KITTELSON & ASSOCIATES
851 SW 6th AVENUE, SUITE 600
PORTLAND, OR 97204
P 503.228.5230 F 503.273.8169

MEMORANDUM – DRAFT PROJECT SHEETS

Date:	April 28, 2021	Project #: 23641.0
To:	Virginia Elandt, Oregon Department of Transportation Karl MacNair, City of Medford Planning Advisory Committee (PAC)	
From:	Matt Hughart, AICP, Matt Bell, and Miranda Barrus, Kittelson & Associates, Inc. Jaime Jordan, PE, DOWL	
Project:	I-5 Exit 30 Interchange Area Management Plan (IAMP)	
Subject:	Draft Project Sheets	

These draft project sheets will be presented to the Planning Advisory Committee (PAC) at PAC meeting #3 on April 29, 2021 for review. A final public meeting will be held following the PAC meeting for additional review. The final project sheets that incorporate PAC and public feedback will be submitted with the Draft IAMP in May 2021.

I-1: OR 62-OR 238 / OR 99-Court Street-N Riverside Avenue (Big X)

Project Details

Location

OR 62 (Crater Lake Highway) Mile Point 0.05

Transportation Facility Characteristics

Facility Type: Signalized Intersection
Jurisdiction: ODOT
Functional Classification:
- Statewide Highway – OR 62
- District Highways – OR 238 and OR 99
- District/Local Interest Road – Court Street-Riverside Avenue
- National Highway System (NHS) – OR 62, OR 99, and OR 238 (State); Court Street and Riverside Avenue (Non-State)

Freight Route Designation:
- Reduction Review Route – OR 62

Posted Speed:
- 35 MPH – OR 62 and Court Street-Riverside Avenue
- 40 MPH – OR 99
- 45 MPH – OR 238

Travel Lanes:
- Four – OR 62 and OR 238
- Six – OR 99 and Court Street-Riverside Avenue

AADT:
- 52,490 – Year 2020
- 65,350 – Year 2042 No-Build and Full-Build

Mobility Target:
- OHP: 0.90
- HDM: 0.80

OR 62 Cross Section Elements:
- Sidewalks
- Bike Lanes
- Raised (Concrete) Center Medians
- Marked Crosswalks
- Refuge Islands

Project Description/Purpose

Reconfigure the eastbound (OR 238) exclusive right-turn lane into a shared through/right-turn lane and construct a third, outside receiving lane on the east leg (OR 62). Increases intersection capacity to accommodate future traffic growth. ***The future function of this intersection is expected to be independent of the forecast traffic pattern changes associated with implementing the FEIS Split Diamond Interchange at I-5 Exit 30. Therefore, the intersection improvements illustrated to the right are necessary regardless of the FEIS Split Diamond Interchange improvement and are reflected in the intersection operations summarized below.***

Operations Summary

2020 Existing Conditions	2042 No-Build Conditions (No intersection configuration changes)	2042 Modified Conditions (With converted eastbound right-turn lane)
V/C = 0.83	V/C = 0.99	V/C = 0.92

Project Considerations
- Results in future year volume-to-capacity (v/c) ratio of 0.92. This would not outright meet the OHP mobility target, therefore potentially requiring an alternative mobility target to be adopted.
- Requires modifications to existing signal pole and mast arm, median modifications, eastbound (OR 62) bike lane striping, and curb ramps.
- Increases crossing distance and exposure for people walking, biking, and taking transit.

Multimodal Considerations
- Relocate the eastbound (OR 238) bike lane to the right of the eastbound (OR 238) through/right-turn lane and reconfigure as an 8-foot buffered bike lane.
- Continue the 8-foot buffered bike lane on the east leg of the intersection and address the transition across the northbound (Riverside Avenue) channelized right-turn lanes.
- Provide enhanced crossing treatments and wayfinding on the shared-use path (See Project M-1)
- Provide skip striping through the intersection (See Project M-1).

Environmental/ Right-of-Way/Land Use Constraints
- Environmental impacts are expected to be insignificant. Environmental compliance documentation is likely limited to FAHP Programmatic documentation, Cultural Resources Programmatic Agreement documentation, and a hazmat memo. Stormwater treatment and possible detention will be required to avoid impacts to ESA listed species. Replace impacted landscaping vegetation where appropriate/feasible.
- No encroachments into adjacent properties or access modifications are proposed and there are no known land use constraints associated with this project element outside of project-level environmental justice compliance.
- No right-of-way acquisition is expected to be needed.

Planning Level Cost Estimate

$550,000 (Design Engineering, Construction, Construction Engineering, 30% Contingency – 2021 Dollars)

Implementation Triggers

When funding becomes available or when needed to address development-related growth

Management Strategies
- Consider the adoption of an alternative mobility target.
- Prior to implementation of this project, consider strategies that increase efficiency and/or reduce demand on the OR 62 corridor and its cross streets in order to maintain acceptable operations and limit the need to add future capacity to the system (e.g., signal timing/phasing optimization, traffic signal coordination, integrated corridor management, active transportation and demand management, etc.).

Proposed Intersection Configuration

I-2A: OR 62 / Target Entrance (Near-Term)

Project Details

Location

OR 62 (Crater Lake Highway) Mile Point 0.29

Transportation Facility Characteristics

Facility Type: Two-Way Stop-Controlled Intersection
Jurisdiction: ODOT
Functional Classification:
- Statewide Highway – OR 62
- Private Access – Target Driveway
- National Highway System (NHS) – OR 62

Freight Route Designation:
- Reduction Review Route – OR 62

Posted Speed:
- 35 MPH – OR 62

Travel Lanes:
- Five – OR 62

AADT:
- 38,320 – Year 2020
- 44,250 – Year 2042 No-Build and Full-Build

Mobility Target:
- OHP: 0.90 (OR 62) / 0.95 (Private Access)
- HDM: 0.80 (OR 62) / 0.85 (Private Access)

OR 62 Cross Section Elements:
- Sidewalks
- Bike Lanes
- Raised (Concrete) Center Medians

Project Description/Purpose

Extend the westbound (OR 62) left-turn lane access by utilizing space within the existing raised median. May minimize potential safety deficiency related to queue spill back into the adjacent westbound through lanes. ***The future function of this intersection is expected to be independent of the forecast traffic pattern changes associated with implementing the FEIS Split Diamond Interchange at I-5 Exit 30. Therefore, the intersection improvements illustrated to the right are necessary regardless of the FEIS Split Diamond Interchange improvement and are reflected in the intersection operations summarized below.***

Operations Summary

2020 Existing Conditions	2042 No-Build Conditions (No intersection configuration changes)	2042 Modified Conditions (With westbound left-turn lane extension)
V/C = 0.79	V/C = >1.00	V/C = >1.00

Project Considerations

- Storage lane extension can accommodate approximately 50 additional feet before encroaching into westbound through lanes. This is a marginal improvement over existing conditions.
- Does not increase future intersection capacity.

Multimodal Considerations

- No changes from existing conditions.

Environmental/ Right-of-Way/Land Use Constraints

- Environmental impacts are expected to be insignificant. Environmental compliance documentation is likely limited to an ESA No Effect Memorandum and Cultural Resources Programmatic Agreement spreadsheet approval. There are no stormwater treatment triggers.
- Because all improvements are occurring within the ODOT right of way, land use actions are not expected but coordination with the planning department is recommended to verify compliance with local land use requirements.

Planning Level Cost Estimate

$140,000 (Design Engineering, Construction, Construction Engineering, 30% Contingency – 2021 Dollars)

Implementation Triggers

When funding becomes available or when needed to address queueing impacts (for near-term).

Management Strategies

Maintaining access at this location will be dependent upon existing and future safety considerations, vehicle queuing impacts along the OR 62 corridor, and potential future land use actions involving the Target property redevelopment or expansion.

