighborhoods.
Shayne Dollarhide 7776 Leyden Circle White City, 97503	Too costly to existing businesses on 62. Would be a repeat of the 62 interchange project.
Laura Dollarhide 7776 Leyden Circle White City, 97503	Limited additional construction (a good point!) but takes away too many existing businesses located right on the highway.
Alan Ashby 2370 Poplar Drive Medford, 97504	Not feasible for our business. I work at G.I. Joes and this proposal would severely limit access to our business.
Joan Wilson 3447 Viewpoint Dr Medford, 97504	No.
<b>Email or mail responses</b>	
Bob Kingsnorth 2550 Old MilitaryRd Central Point, 97507	Nix. Too cumbersome and user-unfriendly. I have seen this type of design in St. Louis. It is inconvenient, confusing, and looks like giant strip malls.
Robert L. Wilcox 1000 Brownsboro Meridian Eagle Point, 97524	Better than #3 but still carries many of the same adverse impacts as #3. One-way traffic on side roads will be confusing and frustrating to people wanting to get to a specific location adj. to the limited access road.
John Truax P.O. Box 3002 Corvallis, 97339	This alternative would totally remove my "76" station and put me out of business. I am most definitely not in favor of this alternative.
Michael / Susan Sullivan 4303 Tami Lane Central Point	The Texas Turnaround alternative would make it almost impossible to get to businesses located along Hwy 62 corridor.
Steve Wilson P.O. Box 2744 White City, 97503	This would take out our business, do not like at all.
Roger Hansen 2912 Avenue A White City, 97503	The freeway portion will handle traffic but will the off ramps to businesses be safe.

## Question No. 5 Additional comments

NAME	COMMENT/QUESTION
Dorsey Koontz 2216 Polar Circle Medford, 97504	Please hurry!!
Gordon Draper 6901 Old Stage Rd 2 Medford, 97501	Ave "G" in White City needs to go over or under new Bypass at Agate. New to keep access from the west open.
<b>Email or mail responses</b>	
Robert L. Wilcox 1000 Brownsboro Eagle Point, 97524	Of the four remaining alternatives, I would suggest #2 as preferred. Cost data may or may not support this conclusion. Thank you for the opportunity to review and comment.
John Truax P.O. Box 3002 Corvallis, 97339	If the station is closed, four full-time employees and one part-time will loose their jobs. Does this matter to ODOT or anyone else?
Doug Olson 900 Siskiyou Blvd Medford, 97504	Common sense tells me that Crater Lake Hwy should be widened Lear Way extended, International Way made into a regular road and Foothills made into a good sized highway. How about a parallel Hwy in between Crater Lake Hwy and Foothills.
Michael / Susan Sullivan 4303 Tami Lane Central Point	We favor (2) Bypass with Split Diamond interchange alternative
Roger Hansen 2912 Avenue A White City, 97503	The bypass with split diamond interchange is least disruptive, while accommodating the traffic volume of the future.

## For the record, additional comments

Email sent to Debbie Timms

From: Craig Randolph  
Hays Oil Company  
Bimor Stations Inc.  
191 Bateman Drive  
Central Point, OR 97502

Date: September 18, 2005

I will not be able to attend the open houses this week concerning the Hwy 62 project, but I have some concerns. Our company owns the Shell service station and convenience store on the corner of Hwy 62 and Vilas Road. From the conceptual drawings on the website it appears that the "Bypass" option is the one that has the least amount of impact on our site and the other businesses along the corridor. If this option does not impact our current access points, then this would be the option that we would like to see used.