

STATE OF OREGON

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SUBJECT: Hwy OR99W South Corvallis Facility Plan
Technical Memorandum #8 – Land Use and Roadway and Transit
System Inventory

Purpose

The purpose of this memorandum is to provide an inventory of the existing land use and transportation system within the Hwy OR99W South Corvallis Facility Plan study area. The study area is bound at the north by Western Boulevard and bound at the south by the Corvallis Urban Growth Boundary (UGB) near the Corvallis Municipal Airport. This will establish a baseline for comparison with future needs. These characteristics of the existing system are based on field work conducted by ODOT's Transportation and Analysis Unit (TPAU) as well as GIS data, as available, and other online data sources. The inventory will be summarized here in narrative format, and in an Appendix word document with all of the corresponding documents embedded, including a GIS geodatabase, Excel spreadsheets, and pdfs provided as Appendices. Table 1 lists data included and format in which they are provided. Note that Appendix A is several files: access inventory; intersection data and segment data; lane configurations; and OTMS highway inventory.

Table 1 – Inventory Data Elements and Format

Data Item	Format
Land Use and Population Inventory	
Comprehensive Plan and zoning designations	GIS, Appendix C
Natural resources and environmental barriers including:	Natural Resource section of this document
o Historical or cultural resource sites	
o Topography	Figure 1
o Hazardous material sites	
o Wetlands	GIS, Appendix C
Activity centers	GIS, Appendix C
Existing and forecast population and employment	Available upon request
Roadway and Transit System Inventory	
Facility functional classifications for State and local roads	Figure 2, GIS, Appendix C
Jurisdictional responsibility for State and local roads	Table 2
State highway approach locations and approach general description along State highways within the Project Area	Appendix A
State highway log data	Appendix A
Geometry for Project Area intersections	Appendix A
Number and width of study intersection lanes (including width and storage length of turn lanes)	Appendix A
Signal timing and coordination information for signalized intersections	Appendix B
Posted speed limits	GIS, Appendix C Appendix A
Pavement types and conditions	Appendix A
Park and ride locations	GIS, Appendix C
ROW widths	Appendix A
Intelligent Transportation System facilities	GIS, Appendix C
Bridges, Culverts, and other structures and their respective condition ratings	GIS, Appendix C
Freight connections and facilities	GIS, Appendix C
Americans with Disabilities Act (“ADA”) accessible public sidewalk impediments (e.g., gaps, driveway aprons, inadequate widths, excessive slopes)	Appendix A
Public transit facilities, including stop locations, stop amenities	GIS, Appendix C
Bicycle/Pedestrian Inventory	
Bicycle facility types, locations, geometry (including width), and conditions	Appendix A
Pedestrian facility types, locations, geometry (including total width), conditions, and location, description, and dimensions of obstructions	Appendix A
Crosswalk locations, treatments, dimensions, and conditions	Appendix A
ADA ramp locations and conditions	Appendix A, GIS Appendix C
Consistency of facilities with State/regional standards	ATNI
Location/trip characteristics of major bicycle/pedestrian generators.	Figure 3

Natural Resources and Environmental Barriers

The topography in the study area does not include any significant grade changes; it is primarily level terrain with elevation varying by approximately 30 feet across the entire length of the study area.

There are a cluster of known archeological sites on OR99W between approximately mile points 83.15 and 84.50 (between the OR 20/34 interchange and Crystal Lake Drive). The specific locations of these sites are federally protected and cannot be included in a public document. If more information is required, please contact Adam Roberts, ODOT Region 2 Environmental Coordinator <Adam.Roberts@odot.state.or.us>.

The study area contains several recognized environmental conditions that might have to be addressed during project development and construction. There is at least one currently in use gas station that has impacted the right of way to the extent that construction could encounter issues. The City of Corvallis has at least two Hazardous Material Corridor Studies completed within the study area.

It is important to note that project corridor investigations will be needed and in some cases these investigations will require soil and groundwater sampling, solid waste management and may also include cost recovery from responsible parties. This will be determined by the impact of potential project(s) to the current infrastructure and the activities included in those improvements.

