

WEST CONCEPTS—DECISION MATRIX

As of August 24, 2006

Dark Shading indicates concepts and options that have been dropped by PDT.

Map Ref.	Concept	Decisions and Recommendations	Comments
West – 2 05/09/05	West - 2 Two-way left turns	<p>PDT action: Dropped by PDT (June 10, 2005) with a vote 9 in favor of dropping and 0 in favor of forwarding.</p> <p>CAC recommendation: CAC recommended not advancing this concept (June 9, 2005) with a vote 10 in favor of dropping and 0 in favor of forwarding.</p>	<p>Description:</p> <ul style="list-style-type: none"> Two-way left turn along the entire western segment of the corridor. Remove left ingress feature at Willow Lane. <p>Reasons for not advancing:</p> <ul style="list-style-type: none"> This concept does not adequately address the number of potential conflict points within this segment of the corridor. Does not provide protection from “cross-lane” head-on collisions. Least effective in meeting the project’s Purpose and Need. Does not provide visual clue or urban/rural transition.
West – 4 05/09/05	West - 4 Mini-couplet	<p>PDT action: Dropped by PDT (June 10, 2005) with a vote 8 in favor of dropping and 1 in favor of forwarding.</p> <p>CAC recommendation: CAC recommended not advancing this concept (June 9, 2005) with a vote 10 in favor of dropping and 0 in favor of forwarding.</p>	<p>Description:</p> <ul style="list-style-type: none"> Wide median (50’) from Midway Avenue to Willow Lane. Indirect left turn at Willow Lane and Midway Avenue. Mini-couplet concept at Arbor Ridge Drive/Dawn Drive. Right in/right out at Hubbard Lane. Left ingress at college entrance. <p>Reasons for not advancing:</p> <ul style="list-style-type: none"> This concept has the greatest right of way and relocations needs compared to all other west concepts. It is likely to require the greatest amount of fill in wetlands compared to all other west concepts. It would require lengthening the Sand Creek culvert and providing fish passage, whereas all other west concepts would likely avoid this impact. It requires a significant amount of reconstruction of highway, whereas other west concepts do not. Comparatively, based on right-of-way acquisition and new road construction, this concept was likely the most expensive of the group. Compared to other concepts, this concept creates additional conflicts where indirect left turn or U-turn traffic enters into the “fast” through lane.

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<p>West – 6 06/21/05 09/12/05</p>	<p>West - 6 Combination</p>	<p>PDT action: Carried forward by PDT (June 10, 2005) with a vote 9 in favor of forwarding and 0 in favor of dropping.</p> <p>CAC recommendation: CAC recommended carrying this concept forward (June 9, 2005) with a vote 10 in favor of forwarding and 0 in favor of dropping.</p>	<p>Description:</p> <ul style="list-style-type: none"> • 4-lane section with median barrier from Midway Avenue to west of Hubbard Lane – raised median from west of Hubbard Lane to Dowell Road. • Signal at Dowell Road. • U-turn permitted at Midway Avenue Avenue, Hubbard Lane and Dowell Road. • Left ingress from Hwy 199 WB to the Rogue Community College (RCC) entrance. • Left ingress from Hwy 199 WB to Demaray Drive. • Connection between Hubbard Lane and Demaray Drive. • Separated bike/pedestrian facility from Hubbard Lane to Dowell Road on the north side of Hwy 199 (similar to existing facility on south side of Hwy 199). <p>Background:</p> <ul style="list-style-type: none"> • Previous to the June 2005 CAC/PDT meetings, a variety of concepts were developed within the western segment of the corridor by the PMT, the CAC, and the PDT. • Within the western segment of the corridor, five of these concepts had similar features. These concepts of similar design features were titled: West-1, West-5, CAC- 2, PDT-1, and PDT-2. • On June 9th and 10th 2005, both the CAC and PDT unanimously recommended that these concepts be combined into one concept West-6. • A refined West 6 was presented November 3-4, 2005 to the CAC and PDT. Refinements included: <ul style="list-style-type: none"> ▫ No change to current Arbor Ridge Drive intersection; with the median barrier on Hwy 199, this access would be right in/right out. ▫ Dawn Drive would be modified to include adding a connector to the east to provide access to several parcels onto Dawn Drive rather than directly onto Hwy 199. ▫ RCC driveway would be slightly modified from existing condition. ▫ Signal at Hubbard Lane would not be installed initially, but the intersection would be designed to support a signal that could be added at a later time when traffic volumes warrant the signal. ▫ Hubbard Lane remains on current alignment until close to Demaray Drive intersection. <p>Reasons for forwarding:</p> <ul style="list-style-type: none"> • Adequately addresses safety issues including crossing movements, conflict points, and “cross-lane” head-on collisions. • Best meets Purpose and Need. • Minimizes residential and commercial displacements. • Minimizes impacts to fish, wildlife, and wetlands. • Provides good bike/pedestrian connectivity. • Maintains adequate local access.

Map Ref.	Concept	Decisions and Recommendations	Comments
West - 7 06/03/05	West - 7 Combination with Dawn Drive Connector	<p>PDT action: Dropped by PDT (June 10, 2005) with a vote of 8 in favor of dropping and 1 in favor of forwarding.</p> <p>CAC recommendation: CAC recommended not advancing this concept (June 9, 2005) with a vote of 6 in favor of dropping and 4 in favor of forwarding.</p>	<p>Description:</p> <ul style="list-style-type: none"> • Same as West-6 except that West-7 includes a Dawn Drive connector road from Hwy 199 to Redwood Avenue. <p>Background:</p> <ul style="list-style-type: none"> • Previous to the June 2005 CAC/PDT meetings, a variety of concepts were developed within the western segment of the corridor by the PMT, the CAC, and the PDT. • Within the western segment of the corridor, two of these concepts had similar features. These concepts of similar features were titled: West-3 and CAC-1. • On June 9th and 10th 2005, both the CAC and PDT recommended that these concepts be combined into one concept West-7. West-7 identifies the area around Arbor Ridge Drive and Dawn Drive and requiring further study and evaluation. <p>Reasons for not advancing:</p> <ul style="list-style-type: none"> • This concept has the same features as West-6 with the exception of adding a connecting road from Hwy 199 to Redwood Avenue by extending Dawn Drive north. • The residential impacts, relocations and associated cost to construct the Dawn Drive connector road likely outweigh the traffic and safety benefits that a connecting road to Redwood Avenue may have.