Proposed Intersection Configuration

I-2B: OR 62 / Target Entrance (Long-Term)

Project Details

Location

OR 62 (Crater Lake Highway) Mile Point 0.29

Transportation Facility Characteristics

Facility Type: Two-Way Stop-Controlled Intersection
Jurisdiction: ODOT
Functional Classification:
- Statewide Highway – OR 62
- Private Access – Target Driveway
- National Highway System (NHS) – OR 62

Freight Route Designation:
- Reduction Review Route – OR 62

Posted Speed:
- 35 MPH – OR 62

Travel Lanes:
- Five – OR 62

AADT:
- 38,320 – Year 2020
- 44,250 – Year 2042 No-Build and Full-Build

Mobility Target:
- OHP: 0.90 (OR 62) / 0.95 (Private Access)
- HDM: 0.80 (OR 62) / 0.85 (Private Access)

OR 62 Cross Section Elements:
- Sidewalks
- Bike Lanes
- Raised (Concrete) Center Medians

Project Description/Purpose

Remove the westbound (OR 62) left-turn lane access to Target through filling in the raised median with concrete or landscaping. Increases intersection capacity to accommodate future traffic growth and eliminates potential safety deficiency related to queue spill back into the adjacent westbound through lanes. ***The future function of this intersection is expected to be independent of the forecast traffic pattern changes associated with implementing the FEIS Split Diamond Interchange at I-5 Exit 30. Therefore, the intersection improvements illustrated to the right are necessary regardless of the FEIS Split Diamond Interchange improvement and are reflected in the intersection operations summarized below.***

Operations Summary

2020 Existing Conditions	2042 No-Build Conditions (No intersection configuration changes)	2042 Modified Conditions (With westbound left-turn lane removal)
V/C = 0.79	V/C = >1.00	V/C = 0.71

Project Considerations

- Results in future year volume-to-capacity (v/c) ratio of 0.71 for the side street.
- Reroutes traffic to the downstream traffic signal serving the Rogue Valley Mall.
- Requires coordination between Target and the Rogue Valley Mall property owners to provide access across property lines.
- Permitted westbound u-turn movements at the downstream traffic signal (Rogue Valley Mall entrance) should be evaluated for consideration.

Multimodal Considerations

- Eliminates conflicts between westbound left-turn vehicular traffic and eastbound OR 62 bicycle traffic.

Environmental/ Right-of-Way/Land Use Constraints

- Environmental impacts are expected to be insignificant. Environmental compliance documentation is likely limited to an ESA No Effect Memorandum and Cultural Resources Programmatic Agreement spreadsheet approval. There are no stormwater treatment triggers.
- Because all improvements are occurring within the ODOT right of way, land use actions are not expected but coordination with the planning department is recommended to verify compliance with local land use requirements.

Planning Level Cost Estimate

$225,000 (Design Engineering, Construction, Construction Engineering, 30% Contingency – 2021 Dollars)

Implementation Triggers

Land use action that would increase traffic demand on the OR 62 corridor and its nearby cross streets (e.g., Target property is redeveloped with a higher traffic generating use).

Management Strategies

Maintaining access at this location will be dependent upon existing and future safety considerations, vehicle queuing impacts along the OR 62 corridor, and potential future land use actions involving the Target property redevelopment or expansion.

Proposed Intersection Configuration

I-3A: OR 62 / I-5 Southbound Ramp Terminal (Before Implementing FEIS Split Diamond Interchange)

Project Details

Location

OR 62 (Crater Lake Highway) Mile Point 0.43

Transportation Facility Characteristics

Facility Type: Signalized Intersection
Jurisdiction: ODOT
Functional Classification:
- Statewide Highway – OR 62
- NHS – OR 62 and I-5 Ramp Terminals (State)

Freight Route Designation:
- Reduction Review Route – OR 62

Posted Speed: 35 MPH – OR 62 and I-5 Off-Ramp
Travel Lanes: Five
AADT:
- 50,610 – Year 2020
- 59,290 – Year 2042 No-Build
- 60,170 – Year 2042 Full-Build

Mobility Target:
- OHP: 0.85
- HDM: 0.75

OR 62 Cross Section Elements:
- Sidewalks (Both Sides Except West Side)
- Bike Lanes
- Striped Center Median (West Leg)

Project Description/Purpose

Construct a second southbound (I-5 Off-Ramp) right-turn lane. Maintain existing multimodal infrastructure that serves people walking, biking, and taking transit. ***The future function of this intersection is expected to depend on the forecast traffic pattern changes associated with implementing the FEIS Split Diamond Interchange at I-5 Exit 30. However, the intersection improvements illustrated to the right can be constructed to accommodate forecast traffic volumes at the interchange as it exists today and are reflected in the intersection operations summarized below.***

Operations Summary

2020 Existing Conditions	2042 No-Build Conditions (No ramp/intersection configuration changes)	2042 Modified Conditions (With second southbound right-turn lane)
V/C = 0.74	V/C = 0.89	V/C = 0.88

Project Considerations

- Results in future year volume-to-capacity (v/c) ratio of 0.88
- Requires alternative mobility target
- Increases crossing distance and exposure for people walking, biking, and taking transit
- Requires modification to existing signal pole and mast arm, curb ramps, and multi-use path connection to Bear Creek Greenway
- Widening likely requires a retaining wall between the ramp and Bear Creek Greenway path connection or realigning the path connection and re-grading the adjacent slope

Multimodal Considerations

- Provide enhanced crossing treatments and wayfinding on the shared-use path (See Project M-1)
- Provide skip striping through the intersection (See Project M-1).

Environmental/ Right-of-Way/Land Use Constraints

- Adjacent to Bear Creek Greenway, environmental and natural resource impacts should be limited to the maximum extent practicable. Environmental compliance documentation is likely to include FAHP Programmatic documentation, Cultural Resources Programmatic Agreement documentation, and a hazmat memo. Stormwater treatment and possible detention will be required to avoid impacts to ESA listed species. Native plant installation appropriate for the area may be necessary
- Potential impacts to the Bear Creek Greenway trail need to be considered and avoided to the maximum extent possible. Construction staging, duration, and any interruption of access to this facility will need to be carefully considered and addressed with project design to ensure continued, alternative access to the trail remains throughout the construction period.
- No right-of-way acquisition is expected to be needed.

Planning Level Cost Estimate

$925,000 (Design Engineering, Construction, Construction Engineering, 30% Contingency – 2021 Dollars)

