MEMORANDUM

Date: July 6, 2018

To: Tom Guevara
   ODOT Region 3
   3500 NW Steward Parkway
   Roseburg, OR 97470

From: Matt Hughart, AICP; Stan Petroff, P.E. (OBEC Consulting); CJ Doxsee (Angelo Planning Group)

Project: I-5 Bottleneck Corridor Segment Plan

Subject: Site Visit Memorandum

This memorandum documents a preliminary summary of initial land use/engineering opportunities, constraints, and issues along the I-5 study corridor from Exit 119 to Exit 129.

PROJECT BACKGROUND

I-5 from Exit 119 to Exit 129 has experienced increased traffic volumes, operational inefficiencies, and safety concerns over the past several years as the City of Roseburg and the surrounding unincorporated communities have grown and expanded. To address these issues, a detailed study of traffic flow, safety, freeway capacity, and geometric conditions along the I-5 mainline is being undertaken by the Oregon Department of Transportation (ODOT) and the consultant project team. Potential solutions to the study corridor may include physical improvements (geometric modifications, lane expansions, interchange ramp modifications) or new freeway management measures (ramp metering, travel demand management, etc.).

On June 19, 2018, the project officially began with a formal project Kick-Off meeting which included members of ODOT, the project consultant team, and the Project Management Team (PMT). Following the project kick-off meeting, the project constant team toured the I-5 study corridor to become more familiar with the adjacent freeway land uses, topography, natural features, and existing roadway/bridge infrastructure. The remainder of this memorandum summarizes the pertinent observations, opportunities, and constraints noted during the site visit.
INTERCHANGE OPPORTUNITIES/CONSTRAINTS

The following section identifies the opportunities and constraints associated with land uses adjacent to and the infrastructure associated with the study corridor’s 10 major freeway interchanges.

**Exit 119 Interchange (OR 99/OR 42)**
- I-5 near milepoint 119 is in a tangent section of roadway and is relatively flat.
- The northbound entrance and exit ramps are located on the north side of the interchange as shown in Exhibit 1.
- The southbound entrance ramp has a very short substandard acceleration lane due to the close proximity of the Grant Smith Road Bridge.
- Title VI populations exist immediately adjacent to the west side of the freeway.
- The west side of the freeway is more developed than the east side with most development having occurred right up against the freeway mainline.

**Exhibit 1 – Exit 119 Interchange Aerial View**

---

**Exit 120 Interchange (OR 99)**
- The northbound exit ramp is up against a large rock cut. The bridges over the South Umpqua River were constructed with a 60’ wide roadway. Therefore, a third lane can potentially be added without modification of the existing bridge structure as shown in Exhibit 2. The interchange ramps would need to be reconnected to the new third lane in each direction and it appears this could be completed without cutting into the large rock slope. Some rock cutting may be required on the northwest side of the bridge to accommodate widening of I-5 in the southbound direction.
Exhibit 2 – I-5 Over the South Umpqua River (Just North of Exit 120 Interchange)

Exhibit 3 – Exit 121 Interchange

Exit 121 Interchange (McLain Avenue/Douglas County Disposal)

- At the single northbound exit ramp at MP 121, a stream crosses under the freeway and a fairly large rock cut exists on the west side of the freeway. Any potential freeway widening in and around this interchange would require extending the culvert and cutting into the rock hillside.

- A frontage road parallels the freeway on the east side. North of the interchange, the freeway becomes constrained on the east and west sides by the river to the east and topography constraints to the west. Any potential freeway lane widening would likely need to occur to the west side of the freeway as the river and frontage road can’t be relocated.
Exit 123 Interchange (Douglas County Fairgrounds)

- The freeway segment near this interchange is constrained on both sides by Mt. Nebo and Heritage Way to the west side and the Douglas County Fairgrounds, single family homes, and the South Umpqua River to the east (see Exhibit 4 below). Potential widening through this section of I-5 would would require significant rock cutting on the west side of the freeway and usage of retaining walls near the interchange area.

Exhibit 4 – Constrained Segment of I-5 Just North of the Exit 123 Interchange

Exit 124 Interchange (Harvard Avenue)

- An urban interchange with existing development occurring on the northwest, northeast, and southeast quadrants. The interchange is topographically constrained in the southwest quadrant by Mt Nebo.

- Roseburg High School is located on the northeast quadrant of the interchange. Any modifications of the freeway interchange that impact this quadrant has the potential to significantly impact parking and circulation to/from the high school.

- Title VI populations exist on the east and west sides of I-5 north of the interchange.

- A very tight substandard curve exists just south of this interchange. Widening and/or straightening the freeway here would be very difficult and would likely require cutting into the hillside. It appears a third lane could be added to the bridge over W Harvard Ave. The northbound entrance ramp and the southbound exit ramps would need new separated structures and reconnection into the third lanes. The bridge just to the north over W Bellows St. would need separate structures and which would be difficult to accommodate the re-aligned ramps and new third lane on the west side.

- To the north of the interchange, new retaining walls would be required for addition of third lanes. The existing retaining wall on the east side would need to be reconstructed to a taller height. The bridge in the southbound direction does not have the width for a third lane and widening would be impractical.

