

OR 140 Corridor Plan

Technical Advisory Committee

Meeting #3 – November 17, 2011

Draft Meeting Notes

Attendees: See Attached List

Introductions

Tom Guevara opened the TAC meeting as the ODOT project manager, identified the consultant team, and went around the room for everyone in attendance to state their name.

Tom passed out copies of the draft Technical Memorandum #6-Concept Development and the Evaluation Matrix for review by the committee. Comments from the committee are due January 1, 2012. He expects a draft plan by April of 2012.

Tom provided a high-level picture of the project to-date and topics to keep in mind while reviewing the concepts. He challenged the committee to consider the need for an alternative secondary corridor to OR 62 which serves the suburbs; specifically OR 140 via Interstate 5 (I-5) and OR 140. Would the secondary corridor provide a larger regional perspective? Is this perspective desirable? He also mentioned the need for shovel-ready lands for development, posing the question should we develop “reserve” capacity? This idea could help in the decision-making process when weighing the merits of a 2-lane facility versus a 3-lane facility. He finally reiterated that at the end of the concept development phase, a final “preferred concept” must be chosen. Part of the documentation of the “preferred concept would include project categories to assist in identifying funding options.” The categories could include: modification, safety, operations, bridge, and pedestrian and/or bicycle. Tom suggested preparing a purpose and need statement for each project.

Tom and Jennifer Danziger, the Consultant project manager, provided an overview of the Open House which was held a couple nights earlier.

Overview of Work Completed

Jennifer provided an outline of the remainder of the meeting and a brief update of the planning process as shown on slides 2 and 3 of the attached presentation.

Concept Development

Jennifer presented four types of improvements including: Highway Redesignation, Jackson County Reclassification, Segment Improvements, and Intersections Improvements. The first two (redesignation and reclassification) are process improvements including paperwork, while the latter two improvements are physical changes to the pavement on the ground. All of the concepts assume the JTA improvements associated with OR 62 through Cory Road. Additional concepts respond to the completion of the full OR 62 corridor improvements. Finally, Jennifer

reviewed the concept evaluation criteria. Concept development information can be found in slides 4 through 6.

The following comments/questions were received during this part of the presentation:

- The County expressed concerns with OR 62 splitting the community of White City.

Concept Analysis and Evaluation

Jennifer first presented the concepts associated with redesignation and reclassification (slide 7). These concepts generated conversation among committee members including concern for the potential impacts to Biomass (located along Avenue G between Agate Road and OR 62) and discussion of urban standards compared to rural standards. There was mention of the new pedestrian and bicycle facilities along Antelope Road and the limited use by non-vehicle modes, raising the question of whether it makes sense to build urban standard roadways in the industrial area. Tom mentioned that he'd talk to DLCD about the cross-section that they'd require for OR 140 and posed the idea of creating a new rural arterial standard. He suggested working with Jackson County on the improvements to Avenue G (between OR 62 and Agate Road) to access the opportunity of the project qualifying for state/federal funding.

Next she presented the segment improvements followed by the intersection improvements. These concepts can be found in slides 8-24 of the attached presentation.

The following comments/questions were received during this part of the presentation:

- Jackson County indicated that in general, their functional classifications of OR 42 defer to the state. Where they do not, the state needs to tell Jackson County what designation to use. They raised some concerns Avenue G between Agate Road and OR 62. The classification, and thus necessary cross section, may have impacts to Biomass. These impacts need to be weighed when comparing the opportunity to connecting two state facilities. The County does not want to choose at this time, but acknowledges that it makes sense to include improvements to this section of roadway as it connects to state facilities. Others indicated that the team may need to talk to ODOT rail (CORP or WCTU) to establish if upgrades or needed to adjacent rail crossings on this stretch of roadway.
- Senate bill 264 (access management) may have impacts to this project. It will require working with local jurisdictions and compliance between TSPs and the TPR. This bill was of particular interest for the section of Avenue G west of Agate Road, specifically how many access points will be allowed (2 versus 5) and the effect on the resale of the land.
- With respect to Blackwell Road, the members believe it is a good candidate for a 3-lane section, but may want to have ROW for a future 5-lane improvement, if needed, to respond to "shovel ready" needs. The members discussed how the cost opinion was allocated (primarily new structure and ROW), desirable ROW (80 feet versus 100 feet), and design speed (45 mph versus 55 mph). The group debated the merits of using a design speed of 55 mph or reducing impacts by using a lower design speed since the posted speed is 45 mph.
- Members expressed interest in possible options along Kirtland Road. Specifically, the possibility of using profiled striping (textured paint) typical on urban or no shoulder

roadways, and concern with inroad reflectors indicating maintenance/cleaning issues. The group didn't see much "bang for the buck" with the conversion from 2 to 3 lanes; they listed cost, environmental impacts, bridge reconstruction, and high water profile as concerns. *They requested additional text for the report; please add "Access and roadway width may be issues if this section of roadway is redeveloped."*