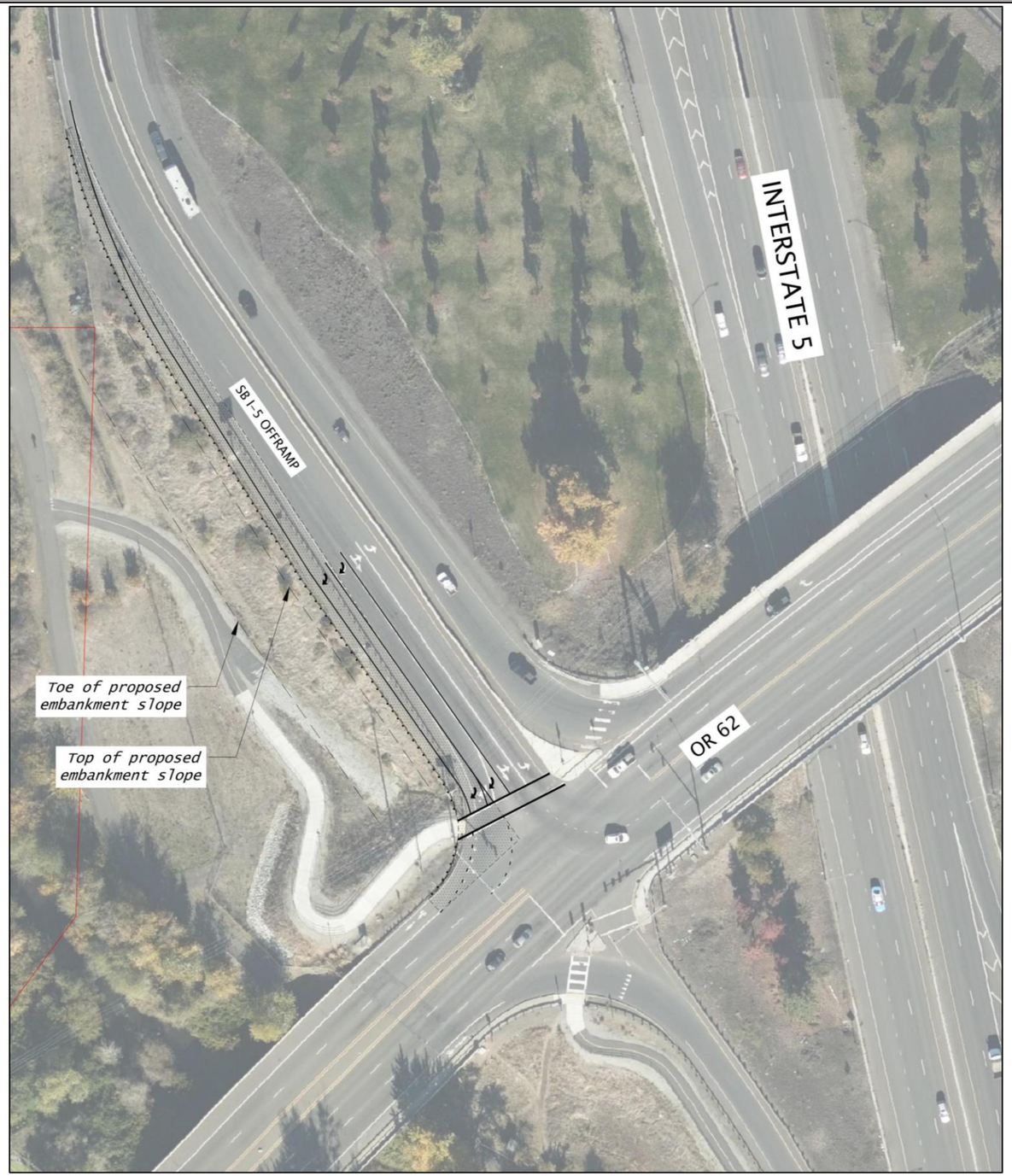
Implementation Triggers

When the FEIS Split Diamond interchange is constructed or when projected 95th percentile vehicle queues extend onto the I-5 mainline or into the portion of the ramp need to safely accommodate deceleration.

Management Strategies

- Consider the adoption of an alternative mobility target.
- Prior to implementation of this project, consider strategies that increase efficiency and/or reduce demand on the OR 62 corridor and its cross streets in order to maintain acceptable operations and limit the need to add future capacity to the system (e.g., signal timing/phasing optimization, traffic signal coordination, integrated corridor management, active transportation and demand management, etc.).

Proposed Intersection Configuration



I-3B: OR 62 / I-5 Southbound Ramp Terminal (After Implementing FEIS Split Diamond Interchange)

Project Details

Location

OR 62 (Crater Lake Highway) Mile Point 0.43

Transportation Facility Characteristics

Facility Type: Signalized Intersection
Jurisdiction: ODOT
Functional Classification:
- Statewide Highway – OR 62
- NHS – OR 62 and I-5 Ramp Terminals (State)

Freight Route Designation:
- Reduction Review Route – OR 62

Posted Speed: 35 MPH – OR 62 and I-5 Off-Ramp
Travel Lanes: Five
AADT:
- 50,610 – Year 2020
- 59,290 – Year 2042 No-Build
- 60,170 – Year 2042 Full-Build

Mobility Target:
- OHP: 0.85
- HDM: 0.75

OR 62 Cross Section Elements:
- Sidewalks (Both Sides Except West Side)
- Bike Lanes
- Striped Center Median (West Leg)

Project Description/Purpose

Construct a second southbound (I-5 Off-Ramp) right-turn lane. Maintain existing multimodal infrastructure that serves people walking, biking, and taking transit. ***The future function of this intersection is expected to depend on the forecast traffic pattern changes associated with implementing the FEIS Split Diamond Interchange at I-5 Exit 30. The intersection improvements illustrated to the right accommodate these forecast traffic pattern changes, increase intersection capacity to accommodate future traffic growth, help the intersection to meet its mobility target, and are reflected in the intersection operations summarized below.***

Operations Summary

2020 Existing Conditions	**2042 No-Build Conditions** (No ramp/intersection configuration changes)	**2042 Modified Conditions** (FEIS Split Diamond Interchange Implemented)	
V/C = 0.74	V/C = 0.89	(No ramp/intersection configuration changes) V/C = >1.00	(With second southbound right-turn lane) V/C = 0.85

Project Considerations

- Addresses future intersection capacity deficiency for forecast vehicular traffic volumes under Full-Build Conditions
- Results in future year volume-to-capacity (v/c) ratio of 0.85
- Increases crossing distance and exposure for people walking, biking, and taking transit
- Requires modification to existing signal pole and mast arm, curb ramps, and multi-use path connection to Bear Creek Greenway
- Widening likely requires a retaining wall between the ramp and Bear Creek Greenway path connection or realigning the path connection and re-grading the adjacent slope

Multimodal Considerations

- Provide enhanced crossing treatments and wayfinding on the shared-use path (See Project M-1)
- Provide skip striping through the intersection (See Project M-1).

Environmental/ Right-of-Way/Land Use Constraints

- Adjacent to Bear Creek Greenway, environmental and natural resource impacts should be limited to the maximum extent practicable. Environmental compliance documentation is likely to include FAHP Programmatic documentation, Cultural Resources Programmatic Agreement documentation, and a hazmat memo. Stormwater treatment and possible detention will be required to avoid impacts to ESA listed species. Native plant installation appropriate for the area may be necessary.
- Potential impacts to the Bear Creek Greenway trail need to be considered and avoided to the maximum extent possible. Construction staging, duration, and any interruption of access to this facility will need to be carefully considered and addressed with project design to ensure continued, alternative access to the trail remains throughout the construction period.
- No right-of-way acquisition is expected to be needed.

Planning Level Cost Estimate

$925,000 (Design Engineering, Construction, Construction Engineering, 30% Contingency – 2021 Dollars).

