



Open House

Oregon 42: Lookingglass Creek to Interstate 5 (Winston and Green)



November 15, 2022

Project details

The project will resurface a 4.5-mile section of Oregon 42 from Winston to I-5, install a new traffic signal at Rolling Hills Road, add safety features to help reduce crashes through the Green District, and upgrade sidewalk curb ramps to better accommodate wheelchair users and other pedestrians.



Location: Oregon 42: MP 72.5-77.0 (Winston and Green)

Project Budget: \$17.8 million (funding)

Bid let date: October 31, 2024

Construction schedule: 2025-2026 (estimate)

What are the problems?



Pavement: The four-mile area of Oregon 42 between Lookingglass Creek and Grant Smith Road was last paved in 2006. The pavement shows extensive surface wear and cracking. Turns lanes are heavily rutted.

Safety: Oregon 42 through the Green District has seen several serious crashes in recent years, some involving fatalities. Many of these crashes involve turning movements or vehicles departing their lane of travel. Others occur at traffic signals, when drivers must make quick decisions.

Bridges: Most of the bridges along this stretch of highway are in need of maintenance and resurfacing.

Curb ramps: Pedestrian facilities do not meet Americans with Disabilities Act standards. Sidewalks and curb ramps can be difficult for wheelchair users to navigate.

What are our solutions?

Paving work: Oregon 42 will receive a 2-inch grind/inlay from Lookingglass Creek to I-5. Areas that are more heavily damaged and rutted, such as turn lanes, will receive a 4-inch grind/inlay.

Merging areas: ODOT will add signs and pavement markings to encourage Oregon 42 motorists in the left and right lanes to take turns merging as they approach the northbound I-5 ramps.

Bridge repairs: As part of the resurfacing work, several bridges within the project area will receive new expansion joints, deck seals and overlays.

Curb ramps: Pedestrian facility improvements will involve replacing ADA curb ramps at 14 intersections along Oregon 42 between the Main-Douglas Street (Cheetah) intersection and Grant Smith Road.



Safety features

This project will include features to improve safety and reduce crashes between the South Umpqua River and Interstate 5.

Median barrier: To help reduce the number of crashes that involve turning movements and lane departures, concrete barrier and channelizing islands will be installed along the median in several areas of Oregon 42 between Rolling Hills Road and I-5.



New traffic signal: A traffic signal will be installed on Oregon 42 at Rolling Hills Road/Grange Road. The signal will include left-turn lanes, U-turn accommodations, streetlights and crosswalks.



Yellow lights: Traffic signals will be adjusted so that fewer drivers are caught in the “dilemma zone,” where they must quickly decide whether to stop at a yellow light or try to go through it.

Safe U-turns: Due to the new restrictions on left turns, accommodations for safe and legal U-turns will be provided for Oregon 42 motorists at three signalized intersections: Rolling Hills Road/Grange Road, Roberts Creek Road/Carnes Road and Grants Smith Road/Old Hwy 99 S. A protected green arrow phase will be used for left-turns and U-turns.

