

CHAPTER 2. Project Alternatives

The Highway 199 Expressway Upgrade project considered a range of alternatives to address the safety, congestion, and capacity needs while minimizing effects to the community and environment. This chapter amends the description of Alternatives A and C, provides an overview of the screening process that was applied to the Working Group Alternative, and identifies features of the Working Group Alternative.

2.1 Alternatives A and C

Descriptions of Alternatives A and C are provided in the EA (December 2006). The only change made to these two alternatives relates to Phase 2 improvements. In the EA, Phase 1 included all improvements to Highway 199, the extension of Hubbard Lane south to Demaray Drive, the realignment of the Redwood Avenue intersection with Allen Creek Road, and the extension of Allen Creek Road north to Pansy Lane. Phase 2 included a possible new road connection between Pansy Lane and Tussey Lane north and roughly parallel to Highway 199.

Phase 2 was originally considered part of the Highway 199 Expressway Upgrade project since it was originally expected to primarily address congestion on Highway 199. Phase 2 was presented in the EA as a concept with no specific alignment defined in an effort to disclose possible future improvements to Highway 199 and associated impacts. However, during the EA public review period, the project team recognized that the Phase 2 concept could not be given more detail or determined necessary until the South Y Interchange project had defined a project purpose and need statement and subsequent alternatives were developed and analyzed to address

that project's needs. Furthermore without a specific alignment, environmental impacts could not be adequately analyzed. As it became evident that Phase 2, a possible new road connection between Pansy Lane and Tussey Lane, would be dependent on the need for the South Y Interchange project, this phase was no longer considered a part of the Highway 199 Expressway Upgrade project. Alternatives A and C are redefined to include only the elements described as Phase 1 improvements.

2.2 Development of Working Group Alternative

The City of Grants Pass established a Working Group and conducted a parallel effort to develop new alternatives during the period beginning February 2007 and ending August 2007. Members of the Working Group included:

- City of Grants Pass
- Josephine County
- Josephine County Fair Board
- Grants Pass Chamber of Commerce
- ACCESS, a local citizen-based group
- ODOT
- General public.

The Working Group considered a variety of alternatives, including at-grade intersections, grade-separated intersections, different lane configurations on Highway 199 and local streets, and assorted signalized intersections on Highway 199. The Working Group focused on alternatives that would address local circulation and street network integration. The alternatives development process used by the Working Group included the following steps:

- Define technical guidelines and overall vision
- Brainstorm conceptual alternatives
- Compare advantages and disadvantages of conceptual alternatives across the technical guidelines and overall vision

- Coordinate with ODOT on design feasibility and traffic operations performance
- Select alternative(s) to forward for Highway 199 Expressway Upgrade project CAC and PDT consideration or be withdrawn from further study.

The Working Group effort resulted in one new alternative that was endorsed by the Grants Pass City Council and recommended for consideration by the Highway 199 Expressway Upgrade project CAC and PDT (City of Grants Pass, 2007). In July and early August, ODOT conducted traffic analysis on the Working Group Alternative, refined the design of this alternative to optimize traffic operational performance, and ensured the Working Group Alternative would meet the project’s purpose and need. The modified Working Group Alternative was then presented to the CAC and PDT in August 2007. The PDT voted to forward the modified Working Group Alternative for further environmental analysis.

2.3 Working Group Alternative

The Working Group Alternative is identical to Alternatives A and C for much of its alignment. The alternatives differ on:

- Highway 199 between Dowell Road and Allen Creek Road
- The triangular section bounded by Highway 199, Allen Creek Road, and Redwood Avenue, including the three signals at each point of the triangle
- The intersection of Highway 199 and Ringuette Street.

The general alignment of the Working Group Alternative is shown in Exhibit 2-1. Detailed maps showing the proposed improvements for the Working Group Alternative are located in Appendix A. Further detail description of the Working Group Alternative follows.

Midway Avenue to Dowell Road

Exhibit 2-2 shows the general improvements proposed as part of the Working Group Alternative between Midway Avenue and Dowell Road, with insets to provide greater design detail at major intersections. This segment has the following design features:

Maps of the Working Group Alternative

Detailed maps showing the proposed improvements for the Working Group Alternative are included in Appendix A.