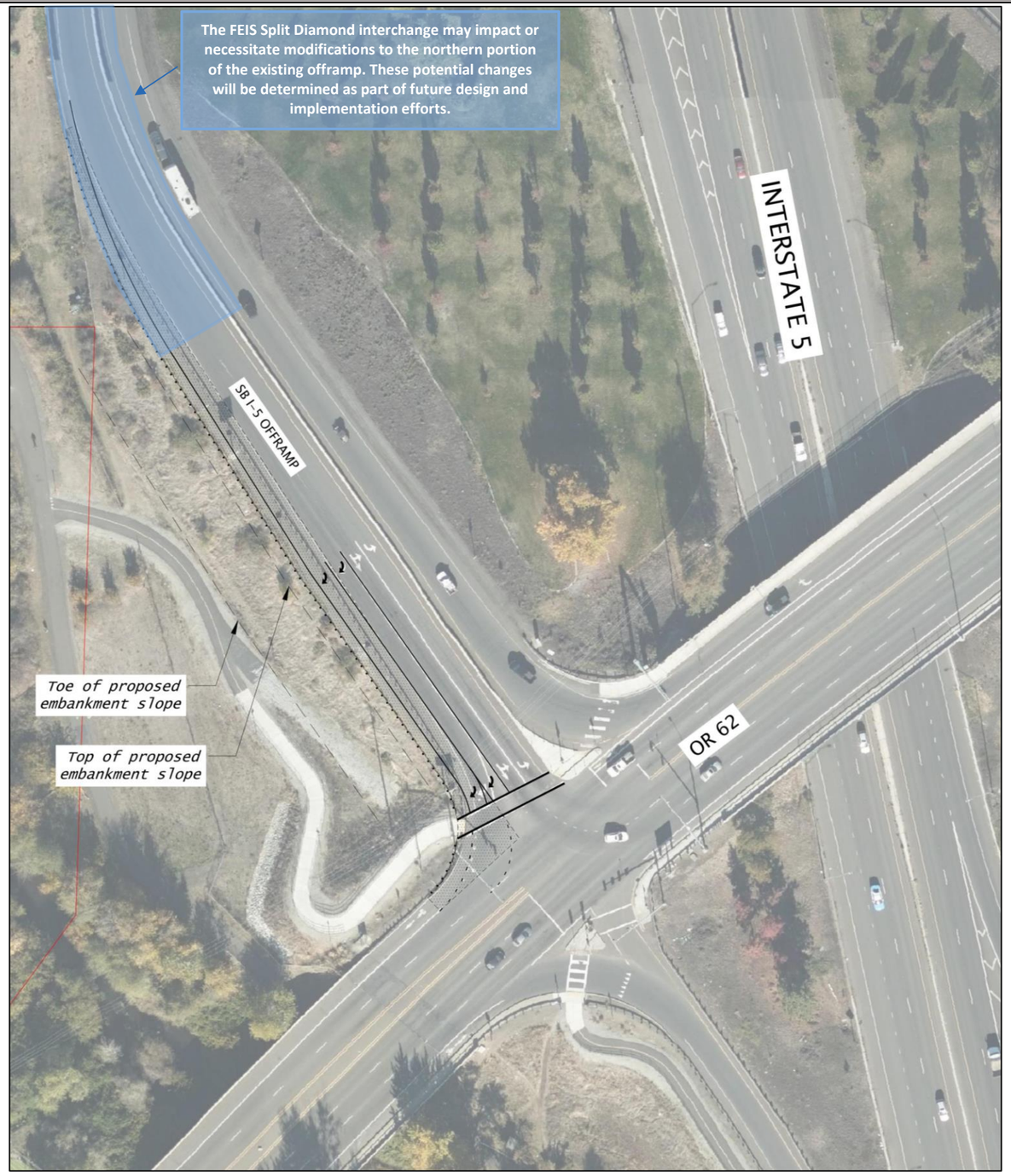
Implementation Triggers

When the FEIS Split Diamond interchange is constructed or when projected 95th percentile vehicle queues extend onto the I-5 mainline or into the portion of the ramp need to safely accommodate deceleration.

Management Strategies

Prior to implementation of this project, consider strategies that increase efficiency and/or reduce demand on the OR 62 corridor and its cross streets in order to maintain acceptable operations and limit the need to add future capacity to the system (e.g., signal timing/phasing optimization, traffic signal coordination, integrated corridor management, active transportation and demand management, etc.).

Proposed Intersection Configuration



I-4: OR 62 / I-5 Northbound Ramp Terminal (After Implementing FEIS Split Diamond Interchange)

Project Details

Location

OR 62 (Crater Lake Highway) Mile Point 0.55

Transportation Facility Characteristics

Facility Type: Signalized Intersection
Jurisdiction: ODOT
Functional Classification:
- Statewide Highway – OR 62
- NHS – OR 62 and I-5 Ramp Terminals (State)

Freight Route Designation:
- OHP – OR 62
- Reduction Review Route – OR 62

Posted Speed:
- 35 MPH – OR 62
- 45 MPH – I-5 Off-Ramp

Travel Lanes:
- Five – OR 62 (West Leg)
- Six – OR 62 (East Leg)

AADT:
- 54,440 – Year 2020
- 66,360 – Year 2042 No-Build
- 67,260 – Year 2042 Full-Build

Mobility Target:
- OHP: 0.85
- HDM: 0.75

OR 62 Cross Section Elements:
- Sidewalks
- Bike Lanes
- Crosswalks

Project Description/Purpose

Make the westbound (OR 62) right-turn lane a free movement and construct a second receiving lane on the north leg (I-5 On-Ramp). Maintain existing multimodal infrastructure that serves people walking, biking, and taking transit. ***The future function of this intersection is expected to depend on the forecast traffic pattern changes associated with implementing the FEIS Split Diamond Interchange at I-5 Exit 30. The intersection improvements illustrated to the right accommodate these forecast traffic pattern changes, increase intersection capacity to accommodate future traffic growth, and are reflected in the intersection operations summarized below.***

Operations Summary

2020 Existing Conditions	**2042 No-Build Conditions** (No ramp/intersection configuration changes)	**2042 Modified Conditions** (FEIS Split Diamond Interchange Implemented)	
V/C = 0.78	V/C = 0.98	(No ramp/intersection configuration changes) V/C = >1.00	(With free westbound right-turn movement) V/C = 0.89

Project Considerations

- Addresses future intersection capacity deficiency for forecast vehicular traffic volumes under Full-Build Conditions
- Results in future year volume-to-capacity (v/c) ratio of 0.89
- May require crosswalk closure along north leg (I-5 On-Ramp); otherwise, increases conflicts, exposure, and crossing distance for people walking, biking, and taking transit
- Requires modification to existing signal pole and mast arm and curb ramps
- Requires alternative mobility target
- Will likely impact the retaining walls and substructure below

Multimodal Considerations

- Provide enhanced crossing treatments and wayfinding on the shared-use path (See Project M-1)
- Provide skip striping through the intersection (See Project M-1).

Environmental/ Right-of-Way/Land Use Constraints

- Environmental impacts are expected to be insignificant. Environmental compliance documentation is likely limited an ESA No Effect Memorandum, Cultural Resources Programmatic Agreement documentation, and a hazmat memo. Stormwater treatment may not be required. Replace impacted landscaping vegetation where appropriate/feasible.
- No significant land use constraints are expected. Northbound on-ramp modification impacts to the stormwater facility should be assessed and addressed to ensure adequate functional replacement. Potential impacts to on-site circulation on the 4.31-acre "Land V Properties LLC" property located adjacent to the NB on-ramp should be evaluated to ensure
- No right-of-way acquisition is expected to be needed.

Planning Level Cost Estimate

To be determined with FEIS Split Diamond interchange implementation.