The Hazardous Material Sites as identified by the Oregon Department of Environmental Quality Facility Profiler are depicted in Figure 1. These are primarily located at the north end of the study area. Further information could be found by accessing the DEQ Facility Profiler-Lite directly which can be found at <https://hdcgex1.deq.state.or.us/Html5viewer291/?viewer=FacilityProfilerLite>

Figure 1A – DEQ Facility Profiler Hazardous Material Sites

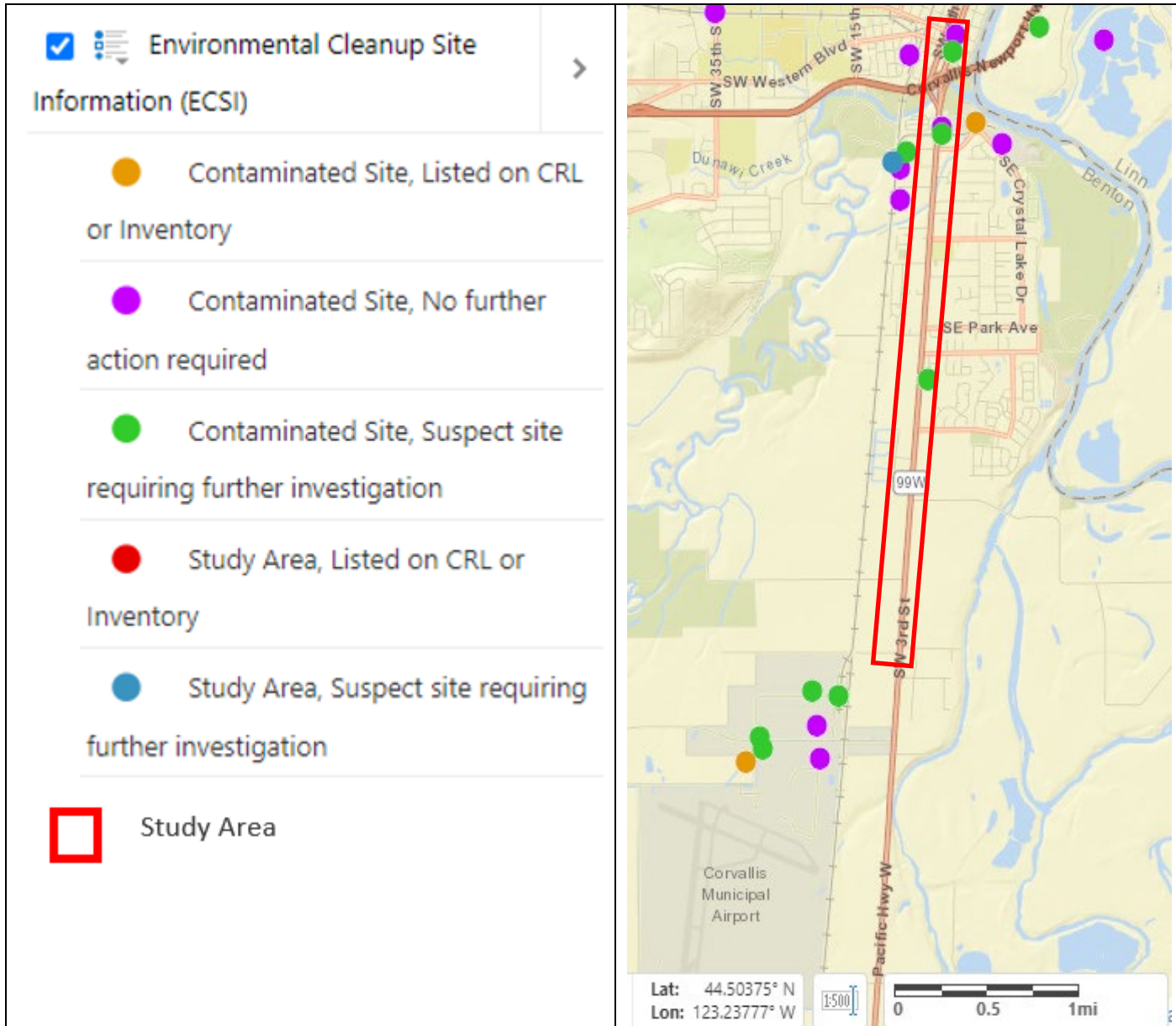


