Attachment #5A
(Agenda Item 7)

Oregon Department of Transportation

Enhance Proposal Form

2018-2021 Statewide Transportation Improvement Program

January 31, 2015

Attachment #5A
(Agenda Item 7)

2018-2021 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

ENHANCE PROPOSAL FORM

Introduction

The agency is seeking input from its partners in the development of the Statewide Transportation Improvement Program (STIP). This input is being sought to help identify what projects are needed to move people and goods through the transportation system. This proposal form should not be completed until after the pre-proposal consultation with ODOT Region staff. Discussions with ODOT and any additional assistance the agency provides will be needed to successfully complete the proposal. Pre proposal consultation begins by providing responses to the Transportation Needs Statement (Item 2) and Project Description (Item 3) to ODOT Region staff. No additional work on the proposal form should be completed until after discussions with the appropriate ODOT Region staff. The information found in the websites below should be reviewed prior to discussion with ODOT staff.

ODOT will also complete this form for proposed Enhance projects on the state system identified by the agency as priorities. This allows for a complete list and consistent proposal information in the discussions with Area Commissions on Transportation.

For more information on the STIP as well as STIP and Enhance documents, see:
http://www.oregon.gov/odot/td/stip/Pages/default.aspx

Transportation Project Sponsors

1. Project Proposer

Complete the contact information for the organization applying for funds and the primary contact. The project proposer must be a public agency, such as a city, county, MPO, ODOT or other state or federal agency, tribe or special district (e.g. port or school district).

Organization Name:	Oregon Department of Transportation		
Contact Person Name:	Frank Reading	Title:	Region Manager
Street Address:	3500 NW Stewart Parkway	Phone:	541-957-3500
City, State, Zip:	Roseburg, OR 97470		
E-mail:	Frank.H.Reading@odot.state.or.us		

2. Transportation Needs Statement (max 800 characters)

Provide a paragraph explaining the problem or transportation need the project will address and how the need was identified.

The project need was identified in the OR-99 Rogue Valley Corridor Plan: Garfield Street to S. Valley View Road, the Interchange Area Management Plan for Interchange 24, and the Fern Valley Interchange Environmental Assessment. This section of OR99 suffers from multiple problems, including: inconsistent travel lane widths; a lack of bicycle facilities; missing and/or deficient sidewalks, causing pedestrians and mobility device users to travel in the street; a lack of pedestrian crossings; a lack of ADA-compliant sidewalks and ramps; inadequate transit connectivity to other transportation modes; an inadequate storm drain system; and safety issues related

to the turning radii at OR99 / Northridge Terrace.

3. Project Description (max 4000 characters)

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with the Requested Funds, and how the project addresses the identified transportation need. Include whether Practical Design considerations have been applied to the proposed project. Identify if the project can be completed in phases, and how the project or phase will provide a complete, useful product or service. As part of the description, identify what modes your project will serve and if applicable how it benefits freight movement.

Either in the description or in discussions with ODOT staff, keep in mind the project attribute information and the cross modal criteria. That information is found in pages 9-11 of the Guide for Completing Enhance Proposal.

Project area: OR99 Multimodal PH 1: Coleman Creek to Birch. Includes: ADA-compliant sidewalks and ramps, plus bicycle lanes on both sides of the street; concrete pads at transit stops for shelters including connection to sidewalks; three enhanced pedestrian crossings; consistent lane widths along the length of the project area; replacing and upgrading the storm drain system to higher quality with water quality measures; improving turning radii at North Ridge Terrace; and adding transit signal prioritization along the entire OR99 corridor (Ashland through Medford.);

Practical design is included. This project was developed in the OR99 Corridor Plan. It confirmed the corridor purpose, identified transportation needs and deficiencies, and for each project: detailed its goals and objectives, defined parameters, and the general scope. The project was chosen from a range of alternatives, because it solved identified issues. Sponsor buy-off was confirmed through a series of meetings with ODOT and adoption by the OTC and local governments.

This is the first phase of a multiple phase project. It will involve the purchase of some right of way.

Project extends Fern Valley Interchange work on OR-99 north to Birch Road, and connects with work underway by Phoenix to the south; ensures a complete street for OR 99 in the project area, provides safe and efficient movement for all modes; and facilitates the use of transit by developing a safe and well-connected bike/ped network to/from transit stops; and leverages a Fix-it culvert fish passage project.

OR99 in the project area is a part of Rogue Valley Transit District (RVTD) Route 10, the heaviest-used route on their system. There are six transit stops in the project area. This project will ensure all six transit stops connect to a safe, convenient, and ADA-compliant bike/ped system connecting to adjacent residential and commercial areas.

An environmental assessment conducted for the Fern Valley Interchange project identified this section of OR99 as having a heavier-than-usual concentration of persons who, due to their income, are in the environmental justice category. These populations tend to rely more on transit, walking, and bicycling to function, as travel by auto can be prohibitively expensive.

Install ADA-compliant sidewalks and ramps on OR99. This section of OR99 currently is generally missing sidewalks and has no ADA-compliant ramps.

Install bicycle lanes on both sides of the street. This section of OR99 currently has no bicycle lanes.

Replaces culvert at Coleman Creek.

Provide concrete pads for future transit shelters. There are six transit stops in the project area, but no transit shelters. The concrete pads in this project will establish a foundation for transit shelters.

Install three enhanced pedestrian crossings. This section of OR99 has no pedestrian crossings. Providing pedestrian crossings will ensure east-west connectivity between transit stops and neighborhoods. The residential properties are home to many economically disadvantaged people, who traditionally rely on walking, bicycling and transit.

Transit signal prioritization along the entire OR99 corridor. OR99 is part of RVTD Routes 10 and 40, which are the most-used transit routes in the Rogue Valley. Signal prioritization will improve transit timing and efficiency, rendering it more reliable and more likely to be used.

Restripe travel lanes in the project area. The Fern Valley Interchange project will restripe OR99 travel lanes to 11 feet immediately south of this project area, in order to add bicycle lanes. This project continues the improvement north to Birch Street.

Improve turning radii at North Ridge Terrace (experiences a pattern of rear-end crashes). The improvement will improve safety by improving turning radii at the intersection, allowing vehicles to more safely and swiftly exit OR99.

Replacing / upgrading the inadequate storm drain system to higher quantity and quality controls.

4. Project Name (max 50 characters)

OR99 Multimodal PH 1: Coleman Creek to Birch

5. Project Estimate/Funding Share

This table will automatically fill in after entering data in question #15.

	Project Estimates	% of Project Estimates
Total Project Estimate	$7,182,000.00	100%
Estimate Share of Project Not Eligible for Enhance	$0.00	0%
Total Eligible Costs	$7,182,000.00	100%

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	Project Estimates	% of Project Estimates
Estimated Funding Share from Sponsor(s) (10.27% Match Required)	$5,200,000.00	72.4%
Enhance Funding Request	$1,982,000.00	27.6%

6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) project or a project that was funded either through federal, state, or local transportation funds in the last 3 years?

○ Yes ◉ No

If yes, describe the status of the previous project and include the key number of the existing STIP project, if known. (max 800 characters)

7. Does this project extend, support, or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project or MPO programmed project?

◉ Yes ○ No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects, and include the key number of the existing or planned STIP project, if known. (max 800 characters)

Key: 18336. OR99 @ Oak St: Sidewalk and Ped Crossing (Phoenix). Install sidewalks and pedestrian crossing with pedestrian-activated crossing signals. The proposed enhance project continues the system of bicycle lanes, sidewalks, and pedestrian crossings through Phoenix and north into Jackson County.

Key: 12723. I-5: Fern Valley Interchange. Project includes upgrades to sidewalks, bicycle lanes, and street along OR99 to Coleman Creek, which is the border of this proposed enhance project. This proposed enhance project extends the improved sidewalks, bicycle lanes, ADA compliance, storm drain system, street, etc., north to Birch Street.

Coleman Creek Fix-it fish passage project. Replaces culvert at Coleman Creek, restripes travel lanes, improves bike/ped facilities.

8. Transportation Project Location - REQUIRED

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City:	Phoenix	County:	Jackson
MPO:	Rogue Valley	Special District:	N/A
ODOT Region:	3		
Hwy/Road Beg. MP (Road):	OR99/11.04	Hwy/Road End MP (Road):	OR99/10.35
Additional Project Location Detail:	RVTD Route 10 and six transit stops, intersections of OR99 with Northridge Terrace and Birch. Bear Creek Greenway to the east. Coleman Creek fish passage project culvert replacement.		