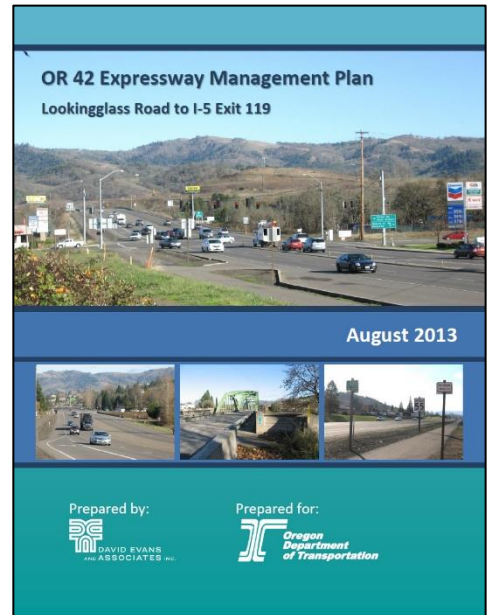
OR 42 Expressway Management Plan

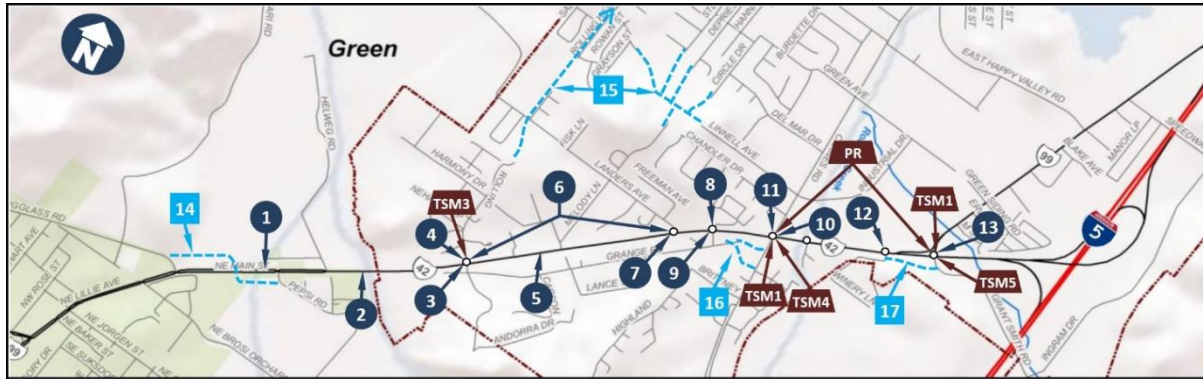
In 2011, ODOT initiated a study to look at potential improvements along Oregon 42 from Lookingglass Road to Interstate 5. ODOT worked with a citizen's advisory committee and collected public comments at two open houses.

When it was completed two years later, the OR 42 Expressway Management Plan recommended 23 possible improvements.

ODOT traffic engineers used a benefit-cost analysis to determine which of these improvements would be most cost-effective. Five of those improvements have been added to this project:

1. Install a traffic signal at Rolling Hills Road
2. Add raised barrier east of Rolling Hills Road
3. Add raised median at Emils Way/Grange Road
4. Add raised barrier at Winery Lane
5. Permit U-turns at three traffic signals





- 1** OR 42 - Lookingglass Rd to Winston Section Rd (73.88-74.35): Add two-way, buffered multi-use path on the south side of the expressway (High to Medium Priority)
- 2** OR 42/Winston Section Rd (74.35-74.41): Connect Winston Section Rd to path on north side with a multi-use path undercrossing (High to Medium Priority)
- 3** OR 42/Rolling Hills Rd Intersection (74.77): Install traffic signal at OR 42/Rolling Hills Rd, improve access road connecting to Jackie Ln and restrict access to OR 42 from west of Rolling Hills Rd through Jackie Ln (High Priority)
- 4** OR 42/Rolling Hills Rd Intersection (74.77): Add eastbound and westbound right-turn deceleration lanes on OR 42 (Medium Priority)
- 5** OR 42 - East of Rolling Hills Rd through Landers Ave (74.78-75.42): Add raised barrier to restrict turn movements to right-in/right-out (Medium Priority)
- 6** OR 42/Rolling Hills Rd and OR 42/Landers Ave Intersections (74.77 & 75.42): Add lighting at the unsignalized intersections (High Priority)
- 7** OR 42/Landers Ave Intersection (75.42): Add westbound right-turn deceleration lane on OR 42 (Medium Priority)
- 8** OR 42/Emils Way/Grange Rd Intersection (75.53): Add raised median to restrict turn movements to left-in/right-in/right-out (High Priority)
- 9** OR 42/Emils Way/Grange Rd Intersection (75.53): Add eastbound and westbound right-turn deceleration lanes on OR 42 (Medium Priority)
