

**OR 140 Corridor Plan:
I-5 to Brownsboro–Eagle Point Road**

**DRAFT Technical Memorandum #2
Corridor Definition**

Prepared for

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2. CORRIDOR DEFINITION

Oregon Highway 140 (OR 140), also known as “Lake of the Woods Highway”, connects to Interstate 5 (I-5) at the Seven Oaks Interchange (Exit 35) and travels eastward to the Oregon/Nevada border. This *OR 140 Corridor Plan* (Corridor Plan) focuses on the section of OR 140 that extends from I-5, through unincorporated White City, to Brownsboro-Eagle Point Road.

Study Area

As shown in ~~Figure 2-1~~[Figure 2-1](#), the study area for the Corridor Plan extends over 16 miles through both rural and urbanized lands. The section of OR 140 extending eastward from OR 62, in White City, to Brownsboro-Eagle Point Road is classified as a statewide highway and freight route by ODOT. It is also part of the National Highway System (NHS) and is a federally-designated truck route. In 2009, OR 140 was extended as a statewide highway from OR 62 to I-5 Interchange 35 (IC 35) through an amendment to the Oregon Highway Plan (OHP) and jurisdictional transfer of existing Jackson County roads. Although this extension may eventually become designated as a freight route in the OHP, a change in classification is dependent on recommendations being developed in the Draft Oregon Freight Plan.

Corridor Overview

OR 140 travels through primarily rural lands but also traverses White City, an unincorporated community with more dense urban development. A diverse range of land uses are served by the highway including industrial, aggregate removal, commercial, and residential as well as agricultural and forest uses. The OR 140 corridor can be broken into three segments that reflect different characteristics of the highway and its environs. Traveling from west to east, the OR 140 segment characteristics are described below.

Tolo Industrial Area Segment (Blackwell Rd: IC 35 to Kirtland Road): This new section of OR 140, formerly under Jackson County jurisdiction, extends along Blackwell Road from IC 35 to Kirtland Road as a two lane facility with a posted speed of 45 mph. Recent improvements at IC 35 include a new I-5 overcrossing, reconstruction of the northbound on- and off-ramps, realignment of the southbound on-ramp, construction of a new southbound loop off-ramp to replace the old standard diamond off-ramp, and realignment of Willow Springs Road opposite the southbound ramps. The Blackwell Road/Kirtland Road intersection was also recently reconstructed to facilitate the OR 140 through movement between Blackwell Road south of the intersection and Kirtland Road north of the intersection. Adjacent land uses along this section currently include agriculture, residential, and aggregate removal with some limited commercial zoning; however, much of this land has been identified as an Urban Reserve Area (CP-1B) in the draft 2009 *Greater Bear Creek Valley Regional Plan*. Planned zoning for the 544 acres in CP-1B would be entirely employment lands. If this area were to develop to its full potential, OR 140 would assume a greater importance in supporting local industries and IC 35 will likely become a strategic transportation hub (railroad, OR 99 and I-5 convergence) and potentially include a nearby truck-train freight transfer site.

Jackson County Industrial Segment (Kirtland Rd: Blackwell Rd to OR 62): Between the Blackwell Rd/Kirtland Rd intersection and OR 62, the roadway has been transferred from Jackson County jurisdiction to ODOT. The alignment runs along multiple roadways including Kirtland Road, Pacific Avenue, Avenue G, Agate Road, and Leigh Way. Several improvements are identified¹ along this segment to address curves, travel lanes and shoulders, and some turning movements along the route. Dominant land uses adjacent to OR 140 include industrial and aggregate removal with some agriculture, open space, residential, limited use zoning in the rural sections and some commercial near the OR 62 intersection. This segment is a two lane roadway, with the exception of Leigh Way which is a three-lane facility. Speeds for the segment vary from 55 mph to 35 mph.