Additional Project Location Detail: (include, as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail).

9. Modal Attribute Information

Describe how the proposed project will help address connectivity and system benefits, safety and public health, and accessibility and mobility. For additional information on how to respond to these questions, please refer to the Guide for Completing Enhance Proposals (page 14-16), recognizing that all attributes may not be applicable.

Connectivity and System Benefits: (max 4000 characters)

Freight. This section of OR99 is an MCTD Orange Route, regional freight route, and bypass to I-5. It connects commercial and residential areas to the east and west with industrial areas to the north and the Fern Valley Interchange to the south. The project improves the turning radius at the OR99 / North Ridge Terrace intersection, adding to freight mobility and safety at that intersection. The crash rate for this section of corridor is 1.40, which is above the statewide non-freeway crash rate.

Transit. This project provides direct benefits to six transit stops along Route 10 and other operational benefits to RVTD Routes 10 and 40 by:
• Improving linkages between transit and bicycle/pedestrian systems by providing safe, convenient, and ADA-compliant sidewalks and bicycle lanes,
• Installing concrete pads at transit stops for future transit shelters,
• Implementing transit signal optimization along the length of OR99, from Ashland through Medford (Routes 10 and 40), improving transit operations and efficiency thereby, and
• Installing three enhanced pedestrian crossings, that will allow transit users to safely and conveniently cross OR99 near their transit stops.

Bicycle/Pedestrian. There are currently no bicycle lanes along this section of OR99, sidewalks are non-existent or substandard, and ramps are not ADA-compliant. This project provides multiple benefits to the bicycle/pedestrian system, including:
• Improving access to six transit stops along this section of OR99, which serve RVTD Route 10 (the most-used transit route in the Rogue Valley),

• Extending bicycle lanes and sidewalks that will be installed as part of the Fern Valley Interchange project to Coleman Creek, north to Birch Street,
• Improving sidewalks to ADA standards along this section of OR99,
• Improving access for bicyclists and pedestrians to the
Bear Creek Greenway (the major north/south recreational greenway trail in the Rogue Valley, stretching from the City of Ashland in the south to the City of Central Point in the north), almost immediately east of OR99, and
• Installing three enhanced pedestrian crossings.

Safety and Public Health: (max 4000 characters)

Freight. This section of OR99 has substandard or non-existent sidewalks, and no bicycle lanes. Bicyclists and pedestrians, including those using mobility assist devices, have been observed using the roadway and impeding traffic. This project will improve freight safety by reducing conflict by providing a specific travel lane for bicyclists and completing an ADA-compliant pedestrian system. The OR99 Corridor Plan identified the crash rate for this section of corridor at 1.40, which is above the statewide non-freeway crash rate of 1.22).

Transit. This project provides direct benefits to RVTD Route 10 and six transit stops along that route in the project area, by:
• Installing concrete pads at transit stops for future transit shelters, and
• Implementing transit signal optimization along the length of OR99, from Talent to Medford, improving transit operations and efficiency thereby.

Bicycle/Pedestrian. Improvements will result in a significant increase in the opportunity for local residents to safely bicycle and walk for commutes or recreation, and engage in a more active and healthy lifestyle. There are currently no bicycle lanes along this section of OR99, sidewalks are non-existent or substandard, and ramps are not ADA-compliant. This project provides multiple benefits to the bicycle/pedestrian system, including:
• Extending bicycle lanes and sidewalks that will be installed as part of the Fern Valley Interchange project to Coleman Creek, north to Birch Street,
• Improving sidewalks to ADA standards along this section of OR99,
• Improving access for bicyclists and pedestrians to the
Bear Creek Greenway (the major north/south recreational greenway trail in the Rogue Valley, stretching from the City of Ashland in the south to the City of Central Point in the north), almost immediately east of OR99, and
• Installing three enhanced pedestrian crossings.

Accessibility and Mobility: (max 4000 characters)

Freight. This section of OR99 is an MCTD Orange Route, a regional freight route, and bypass to I-5. It connects commercial and residential areas to the east and west with industrial areas to the north and the Fern Valley Interchange to the south. The project improves the turning radius at the OR99 / North Ridge Terrace intersection (1.40 crash rate for this section of corridor, which is above the statewide non-freeway crash rate of 1.22), adding to freight mobility and safety at that intersection.

Transit. This project provides direct benefits to RVTD Route 10, which serves the entire length of the Rogue

Valley and is RVTD's most-used transit route, and six transit stops along that route in the project area, by:
• Improving linkages between transit and bicycle/pedestrian systems by providing safe, convenient, and ADA-compliant sidewalks and bicycle lanes,
• Installing concrete pads at transit stops for future transit shelters,
• Implementing transit signal optimization along the length of OR99, from Talent to Medford, improving transit operations and efficiency thereby, and
• Installing three enhanced pedestrian crossings, that will allow transit users to safely and conveniently cross OR99 near their transit stops.

Bicycle/Pedestrian. There are currently no bicycle lanes along this section of OR99, sidewalks are non-existent or substandard, and ramps are not ADA-compliant. This project provides multiple benefits to the bicycle/pedestrian system, including:
• Extending bicycle lanes and sidewalks that will be installed as part of the Fern Valley Interchange project to Coleman Creek, north to Birch Street,
• Improving sidewalks to ADA standards along this section of OR99,
• Improving access for bicyclists and pedestrians to the Bear Creek Greenway (the major north/south recreational greenway trail in the Rogue Valley, stretching from the City of Ashland in the south to the City of Central Point in the north), almost immediately east of OR99, and
• Installing three enhanced pedestrian crossings.

10. Cross Modal Criteria

Describe how the proposed project addresses the Cross Modal Criteria. For additional information on how to respond to these questions, please refer to the Guide for Completing Enhance Proposals (page 17-18), recognizing that all criteria may not be applicable.

Economic Development: (max 4000 characters)

Land uses along OR99 in the project area are a mix of residential and commercial. This project improves access for businesses and workers by:
• Providing concrete slabs at six transit stops for the future installation of transit shelters,
• Connecting transit stops to bike and pedestrian systems,
• Installing bicycle lanes, ADA-compliant sidewalks and ramps along the length of the corridor, that match up with the Fern Valley Interchange improvement project immediately at the southern edge of this project, and
• Installing three enhanced pedestrian crossings.

This project improves the operation and safety of the transportation corridor by:
• Improving the turning radii at the OR99 / North Ridge Terrace (1.40 crash rate for this section of corridor, which is above the statewide non-freeway crash rate) intersection, which is anticipated to reduce the high incidents of rear-end collisions, and
• Installing transit signal optimization along the OR99 corridor, which will improve transit operations along RVTD's most-used route.

This project improves travel time reliability by installing transit signal optimization along the OR99 corridor, which will improve transit operations along RVTD's most-used route.

This phase of the project does not directly serve an industrial site, but is a connector between the City of Phoenix and industrial sites immediately to the north of the project area, including Harry & David.

This project serves the economically distressed City of Phoenix.

This project improves access to jobs by improving the "last leg" of the journey for transit users, by:
• Installing ADA-compliant sidewalks and ramps, and bicycle lanes, where none currently exist,
• By installing transit signal optimization along the length of the OR99 corridor, improving transit reliability thereby, and
• By adding safe, enhanced pedestrian crossings.

Social Benefits: (max 4000 characters)

This project supports OTP Policy 4.3 (Creating Communities) through the following improvements to the bicycle, pedestrian, and transit systems:
• Installing bicycle lanes, connecting to newly-installed bicycle lanes to the south, which make bicycling more feasible.
• Installing ADA-compliant sidewalks and ramps, making walking more feasible,
• Installing concrete pads for the future installation of transit shelters, and transit signal optimization along the OR99 corridor, making transit more feasible,
• Connecting transit stops to a bicycle and pedestrian system,
• Provides safe connections to the City of Phoenix with this phase and the City of Medford through future phases, by adding bicycle and pedestrian systems, and improving transit,
• Assists transportation disadvantaged communities (OR99 Corridor Plan identified 13.5% of population as below poverty level in surrounding census tract, and trailer parks are adjacent to OR99 in the project area), in meeting their transportation needs through improvements to the adjacent bicycle, pedestrian, and transit systems.

Environmental Stewardship: (max 4000 characters)

This project supports OTP Policy 4.1 (Environmentally Responsible Transportation System) through the provision of bicycle and pedestrian facilities in the project area, which extend the same facilities installed as part of the Fern Valley Interchange project.