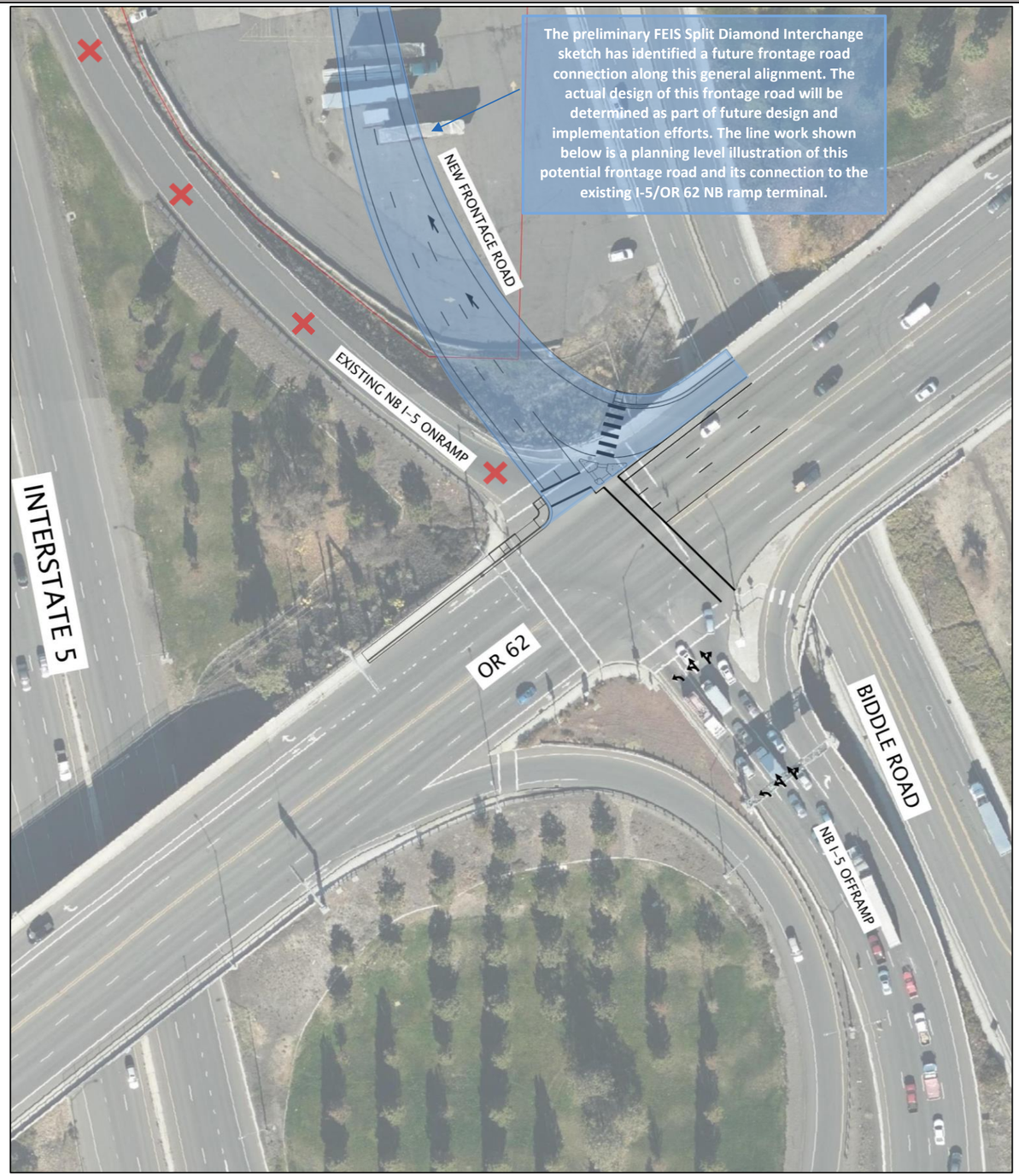
Implementation Triggers

When the FEIS Split Diamond interchange is constructed.

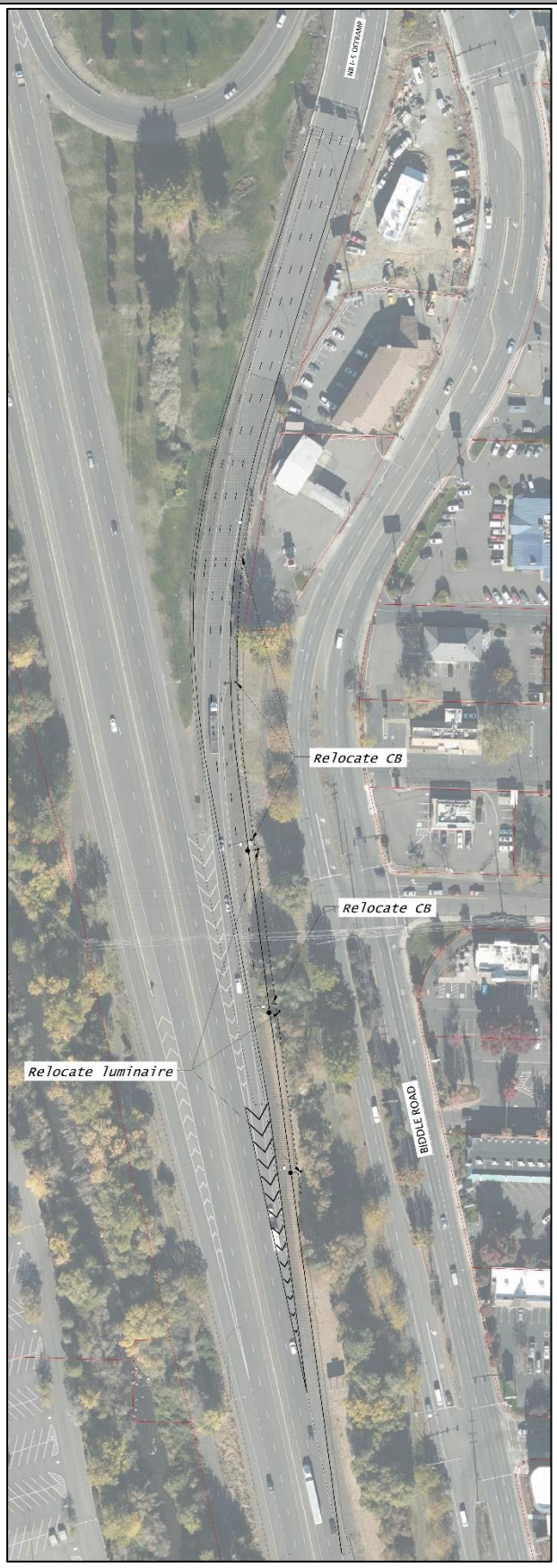
Management Strategies

- Consider the adoption of an alternative mobility target.
- Prior to implementation of this project, consider strategies that increase efficiency and/or reduce demand on the OR 62 corridor and its cross streets in order to maintain acceptable operations and limit the need to add future capacity to the system (e.g., signal timing/phasing optimization, traffic signal coordination, integrated corridor management, active transportation and demand management, etc.).

Proposed Intersection Configuration



R-1: I-5 Exit 30 Northbound Off-Ramp

Project Details		Proposed Ramp Configuration
Location	I-5 Exit 30 NB Off-Ramp Mile Point 29.91 to 30.22	
Transportation Facility Characteristics	**Facility Type:** Interstate Interchange Off-Ramp **Jurisdiction:** ODOT **Functional Classification:** • Interstate • NHS **Posted Speed:** • 45 MPH **Travel Lanes:** • Four **AADT:** • 11,720 – Year 2020 • 14,310 – Year 2042 No-Build • 14,300 – Year 2042 Full-Build	
Project Description/Purpose	Extend off-ramp gore approximately 475 feet south and widen off-ramp to provide additional queue storage for the OR 62 / I-5 Northbound Ramp Terminal signalized intersection. Better accommodate projected vehicle queuing on the off-ramp during future peak traffic conditions.	
Project Considerations	• Requires luminaire and guardrail relocation.	
Multimodal Considerations	• N/A	
Environmental/ Right-of-Way/Land Use Constraints	• Environmental impacts are expected to be insignificant. Environmental compliance documentation is likely limited to FAHP Programmatic documentation, Cultural Resources Programmatic Agreement documentation, and a hazmat memo. Stormwater treatment and possible detention will be required to avoid impacts to ESA listed species. Replace impacted landscaping vegetation where appropriate/feasible. • Because all improvements are occurring within the ODOT right of way, and no acquisitions or access impacts are anticipated to occur, there are no anticipated land use constraints associated with this element of the project.	
Planning Level Cost Estimate	$1,900,000 (Design Engineering, Construction, Construction Engineering, 30% Contingency – 2021 Dollars)	
Implementation Triggers	When the FEIS Split Diamond interchange is constructed or when projected 95th percentile vehicle queues extend onto the I-5 mainline or into the portion of the ramp need to safely accommodate deceleration.	
Management Strategies	Prior to implementation of this project, consider strategies that increase efficiency and/or reduce demand on the OR 62 corridor and its cross streets in order to maintain acceptable operations and limit the need to add future capacity to the system (e.g., signal timing/phasing optimization, traffic signal coordination, integrated corridor management, active transportation and demand management, etc.).	