- Tom shared that along Avenue G and other roadways within the White City Urban Unincorporated Boundary, DLCD will want to see urban standards, regardless of the nature of the roadway. Members expressed concern with the urban standard on this stretch of roadway. They feel that sidewalk and gutter doesn't make sense in this area and have the sense that the public feels the same way. The group considered amending the TSP to indicate that rural standards are appropriate for this section of roadway or staging the improvements starting with the rural section and reservation of the appropriate ROW to convert to an urban section in the future, if needed. A two-way, multi-use path may be an option to get around the need for sidewalk and gutter and keep with the rural nature of the roadway. The committee recommended a 3-lane segment that will transition at the Table Rock intersection. Jackson County improvements in the vicinity of Pacific Avenue will have match the existing 2-lane cross section.
- Recently, development has occurred near High Banks Road including a Ready Mix plant (within the last year) and asphalt plant (within last 6 months). Members expressed agreement with the idea of left-turn lanes at this intersection. They added that Newland is weight restricted by the County. *The consultant team will consider turn lanes (acceleration and deceleration) and/or flashing beacons at High Banks and consider County crash data (to be provided by William Fitzgerald) and potential sight distance issues.*
- TAC members agreed that projects along Agate Road should limit the amount of "throw-away" and hazardous material treatment. They were supportive of intersection improvements at Agate Road/Avenue G. They requested that 11th and 14th Street improvements be added to the corridor concepts as local road improvements. *(These projects are currently part of the OR 62 Full Corridor improvement.)* At a minimum, they agreed that safety improvements were necessary. *Tom was going to talk to management about this recommendation. The conversation may result in DEA adding a 2-lane section for concept evaluation.*
- The section of Avenue G (County) has an awkward, angled approach along OR 62 as raised by the CAC. Some additional consideration to facilitating the eastbound right-turn and northbound left-turn movements will be considered.
- Along W Antelope Road, the group agreed that consideration be given to RVTD's service expansion to serve Amy's Kitchen, Amy's Kitchen expansion (additional employment opportunities), and providing a receiving merge lane for northbound to westbound trucks.
- Members expressed a desire to prioritize movements (not a roadway) at the intersection of Agate Road at Avenue G. The group felt that it didn't make sense to prioritize based on volumes. They liked the channelized turn with signal option. They suggested another option of improving the southwest corner for trucks with a signal.

- At the intersection of Agate Road and Leigh Way the members expressed concern with the prioritization of OR 140 as it would go right through La Quinta Hotel. They suggested revisiting JTA volumes, but felt that the practical solution was to channelize with a merge lane (slide 24).
- The group expressed concern with the Lakeview improvements, specifically feeling that they may not be needed with the Foothill connection.
- The Atlantic/Foothill connection was assumed because it was included as a Tier 1 (funded) project in the RTP. There was not a clear consensus as to the type of control (signal, STOP-control, grade-separated) for the connection. The group was not in favor of full closure of Kershaw Road but right-in, right-out limitations could be supported.
- The group expressed concern about potential bridge impacts (or design exception) along OR 140 near Meridian Road.
- The group expressed interest in adding a second westbound left-turn to the OR 140/OR 62 intersection and having it listed in the STIP (2014/2015) as safety related, not JTA related.
- The need for passing lanes on the OR 140 was also raised, particularly on the Kirtland Road segment.
- Tom raised some questions about the need for lighting and possibly guard rails in the corridor and asked DEA to check on standards for when these measures should be implemented.
- Tom reminded members that design exceptions may be needed to fit within existing ROW for segment improvements.

Next Steps

DEA is waiting on comments from the Citizen and Technical Advisory committees, due January 1, 2012. They will then conduct analysis of modified or additional concepts, and with direction from the state, stakeholders, and input from the advisory groups select a preferred concept to be presented at the next Citizen and Technical Advisory committee meetings.

The next round of meetings (TAC, Citizen Committee, and Public Open Houses) is anticipated in late February or early March. We will provide as much notice as possible about the schedule for those meetings.

Attachments:

Agenda

Attendance Sheet

PowerPoint Presentation

OR 140 CORRIDOR PLAN

Technical Advisory Committee Meeting #3

10:00 AM to 12:00 PM

November 17, 2011

ODOT White City Office
Conference Room B & C
100 Antelope Road
White City, OR 97503

AGENDA

- | | |
|---------------------------------|---|
| 1. Introductions | Tom Guevara, ODOT |
| 2. Alternatives Analysis | Jennifer Danziger, DEA |
| • Concept Development | Shelly Alexander, DEA |
| • Concept Analysis & Evaluation | |
| 3. Concept Discussion | All |
| 4. Next Steps | Jennifer Danziger, DEA
Tom Guevara, ODOT |



DAVID EVANS
AND ASSOCIATES INC.