EXHIBIT 2-1. WORKING GROUP ALTERNATIVE

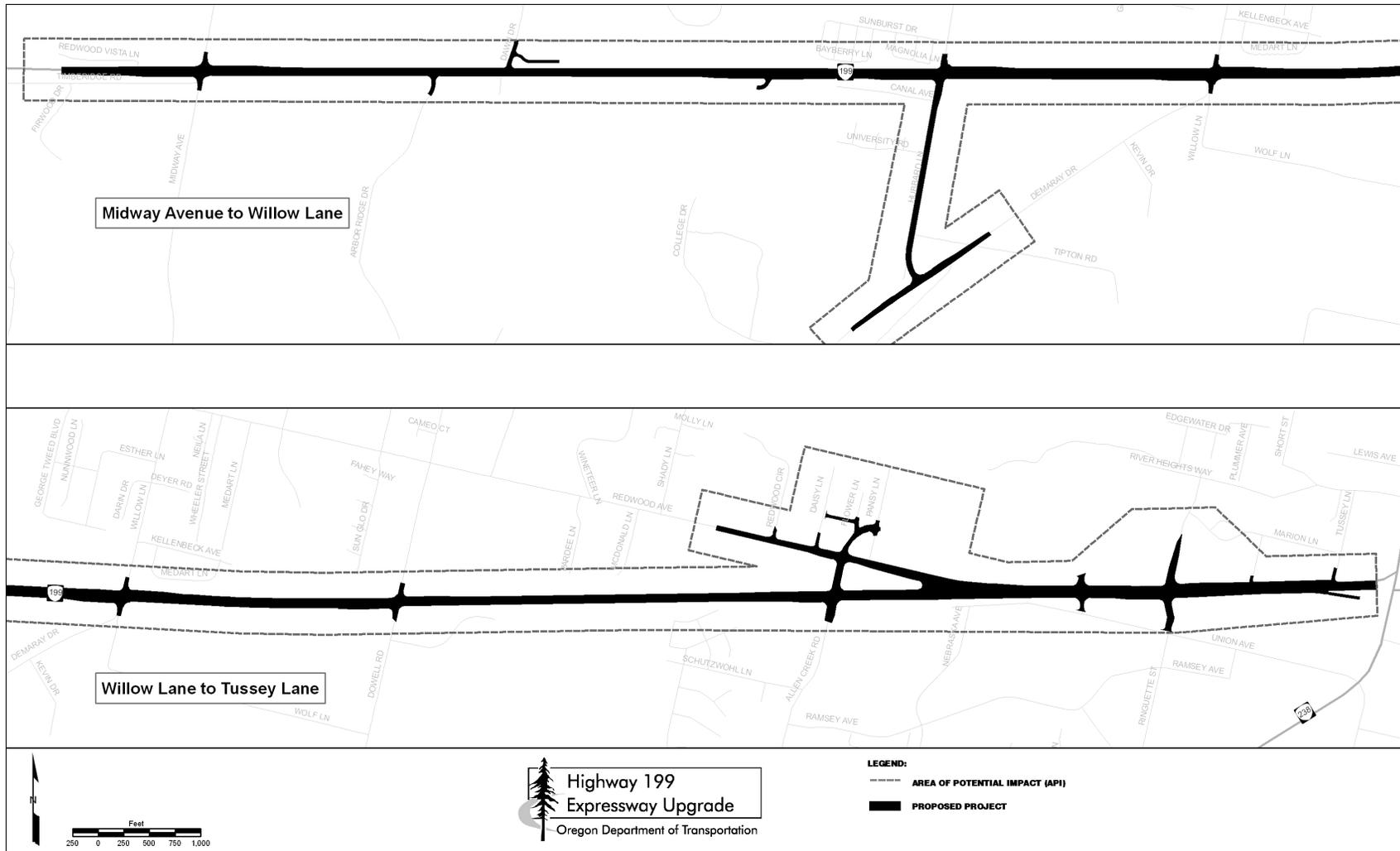
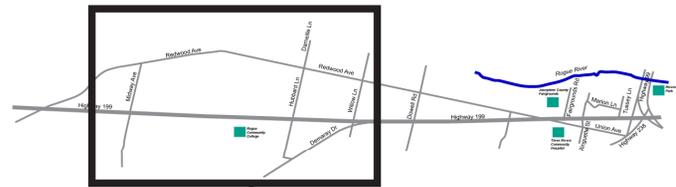
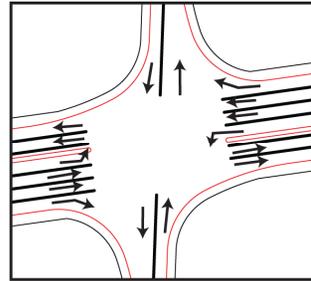


