

Ashland I-5 Exits 14 and 19

North Ashland Interchange - Green Springs Project



Oregon Department of Transportation

Spring 2010

I-5 bridge construction at Exits 14 and 19 starts this summer



Long-planned improvements at both of Ashland's main Interstate 5 exits (Exit 14 – Green Springs Hwy. and Exit 19 – North Ashland interchange) should begin in earnest this summer as contractors initiate two separate projects for the Oregon Department of Transportation. Brush clearing and other initial site work commences as early as mid-April, with heavy construction expected to begin in June and July. The work should be complete by mid-2012.

The Exit 14 overpass (Green Springs Hwy.) is being widened from the center out to accommodate higher traffic volumes and improved bicycle and pedestrian safety. The bridge deck will nearly triple in width and will feature two 12-foot travel lanes, a center turn lane, traffic signals at both ends of the bridge, and bike lanes and sidewalks. Plans call for repairing the existing deck, replacing non-standard bridge rails, and adding roadway lighting, decorative pedestrian lighting and a bike signal. Construction is expected to begin late June.

The South Valley View Road bridge at Exit 19 (North Ashland Interchange) will be entirely replaced with a new, wider structure. The replacement bridge will provide two 12-foot travel lanes, a center turn lane, and widened shoulders. Construction should start mid-July.

Funding for both of these projects is being provided by the Oregon Transportation Investment Act.

Art Deco designs chosen for new bridges

The new bridges at Exits 14 and 19 will feature artistic treatments that reflect downtown Ashland's historic architecture and natural environment. A nine-member Aesthetic Advisory Committee, appointed by the City of Ashland to make design recommendations for the project, met six times last year. After considering several design options, the group recommended an Art Deco theme for the bridges. The above rendering depicts Exit 14.

The group found inspiration in design details from the rooftop of the 1925 Ashland Springs Hotel. Ten-foot tall concrete pylons at the ends of the bridges are topped by pointed "chevron" designs also found on the hotel's parapets. The shape also is featured on the supports for the light poles. The pedestrian fencing with a rust-colored powder coating features a central arch design that can be seen on the hotel's rooftop façade.

In another nod to downtown Ashland, the light poles on the bridge will provide supports for banners. The light fixtures will be "dark-sky compliant" to minimize any light pollution at night.

The design of Exit 19 will be a more simplified version of Exit 14. Both interchanges will be painted a light tan color to match their natural surroundings. New landscaping will also be included.

Portland, OR 97214
1110 SE Alder Street, Suite 301
c/o JLA Public Involvement
North Ashland Interchange - Green Springs Project

OTIA
Oregon Department of Transportation

OPEN HOUSE

Thursday
April 8, 2010

3:00 – 6:30 p.m.

Best Western
Windsor Inn
2520 Ashland Street
Ashland, Oregon

Attend the April 8 Open House

Drop in at any time on Thursday, April 8 to meet the project team, review the bridge designs for Exits 14 and 19, and learn more about project construction, which is scheduled to begin this summer.

More information about the project is available at:
www.oregon.gov/ODOT/HWY/REGION3
(Click on the "Interchanges 14 & 19" link.)

Questions?

Contact Gary Leaming, ODOT Project Information Specialist
(541) 774-6388 or email Gary.W.Leaming@odot.state.or.us

Persons with disabilities requiring accommodation, please contact Sylvia Ciborowski at (503) 235-5881 or email sylvia@jla.us.com at least one week before the open house.

The project is part of the Oregon Department of Transportation's 10-year, \$3 billion Oregon Transportation Investment Act program. 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 14 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 4,100 family-wage jobs.

Aesthetic Advisory Committee

Michael Dawkins

Tom Giordano

Katharine Flanagan

Kate Jackson

Jennifer Longshore

John Rinaldi

Jonathon Warren

Jerome White

David Young

Bridge designs are the work of many

Thanks to the hard work of a group of dedicated volunteers and project staff, the new bridges at Exits 14 and 19 will be distinctive community features unique to Ashland and I-5. In 2008, ODOT and the City of Ashland partnered to establish an Aesthetic Advisory Committee of various city commissions and project stakeholders to make design recommendations for each interchange. The meetings were facilitated by Alex Cousins of JLA Public Involvement with meeting support from the City's Ann Seltzer. John Galbraith of Galbraith and Associates of Medford turned the committee's ideas into design concepts. Quincy Engineering provided structural engineering support.

"We'd like to acknowledge the contributions of all of these individuals who worked so hard last year to ensure that this project represents the best of Ashland," states Art Anderson, ODOT Area Manager for the Rogue Valley. "By coordinating input through the advisory committee and the public through our open houses, we are creating not just freeway infrastructure, but architectural statements for the community and its visitors. It has been very rewarding watching it all come together."

"The partnership has been a positive experience," concurs committee and City Council member Kate Jackson. "The team was responsive to our requests for information and I am very appreciative that ODOT used a local landscape architect. John Galbraith did a superb job of capturing the themes we discussed. The process and the resulting designs reflect well on ODOT and the City of Ashland."



Bicycle/pedestrian improvements are on the way!