White City/Jackson County Segment (OR 140: OR 62 to /Brownsboro-Eagle Point Road): East of OR 62, OR 140 runs along the southern boundary of the White City urban residential area and continues east, to the project terminus, through rural Jackson County. This segment includes some commercial land uses at OR 62, rural residential uses predominantly to the north, significant open space reserves to the south, and then agricultural resources for the remainder of the corridor. OR 140 is a two-lane facility for this segment augmented with turn lanes at some intersections and passing lanes in each direction with travel speeds of 55 mph for the entire length.

Purpose

The purpose of the Corridor Plan is to determine how the existing highway functions as well as project operations 20 years into the future. It will identify strategies and improvements to enhance transportation safety and capacity within the corridor consistent with state and local policy.

The corridor planning process examines existing and potential future land use and transportation conditions along with opportunities and limitations and identifies long-range needs. Outcomes will include improvements within the OR 140 corridor and potential enhancements to the transportation system needed to accommodate regional growth.

State and local regulations, policies, and transportation and land use plans provide the framework for preparing the corridor plan. The language contained within these documents provides guidance to the state and local jurisdictions on how to manage transportation and land uses in the corridor, provide for safe and efficient operations, and minimize the need and expense for making major improvements through the planning horizon. Hence plans and policies are reviewed for their relevance to the OR 140 Corridor Plan. The purpose of the review is to ensure the necessary compatibility, consistency, and compliance required by state law and ODOT policy. A review of adopted plans, rules, and regulations is presented in Technical Memorandum #1.

¹ High Priority Freight Mobility Projects by Oregon Freight Advisory Committee. April 6, 2004.

Corridor Goal and Objectives

The study will culminate in a long-term plan that preserves and improves the safety and efficiency of this corridor. The following goals and objectives provide the guiding principles for the planning and management of the OR 140 corridor.

Goal 1: Mobility

Develop and implement management measures and physical improvements that maximize the efficiency of existing roadway facilities through 2035.

Objectives:

- Maintain existing roadways and identify improvements to address existing operational deficiencies.
- Consider the transportation needs of both local and regional travelers in the corridor.
- Provide for future growth through planning and management of the transportation corridor and evaluate the need for capacity improvements based on the adopted comprehensive land use plans of Jackson County and the Rogue Valley Metropolitan Planning Organization (RVMPO).
- Develop an access management plan that provides for safe and acceptable operations on the transportation network, and meets OHP requirements and the access spacing standards in Oregon Administrative Rule (OAR) 734-051.

Goal 2: Freight Operations

Develop a plan that facilitates freight mobility in the corridor.

Objectives:

- Identify segment and intersections where local freight movements will interact with traffic on OR 140.
- Consider the specific needs of freight in evaluating existing and future operational and safety deficiencies.
- Incorporate management measures and capacity improvements that address development of industrial lands along the corridor and facilitate both local and through freight movement.

Goal 3: Safety

Promote the safety of current and future travel modes for all users.

Objectives:

- Review crash patterns and implement improvements at locations identified as priority through the state rating system.
- Identify and improve intermodal conflict points, including rail crossings and pedestrian/bicycle crossings of major roadways.

- Coordinate between transportation service providers to identify and address existing safety concerns and prevent the creation of future conflict points.
- Maintain existing emergency routes and identify improvements to the transportation system that may enhance emergency vehicle access.