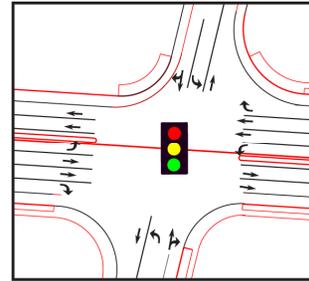
EXHIBIT 2-2. WORKING GROUP ALTERNATIVE BETWEEN MIDWAY AVENUE AND DOWELL ROAD



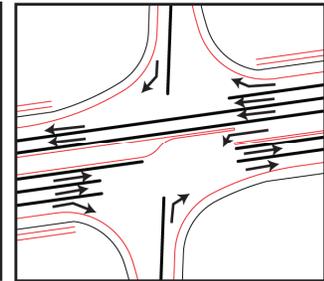
Relation to Project API



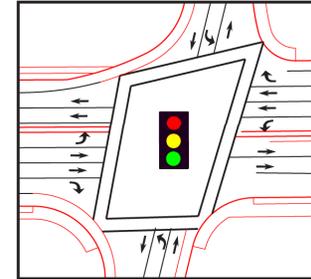
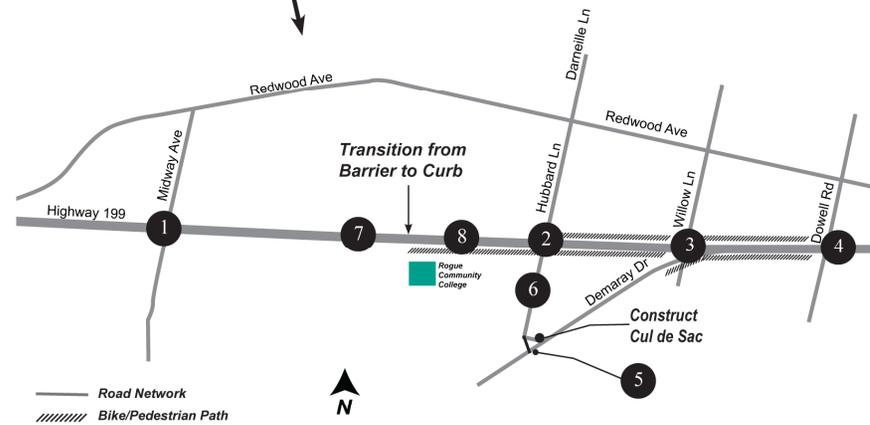
1 Highway 199 at Midway Avenue