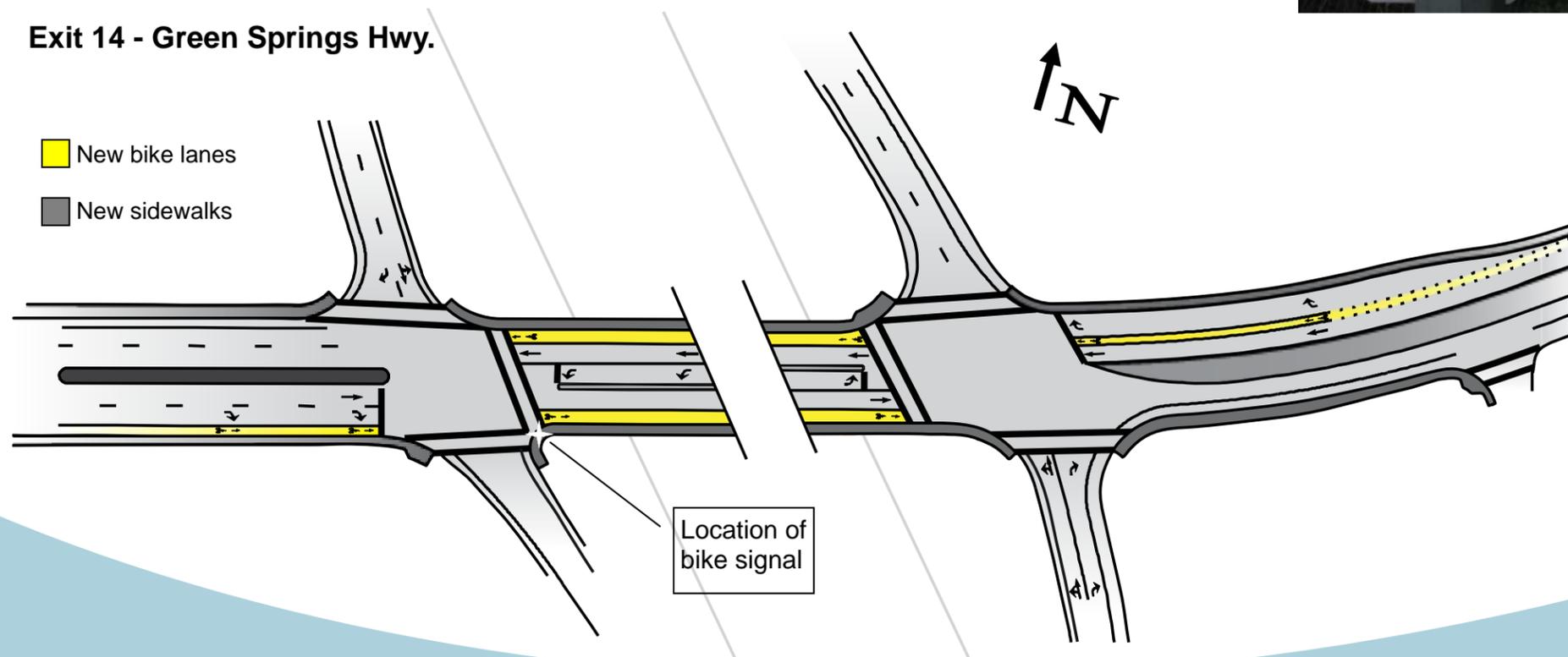
Once construction is complete, bicycling or walking across the Green Springs Hwy. Bridge at Exit 14 will be a lot easier than it is today. The Exit 14 overpass will receive dedicated bicycle and pedestrian facilities because it is located in a congested area, with development on either side of the freeway. Safely accommodating the movement of bicyclists and pedestrians there is a priority for ODOT and the City of Ashland.

The diagram at the bottom left of this page illustrates the new design for the overpass. Approaching the interchange from downtown Ashland on Ashland Street from the west, new 5' bike lanes and 7' sidewalks on the bridge itself, the bike lanes widen to 8', which is wider than the standard. The bike lanes will be 6' wide on the east side of the interchange. The facilities are basically the same as you approach the interchange from the east on Green Springs Hwy. The only real difference is that a new dedicated right turn lane will be constructed for vehicles turning northbound onto I-5. Cyclists approaching from the east will continue in the bike lane heading straight across the overpass.

Vehicles heading southbound onto I-5 at Exit 14 present a potential hazard to cyclists heading east, where the traffic crosses the bike lane at the entrance to the on-ramp. To address this, ODOT will install a bike signal that is activated by a detector loop, similar to the way traffic signals operate. The bike signal will allow cyclists to cross the entrance to the freeway before vehicles are allowed to turn into the southbound on-ramp. Examples of a similar bike signal located in Portland are shown here.

Exit 14 - Green Springs Hwy.

-  New bike lanes
-  New sidewalks



Bike signals are an emerging transportation technology that are still relatively new to Oregon. Ashland will be among the first communities to receive one. "We are pleased to be able to accommodate the City's request for additional bicycle safety features at Exit 14," notes Art Anderson, ODOT Area Manager.