JN. _____

BY _____ DATE 11/17/11

SHEET _____ OF _____ SHEETS

CHECKED BY _____ DATE _____

JOB DESCRIPTION TAC #3
CALCULATION FOR OR 140 Corridor Plan

Tom G.
William F
Michael W
Dan Dorell
Chris Zelman
Roger A
Leslie Elson
Jerry Jost
John Vial
JED / SMA



OR 140 Corridor Plan

Technical Advisory Committee Meeting #3 – November 17, 2011



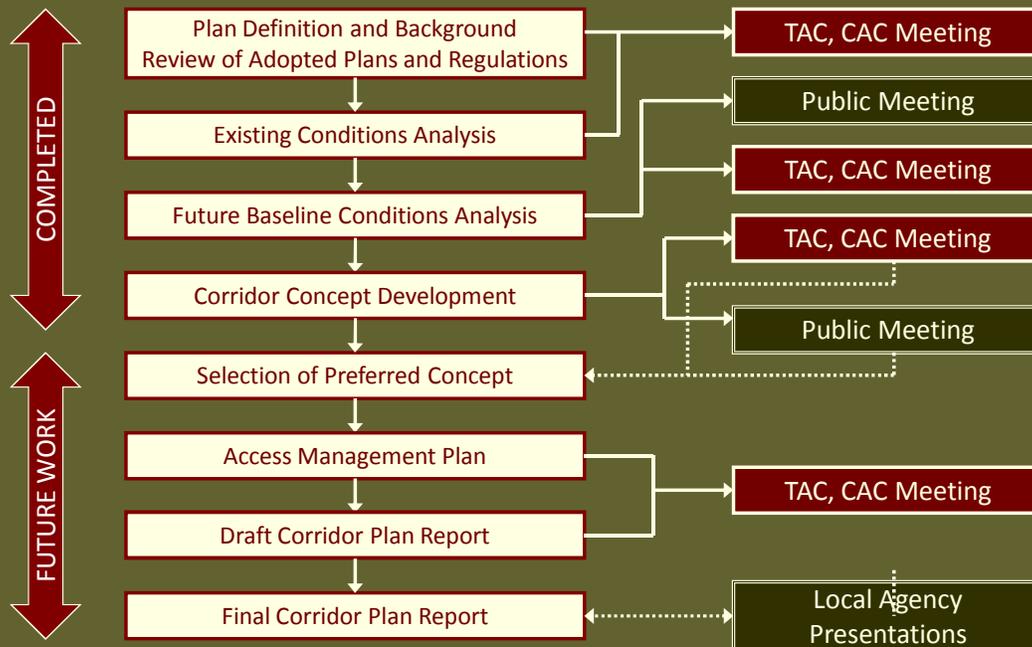
DAVID EVANS
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Presentation Topics

1. Concept Development
2. Concept Alternatives Analysis
3. Discussion
 - Ideas for modifications to concepts or additional concepts that could be evaluated
 - Input for selection of preferred concepts



Corridor Planning Process



Concept Development

- Type of Improvements
 - **Highway Redesignation** – address consistency in statewide classification or respond to system changes imposed by other projects
 - **Jackson County Reclassification** – address consistency between the state and county
 - **Segment Improvements** – address geometric, safety, or operational deficiencies in the OR 140 corridor
 - **Intersection Improvements** – address geometric, safety, or operational deficiencies at individual intersections



Concept Development

- Roadway Network Assumptions
 - All concepts assume that OR 62 Phase 1 and 2 improvements (Jobs in Transportation Act) are constructed (through Cory Road)
 - Some concepts respond to the completion of the full corridor improvement identified in the OR 62 Corridor Solutions Environmental Impact Statement (EIS)



Concept Evaluation Criteria

- Traffic Operations and Safety
 - Does the improvement address existing operational or safety concerns?
 - Will it cause additional concerns?
- Basic Roadway Geometry and Right of Way (ROW)
 - How might the improvement look?
 - Would it require additional right of way?
- Environmental and Land Use
 - Would the improvement have any potential impact to land uses or environmental resources?
- Cost Opinion*
 - How much would it cost?

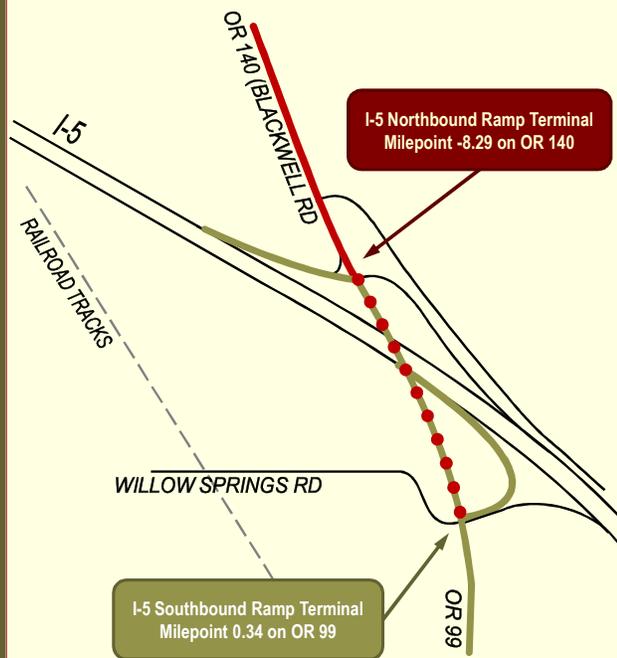
** Cost opinions do not include estimates of ROW costs or mitigation.*