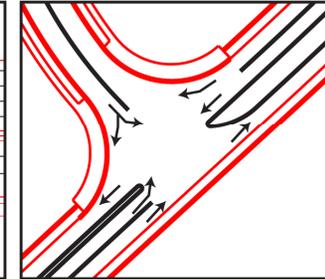
2 Highway 199 at Hubbard Lane



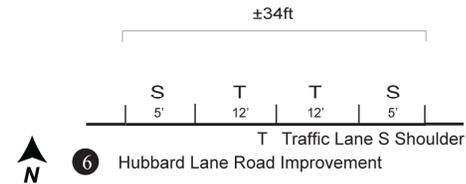
3 Highway 199 at Willow Lane



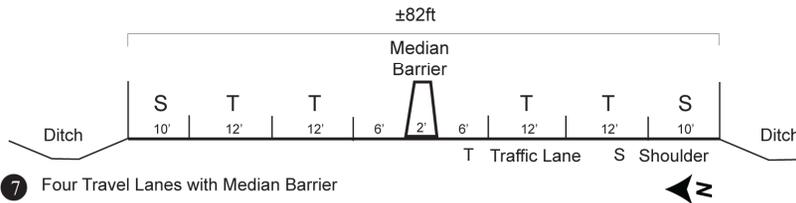
4 Highway 199 at Dowell Road



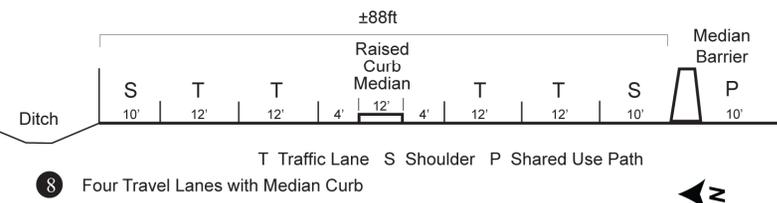
5 Hubbard Lane at Demaray Drive



6 Hubbard Lane Road Improvement



7 Four Travel Lanes with Median Barrier



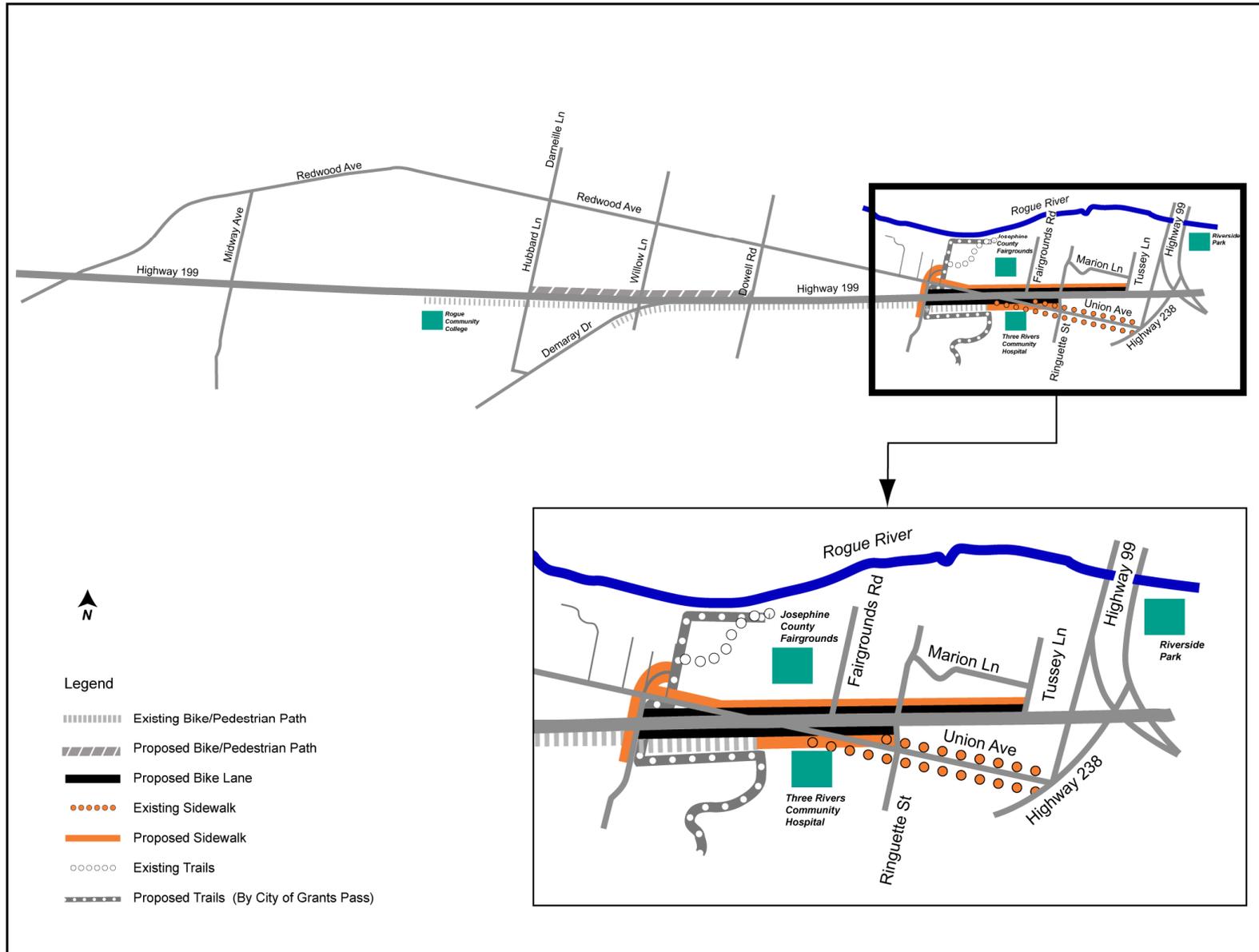
8 Four Travel Lanes with Median Curb

- Highway 199 would continue to have four travel lanes (two in each direction) but a median barrier would be added between the eastbound and westbound lanes. From Midway Avenue to the Rogue Community College entrance, the barrier would be an approximately 42-inch-high concrete median barrier. This median barrier would transition to a raised curb median (approximately 8 inches high) in the vicinity of the Rogue Community College entrance. The raised curb median would continue east to Dowell Road. Insets 7 and 8 of Exhibit 2-2 illustrate these typical road sections.
- The existing configuration of Highway 199 at the Midway Avenue intersection would remain two through lanes in each direction and left-turn-only and right-turn-only lanes from Highway 199 north and south onto Midway Avenue (Exhibit 2-2, Inset 1). Traffic on Midway Avenue would be able to make left and right turns onto Highway 199 or cross Highway 199 to continue north or south on Midway Avenue. Improvements to this intersection would include widening Highway 199 to accommodate u-turn movements for westbound and eastbound Highway 199 traffic.
- Arbor Ridge Drive, Dawn Drive, and various private driveways would be restricted to right in/right out movements due to the median barrier along Highway 199. A new driveway collector nearly 500 feet long would also be constructed east from Dawn Drive.
- The entrance to Rogue Community College from eastbound Highway 199 would have a deceleration lane for right turns into the college. Entrance to the college from westbound on Highway 199 would be from a left-turn-only lane. Exit from the college would be right out only. A portion of the South Highline Canal adjacent to the southeast corner of the intersection of Highway 199 and the Rogue Community College entrance would be realigned for about 150 feet to accommodate the highway widening and modified connection of the multi-use path to the college access road.
- Highway 199 at the intersection with Hubbard Lane would include left-turn-only lanes, two through lanes, and right-

turn-only lanes in both directions. Traffic on Hubbard Lane would be able to make left and right turns onto Highway 199. U-turns would be accommodated. This intersection would be constructed to accommodate a future traffic signal once traffic conditions warrant signal installation (Exhibit 2-2, Inset 2).