I-5A: OR 62 / Bullock Road-Poplar Drive (Before Implementing FEIS Split Diamond Interchange)

Project Details

Location

OR 62 (Crater Lake Highway) Mile Point 0.88

Transportation Facility Characteristics

Facility Type: Signalized Intersection
Jurisdiction: ODOT
Functional Classification:
- Statewide Highway – OR 62
- OHP Expressway – OR 62 (East Leg)
- District/Local Interest Road – Delta Waters Road
- NHS – OR 62 (State)

Freight Route Designation:
- OHP – OR 62
- Reduction Review Route – OR 62

Posted Speed:
- 35 MPH – OR 62 (West Leg), Bullock Road, and Poplar Drive
- 45 MPH – OR 62 (East Leg)

Travel Lanes:
- Two – Bullock Road
- Five – Poplar Drive
- Six – OR 62

AADT:
- 57,560 – Year 2020
- 75,740 – Year 2042 No-Build
- 58,360 – Year 2042 Full-Build

Mobility Target:
- OHP: 0.85
- HDM: 0.75

OR 62 Cross Section Elements:
- Sidewalks
- Bike Lanes
- Raised (Concrete) Center Medians
- Crosswalk (West Leg)

Project Description/Purpose

Reconstruct the southbound Bullock Road and northbound Poplar Drive approaches to prohibit left-turn and through movements and to provide dual right-turn lanes; triple right-turn lanes may be considered based on further evaluation. This is an interim solution to address anticipated capacity constraints at the intersection prior to implementation of the FEIS. Other solutions may be considered based on further evaluation as well as input from various stakeholders.

Operations Summary

2020 Existing Conditions	2042 No-Build Conditions (No intersection configuration changes)	2042 Modified Conditions (With turn movement restrictions)
V/C = 0.84	V/C = >1.00	V/C = 0.88

Project Considerations

- Provides increased capacity for some movements relative to No-Build Conditions.
- Results in future year volume-to-capacity (v/c) ratio of 0.88, which exceeds its OHP mobility target. Therefore, alternative mobility targets may need to be adopted.
- Decreases exposure and crossing distances for people walking and biking east and west along OR 62.
- Requires modification to existing traffic signal equipment.
- Provides raised medians in existing left-turn lanes along Bullock Road and Poplar Drive.
- Traffic volumes are expected to redistribute to Biddle Road, as well as other streets outside of the IMSA, and impact operations at the north and south jughandle intersections. These intersections should be monitored if the turn restrictions are implemented.

Multimodal Considerations

- Provide enhanced crossing treatments and wayfinding on the shared-use path (See Project M-1)
- Provide skip striping through the intersection (See Project M-1).

Environmental/ Right-of-Way/Land Use Constraints

Environmental impacts are expected to be insignificant. Environmental compliance documentation is likely limited to FAHP Programmatic documentation, Cultural Resources Programmatic Agreement documentation, and a hazmat memo. Stormwater treatment and possible detention will be required to avoid impacts to ESA listed species. Replace impacted landscaping vegetation where appropriate/feasible.

Planning Level Cost Estimate

$750,000 (Design Engineering, Construction, Construction Engineering, 30% Contingency – 2021 Dollars)

Implementation Triggers

When forecast traffic volumes cause intersection to exceed its mobility target or in cases of major land use action.

Management Strategies

- Consider the adoption of an alternative mobility target.
- Prior to implementation of this project, consider strategies that increase efficiency and/or reduce demand on the OR 62 corridor and its cross streets in order to maintain acceptable operations and limit the need to add future capacity to the system (e.g., signal timing/phasing optimization, traffic signal coordination, integrated corridor management, active transportation and demand management, etc.).

Proposed Intersection Configuration

I-5B: OR 62 / Bullock Road-Poplar Drive (After Implementing FEIS Split Diamond Interchange)

Project Details

Location

OR 62 (Crater Lake Highway) Mile Point 0.88

Transportation Facility Characteristics

Facility Type: Signalized Intersection
Jurisdiction: ODOT
Functional Classification:
- Statewide Highway – OR 62
- OHP Expressway – OR 62 (East Leg)
- District/Local Interest Road – Delta Waters Road
- NHS – OR 62 (State)

Freight Route Designation:
- OHP – OR 62
- Reduction Review Route – OR 62

Posted Speed:
- 35 MPH – OR 62 (West Leg), Bullock Road, and Poplar Drive
- 45 MPH – OR 62 (East Leg)

Travel Lanes:
- Two – Bullock Road
- Five – Poplar Drive
- Six – OR 62

AADT:
- 57,560 – Year 2020
- 75,740 – Year 2042 No-Build
- 58,360 – Year 2042 Full-Build

Mobility Target:
- OHP: 0.85
- HDM: 0.75

OR 62 Cross Section Elements:
- Sidewalks
- Bike Lanes
- Raised (Concrete) Center Medians
- Crosswalk (West Leg)

Project Description/Purpose

Reconfigure the southbound Bullock Road approach as channelized, dual right-turn lanes, one through lane, and one left-turn lane – allow the right-turn lanes to overlap with non-conflicting left-turn movements; construct a eastbound (OR 62) right-turn lane; and construct a second eastbound (OR 62) left-turn lane and add a second receiving lane on the north leg (Bullock Road). ***The future function of this intersection is expected to depend on the forecast traffic pattern changes associated with implementing the FEIS Split Diamond Interchange at I-5 Exit 30. The intersection improvements illustrated to the right accommodate these forecast traffic pattern changes, increase intersection capacity to accommodate future traffic growth, help the intersection to meet its mobility target, and are reflected in the intersection operations summarized below.***

Operations Summary

2020 Existing Conditions	2042 No-Build Conditions (No intersection configuration changes)	2042 Modified Conditions (FEIS Split Diamond Interchange Implemented)	
V/C = 0.84	V/C = >1.00	(No intersection configuration changes) V/C = 0.89	(With turn lane additions) V/C = 0.84

Project Considerations

- Addresses future intersection capacity deficiency for forecast vehicular traffic volumes under Full-Build Conditions
- Results in future year volume-to-capacity (v/c) ratio of 0.84
- Increases exposure and crossing distance for people walking, biking, and taking transit
- Requires modification to existing signal poles and span wire, refuge island, and sidewalks and curb ramps
- Potentially requires property acquisition

Multimodal Considerations

- Provide enhanced crossing treatments and wayfinding on the shared-use path (See Project M-1)
- Provide skip striping through the intersection (See Project M-1).

Environmental/ Right-of-Way/Land Use Constraints

- Environmental impacts are expected to be insignificant. Environmental compliance documentation is likely limited to FAHP Programmatic documentation, Cultural Resources Programmatic Agreement documentation, and a hazmat memo. Stormwater treatment and possible detention will be required to avoid impacts to ESA listed species. Replace impacted landscaping vegetation where appropriate/feasible.
- Potential impacts to four parking spaces and perimeter landscape buffer could require site design modifications at the Taco Bell property if parking stalls and code-compliant landscape buffers are to be retained in this location.
- Acquisition of approximately 3,000 sq. ft. may be needed for the receiving lane on Bullock Road, depending on exact location of improvements with respect to the right-of-way boundary.