Figure 1B – DEQ Facility Profiler Hazardous Material Sites

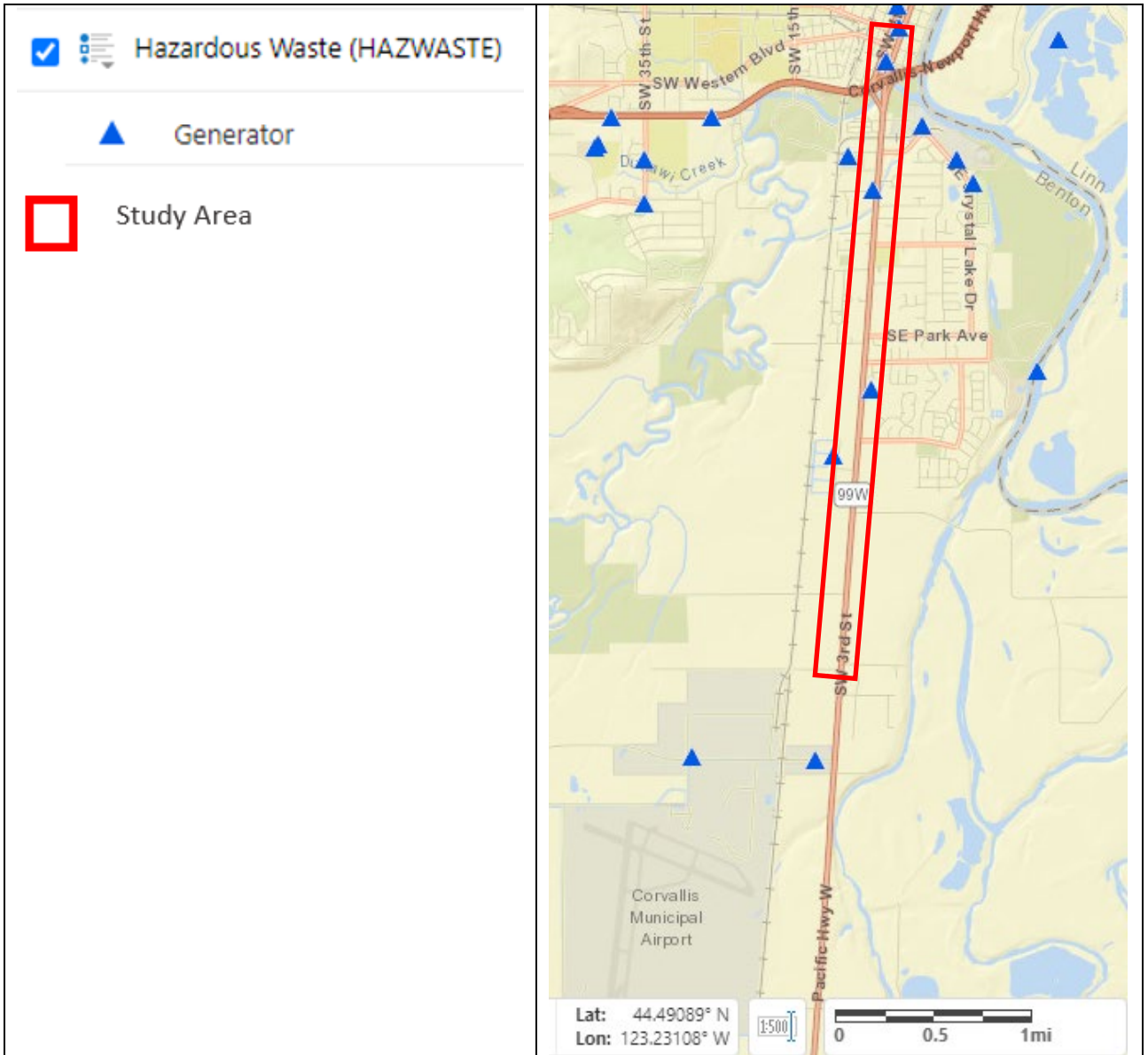


Figure 1C – DEQ Facility Profiler Hazardous Material Sites