Highway Redesignation

Concept HR-1: Extension of OR 140 to I-5 Southbound Ramps

- OR 140 and statewide designation currently ends at I-5 NB ramp terminal
- OR 99 and district designation currently extends through interchange to I-5 NB ramp terminal
- OHP Mobility standards:
 - 0.85 at ramps
 - 0.85 on statewide in MPO



Highway Redesignation

Concept HR-2: Extension of Freight Route Designation

- OR 140
 - Statewide Freight Route east of OR 62
 - Statewide Route west of OR 62
- OHP Mobility Standards
 - 0.85 on statewide in MPO
 - 0.80 on statewide freight in MPO
- Freight route designation applied to OR140 ending at MP -8.29
 - I-5 northbound ramp mobility standard changes to 0.80
 - I-5 southbound ramp mobility standard remains at 0.85
- Combined with HR-1: Extension of OR 140 to I-5 Southbound Ramps
 - I-5 northbound & southbound ramp mobility standards change to 0.80

Note: Even if freight route designation is extended to southbound ramps, if district designation isn't changed, then mobility standard would remain at 0.85

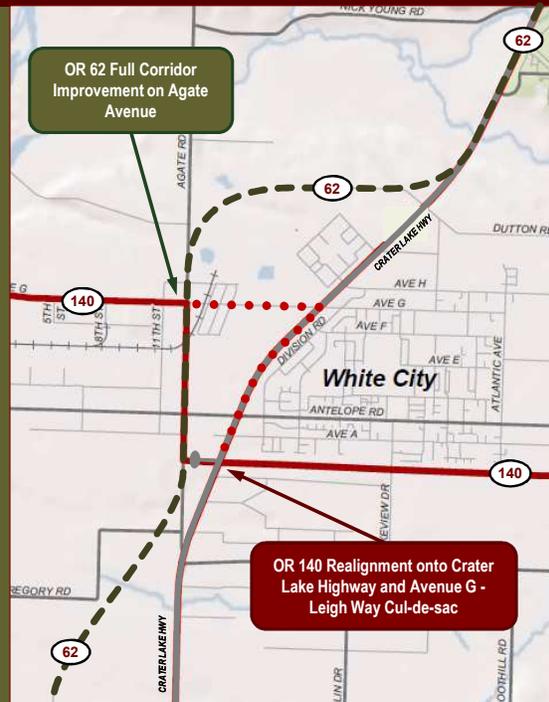


Highway Redesignation

Concept HR-3: OR 140 Reroute

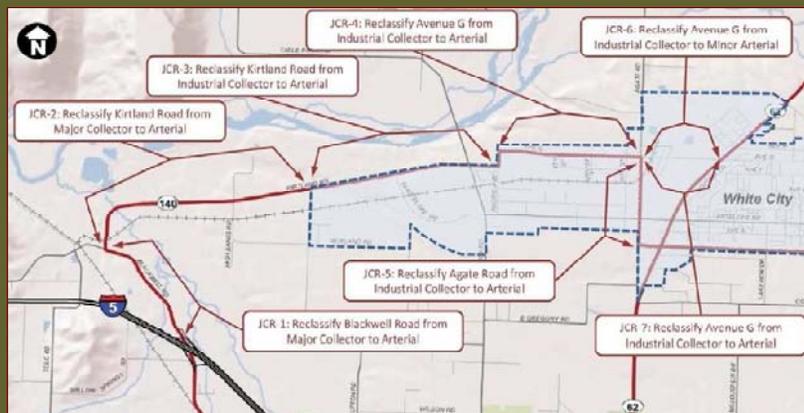
- OR 62 full corridor improvements which will use Agate Road with no connection to Avenue G and create a cul-de-sac on Leigh Way
- Reroute OR 140 along Crater Lake Highway and Avenue G when OR 62 full corridor improvements are implemented
- Antelope Road considered but discarded for same reasons as identified with original OR 140 routing
- Operations with Reroute:
 - Ave G & Crater Lake – $v/c < 0.6^*$
 - Antelope & Crater Lake – $v/c \sim 0.9^*$

**with signal timing modifications*



Jackson County Reclassification

- Changes to Transportation System Plan for consistency with OR 140
- JCR-1 through JCR-5 all address existing segments of OR 140
- JCR-6 upgrades the county section of Avenue G between Agate Road & OR 62 from industrial collector to minor arterial to reflect high through demand between OR 62 north and OR 140
- JCR-7 addresses same segment of Avenue G in response to OR 140 reroute with full corridor improvements for OR 62