The project supports the Oregon Statewide Transportation Strategy, by supporting specific strategies, including:
• 3.4 – Active Traffic Management – through installation of transit signal prioritization along the length of the OR99 corridor,
• 4.1 – Access to Airport – through improvements to the transit stops, installation of bicycle/pedestrian improvements and three enhanced pedestrian crossings, and transit signal optimization to improve reliability of the transit system,
• 9.7 – Increasing transit service within MPO areas – this project increases transit service through transit signal optimization and providing concrete pads for the future installation of transit shelters and connections from transit stops to a network of bicycle and pedestrian facilities,
• 10.1 – Infrastructure – this project provides ADA-compliant sidewalks and ramps, bicycle lanes, and three enhanced pedestrian crossings where none or inadequate ones exist, and

• The project provides "...a range of transportation options available to the public to allow for greater use of high capacity modes such as transit...", through improvements to the bicycle/pedestrian/transit systems, which the Oregon Statewide Transportation Strategy identifies as an approach for reducing GHG emissions.

It is anticipated that improved bicycle, pedestrian, and transit facilities will reduce vehicle miles traveled.

Safety: (max 4000 characters)

The OR99 Corridor Plan identified the crash rate of this section of OR99 as having a crash rate of 1.40, which is higher than the statewide non-freeway crash rate of 1.22. Further, it identified the intersection of OR99 / North Ridge Terrace as experiencing a pattern of rear-end crashes, and proposed improving the turning radii to correct the issue. This project reduces conflicts between modes that use the facility, by:
• Improving the turning radii at the OR99 / North Ridge Terrace intersection, which has experienced a high number of rear-end collisions,
• Installing ADA-compliant sidewalks and ramps, and bicycle lanes, which will reduce the number of people walking and bicycling in the high speed, high volume lanes of travel on OR99, and
• Installing enhanced pedestrian crossings.

This project will help reduce the frequency of fatal and serious injury crashes across modes by:
• Installing safe and convenient bicycle/pedestrian/transit improvements, which will help separate modes from one another,
• Installing three enhanced pedestrian crossings, and
• Improving the turning radii at the OR99 / North Ridge Terrace intersection, which will reduce the high number of rear-end collisions.

Project Readiness: (max 4000 characters)

This project completed an extensive public approval process. This project stems from work completed for the OR99 Corridor Plan, and all components are listed as projects within that Plan. The Plan used a Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC), open houses, local adoption hearings, and sending draft plans and Notices of Intent to Adopt to local, regional, and state agencies.

A TAC was formed to provide technical direction and guidance over the course of the planning process. The TAC included representatives of the City of Phoenix, Jackson County, the Rogue Valley Metropolitan Planning Organization (RVMPO), RVTD, ODOT, and the project consultant. The TAC met five times throughout the planning process.

The CAC provided the public perspective for the project. The CAC included property owners, business representatives, local agencies, the City of Phoenix, Jackson County, ODOT, and the project consultant. The CAC met four times throughout the planning process.

Open Houses provided an opportunity for the general public to attend and comment on the planning process and outcomes. Open Houses were advertised in the local media, and held in centrally-located, ADA-accessible facilities. Five Open Houses were held throughout the planning process.

The Plan was adopted by the City of Phoenix, the City of Talent and the Oregon Transportation

Commission. Adoption hearings were held in ADA-accessible facilities and were advertised in the local media. Hearings were open to the public, and offered members of the public an opportunity to comment.

Notices of Intent to Adopt were mailed by ODOT, certified mail, return receipt requested, to the City of Phoenix, City of Medford, City of Talent, Jackson County, the RVMPO, and the Department of Land Conservation and Development. The notices included a letter requesting a compatibility determination with the local acknowledged comprehensive plan, and a request to identify any specific plan requirements which apply, any general plan requirements which apply, and whether the OR99 Corridor Plan is compatible with the local acknowledged comprehensive plan. No comments were received and the plan was deemed consistent pursuant to OAR 734.015.

The OR99 Corridor Plan was adopted by the Oregon Transportation Commission in September, 2015, during its regularly-scheduled meeting in Medford. The meeting was held in an ADA-compliant facility. The meeting was advertised to the public, and offered members of the public an opportunity to ask questions and make comments. No members of the public questioned or commented on the OR99 Corridor Plan.

The project completed numerous technical approval processes during development of the OR99 Corridor Plan. The Plan inventoried and analyzed the transportation system, land uses, environmental constraints, demographics, traffic patterns (current and future), and safety issues (current and future). The Plan identified deficiencies in terms of safety and mobility, by all modes (auto/bicycle/pedestrian/transit) for the corridor. The Plan identified a series of alternatives to correct each deficiency. The Plan includes the preferred alternative, selected through a vetting process including the CAC, TAC, local city/agency representatives and citizen comments. The Plan includes "project sheets", identifying each preferred alternative, the deficiency it corrects, how it is to be implemented, and other information.

Leverage: (max 4000 characters)

This project has a timing and funding nexus that allows it to mutually benefit the Fern Valley Interchange project. The Fern Valley Interchange project replaces I-5 Interchange 24, and makes key improvements to the nearby auto/bicycle/pedestrian transportation system. The project installs bicycle lanes and ADA/ sidewalk improvements along OR99 up to the southern edge of this enhance project. This project picks up where the Fern Valley Interchange project leaves off, and extends the auto/bicycle/pedestrian improvements north to Birch Street.

The project will leverage a Fix-It project that will replace and lengthen the Coleman Creek culvert.

The project builds on work being completed by the City of Phoenix, to the south, whitch provides bicycle lanes and improvements to sidewalks and ramps.

There is additional funding of $4.7 million available from the Oregon Department of Transportation. $2.7 million for the culvert project and $2.3 million from the Region Financial Plan.

11. Is the project consistent with OHP Policy 2B or of statewide importance?

◉ Yes ○ No

If the proposed project is not located on the state system, describe how the proposed investment is consistent with the Oregon Highway Plan Policy 2B: Off-System Improvements **or** how the proposed investment is of statewide importance. (max 800 characters)

The proposed project is located on OR99, which is a part of the state system. This project is on an urban corridor with high volumes of traffic, high traffic speeds, non-existent bike lanes, almost non-existent sidewalks, and adjacent to economically distressed, residential neighborhoods providing connectivity to regional centers and other regional transportation facilities.

12. How is the proposed project consistent with adopted plans?

(Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, Statewide Transportation Strategy, economic development plans, comprehensive plans, corridor plans or facilities plans.)

Describe how the proposed project is consistent with adopted plans, why it is the right investment at this time, and how it meets the implementation objectives of the plan. List plans that include the project (with page numbers if possible or describe how the project meets the intent of the plan). (max 800 characters)

The project is in the OR99 Corridor Plan. It was adopted by the Cities of Phoenix and Talent, and by the Oregon Transportation Commission.

The corridor plan is consistent with the City of Phoenix TSP, Jackson County TSP and RVMPO RTP pursuant to OAR 734.015. Projects are currently being included in the TSP updates underway for Medford, Jackson County and RVMPO.

The project is the right investment because the Fern Valley Interchange project installs auto/bicycle/pedestrian improvements up to the south edge of this project. It is also timely because of the need for a culvert replacement and the need to connect residents via bike lanes and sidewalks to urban areas and to employment centers and other regional facilities.

This project serves low-income residents, and commercial properties, on both sides of OR99 in the project area. This project helps link the bicycle and pedestrian system from the City of Phoenix in the south with employment and industrial sites in the north.

This enhance project is listed in the OR99 Corridor Plan (pages 56-63).

13. How is the proposed project consistent with Major Improvement Policies including Oregon Transportation Plan Strategy 1.1.4 and Oregon Highway Plan Action 1G.1?

Describe how the proposed project is consistent with OTP Strategy 1.1.4 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or appropriate to the location (max 400 characters).

This project satisfies the second priority in Action 1.G1. It preserves the functionality of the existing system

through a culvert replacement, and restriping travel lanes. It promotes alternative modes of transportation by providing bicycle lanes, ADA-compliant ramps and sidewalks, concrete pads for transit shelters, transit signal optimization, and improving turning radii.

14. Timetable and Readiness Information

Indicate anticipated timing for the following activities, as applicable. Provide a month and year, by activity.