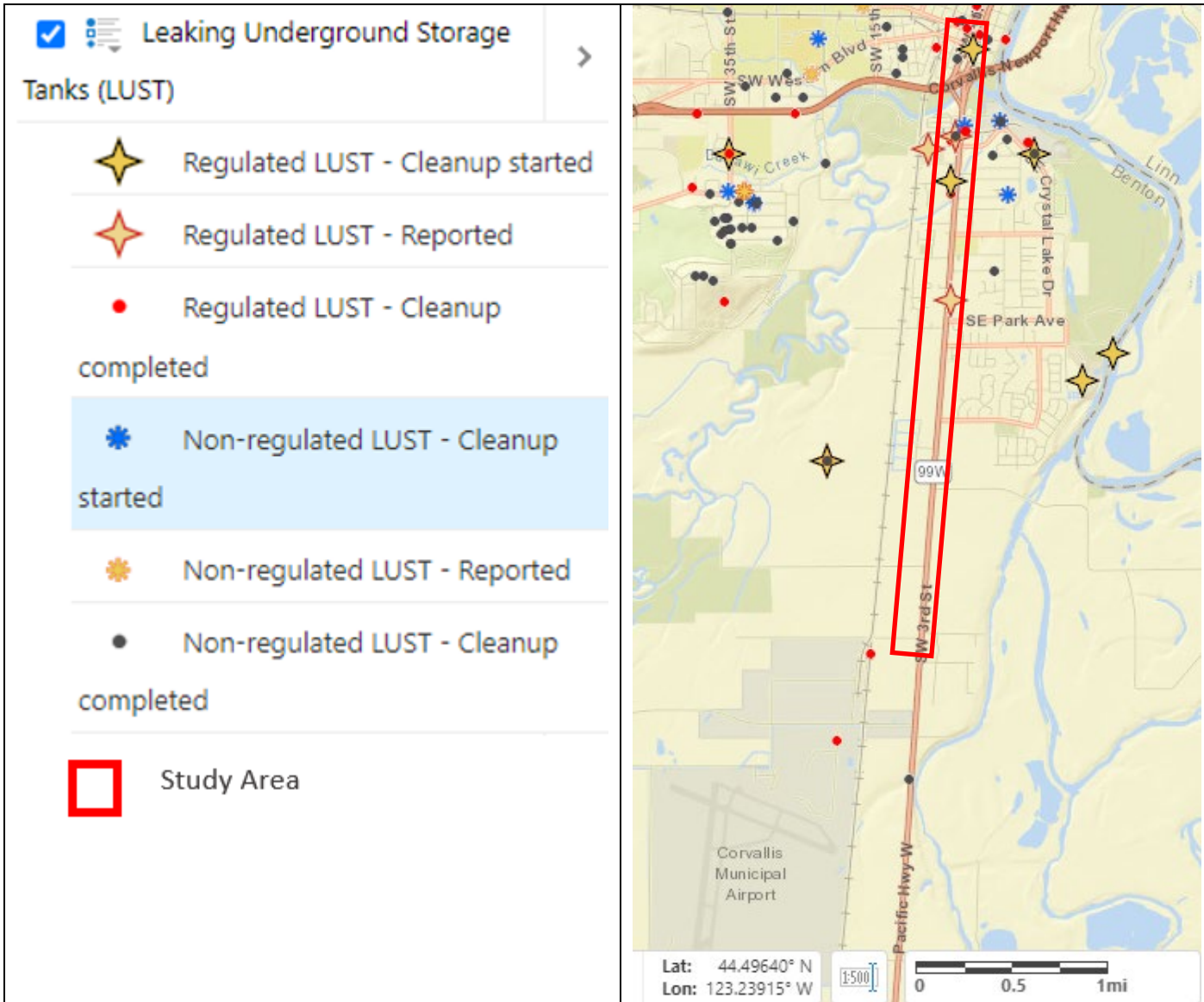


Figure 1D – DEQ Facility Profiler Hazardous Material Sites

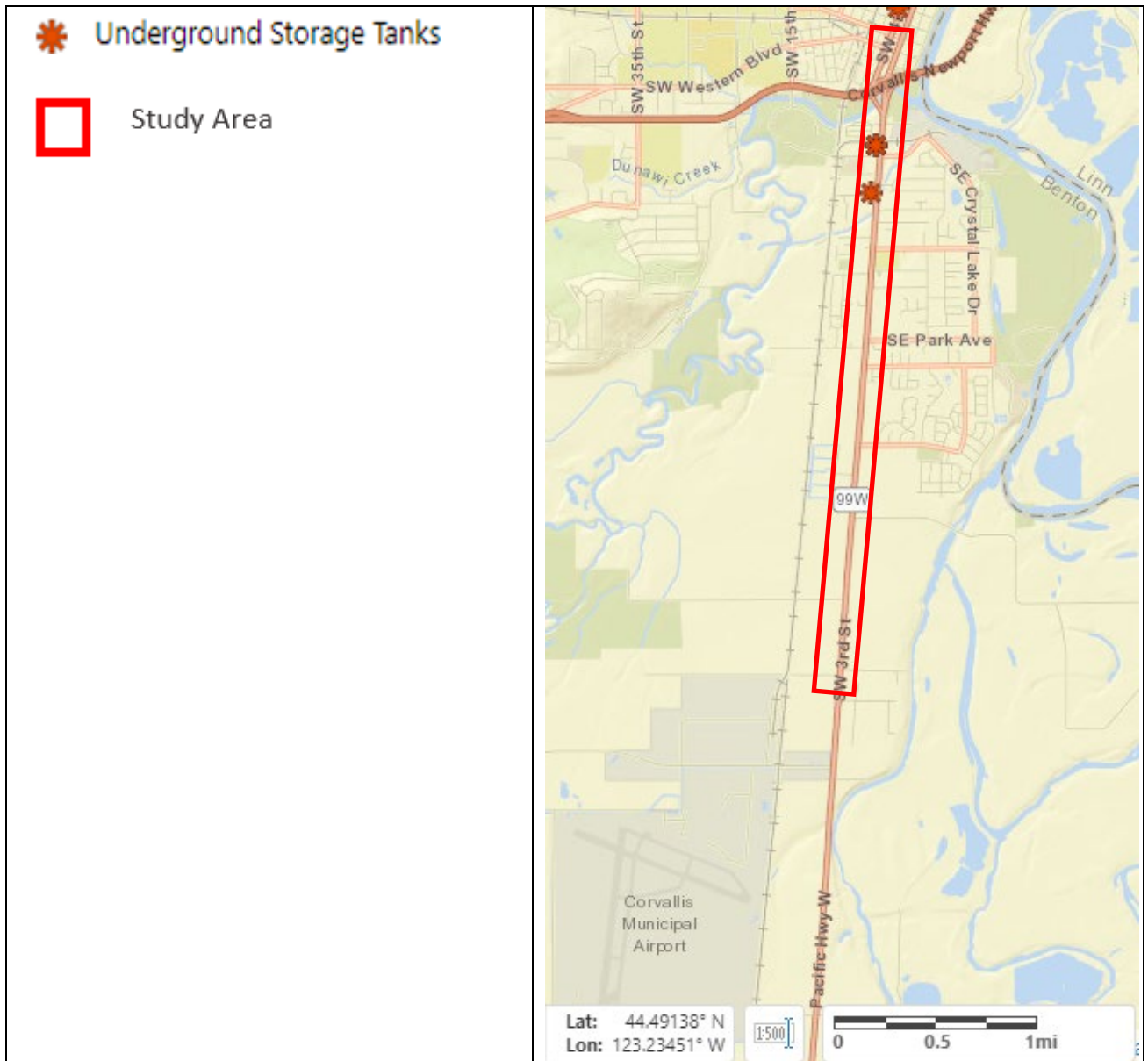
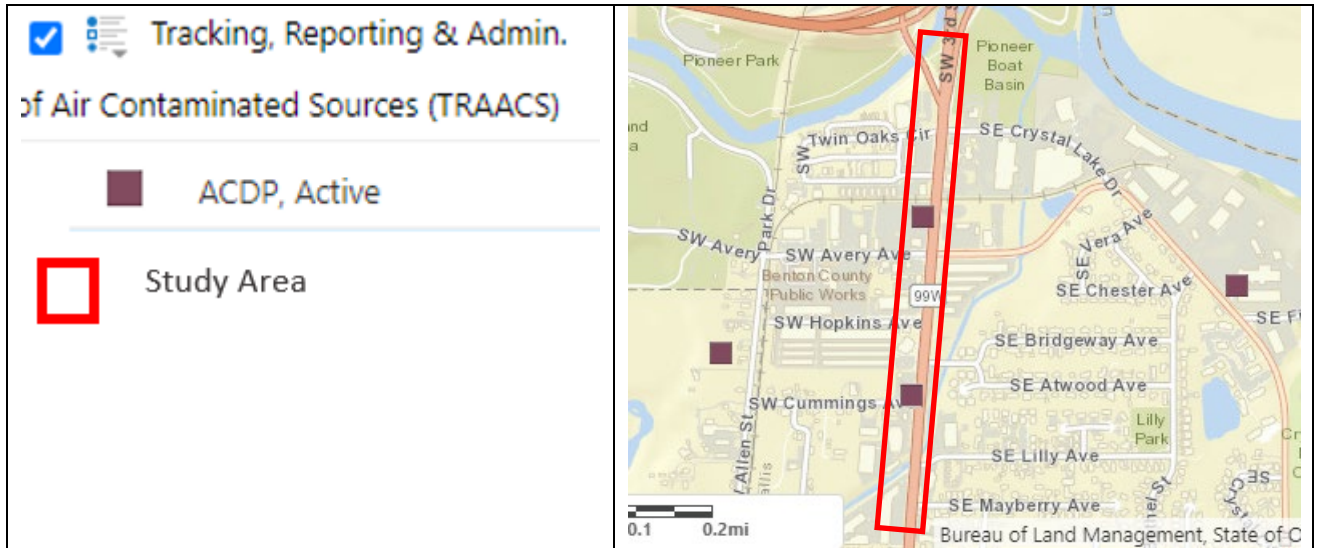