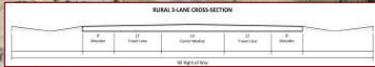
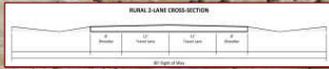


Blackwell Road Improvements



**Concept RS-1:
Blackwell Road Widening**

2-LANE CROSS-SECTION
ILLUSTRATED



Purpose: Safety, Capacity, Consistency with Statewide Design Standard

Options: 2-Lane Rural Cross-Section
3-Lane Rural Cross-section

Traffic Operations:

2-Lane – Some congestion without left-turn lanes
3-Lane – Center median provides left-turn refuge

Safety:

2-Lane – Some benefit from wider shoulders
3-Lane – Center lane for left-turning vehicles & wider shoulders

Basic Roadway Geometry & Right of Way (ROW):

Keeps alignment on current centerline but modifications possible
Does not modify “breaking” curves
ROW requirements could be less than shown

Environmental & Land Use:

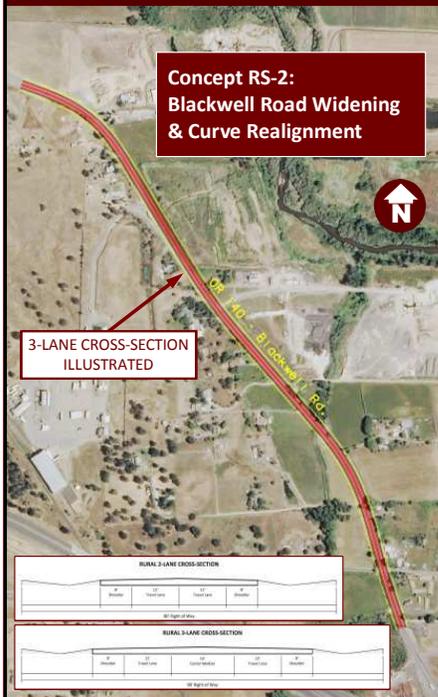
2-Lane – Up to 20’ additional ROW needed, close to some structures
3-Lane – Up to 30’ additional ROW needed, close to some structures
Crosses Willow Creek

Cost Opinions:

2-Lane – \$1.4 million
3-Lane – \$3.6 million

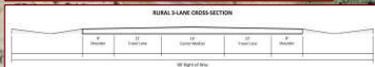
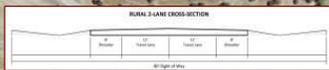


Blackwell Road Improvements



**Concept RS-2:
Blackwell Road Widening
& Curve Realignment**

3-LANE CROSS-SECTION
ILLUSTRATED



Purpose: Safety, Capacity, Consistency with Statewide Design Standard

Options: 2-Lane Rural Cross-Section
3-Lane Rural Cross-section

Traffic Operations:

Same as Concept RS-1

Safety:

Same as Concept RS-1 but smooth curves & higher design speed
could reduce run-off-road crashes

Basic Roadway Geometry & Right of Way (ROW):

Realigns sections of roadway to smooth curves and meet 55 mph
design speed
Could not be constructed within existing ROW
ROW requirements could be less than shown

Environmental & Land Use:

More ROW needed than Concept RS-1
Roadway alignment avoids structures
Crosses Willow Creek

Cost Opinions:

2-Lane – \$6.2 million
3-Lane – \$8.7 million



Kirtland Road Improvements



DELINEATORS

9/11/2010 Hwy 270 (1) Lake Of The Woods MP 6.735 OR 140

Concept RS-3: Kirtland Road Safety Improvements



RUMBLE STRIPS

Purpose: Safety – 19 crashes in 5 years – 9 involved a single vehicle that ran off the road

Safety:

Delineators - Crash research indicates benefits of delineators may be offset by increased likelihood of fixed object collisions

Basic Roadway Geometry & Right of Way (ROW):

Delineators – Installed in outside paved shoulder

Environmental & Land Use:

Delineators - No impacts

Cost Opinions:

Delineators - \$15,000

Safety:

Rumble Strips - Crash research indicates rumble strips can provide measurable reduction single vehicle, run of the road crashes

Basic Roadway Geometry & Right of Way (ROW):

Rumble Strips – Only where shoulders are more than 4' wide which is 85% of Kirtland

Environmental & Land Use:

Rumble Strips – Intermittent noise when vehicles drive over them – may be heard by some residences

Cost Opinions:

Rumble Strips - \$10,000



Kirtland Road Improvements



Concept RS-4: Kirtland Road Widening

Purpose: Consistency with Statewide Design Standard

Traffic Operations:

2-lane cross-section can accommodate future demand

Safety:

2' to 4' shoulder widening provides slightly more vehicle maneuvering room

Basic Roadway Geometry & Right of Way (ROW):

Keeps alignment along centerline, may be accommodated in existing ROW

Environmental & Land Use:

Several creeks and canals including Bear Creek and Whetstone Creek
Adjacent wetlands (Palustrine, Emergent) that may contain high value vernal pools