Federal Fiscal Year Dates (phases must be within these time frames):
FFY19: October 2018 - September 2019
FFY20: October 2019 - September 2020
FFY21: October 2020 - September 2021

Anticipated or Actual Dates	Activity
July 2017	Desired STIP Funding Month/Year - **REQUIRED**
	Planning
June 2018	Preliminary engineering
June 2019	Right-of-way
June 2020	Utility Relocation
February 2021	Construction Contract Award
November 2021	Construction Complete
	Capital Equipment Purchase
	Operations/Service Purchase
	Other Major Milestone:
December 2021	Project Completion/End of Activities funded through this proposal - **REQUIRED**

15. Estimated Project Costs

Describe the level of scoping performed to arrive at the estimated costs and was the estimate information provided below reviewed by ODOT. Are contingencies included and, if so, how much? Are there scoping and cost estimate documents available on request?

List estimated costs for the various activities listed below, as applicable to proposed project and should reflect the cost of the project being developed using federal funds. Enter numbers only into the Estimated Cost column - the values will be automatically formatted.

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Activity	Estimated Cost	Total
Non-construction (e.g. demand management, equipment purchase)		
Subtotal		$0.00
Planning	$0.00	
Preliminary engineering	$746,000.00	
Right-of-way	$1,185,000.00	
Utility Relocation	$410,000.00	
Construction / Implementation	$4,475,120.00	
Contract Administration & Construction Engineering	$365,880.00	
Note: this project has already been field scoped. Scoping sheets available on request		
Subtotal		$7,182,000.00
Total Eligible Project Costs		$7,182,000.00
Non-Eligible Costs (other project non-transportation expenditures, e.g. non-reimbursable utilities)		

Note: By submitting this proposal you are aware the project will be federalized and subject to federal requirements.

16. Match Contributions

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during proposal review.

Note: The total project funds contribution must be at least: $737,591.40

Participant Role	Participant Name	Project Funds Contribution
Sponsor - **REQUIRED**	ODOT	$5,200,000.00
Co-Sponsor		

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Participant Role	Participant Name	Project Funds Contribution
Participant		
Participant		
Total		$5,200,000.00

17. Maps and Plans

Note: Remember to upload any applicable maps and plans as **email attachments** when you submit your proposal. Do not embed maps/plans in this proposal form.

◉ Attached ○ Not Applicable	Vicinity map (may be inset on site map page) (8.5 x 11)
◉ Attached ○ Not Applicable	Site map/air photo (showing existing site) (8.5 x 11)
◉ Attached ○ Not Applicable	Site map (showing proposed construction area clearly marked (8.5 x 11)
◉ Attached ○ Not Applicable	Typical cross section drawings (showing proposed construction funded by the requested funds clearly marked) (8.5 x 11)

18. Signature Authority Information

The Authorizing Authority(s) identified below approves this proposal on behalf of the project proposer. The Authorizing Authority should have the authority to approve the implementation of the project or certify that the implementation of the project has been approved, if applicable. This authority is required if the proposal is for a project not within ODOT Right of Way.

Authorizing Authority (name): - **REQUIRED**: Frank Reading

Authorizing Authority (title): - **REQUIRED**: Region 3 Manager

☒ Electronic transmittal was approved by the identified authorizing individual. No signature needed if checked.

Date: Nov 20, 2015

Addendum to Question 15:

The project has been field scoped. Scoping sheets, cost estimates, and other information is available upon request.

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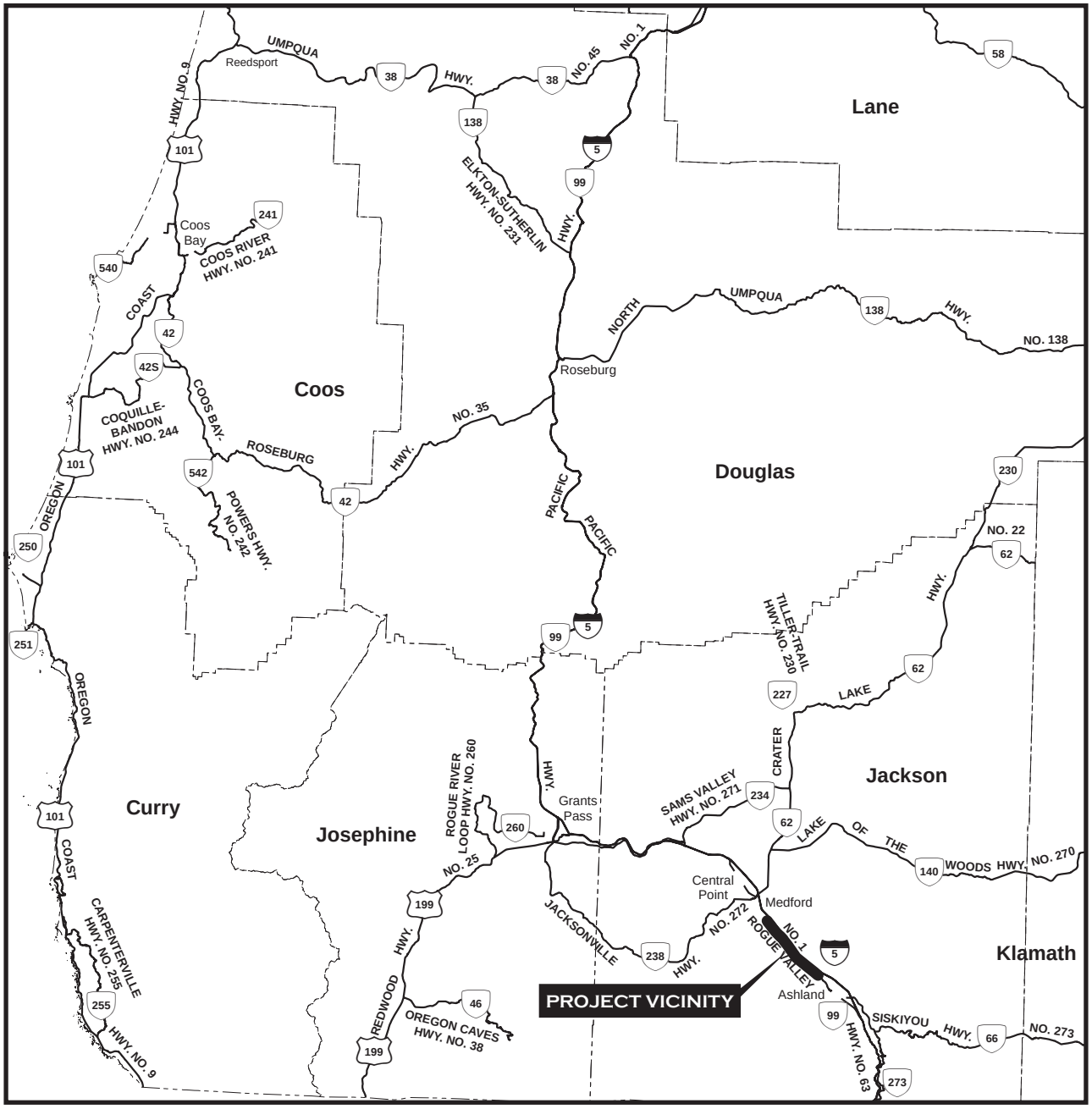
PROJECT VICINITY

ODOT REGION 3



OR-99 ROGUE VALLEY CORRIDOR PLAN

LEGEND

- PROJECT LOCATION
- STATE HIGHWAY
- COUNTY BOUNDARY
- STATE BOUNDARY

"This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information."

0 9.5 Miles

PRODUCED BY ODOT - GIS UNIT
(503) 986-3154 - AUGUST 2015
GIS No. 23-52

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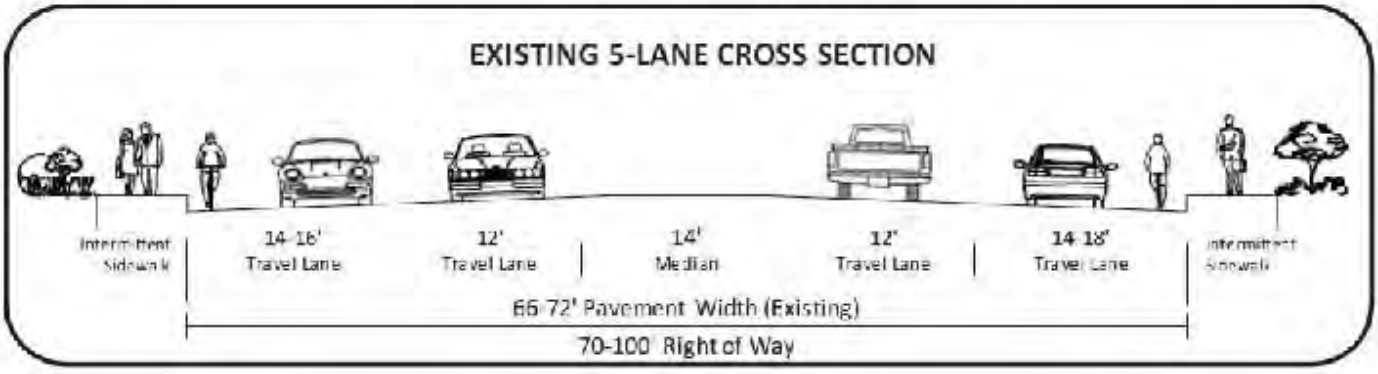
Attachment #5A
(Agenda Item 7)