Figure 1E – DEQ Facility Profiler Hazardous Material Sites



Existing and Forecast Population and Employment

The employment data are protected by the Oregon Employment Department and cannot be posted publicly. Employment and population data are available upon request; access to the employment data will require signing a confidentiality agreement. These data would be accompanied by a key describing column headers as well as the CALM Model Development Report for context.

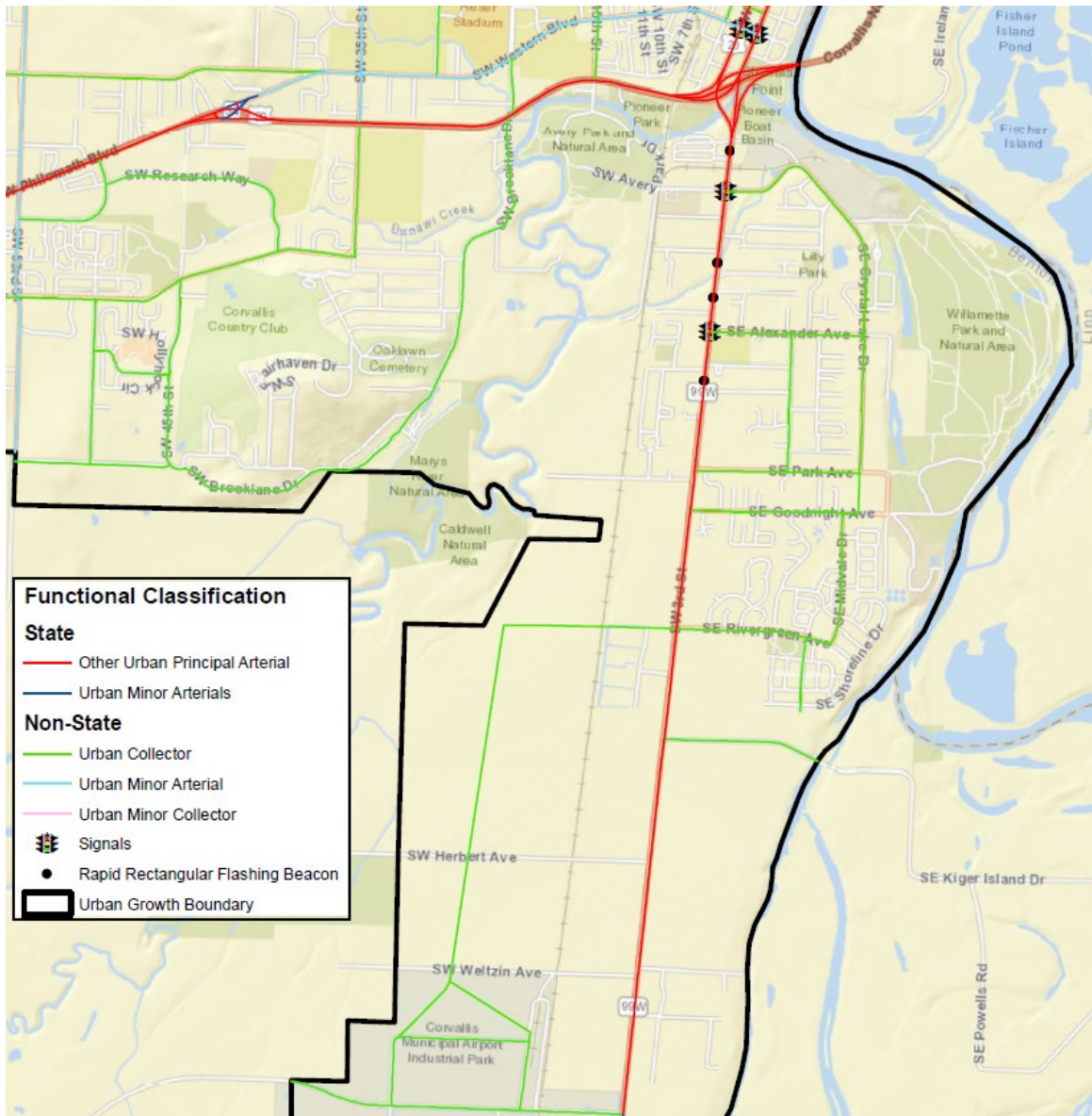
Jurisdictional Responsibility

The public roadway system within Benton County is maintained and under the jurisdiction of three agencies: ODOT, Benton County, and the City of Corvallis. Table 2 identifies the jurisdictional responsibility of the study area roadways. Figure 2 depicts Functional Classification for both State and Non-State facilities

Table 2 – Jurisdictional Responsibility of Study Area Roadways

Jurisdiction	Roadway
ODOT	Hwy 99W (Pacific Highway West Highway No. 91)
	US 20 (Corvallis-Newport Highway Highway No. 33)
	Hwy 34 (Corvallis-Lebanon Highway Highway No. 210)
City of Corvallis	All East-West Roadways from Rivergreen Avenue to Western Boulevard
Benton County	Kiger Island Drive
	Airport Avenue