- Hubbard Lane would be improved to City of Grants Pass design standards south of Highway 199 (Exhibit 2-2, Inset 6). The southern-most 400 feet of Hubbard Lane would be realigned to create a new intersection with Demaray Drive (Exhibit 2-2, Inset 5). The new intersection of Hubbard Lane and Demaray Drive would have a left-turn-only pocket on northbound Demaray Drive. The existing intersection of Hubbard Lane and Demaray Drive would be closed and made into a cul-de-sac.
- A separated bicycle and pedestrian shared use path would be constructed along the north side of Highway 199 between Hubbard Lane and Dowell Road. The existing bicycle and pedestrian shared use path along the south side of Highway 199, beginning at the Rogue Community College entrance and continuing east past Dowell Road, would be reconstructed. Exhibit 2-3 provides an overview of existing and proposed bike/pedestrian facilities.
- Highway 199 at the intersection with Willow Lane would remain two through lanes in each direction, right-turn-only lanes in both directions, and raised curb median allowing left-turn-only from a dedicated turn pocket for westbound traffic (Exhibit 2-2, Inset 3). Eastbound traffic would continue to be prohibited from making left turns. Willow Lane would continue to be right in/right out only north and south of Highway 199.
- Highway 199 at the intersection with Dowell Road would continue to be signalized. It would include left-turn-only and right-turn-only lanes off Highway 199. Traffic on Dowell Road would be able to make left and right turns onto Highway 199.

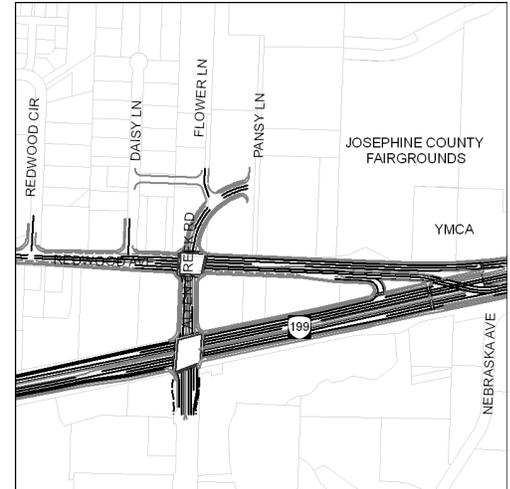
EXHIBIT 2-3. EXISTING AND PROPOSED BIKE/PEDESTRIAN FACILITIES



Dowell Road to Fairgrounds Road

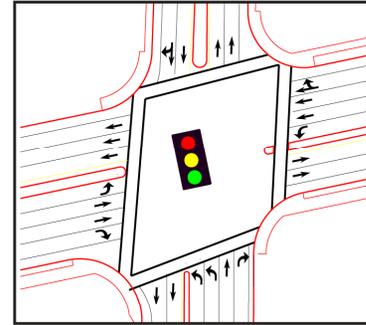
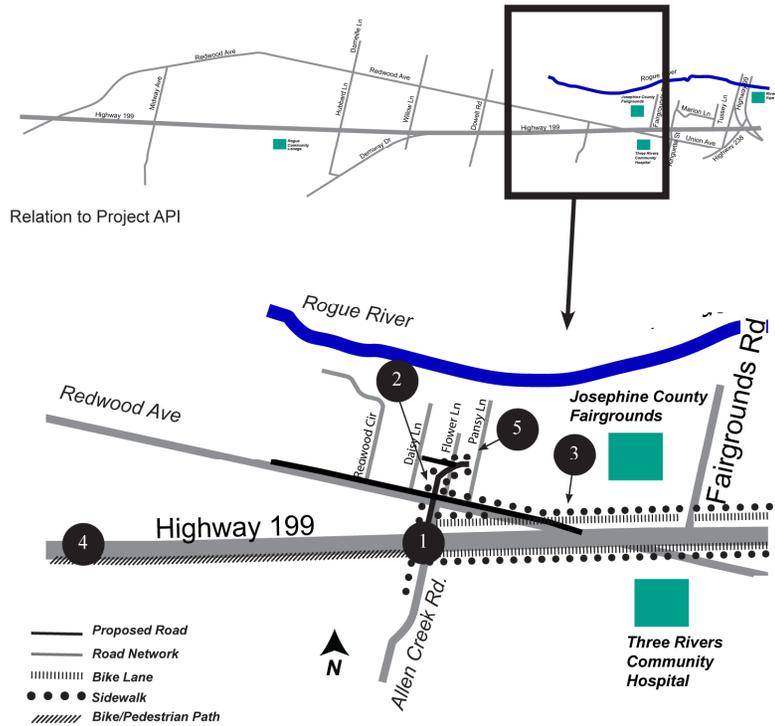
Exhibit 2-4 shows the general improvements proposed as part of the Working Group Alternative between Dowell Road and Fairgrounds Road, with insets to provide greater design detail at major intersections. This segment of the Working Group Alternative has the following design features:

- At Dowell Road, Highway 199 would continue east with four travel lanes with raised curb median between the eastbound and westbound lanes (Exhibit 2-4, Inset 4). Deceleration lanes would provide protected right turns from Highway 199 to northbound and southbound Dowell Road.
- The intersection of Highway 199 and Allen Creek Road (Exhibit 2-4, Inset 1) would remain signalized and include the following features:
 - Eastbound Highway 199 would have two through lanes, one left-turn-only lane, and one right-turn-only lane.
 - Westbound Highway 199 would have three through lanes, with the right lane also allowing for right turns, and one left-turn-only lane. The far right through lane ends west of Allen Creek Road by merging with the center through lane.
 - Northbound Allen Creek Road would have one through lane, two left-turn-only lanes, and one right-turn-only lane.
 - Southbound Allen Creek Road would have one through lane and one combined through lane and right-turn lane. No left-turns would be allowed from southbound Allen Creek Road to eastbound Highway 199.
- Sidewalks would be added on both sides of Allen Creek Road. The intersection at Allen Creek Road and Redwood Avenue (Exhibit 2-4, Inset 2) would be signalized and:
 - Northbound on Allen Creek Road would have one combined through lane and right-turn lane, and one left-turn-only lane.

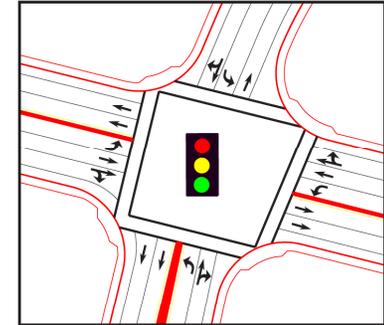


Access to the YMCA would be via a new access road that connects directly to Pansy Lane. The YMCA has an existing driveway on Pansy Lane which would enable transportation system linkage between the YMCA and Highway 199.

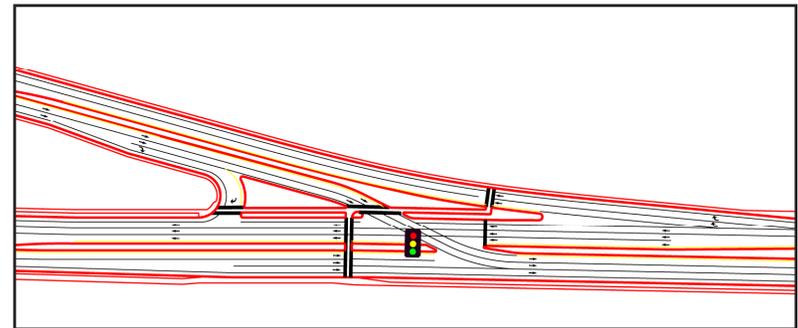
EXHIBIT 2-4. WORKING GROUP ALTERNATIVE BETWEEN DOWELL ROAD AND FAIRGROUNDS ROAD



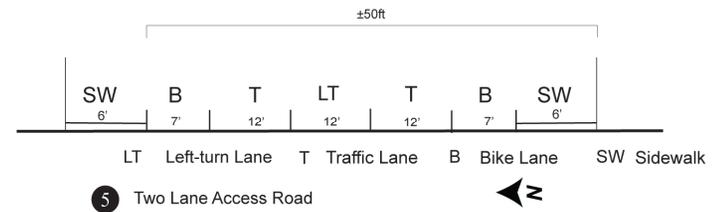
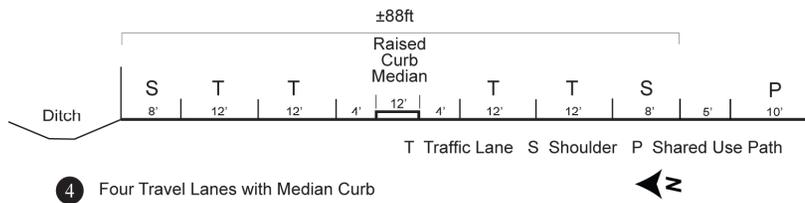
1 Highway 199 at Allen Creek Road