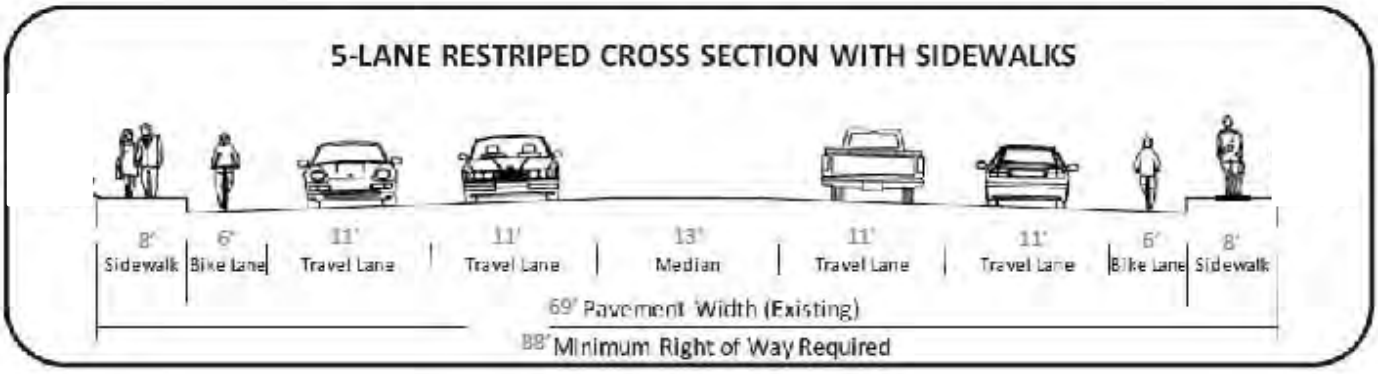
Site Map Showing Existing Site

Attachment #5A
(Agenda Item 7)

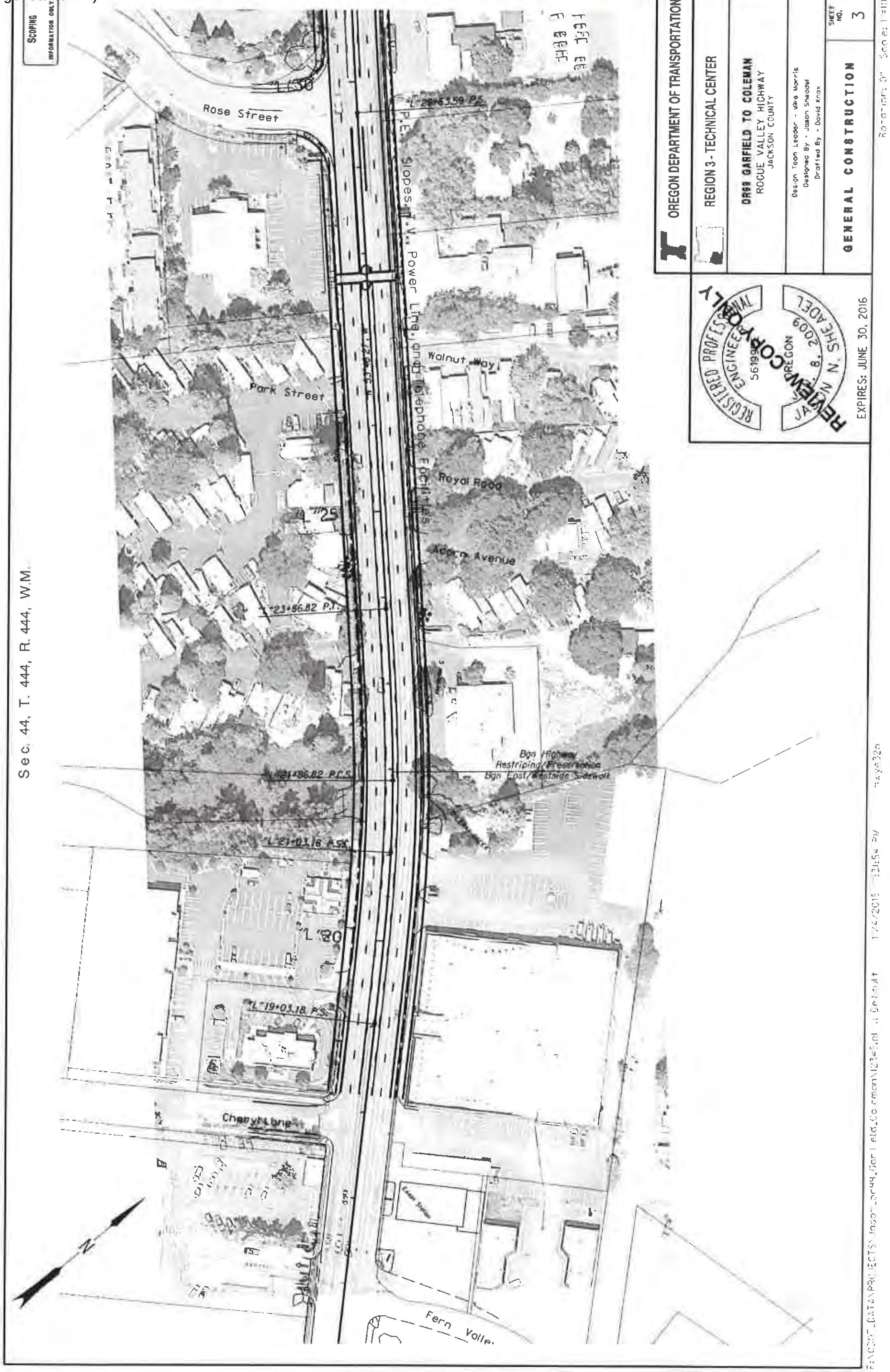
Site Map Showing
Proposed Construction Area
(Outlined in Black)

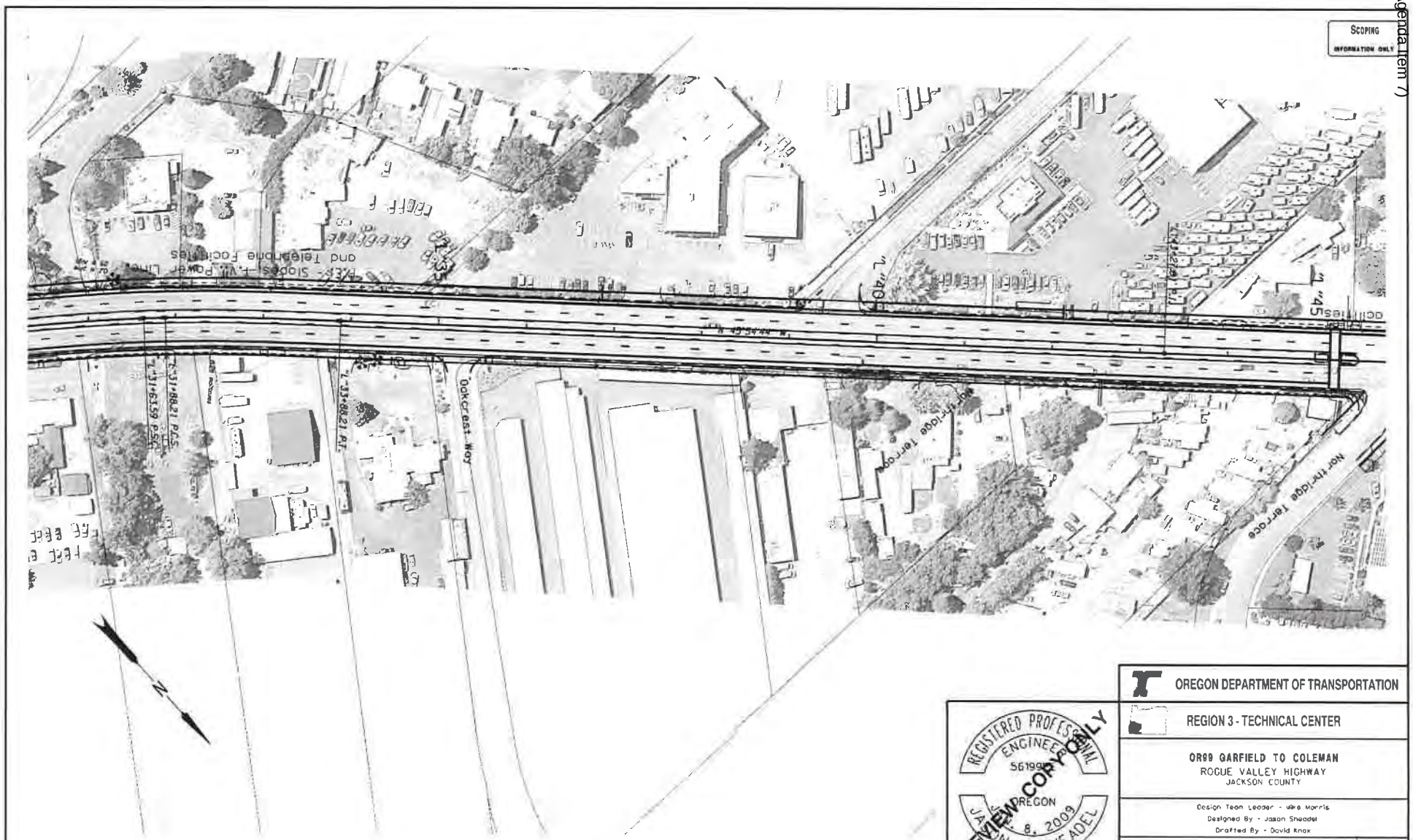
Cross Section Drawing
Showing Proposed Construction