Cost Opinions:

Road Widening - \$2.4 million



Avenue G Improvements (State Section)



Purpose: Consistency with Statewide Design Standard

Options: 2-Lane Rural Cross-Section
3-Lane Rural Cross-Section
3-Lane Urban Cross-Section

Traffic Operations:

- 2-Lane Rural – Some congestion without left-turn lanes
- 3-Lane Rural – Center median provides left-turn refuge
- 3-Lane Urban – Center median plus sidewalks

Safety:

- 2-Lane Rural – Some benefit from wider shoulders
- 3-Lane Rural – Center lane for left-turning vehicles and wider shoulders
- 3-Lane Urban – Center lane plus sidewalks & curbs

Basic Roadway Geometry & Right of Way (ROW):

- Keeps alignment along centerline
- Existing ROW is 100' – can accommodate all options

Environmental & Land Use:

- Area zoned industrial
- Potential economic benefit for adjacent properties from higher capacity road with turn lanes
- No natural resources mapped in area

Cost Opinions:

- 2-Lane Rural – \$1.3 million
- 3-Lane Rural – \$4.4 million
- 3-Lane Urban – \$7.6 million



Agate Road Improvements



Purpose: Safety, Capacity, Consistency with Statewide Design Standard

Options: 3-Lane Rural Cross-Section
3-Lane Urban Cross-section

Traffic Operations:

- 3-Lane Rural – Center median provides left-turn refuge
- 3-Lane Urban – Center median plus sidewalks

Safety:

- 3-Lane Rural – Center lane for left-turning vehicles
- 3-Lane Urban – Center lane plus sidewalks & curbs

Basic Roadway Geometry & Right of Way (ROW):

- Keeps alignment along centerline
- Existing ROW is 100' – can accommodate all options
- Full upgrade of railroad crossing

Environmental & Land Use:

- Area zoned industrial
- Potential economic benefit for adjacent properties from higher capacity road with turn lanes
- No natural resources mapped in area

Cost Opinions:

- 3-Lane Rural – \$3.9 million
- 3-Lane Urban – \$6.0 million



Avenue G Improvements (County Section)



Concept RS-7: Avenue G Widening – County Section

**3-LANE INDUSTRIAL COLLECTOR
CROSS-SECTION ILLUSTRATED**

Purpose: High demand traveling to OR 140 from White City and OR 62 to north

Traffic Operations:

- Industrial Collector – Center median provides left-turn refuge
- Minor Arterial – Center median plus sidewalks

Basic Roadway Geometry & Right of Way (ROW):

- Keeps alignment along centerline
- Existing ROW is 80' – can likely accommodate all options
- Full upgrade of railroad crossing

Cost Opinions:

- Industrial Collector (3 lanes) – \$2.6 million
- Minor Arterial – \$5.0 million

Options: 3-Lane Industrial Collector (County Standard)
Minor Arterial (County Standard)

Safety:

- Industrial Collector – Center lane for left-turning vehicles
- Minor Arterial – Center lane plus sidewalks & curbs

Environmental & Land Use:

- Area zoned industrial
- Potential economic benefit for adjacent properties from higher capacity road with turn lanes
- No natural resources mapped in area



Avenue G Improvements (OR 140 Rerouted)



Concept RS-8: Avenue G Widening – OR 140 Rerouted

**3-LANE RURAL CROSS-SECTION
ILLUSTRATED**

Purpose: Widen Avenue G to meet state standards in response to OR 140 Reroute and OR 62 Full Corridor

Traffic Operations:

- 3-Lane Rural – Center median provides left-turn refuge
- 3-Lane Urban – Center median plus sidewalks

Basic Roadway Geometry & Right of Way (ROW):

- Keeps alignment along centerline
- Existing ROW is 80' – can likely accommodate all options
- Full upgrade of railroad crossing

Cost Opinions:

- 3-Lane Rural – \$2.6 million
- 3-Lane Urban – \$5.0 million

Options: 3-Lane Rural Cross-Section
3-Lane Urban Cross-section

Safety:

- 3-Lane Rural – Center lane for left-turning vehicles
- 3-Lane Urban – Center lane plus sidewalks & curbs

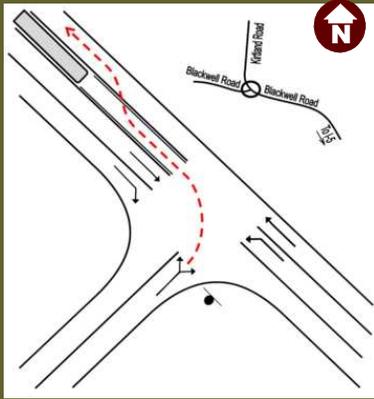
Environmental & Land Use:

- Area zoned industrial
- Potential economic benefit for adjacent properties from higher capacity road with turn lanes
- No natural resources mapped in area



Blackwell Road & Kirtland Road Improvements

Concept I-1: Blackwell Road and Kirtland Road Traffic Signal



Purpose: Capacity

Traffic Operations:

Opportunity for 2-stage left turn (illustrated to left)
 Long term operations depends on frequency of 2-stage left turn – intersection demand could be greater than capacity if not happening
 Current traffic volumes do not meet traffic signal criteria but future volumes would meet traffic signal criteria
 Intersection would operate well with traffic signal

Safety:

Traffic signals frequently have higher crash rates than STOP signs although the type and severity of the crashes differs

Basic Roadway Geometry & Right of Way (ROW):

Installed within ROW
 Persistent congestion should be present & traffic volumes should meet warrants before a traffic signal is installed

Environmental & Land Use:

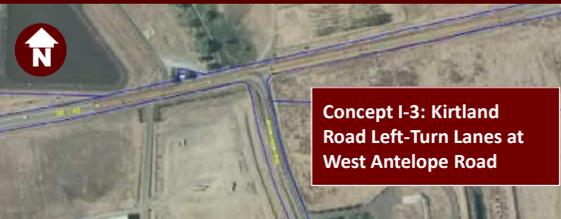
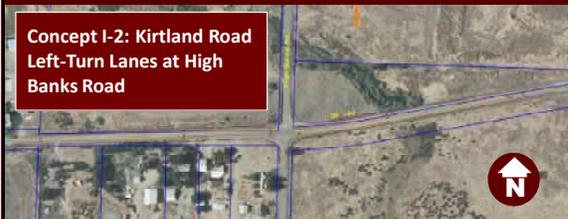
Some access points nearby
 No natural resources mapped in area

Cost Opinion: \$0.5 million



Kirtland Road Intersection Improvements

Concept I-2: Kirtland Road Left-Turn Lanes at High Banks Road



Concept I-3: Kirtland Road Left-Turn Lanes at West Antelope Road

Purpose: Safety

Traffic Operations:

Left-turn lane criteria not met by current or future traffic volumes

Safety:

Left-turn lane would provide refuge for vehicles stopped to make left turn onto High Banks
 1 collision related to left turns in 5 years

Basic Roadway Geometry & Right of Way (ROW):

Eastbound and westbound left-turn lanes added within existing ROW

Environmental & Land Use:

Some nearby driveways
 Wetlands (vernal pools) in southeast quadrant

Cost Opinion: \$1.5 million

Purpose: Safety & Future Transit Service

Traffic Operations:

Left-turn lane criteria not met by current or future traffic volumes
 Potential RVTD loop on Kirtland to West Antelope

Safety:

Left-turn lane would provide refuge for vehicles stopped to make left turn onto West Antelope
 No collisions reported in 5 years

Basic Roadway Geometry & Right of Way (ROW):

Westbound left-turn lane added within existing ROW

Environmental & Land Use:

Some nearby driveways
 No natural resources mapped in area

Cost Opinion: \$1.2 million



Avenue G & Agate Road Intersection Improvements



Concept I-4: Avenue G & Agate Road Intersection Realignment

Purpose: Priority for Highway Movements

Traffic Operations:

Heaviest traffic movements: north-south & east-west
 Realignment would result in high turning movements and very low through traffic
 Some movements would operate worse than current configuration
 Conflicts with OR 140 Reroute to Avenue G for OR 62 full corridor improvements

Safety:

Two closely spaced intersections

Basic Roadway Geometry & Right of Way (ROW):

Two intersections created from one
 Additional ROW needed

Environmental & Land Use:

Driveways could require reconstruction, relocation, or closure
 ROW impacts in southwest quadrant
 No natural resources mapped in area

Cost Opinion: \$1.3 million



Avenue G & Agate Road Intersection Improvements



Concept I-5: Avenue G & Agate Road Right-Turn Channelization & Traffic Signal

Purpose: Capacity and improved flow for highway movements

Traffic Operations:

Heaviest traffic movements: north-south & east-west (same as I-4)
 Vehicles can turn right at higher speeds
 Acceleration and merge lane allows right turns without stopping
 Some traffic movements would eventually have long delays with 4-way STOP
 Current traffic volumes do not meet traffic signal criteria but future volumes would meet traffic signal criteria
 Intersection would operate well with traffic signal

Basic Roadway Geometry & Right of Way (ROW):

Adds eastbound right-turn lane on Avenue G, channelizing island for right-turn movement, and acceleration and merge lane on Agate
 Additional ROW needed
 Persistent congestion should be present & traffic volumes should meet warrants before a traffic signal is installed

Environmental & Land Use:

One driveway located in merge lane
 Minor ROW impacts in southwest quadrant
 No natural resources mapped in area

Cost Opinion:

\$1.6 million for channelization and merge lane
 \$0.5 million for traffic signal



Agate Road & Leigh Way Intersection Improvements



Purpose: Priority for Highway Movements

Traffic Operations:

- Current traffic patterns favor north-south movement
- Patterns will change with OR 62 Phase 1 & 2 to favor OR 140
- Coordination between projects recommended