Planning Level Cost Estimate

$1,350,000 (Design Engineering, Construction, Construction Engineering, 30% Contingency – 2021 Dollars)

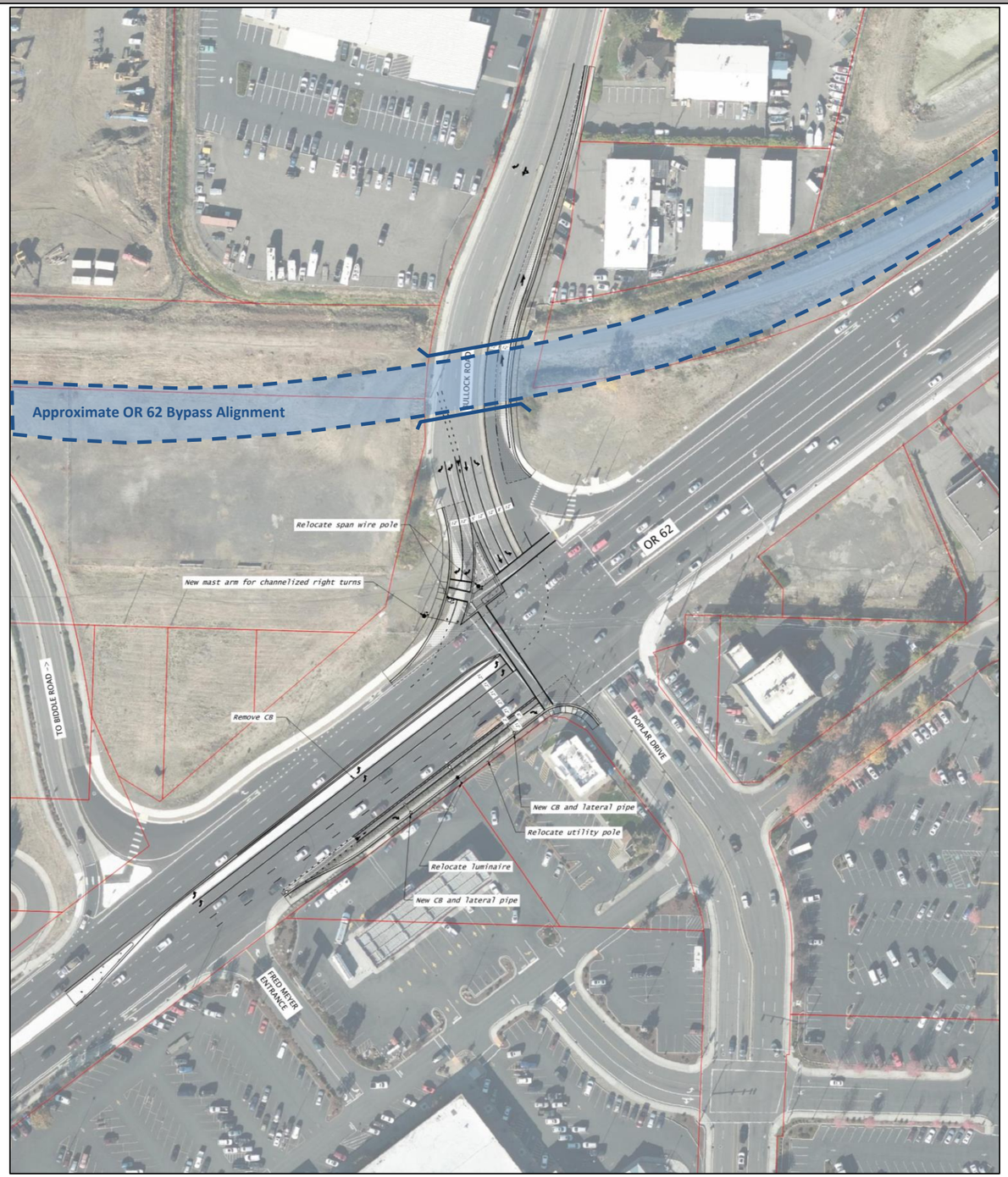
Implementation Triggers

When the FEIS Split Diamond interchange is constructed.

Management Strategies

Prior to implementation of this project, consider strategies that increase efficiency and/or reduce demand on the OR 62 corridor and its cross streets in order to maintain acceptable operations and limit the need to add future capacity to the system (e.g., signal timing/phasing optimization, traffic signal coordination, integrated corridor management, active transportation and demand management, etc.).

Proposed Intersection Configuration



I-6: Crater Lake Highway / Delta Waters Road

Project Details

Location

Crater Lake Highway Mile Point 1.59

Transportation Facility Characteristics

Facility Type: Signalized Intersection
Jurisdiction: City of Medford
Functional Classification:
- District/Local Interest Road – Crater Lake Highway and Delta Waters Road
- NHS (Non-State) – Crater Lake Highway

Posted Speed:
- 30 to 35 MPH – Delta Waters Road
- 45 MPH – Crater Lake Highway

Travel Lanes:
- Five – Delta Waters Road
- Five – Crater Lake Highway

AADT:
- 36,630 – Year 2020
- 50,370 – Year 2042 No-Build and Full-Build

Performance Standard:
- LOS D

Crater Lake Highway Cross Section Elements:
- Sidewalks
- Bike Lanes
- Raised (Concrete) Center Medians
- Marked Crosswalk (East Leg)

Project Description/Purpose

Reconfigure the northbound Delta Waters Road approach to include dual left-turn lanes, one through lane and construct a separate right-turn lane. Reconfigure the westbound Crater Lake Highway approach to include dual left-turn lanes. Increases the long-term intersection capacity to accommodate future traffic growth and meet the LOS D performance standard. ***The future function of this intersection is expected to be independent of the forecast traffic pattern changes associated with implementing the FEIS Split Diamond Interchange at I-5 Exit 30. Therefore, the intersection improvements illustrated to the right are necessary regardless of the FEIS Split Diamond Interchange improvement and are reflected in the intersection operations summarized below.***

Operations Summary

2020 Existing Conditions		2042 No-Build Conditions (No intersection configuration changes)		2042 Modified Conditions (With turn lane additions)	
LOS = D	V/C = 0.81	LOS = F	V/C = >1.00	LOS = D	V/C = 0.86

Project Considerations

- Addresses future intersection capacity deficiency for forecast vehicular traffic volumes
- Results in a restoration of LOS D conditions
- Increases crossing distance and exposure for people walking, biking, and taking transit
- Potentially requires property acquisition and driveway consolidation if northbound (Delta Waters Road) right-turn lane needs to be extended further than what is illustrated. Current turn-lane pocket is likely sufficient for future weekday peak hour traffic conditions but may be underutilized during weekend traffic conditions due to vehicle stacking in the adjacent northbound through lanes and may need further evaluation.

Multimodal Considerations

- Provide enhanced crossing treatments and wayfinding on the shared-use path (See Project M-2)
- Provide skip striping through the intersection (See Project M-2).

Environmental/ Right-of-Way/Land Use Constraints

- Environmental impacts are expected to be insignificant. Environmental compliance documentation is likely limited to FAHP Programmatic documentation, Cultural Resources Programmatic Agreement documentation, and a hazmat memo. Stormwater treatment and possible detention will be required to avoid impacts to ESA listed species. Replace impacted landscaping vegetation where appropriate/feasible.
- Improvements to the 0.38-acre City of Medford tract will occur in the location of a drainage swale. It will be necessary to determine the source of stormwaters received in this location to ensure that any public and/or private stormwater function provided is adequately replaced. A public right of way permit request is anticipated for this work.
- No right-of-way acquisition is expected to be needed unless WB right turn lane on Delta Waters Rd. is extended beyond 100 feet in length.

Planning Level Cost Estimate

$900,000 (Design Engineering, Construction, Construction Engineering, 30% Contingency – 2021 Dollars)

Implementation Triggers

When funding becomes available or when needed to address development-related growth.

Management Strategies

Prior to implementation of this project, consider strategies that increase efficiency and/or reduce demand on the OR 62 corridor and its cross streets in order to maintain acceptable operations and limit the need to add future capacity to the system (e.g., signal timing/phasing optimization, traffic signal coordination, integrated corridor management, active transportation and demand management, etc.).