Attachment #5A
(Agenda Item 7)


SCOPING
INFORMATION ONLY
OREGON DEPARTMENT OF TRANSPORTATION
REGION 3 - TECHNICAL CENTER
OR99 GARFIELD TO COLEMAN
ROGUE VALLEY HIGHWAY
JACKSON COUNTY
GENERAL CONSTRUCTION
SHEET NO. 3
REVIEW COPY ONLY
REGISTERED PROFESSIONAL ENGINEER
OREGON
EXPIRES: JUNE 30, 2016
Sec. 44, T. 444, R. 444, W.M.
Rose Street
Walnut Way
Park Street
Royal Road
Acorn Avenue
Cherry Lane
Fern Valley
P.E. Slopes, T.V., Power Line, and Telephone Facilities
L"29+53.59 P.S.
L"23+86.82 P.T.
L"21+86.82 P.C.S.
L"21+03.16 P.S.C.
L"19+03.18 P.S.
L"25
L"20
Bgn Highway Restriping/Preservation
Bgn East/Eastside Sidewalk



REGISTERED PROFESSIONAL ENGINEER
56199
OREGON
JASON N. SHEADEL
EXPIRES: JUNE 30, 2016

REVIEW COPY ONLY

OREGON DEPARTMENT OF TRANSPORTATION

REGION 3 - TECHNICAL CENTER

OR99 GARFIELD TO COLEMAN
ROGUE VALLEY HIGHWAY
JACKSON COUNTY

Design Team Leader - Mike Morris
Designed By - Jason Sheadel
Drafted By - David Knox

GENERAL CONSTRUCTION

SHEET NO. 4

F:\ODOT_DATA\PROJECTS\Jason_Sheadel\Garfield_Coleman\10346.dgn : Default 1/24/2015 1:05:14 PM wye329

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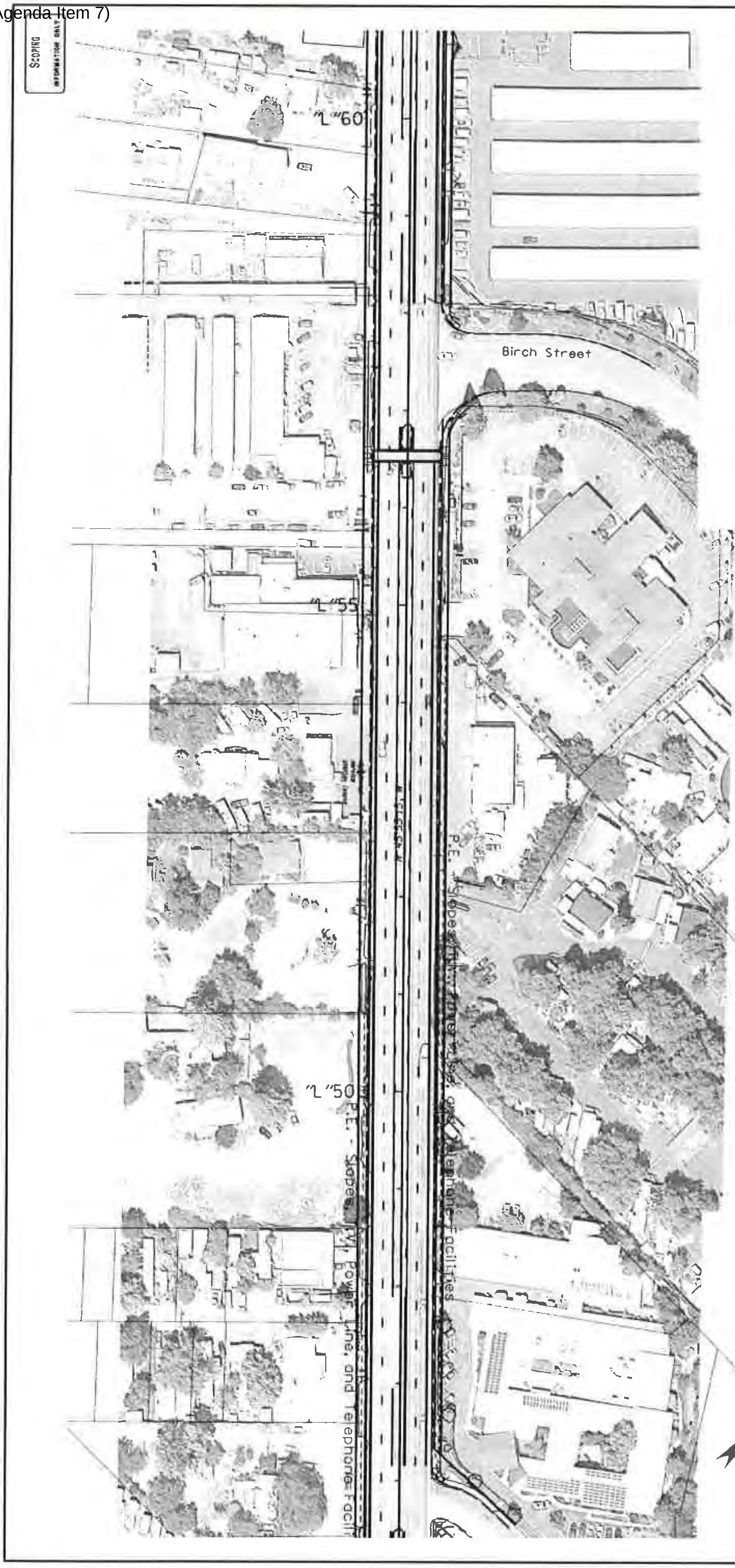
Attachment #5A
(Agenda Item 7)



OREGON DEPARTMENT OF TRANSPORTATION

REGION 3 - TECHNICAL CENTER

OR99 GARFIELD TO COLEMAN
ROCUE VALLEY HIGHWAY
JACKSON COUNTY

Design Team Leader - Mike Morris
Designed By - Jason Sheadel
Drafted By - David Knox

GENERAL CONSTRUCTION

SHEET NO. 5

REGISTERED PROFESSIONAL ENGINEER
56199
OREGON
JULY 8, 2009
JASON N. SHEADEL
EXPIRES: JUNE 30, 2016

REVIEW COPY ONLY

Attachment #5A
(Agenda Item 7)

1 **OR 99 - Garfield St to Charlotte Ann Rd (8.56-8.75)**: Construct sidewalks along the west side of OR 99 *(Medium Priority)*

2 **OR 99 - Charlotte Ann Rd to Coleman Creek (8.75-11.03):** Modify striping of existing 5-lane roadway cross section to add bike lanes *(High Priority)*

3 **OR 99 - Charlotte Ann Rd to Coleman Creek (8.75-11.03):** Construct continuous sidewalks on both sides of OR 99 *(Medium Priority)*

4 **OR 99 - Charlotte Ann Rd to Coleman Creek (8.75-11.03):** Install median islands at multiple locations where pedestrian crossings occur *(Medium Priority)*