- 10** OR 42/Carnes Rd/Roberts Creek Rd Intersection (75.72): Add third westbound travel lane on west of the intersection and convert the westbound right-turn lane into a shared through-right lane (Medium to Low Priority)
- 11** OR 42/Carnes Rd/Roberts Creek Rd Intersection (75.72): Add second southbound left-turn lane on Carnes Rd (Medium Priority)
- 12** OR 42/Winery Ln Intersection (76.07): Add raised barrier to restrict turn movements to right-in/right-out (Medium Priority)
- 13** OR 42/OR 99/Grant Smith Rd Intersection (76.22): Add second eastbound left-turn lane on OR 42 and a second northbound receiving lane on OR 99 (Medium Priority)
- 14** Lookingglass Rd and Pepsi Rd: Extend Lookingglass Rd eastward and Pepsi Rd westward to connect at a 4-way signalized intersection; close current connections to OR 42; and connect other access points to extensions (Low Priority)
- 15** Local Network Connections: Extend Rolling Hills Rd northward to Happy Valley Rd and improve connectivity between Melody Ln, Cameron Ave, Chandler Dr, Stella St, and other local streets in the Douglas County TSP (RH: High Priority; Other: Medium Priority)
- 16** Grange Rd: Create a new connection from the east end of Grange Rd to Roberts Creek Rd via Brittney Ave (High Priority)
- 17** Winery Ln: Extend Winery Ln to Grant Smith Rd (Medium Priority)
- TSM1** OR 42/Carnes Rd/Roberts Creek Rd Intersection (75.72): Modify signal timing to provide protected left-turn phases and clearance intervals in the north-south direction (High Priority)
- TSM2** OR 42/OR 99/Grant Smith Road Intersection (76.22): Modify signal timing to provide protected left-turn phases and clearance intervals in the north-south direction (High Priority)
- TSM3** OR 42/Rolling Hills Rd Intersection (74.77): Permit U-turns for passenger vehicles with protected left-turn arrow
- TSM4** OR 42/Carnes Rd/Roberts Creek Rd Intersection (75.72): Permit U-turns for passenger vehicles with protected left-turn arrow
- TSM5** OR 42/OR 99/Grant Smith Rd Intersection (76.22): Permit U-turns for passenger vehicles with protected left-turn arrow
- PR** OR 42 Park-and-Ride Lot: Create facility using an existing underutilized parking lot, a future shared-use development, or a standalone parking lot