Basic Roadway Geometry & Right of Way (ROW):

- Intersection realigned to stop south leg of Agate
- Design speed of 45 mph
- 3-lane urban section with curbs & sidewalks
- Additional ROW needed

Environmental & Land Use:

- ROW impacts in northeast quadrant
- Power lines in northeast quadrant may be impacted
- No natural resources mapped in area

Cost Opinion: \$5.4 million



Agate Road & Leigh Way Intersection Improvements



Purpose: Improved flow for highway movements

Traffic Operations:

- Current traffic patterns favor north-south movement (same as I-6)
- Patterns will change with OR 62 Phase 1 & 2 to favor OR 140
- Vehicles can turn right at higher speeds without stopping
- Change in traffic control – Agate northbound stops, Leigh left stops, Coordination between projects recommended

Safety:

- Non-standard traffic control may be confusing
- Potential for more turning or angle conflicts

Basic Roadway Geometry & Right of Way (ROW):

- Adds channelizing island for westbound right turn on Leigh
- Changes STOP sign locations
- Additional ROW needed

Environmental & Land Use:

- Minor ROW impacts in northeast quadrant
- No natural resources mapped in area

Cost Opinion: \$0.5 million



OR 140 Intersection Improvements



Concept I-8: OR 140 Left-Turn Lanes at Lakeview Drive

Concept I-9: OR 140 & Left-Turn Lanes at Riley Road

Purpose: Safety

Traffic Operations:
Left-turn lane criteria are met by current traffic volumes

Safety:
Left-turn lane would provide refuge for vehicles stopped to make left turn onto Lakeview
1 collision related to left turns in 5 years

Basic Roadway Geometry & Right of Way (ROW):
Eastbound and westbound left-turn lanes added within existing ROW

Environmental & Land Use:
Some adjacent wetlands (vernal pools)

Cost Opinion: \$1.2 million

Purpose: Safety

Traffic Operations:
Left-turn lane criteria are met by current traffic volumes

Safety:
Left-turn lane would provide refuge for vehicles stopped to make left turn onto Riley
2 collisions related to left turns in 5 years

Basic Roadway Geometry & Right of Way (ROW):
Eastbound and westbound left-turn lane added within existing ROW

Environmental & Land Use:
Some adjacent wetlands (vernal pools)

Cost Opinion: \$1.2 million



OR 140 Intersection Improvements



Concept I-10: OR 140 Left-Turn Lanes at Meridian Road

Purpose: Safety

Traffic Operations:
Left-turn lane criteria not met by current or future traffic volumes

Safety:
Left-turn lane would provide refuge for vehicles stopped to make left turn onto Meridian
2 collisions related to left turns in 5 years

Basic Roadway Geometry & Right of Way (ROW):
Eastbound and westbound left-turn lane added within existing ROW
Bridge of Antelope Creek located ~100 feet to west – structure could accommodate 3 travel lanes but shoulders would be limited to less than 3 feet

Environmental & Land Use:
Antelope Creek is existing habitat for Coho Salmon

Cost Opinion: \$1.3 million



OR 140 Intersection Improvements



Purpose: Safety

Traffic Operations:

Left-turn lane criteria not met by current or future traffic volumes

Safety:

Left-turn lane would provide refuge for vehicles stopped to make left turn onto Meridian
No collisions reported in 5 years

Basic Roadway Geometry & Right of Way (ROW):

Eastbound and westbound left-turn lanes added within existing ROW

Environmental & Land Use:

No natural resources mapped in area

Cost Opinion: \$1.7 million

Purpose: Safety

Traffic Operations:

Left-turn lane criteria not met by current or future traffic volumes

Safety:

Left-turn lane would provide refuge for vehicles stopped to make left turn onto Brownsboro-Eagle Point
No collisions reported in 5 years

Basic Roadway Geometry & Right of Way (ROW):

Eastbound and westbound left-turn lane added within existing ROW

Environmental & Land Use:

No natural resources mapped in area

Cost Opinion: \$1.3 million



Additional Considerations

- OR 140/OR 62 intersection
 - Planned improvements
 - Do we want to investigate options?
- Foothill Connection to OR 140
 - Received guidance to assume signalized intersection at Foothill/OR 140 and right-in/ right-out at Kershaw
 - Do we want to investigate options?



Comments from CAC Meeting

- Concerns about changing designation from industrial collector to minor arterial on county section of Avenue G (JCR-6)
 - Biomass business needs – crosses equipment across Avenue G
 - Restrictions of curbs
- More justification for improvements at High banks (I-2)
 - Johnny Cat expansion
 - Higher demand in both directions
 - Additional aggregate mining in area
- Additional considerations
 - Imbedded reflectors
 - Lighting
 - Guardrail
 - Flashing yellow beacons
 - Merge lanes



Next Steps

- Analysis of modified or additional concepts
- Selection of preferred concepts
- Upcoming meeting dates
 - TAC and Citizen Meetings
 - Potentially February