Figure 2 – State and Non-State Federal Functional Classification

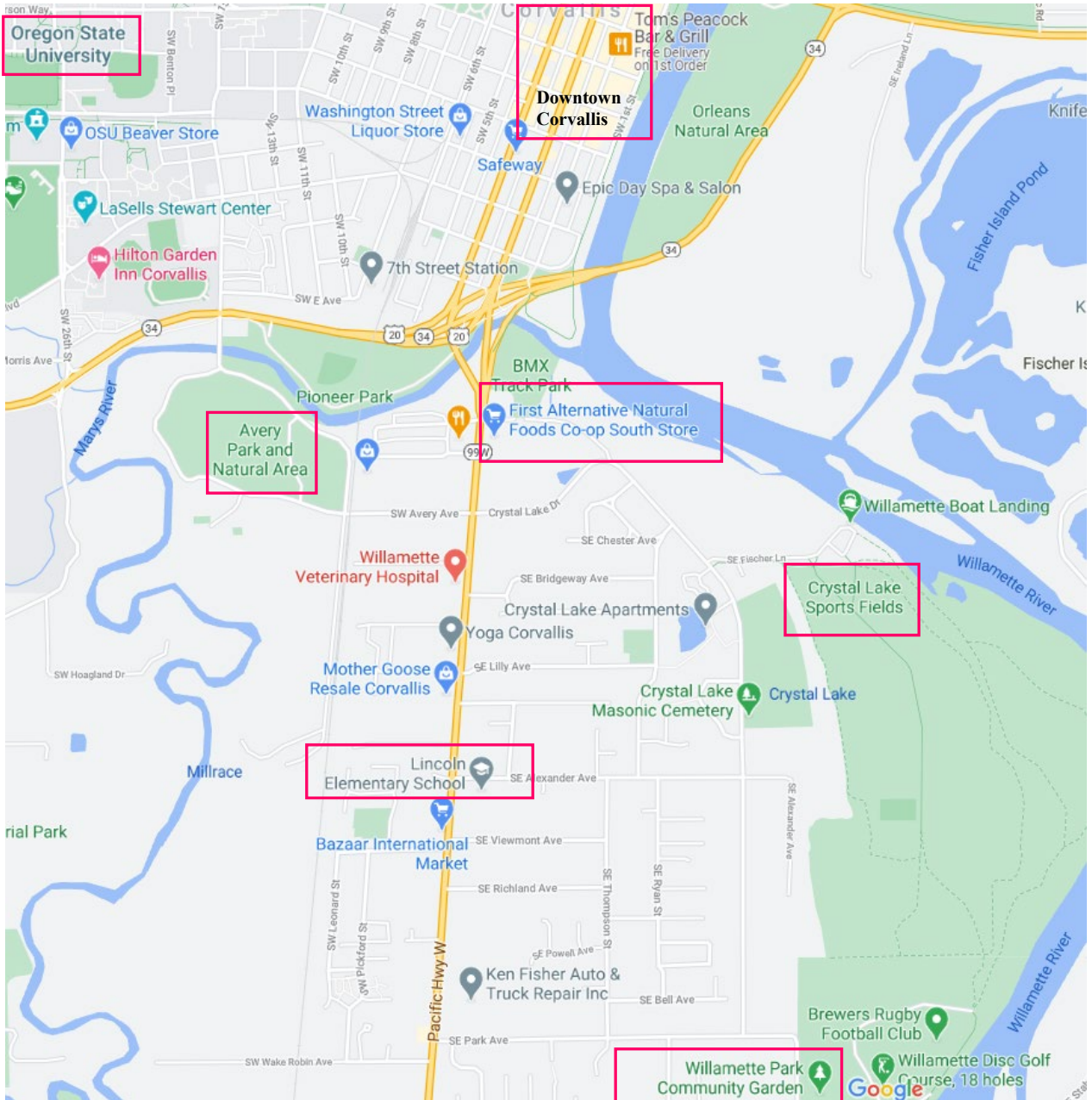


Bicycle and Pedestrian Generators and Destinations

The major bicycle and pedestrian generators in the Study Area include the following which are outlined in red in Figure 3:

- Oregon State University
- Lincoln Elementary School
- South Town Co-op
- Avery Park
- Crystal Lake Park
- Willamette Park
- Bike Path along OR34/US20
- Retail and Restaurants in Downtown Corvallis

Figure 3 – Bicycle and Pedestrian Generators and Destinations



Contact Information

If you have any questions please contact
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