Goal 4: Coordination

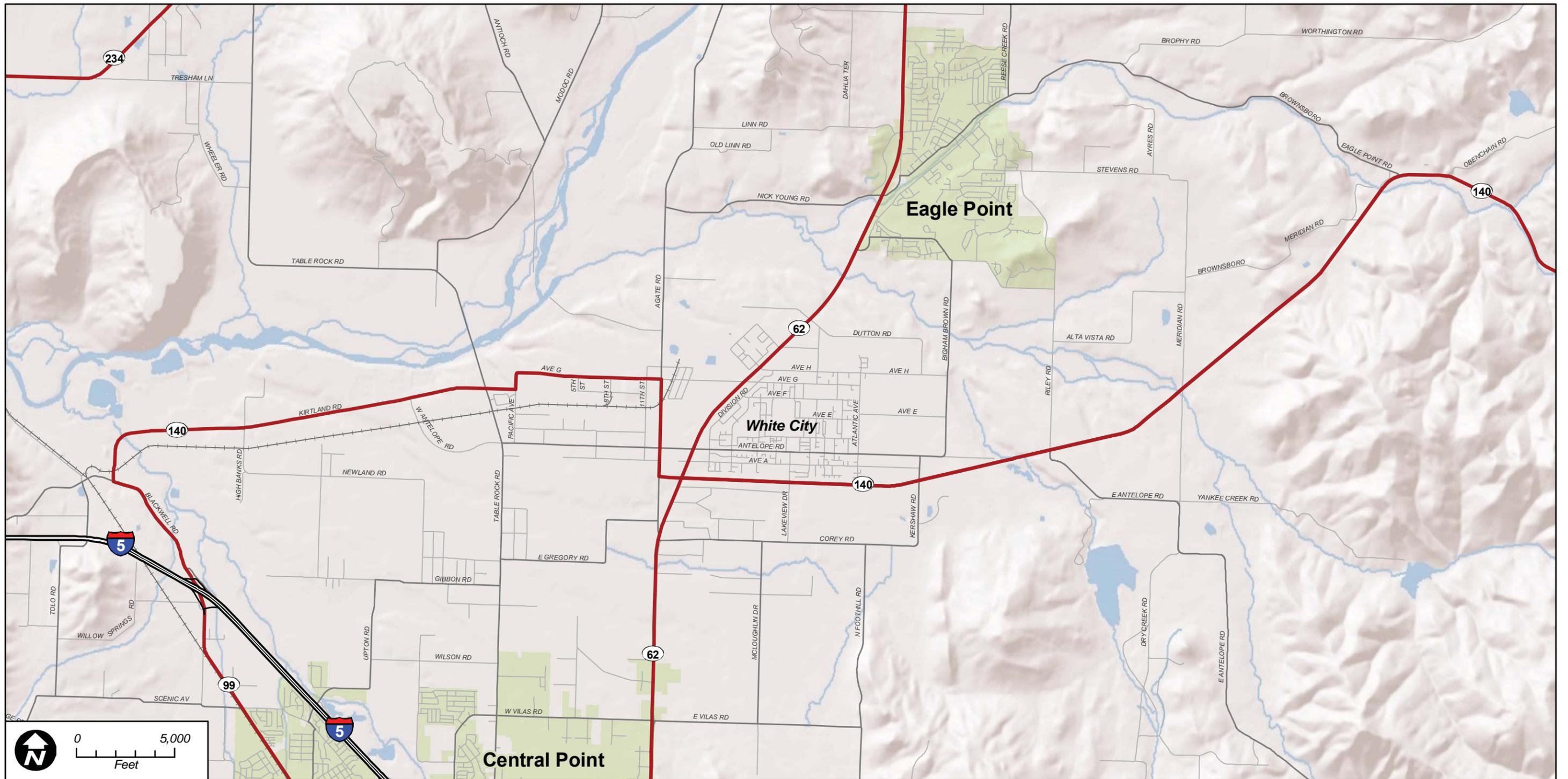
Coordinate planning efforts for OR 140 with other plans and projects in the study area.

Objectives:

- Incorporate recommendations from the Interchange Area Management Plan (IAMP) for I-5 Interchange 35 (Seven Oaks).
- Coordinate with the Highway 62 Corridor Project to develop consistent plans and recommendations.
- Coordinate with the RVMPO efforts to develop strategies that reduce vehicular congestion and support economic development.
- Incorporate the Greater Bear Creek Valley Regional Plan into the design and management systems for the corridor, including recommended strategies for land use control.

Attachments:

Figure 2-1. Study Area



OR 140 Corridor Plan

- Legend**
- Interstate
 - Highways
 - Ramps
 - Major Roads
 - Minor Roads
 - Railroad

Source Data: Jackson County, ESRI, Oregon GEO

Figure 2-1
Study Area