- Existing multi-use pathways run parallel to I-5 on the east side of the freeway.
Exhibit 5 – Aerial View of Exit 124 Interchange
Exit 125 Interchange (Garden Valley Boulevard)

- The exit is centrally located within City limits, providing primary access to the VA, airport and freight facilities, as well as access to commercial areas on Garden Valley Boulevard.
- The most heavily traveled interchange along the study corridor.
- The interchange is constrained on all four quadrants by existing development.
- The design of the interchange and location of existing freeway ramps would limit potential freeway mainline widening under the Garden Valley Boulevard overpass structure.
- Roseburg Memorial Gardens is located east of I-5 in the southeast quadrant of the interchange limiting any potential improvements or freeway widening to this quadrant of the interchange.
- A multi-use pathway exists on the west side of the freeway.
- The Exit 125 interchange is a PARCLO-A configuration. The southbound on-ramps have substandard acceleration lengths.

Exhibit 6 – Exit 125 Interchange
Exit 127 Interchange (NW Edenbower Boulevard)

- A more modern interchange.
- The exit is centrally located within City limits, providing primary access to NW Edenbower Boulevard, Roseburg Airport, multiple large retailers, and OR 99.
- The interchange is constrained on all four quadrants by existing development.

Exhibit 7 – Exit 127 Interchange (NW Edenbower Boulevard)
Exit 129 Interchange (Del Rio Road, OR 99)

- A recently reconstructed interchange that meets modern design standards.
- Provides access to Umpqua Community College, Douglas County Forest Products.
- The freeway is fairly straight and flat in this section with few constraints.

Exhibit 8 – Exit 129 Interchange
BRIDGE OPPORTUNITIES/CONSTRAINTS

The following section summarizes the opportunities and constraints associated with potential freeway lane widening or structural modifications to the bridges of overpasses along the study corridor.

Grant Smith Road over I-5 – Bridge 07824 – M.P. 119.18

- The Grant Smith Road Bridge is an overpass over I-5. I-5 under this bridge cannot be widened without replacing the entire bridge due to substructure considerations as shown in Exhibit 9.

Exhibit 9 – Grant Smith Road over I-5 (Looking Northbound)

OR 42/OR 99 over I-5 – Bridge 20333 – M.P. 119.51

- The OR 42/OR 99 bridge is an overpass over I-5. There is enough room under this bridge to add another lane on I-5 in the NB and SB directions as shown in Exhibit 10.

Exhibit 10 – OR 42/OR 99 over I-5 (Looking Northbound)
I-5 over Speedway Road – Bridge 07804N – M.P. 120.03

- This bridge carries I-5 traffic over Speedway Road as shown in Exhibit 11. There are no major physical constraints that would prevent future bridge widening for the accommodation of additional I-5 northbound/southbound lanes.

Exhibit 11 – I-5 over Speedway Road

South Umpqua River, I-5 – Bridges 19738/19739 – M.P. 120.57

- This I-5 river crossing is a long post-tensioned structure as shown in Exhibit 12. The bridge was constructed with a 60’ wide roadway adequate for carrying a third I-5 travel lane in each direction.

Exhibit 12 – I-5 over South Umpqua River (Looking North from OR 99)
I-5 over Portland Ave – Bridge 07670A – M.P. 123.01

- This bridge carries I-5 traffic over Portland Avenue as shown in Exhibit 13. There are no major physical constraints that would prevent future bridge widening for the accommodation of additional I-5 northbound/southbound lanes.

Exhibit 13 – I-5 over Portland Ave

I-5 over Harvard Ave – Bridge 07669A – M.P. 124.15

- I-5 goes over Harvard Avenue at this interchange.
- Any potential widening of I-5 would require significant redesign of the freeway ramps and ramp terminals.
- I-5 also goes over SW Bellows Road immediately north of W Harvard Avenue. The design of the overpass structure would necessitate widening on a separate parallel structure.

Exhibit 14 – I-5 over Harvard Ave (Looking West)
I-5 over South Umpqua River – Bridge 07404 – M.P. 124.54

- This bridge over the S. Umpqua R. is a steel truss bridge. A separate structure constructed adjacent to the existing bridge would be required to add lanes to I-5. Adding lanes may be cost prohibitive given the length and height of the span.

- The bridge structure includes a separate pedestrian walkway underneath the roadway deck that would need to be maintained with any improvements.

Exhibit 15 – I-5 Bridge Structure Over South Umpqua River
Garden Valley Boulevard over I-5 – Bridge 07667 – M.P. 125.08

- I-5 goes under Garden Valley Boulevard. This bridge cannot be widened to add lanes to I-5 without full reconstruction of the bridge/overpass.

Exhibit 16 – Garden Valley Road over I-5 (Looking North)

Stewart Parkway over I-5 – Bridge 18990 – M.P. 125.72

- Stewart Parkway goes over I-5. It may be possible to add a NB lane on I-5, but less likely to add a SB lane due to the abutment locations.

Exhibit 17 – Stewart Parkway over I-5 (Looking North)
Edenbower Boulevard over I-5 – Bridge 17235 – M.P. 126.52
- Edenbower Boulevard goes over I-5. It may be possible to add a NB lane and a SB lane if retaining walls are constructed.

Exhibit 18 – Edenbower Boulevard over I-5 (Looking South)

I-5 over North Umpqua River – Bridge 07663A – M.P. 128.92
- This bridge over the North Umpqua River is a steel truss bridge as shown in Exhibit 19. A separate structure constructed adjacent to the existing bridge would be required in order to add lanes to I-5.

Exhibit 19 – I-5 over North Umpqua River

Del Rio Road over I-5 – Bridge 20571 – M.P. 129.22
- Del Rio Road goes over I-5 and was recently constructed as part of the north interchange reconstruction project. It may be possible to add a NB lane to I-5, but not a SB lane.

Exhibit 20 – Del Rio Road over I-5