2 Allen Creek Road at Redwood Avenue



3 Highway 199 at Redwood Avenue



- Eastbound Redwood Avenue would have one through lane, one combined through lane and right-turn lane, and one left-turn-only lane.
 - Southbound from a new access road, there would be a single combined through lane and right-turn lane as well as one left-turn-only lane.
 - Westbound Redwood Avenue would have one through lane, one combined through lane and right-turn lane, and one left-turn-only lane.
- The intersection of Highway 199 at Redwood Avenue (Exhibit 2-4, Inset 3) would remain signalized and be reconfigured to include:
 - Westbound Highway 199 approaching Redwood Avenue would have three lanes with the right lane as an exit-only lane, the center lane as a combined through and exit lane, and the left lane as a through lane.
 - Westbound Highway 199 just west of the Redwood Avenue exit would add a lane to the left of the two remaining through lanes. This added left lane would become a left through lane past Allen Creek Road. A left-turn lane would be added next to this left through lane approximately 400 feet prior to the Allen Creek Road intersection.
 - Eastbound Highway 199 would provide three through lanes. The right side through lane would be added between Allen Creek Road and Redwood Avenue.
 - Eastbound Redwood Avenue would have a right-turn-only lane to westbound Highway 199 and two left-turn-only lanes to eastbound Highway 199.
 - Access to the Josephine County Fairgrounds, the Young Men's Christian Association (YMCA), other county-owned parcels east of the YMCA, and residential properties on Pansy and Flower Lanes would be from a new access road and Pansy Lane (Exhibit 2-4). The access road would extend north from the Allen Creek Road/Redwood Avenue signalized intersection, curve east, and connect to Pansy

Lane. An existing driveway on Pansy Lane would continue to provide access to the YMCA and the fairgrounds.

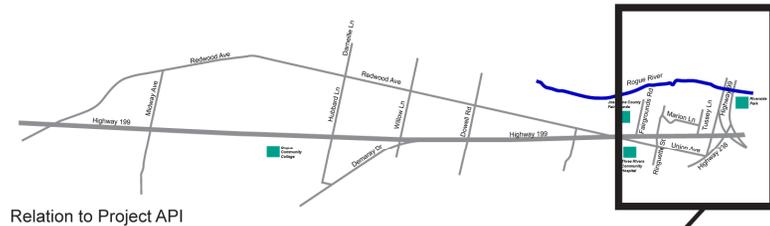
- The access road would have three lanes (one through lane north, one combined through lane and right-right turn lane south, and one center left-turn lane), paved shoulders and sidewalks on both sides of the road (Exhibit 2-4, Inset 5).
- Access to properties along Redwood Avenue from Highway 199 to just west of Daisy Lane would be right-in/right-out. One right-in/right-out access would be provided on southbound Allen Creek Road between Redwood Avenue and Highway 199.
- The Working Group Alternative includes constructing a new local street connector between Daisy Lane and Flower Lane. Eastbound traffic originating on Daisy Lane would travel on this new connector to Flower Lane, travel south on the new Pansy Lane access road, and then connect to eastbound Redwood Avenue.
- The existing separated bicycle and pedestrian shared use path along the south side of Highway 199, which begins at the Rogue Community College entrance, would continue east to Nebraska Avenue. At this point, the pedestrian traffic would use the sidewalks on Union Avenue or Highway 199; the bicycle traffic would either use the paved shoulders on Highway 199 or Union Avenue (Exhibit 2-3).
- A bike lane along the north side of Highway 199 between Fairgrounds Road and the Redwood Avenue slip ramp would be striped on the roadway shoulder (Exhibit 2-3).
- A bike lane would be added along the south side of Highway 199 between Allen Creek Road and Fairgrounds Road and would be striped on the roadway shoulder (Exhibit 2-3).
- Sidewalk, separated by a planter strip, would be added to the north side of Highway 199 from Allen Creek Road to Fairgrounds Road. A sidewalk would be added to the south side of Highway 199 from Nebraska Avenue to Fairgrounds Road (Exhibit 2-3).

Fairgrounds Road to Tussey Lane

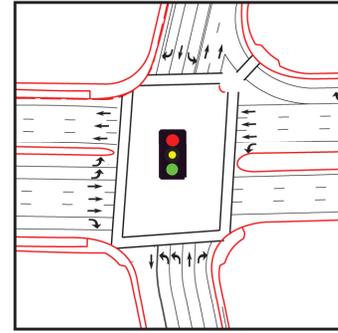
Exhibit 2-5 shows the general improvements proposed as part of the Working Group Alternative between Fairgrounds Road to Tussey Lane, with insets to provide greater design detail at major intersections. This segment has the following design features:

- This segment of Highway 199 would provide six travel lanes with raised curb median continuing between the eastbound and westbound lanes (Exhibit 2-5, Inset 2).
- Direct access to Highway 199 would be right in/right out only. Curb and a detached sidewalk would be constructed along the westbound portion of Highway 199. Access would be defined by driveways with some shared between parcels.
- The existing signal at the intersection of Highway 199 and the Fairgrounds Road would be removed and traffic movements would be restricted to right in/right out on both the north and south side of Highway 199.
- The intersection of Highway 199 and Ringuette Street(Exhibit 2-5, Inset 1) would continue to be signalized and include the following features:
 - Westbound Highway 199 would have three through lanes, one left-turn-only lane, and one right-turn-only lane.
 - Eastbound Highway 199 would have three through lanes, one left-turn-only lane, and one right-turn-only lane.
 - Northbound Ringuette Street would have one through lane, two left-turn-only lanes, and one right-turn-only lane.
 - Southbound Ringuette Street would have one through lane, one left-turn-only lane, and one right-turn-only lane.
 - Henderson Lane and Tussey Lane would continue to provide access to Highway 199 and traffic would continue to be restricted to right in/right out movements due to raised curb median along Highway 199 (Exhibit 2-5, Inset 2).