5 **OR 99/Northridge Terrace Intersection (10.58):** Improve turning radius on southeast corner and sight distance for exiting traffic *(Medium Priority)*

6 **OR 99/Coleman Creek Culvert (11.03-11.04):** Modify striping of existing roadway to add bike lanes and sidewalks while maintaining four through travel lanes (Interim) *(High to Medium Priority)*

7 **OR 99/Coleman Creek Culvert (11.03-11.04):** Replace culvert and widen roadway to add bike lanes and sidewalks *(High to Medium Priority)*

8 **OR 99 – Bolz Lane to South End of Couplet (11.33-11.93):** Provide sidewalk travel width of 6 feet around utility poles *(Ongoing Priority)*

9 **OR 99 in downtown Phoenix at north & south ends of Couplet (11.37 & 11.93):** Add gateway treatments to emphasize upcoming downtown area *(Phoenix TSP Priority)*

10 **OR 99 in downtown Phoenix (11.37-11.93):** Modify striping to add bike lanes *(Phoenix TSP Priority)*

11 **OR 99 in downtown Phoenix (11.37-11.93):** Enhance crossing opportunities with pedestrian-activated devices, curb extensions, and additional crosswalk striping *(Phoenix TSP Priority)*

12 **OR 99 - south of couplet to City Limits (11.93-12.36):** Add curbs and sidewalks and restripe roadway to provide a center turn lane, two through travel lanes, and bike lanes *(Medium Priority)*

13 **OR 99 - Phoenix City Limits to Talent City Limits (12.36-13.75):** Restripe roadway to include a center turn lane, two through travel lanes (one in each direction), and shoulders *(Medium Priority)*

14 **OR 99 - Colver/Suncrest Rd to Rapp Rd (13.86-14.59):** Upgrade or fill in missing sidewalks *(Ongoing Priority)*

15 **OR 99 – Wagner Creek Trail (14.39):** Consider future midblock crossing with pedestrian-activated device *(Medium Priority)*

16 **OR 99 - Rapp Rd to Creel Rd (Talent City Limits) (14.71-15.67):** Add curbs and sidewalks and restripe roadway to provide a center turn lane, two through travel lanes, and bike lanes *(High Priority)*

17 **OR 99 - Creel Rd to Bear Creek Greenway connection (15.34-15.67):** Construct a multi-use path along the east side of the highway *(High Priority)*

18 **OR 99 - Talent City Limits to S Valley View (15.34-16.92):** Restripe roadway to include a center turn lane, two through travel lanes (one in each direction), and shoulders *(Medium Priority)*

19 **OR 99/S. Valley View Rd Intersection (17.02):** Widen S Valley View Rd to provide dual westbound left-turn lanes at OR 99 *(Medium to Long Priority)*

20 **Bear Creek Greenway (8.56-17.02):** Enhance connections to OR 99 throughout corridor with wayfinding signage other amenities *(High Priority)*

21 **Bear Creek Greenway (11.33-11.92):** Enhance connections to OR 99/Bear Creek Dr at 4th St and Oak St to provide parallel and convenient bicycle and pedestrian facilities *(Medium Priority)*

TSM1 **OR Corridor (8.56-17.02):** Develop a traffic operations emergency plan *(High Priority)*

TSM2 **OR Corridor (8.56-17.02):** Conduct speed zone studies to reassess posted speeds when lane restriping, lane conversion, or pedestrian crossing projects are implemented *(Ongoing)*

TSM3 **OR 99/S. Stage Rd Intersection (9.79):** Modify traffic signal timing to add protected left-turn phases in the east-west direction *(High Priority)*

TSM4 **OR 99 – Northridge Terrace to Coleman Creek (10.58-11.04):** Evaluate potential access modifications to address high crash frequency *(High Priority)*

TSM5 **OR 99/W. Valley View Rd Intersection (14.2):** Modify traffic signal timing to add protected left-turn phases in the east-west direction *(High Priority)*

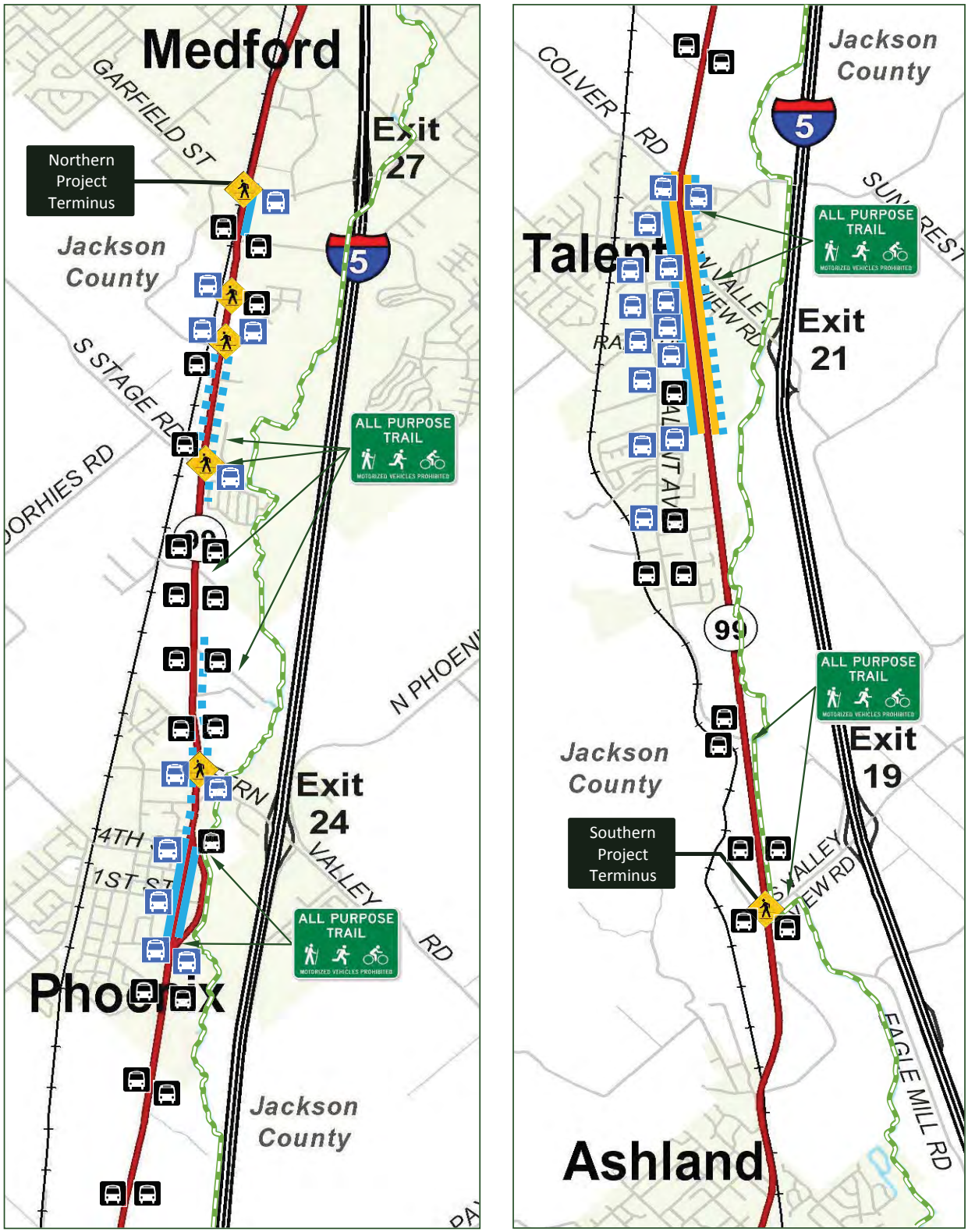
OR 99 Rogue Valley Corridor Plan

Legend

- # Corridor Improvement Projects
- X Other System Improvement Projects
- TSM# Transportation System Management Strategies