OR 42 Expressway Management Plan

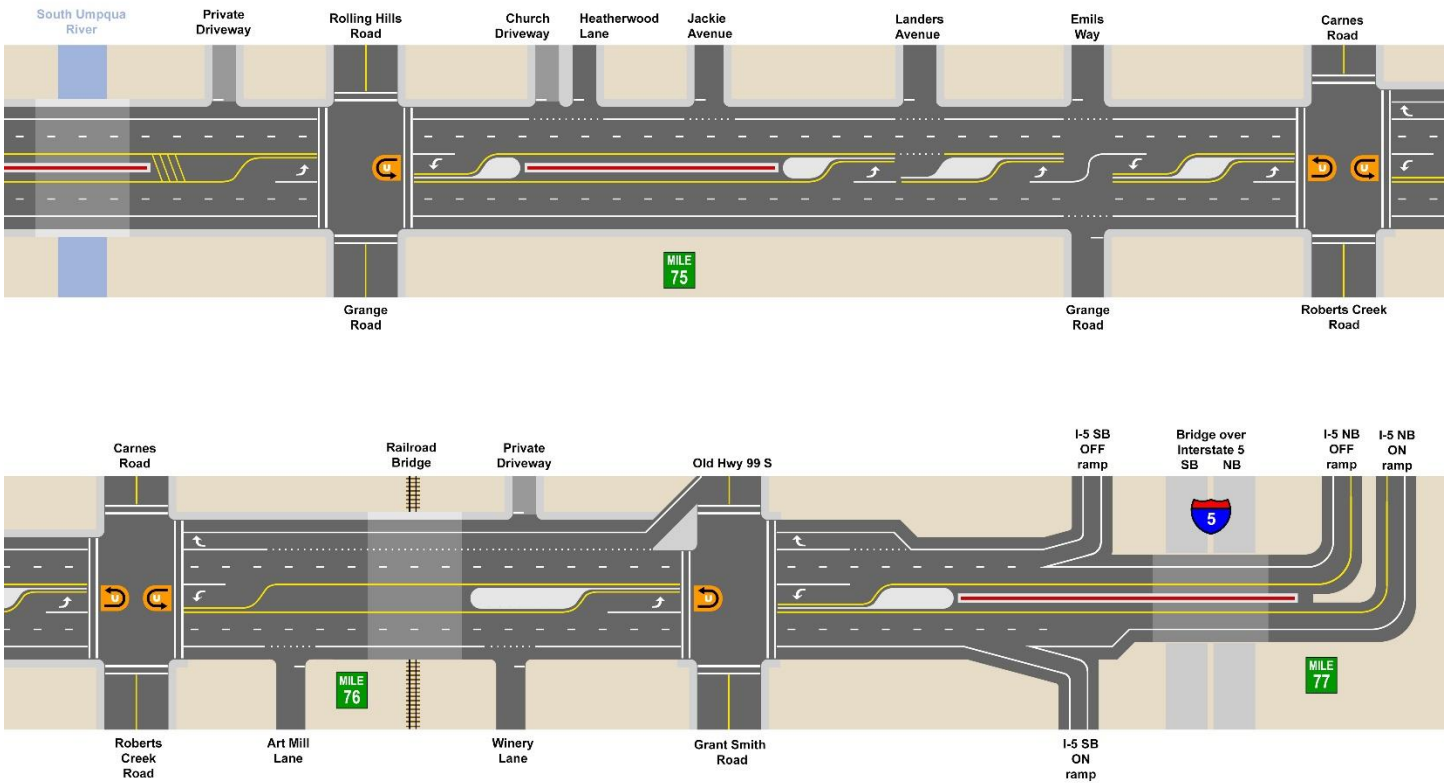
Legend

- Expressway Improvements
- Local System Improvements
- Other Improvements
- Future Roadway Connection

Figure ES-1
Expressway Management
Plan Improvements

Projects recommended by the OR 42 Expressway Management Plan (2013)


Center median barrier



Many serious crashes on Oregon 42 in the Green District involve turning movements.

To improve safety, this project will add raised barrier and traffic separators along the center median to limit left turns.

All three highway traffic signals will be modified to accommodate safe U-turns.

-  Dedicated left turn lane
-  Raised traffic island (about 5 inches high)
-  Raised traffic separator (about 5 inches high)
-  Median barrier (42 inches high)
-  U-Turn opportunity

Which intersections will be affected by barrier or islands?

Right turns will continue to be allowed at all intersections, but left turns in and out may be affected at the following locations:

- **Heatherwood Lane (and church):** No left turns in or out will be allowed. Right in and out only.
- **Jackie Avenue:** No left turns in or out will be allowed. Right in and out only.
- **Landers Avenue:** Eastbound Oregon 42 traffic may turn left into Landers Avenue. Left turns onto eastbound Oregon 42 will not be allowed. Right out only.
- **Emils Way/Grange Road:** Left-turn lanes will be provided for eastbound and westbound Oregon 42 onto Emils Way and Grange Road at this intersection. However, left turns from the side streets onto the highway will not be allowed.
- **Winery Lane:** No left turns in or out will be allowed. Right in and out only.

Due to these restrictions, ODOT will adjust all three traffic signals on Oregon 42 in the Green District to accommodate U-turns.

Cost and funding

Approximately \$17.8 million in funding has been approved for this project, but we believe the final cost will be closer to \$13 million or \$14 million. Any unspent funds will be used for other projects.

Here is a rough breakdown of expected costs (as a percentage of funding):

- 77% — **Preservation** (paving, road repairs, ADA curb ramps)
- 10% — **Bridge repairs** (joints, deck seals, overlays, etc.)
- 13% — **Safety features** (traffic signal, barrier, etc.)

Project schedule

This project is currently scheduled to bid on October 31, 2024.

A contractor will usually need 6-8 weeks after a bid before they are ready to begin work.

We estimate this this will be a two-year project, with construction starting around January 2025.

How can I stay informed?

A graphic with an orange header containing the text "OREGON 42: LOOKINGGLASS CREEK TO INTERSTATE 5". Below the header is a white area with a stylized orange and black sign on the left showing a person holding a sign. To the right of the sign, the text reads "Get the whole picture at" in black, "Winston42.com" in orange, and "OREGON DEPARTMENT OF TRANSPORTATION" in black at the bottom.

OREGON 42: LOOKINGGLASS CREEK TO INTERSTATE 5

Get the whole picture at

Winston42.com

OREGON DEPARTMENT OF TRANSPORTATION

- **Website:** Visit *www.Winston42.com* for project information
- **Email updates:** Sign up for updates at *www.Winston42.com*
- **Local news media:** ODOT will send news releases and updates to local media (newspaper, radio, TV)
- **Give us a call:** Got a problem or question? Call 541-817-5200

Thank you for visiting our Open House for the *Oregon 42 Lookingglass Creek to Interstate 5* project.