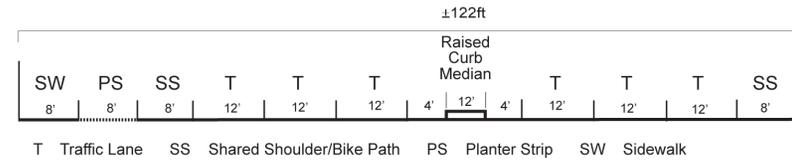
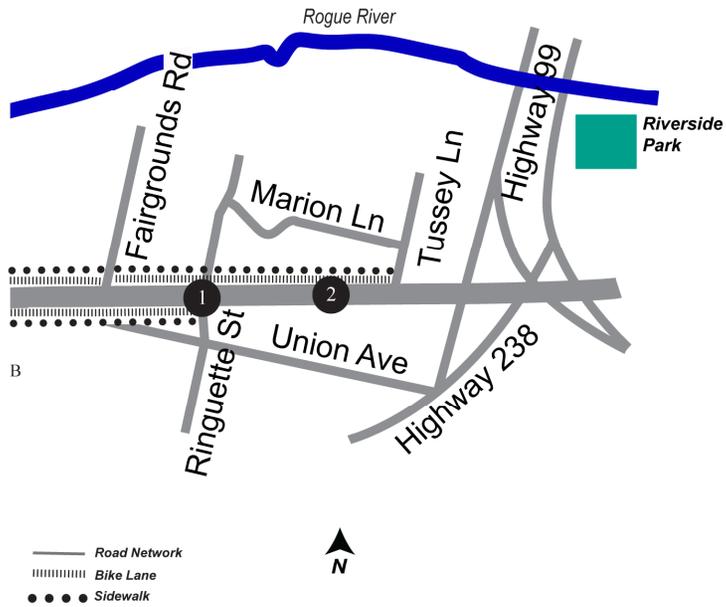
EXHIBIT 2-5. WORKING GROUP ALTERNATIVE BETWEEN FAIRGROUNDS ROAD AND TUSSEY LANE



Relation to Project API



1 Highway 199 at Ringuette Street



2 Six Travel Lanes with Median Curb

- A sidewalk, separated from Highway 199 by a planter strip, would continue along the north side of Highway 199 between Fairgrounds Road and Tussey Lane. A sidewalk would also be constructed along both sides of Ringuette Street north of Highway 199 for approximately 300 feet. A sidewalk along the south side of Highway 199 would continue from Nebraska Avenue to Ringuette Street. The new sidewalks along Ringuette Street and along the south side of Highway 199 would match in with existing sidewalks (Exhibit 2-3).
- The bike lane striped on the roadway shoulder along the north side of Highway 199, would extend from Fairgrounds Road to Tussey Lane. The bike lane striped on the roadway shoulder along the south side of Highway 199 would continue between Fairgrounds Road and the east end of the project (Exhibit 2-3).

2.4 Areas of Critical Concern and Alternatives Considered but Withdrawn

Please see the EA (December 2006) for a discussion on the following topics:

- Areas of Critical Concern and Controversial Issues
- Alternatives Considered but Withdrawn

There has been no change to the information presented in the EA on the above topics.

2.5 Required Permits and Planning Actions

Exhibit 2-6 is an updated list of the probable permits and planning actions that would be required for the project. These permits would be applicable to Alternative A, Alternative C, and the Working Group Alternative.

EXHIBIT 2-6. PERMITS AND PLANNING ACTIONS THAT MAY BE REQUIRED

Permit/Planning Action	Issuing Agency	Estimated Timeline
Section 4(f) <i>de minimis</i> impact criteria	FHWA and ODOT	60 days
Permit to plant, prune, root prune, remove, kill, or disturb a tree in city right of way	City of Grants Pass	2 days
National Pollutant Discharge Elimination System 1200-CA	Oregon Department of Environmental Quality (DEQ)	Already obtained by ODOT for construction projects
Section 404 Permit	U.S. Army Corps of Engineers (USACE)	130 days (assuming issuance of a USACE General Permit)
Fill and Removal Permit	Oregon Department of State Lands (DSL)	130 days (assuming issuance of a state DSL General Authorization)
Section 401 Water Quality Certification	Oregon DEQ	130 days (concurrent with General Authorization/General Permit processing)
Section 106 Consultation	Oregon State Historic Preservation Office (SHPO)	30 days