Proposed Intersection Configuration

M-1: OR 62: OR 99 to Bullock Road-Poplar Drive

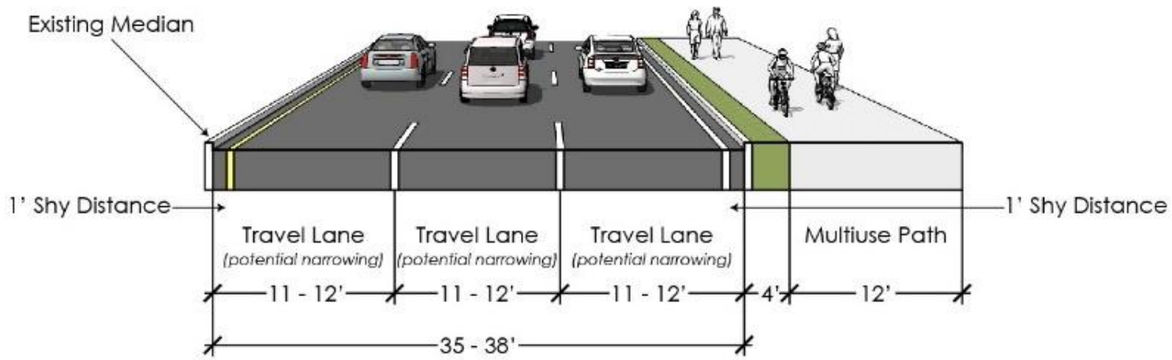
Project Details	
Location	OR 62: OR 99 to Bullock Road-Poplar Drive
Transportation Facility Characteristics	**Facility Type:** Highway **Jurisdiction:** ODOT **Functional Classification:** • Statewide Highway – OR 62 • NHS – OR 62 **Freight Route Designation:** • Reduction Review Route – OR 62 **Posted Speed:** • 35 MPH – OR 62 **Travel Lanes:** • Four – OR 62 **AADT:** • 52,490 – Year 2020 • 65,350 – Year 2042 No-Build and Full-Build **Mobility Target:** • OHP: 0.90 • HDM: 0.80 **OR 62 Cross Section Elements:** • Sidewalks • Bike Lanes • Raised (Concrete) Center Medians • Marked Crosswalks Refuge Islands
Project Purpose	Provide continuous low stress bicycle and pedestrian facilities along OR 62 (and across I-5) that connect with the Beer Creek Greenway

Project Description	• Install a continuous shared-use path on the north side of the roadway (OR 62) from OR 99 to the Bullock Road/Poplar Drive intersection consistent with the Rogue Valley Active Transportation Plan (RVATP).
	• Provide enhanced crossing treatments at major intersections to protect people walking and biking on the shared-use path.
	  ○ The treatments should prevent free right-turns from OR 62 and Permitted Rights onto OR 62 when the crossing is activated.
	• Provide wayfinding at major intersections to guide people walking and biking on the shared-use path.
	  ○ The OR 62/OR 99 intersection to direct people biking eastbound to the shared-use path
	  ○ The OR 62/I-5 Southbound Ramp Terminal to direct people to the Beer Creek Greenway
	• Reconfigure the bike lane on the south side of the roadway (OR 62) to an 8-foot buffered bike lane and provide skip striping through the intersections.

Multimodal Considerations	• The shared-use path could utilize the existing on-street bike lane on the north side of the roadway (OR 62) to reduce impacts to right-of-way • Pedestrian scale lighting could be provided along the shared-use path. • Enhanced pedestrian crossings could be provided at key location along OR 62 to connect the shared-use path to the south side of the roadway.
Environmental/ Right-of-Way/Land Use Constraints	• If the proposed shared-use path stays on the existing roadway and road fill prism and limits impacts to riparian vegetation, environmental and natural resource impacts will be minor. However, encroachment into native riparian vegetation and/or waters impacts will trigger additional permits, environmental clearances, and potential mitigation. • Avoidance of riparian areas and waters impact are recommended to protect natural resources and streamline environmental clearances and permits.
Planning Level Cost Estimate	$2,700,000 (See the RVATP for details)
Implementation Triggers	When funding becomes available.
Management Strategies	Prior to implementation of this project, consider strategies that increase efficiency and/or reduce demand on the OR 62 corridor and its cross streets in order to maintain acceptable operations and limit the need to add future capacity to the system (e.g., signal timing/phasing optimization, traffic signal coordination, integrated corridor management, active transportation and demand management, etc.).

Existing Roadway Cross Section

Proposed Roadway Cross Section



M-2: OR 62: Retail/Commercial Driveway to Delta Waters Road

Project Details	
Location	OR 62: Retail/Commercial Driveway (Starbucks) to Delta Waters Road
Transportation Facility Characteristics	**Facility Type:** Highway **Jurisdiction:** ODOT **Functional Classification:** • Statewide Highway – OR 62 • NHS – OR 62 **Freight Route Designation:** • Reduction Review Route – OR 62 **Posted Speed:** • 35 MPH – OR 62 **Travel Lanes:** • Four – OR 62 **AADT:** • 52,490 – Year 2020 • 65,350 – Year 2042 No-Build and Full-Build **Mobility Target:** • OHP: 0.90 • HDM: 0.80 **Cross Section Elements:** • Sidewalks • Bike Lanes • Raised (Concrete) Center Medians • Marked Crosswalks Refuge Islands
Project Purpose	Provide continuous low stress bicycle and pedestrian facilities along OR 62 (and across I-5) that connect with the Beer Creek Greenway

Project Description	• Install a continuous shared-use path on the north side of the roadway (OR 62) from the retail/commercial driveway (Starbucks) near the end of the existing shared-use path to Delta Waters Road consistent with the RVATP.
	• Provide enhanced crossing treatments at major intersections to protect people walking and biking on the shared-use path.
	  ○ The treatments should prevent free right-turns from OR 62 and Permitted Rights onto OR 62 when there is a ped call.
	• Provide wayfinding at major intersections to direct people walking and biking on the shared-use path.
	  ○ The OR 62/Delta Waters Road intersection to direct people biking eastbound to the on-street bike lanes on OR 62, east of Delta Waters Road
	• Reconfigure the bike lane on the south side of the roadway (OR 62) to an 8-foot buffered bike lane and provide skip striping through the intersections.

Multimodal Considerations	• The shared-use path could utilize space behind the curb for the shared-use path and maintain the existing 8-foot buffered bike lane. • Pedestrian scale lighting could be provided along the shared-use path. • Enhanced pedestrian crossings could be provided at key location along OR 62 to connect the shared-use path to the south side of the roadway.
Environmental/ Right-of-Way/Land Use Constraints	• If the proposed shared-use path stays on the existing roadway and road fill prism and limits impacts to riparian vegetation, environmental and natural resource impacts will be minor. However, encroachment into native riparian vegetation and/or waters impacts will trigger additional permits, environmental clearances, and potential mitigation. Avoidance of riparian areas and waters impact are recommended to protect natural resources and streamline environmental clearances and permits. • Any impacts to adjoining stormwater facilities must ensure replaced function of the facility. If no encroachments into adjacent properties or access modifications are proposed no further land use impacts are anticipated outside of project-level environmental justice compliance.
Planning Level Cost Estimate	$200,000 (See the RVATP for details)
Implementation Triggers	When funding becomes available.
Management Strategies	Prior to implementation of this project, consider strategies that increase efficiency and/or reduce demand on the OR 62 corridor and its cross streets in order to maintain acceptable operations and limit the need to add future capacity to the system (e.g., signal timing/phasing optimization, traffic signal coordination, integrated corridor management, active transportation and demand management, etc.).

Existing Roadway Cross Section

Proposed Roadway Cross Section