Figure ES-1

Locations of OR 99 Corridor Plan Improvements



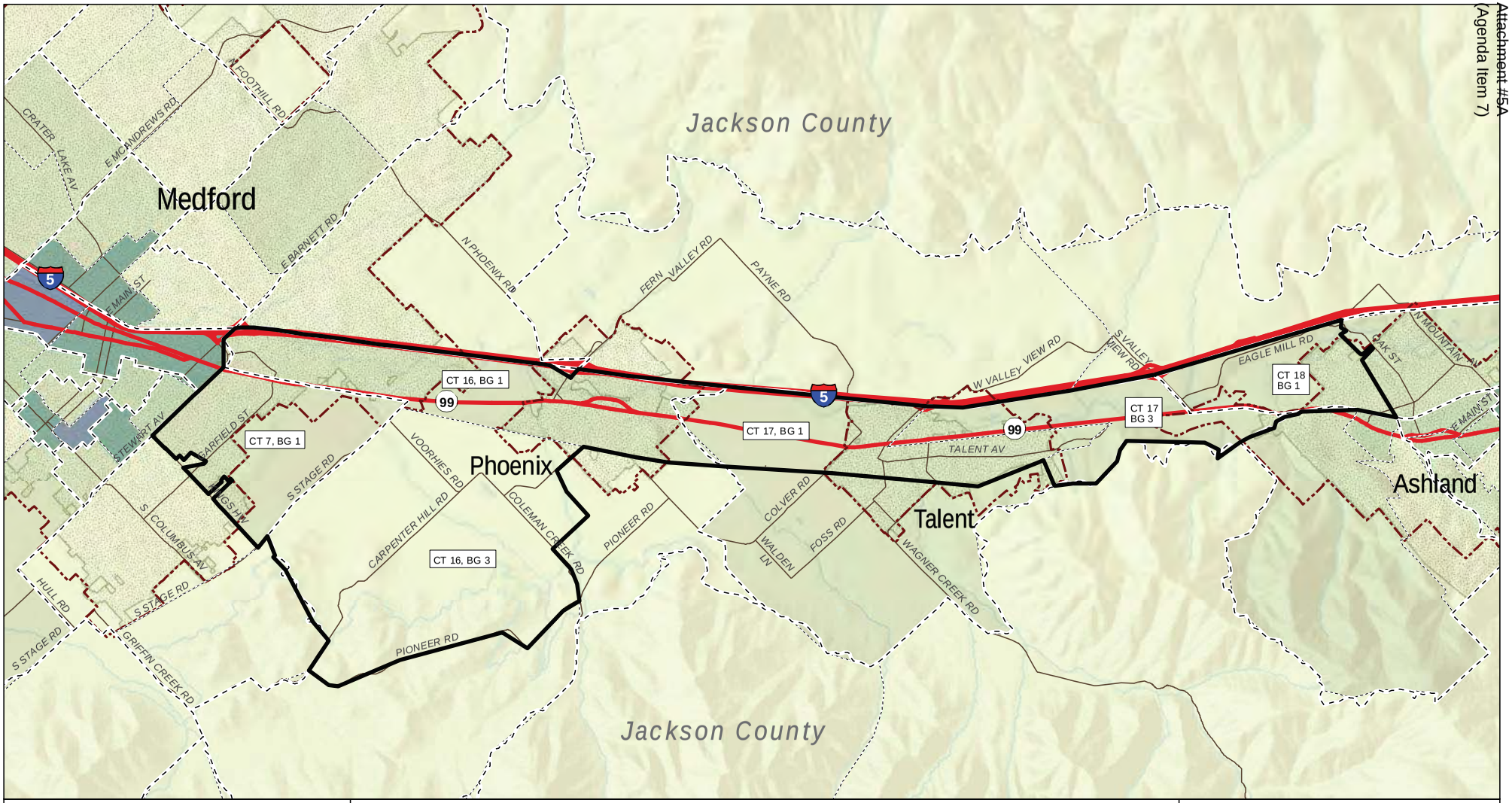
OR 99 Rogue Valley Corridor Plan

Legend

- Signalized crosswalk
- Bus stop with connecting pedestrian facilities
- Bus stop with limited connecting pedestrian facilities
- Continuous bike lane
- Continuous sidewalk
- Substandard/discontinuous sidewalk
- Bear Creek Greenway
- Access to Bear Creek Greenway

Figure 4

Pedestrian, Bicycle, and Transit Facilities



4,500 0 4,500 Feet

Source Data: Jackson County, Oregon GEO, US Census Bureau (2000)

Legend

- Project Area
- Urban Growth Boundary (UGB)
- City Limits
- Census Tracts
- Block Groups

Percent Persons in Poverty

- Less than 10%
- 10% to 20%
- 20% to 30%
- 30% to 40%
- 40% to 50%

OR 99 Corridor Plan

Figure 4

Percent Population in Poverty by Census Block Group

September 2010

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Printing Date: Tuesday, September 28, 2010 11:49 AM

Project 2. OR 99 – Charlotte Anne Rd to Coleman Creek: Modified Lane Striping		***OR 99 Rogue Valley Corridor Plan: Garfield Street to S. Valley View Road***
Milepoint	8.75 to 11.03	
Description	Modify striping of existing 5-lane roadway cross section to add bike lanes	
Purpose	▪ Provide facilities for all travel modes ▪ Address existing safety concerns	
Roadway Characteristics	▪ Existing roadway width 66-72' ▪ Available ROW is minimum 70' with some sections up to 100' ▪ Posted speed on OR 99 is 45 mph ▪ 5-lane cross-section ▪ Current (2010) ADT = 13,000 to 17,000 ▪ Forecast (2034) ADT = 17,000 to 24,000 ▪ Sensitivity Forecast ADT = 19,000 to 27,000	
How Improvement Addresses Deficiencies	**Existing/Future Deficiency** ▪ Bicyclists have no bike lanes in either direction of OR 99 on this segment ▪ Outside through travel lanes are 14-18' ▪ Inside through travel lanes are 12' ▪ Center median lane is 14' ▪ Sidewalks are substandard or non-existent in many locations **With Improvement** ▪ Maintains 5-lane urban section ▪ Provides 5-6' bike lanes for entire segment ▪ Provides 11-12' through travel lanes ▪ Center median lane is 12-14' ▪ Could result in minor reduction in capacity ▪ Speeds could potentially be slower with narrower travel lanes ▪ No change in "hole in the air" for freight	
Additional Considerations	▪ Bike lane striping should be implemented according to ODOT guidelines and should be completed through to Garfield Street (bring shoulder lane striping to bike standard) ▪ Consider reduction in posted speed to 40 mph, especially where 11' travel lanes are present ▪ Grated drainage inlets should meet current standard and be bicycle safe and all new inlets or existing inlets that need replacement or modification should consider curb drain inlets as an option ▪ Bike and travel lane widths are consistent with the OR 99 cross section associated with the Fern Valley Interchange improvements ▪ Design exceptions may be required	
Cost Option	▪ $300,000 ▪ Assumes restriping and signage, no pavement overlay	
Implementation	▪ High priority ▪ Based on existing bike facility deficiency ▪ Related to Project 3. OR 99 – Charlotte Anne Rd to Coleman Creek: Sidewalk Improvements ▪ Related to Project 4. OR 99 – Charlotte Anne Rd to Coleman Creek: Median Islands	

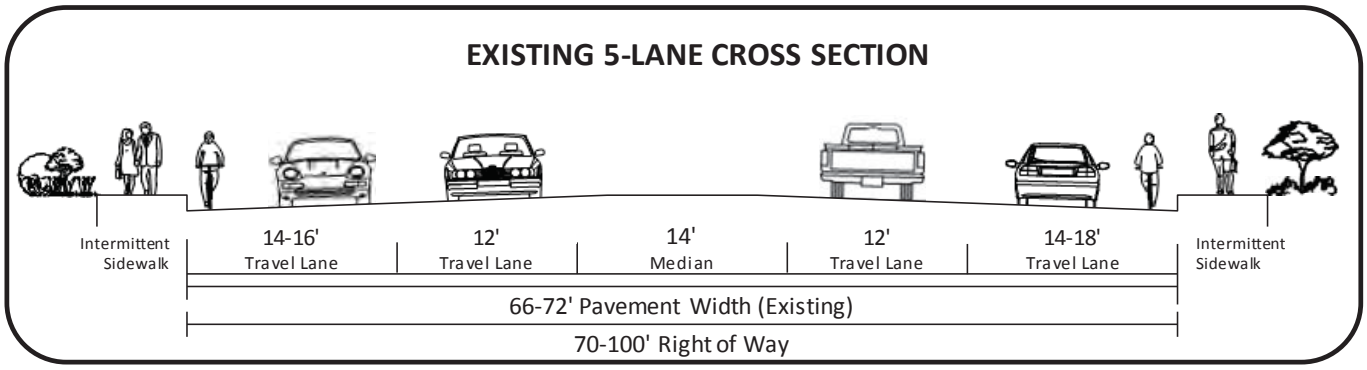
Project 2. OR 99 – Charlotte Anne Rd to Coleman Creek: Modified Lane Striping

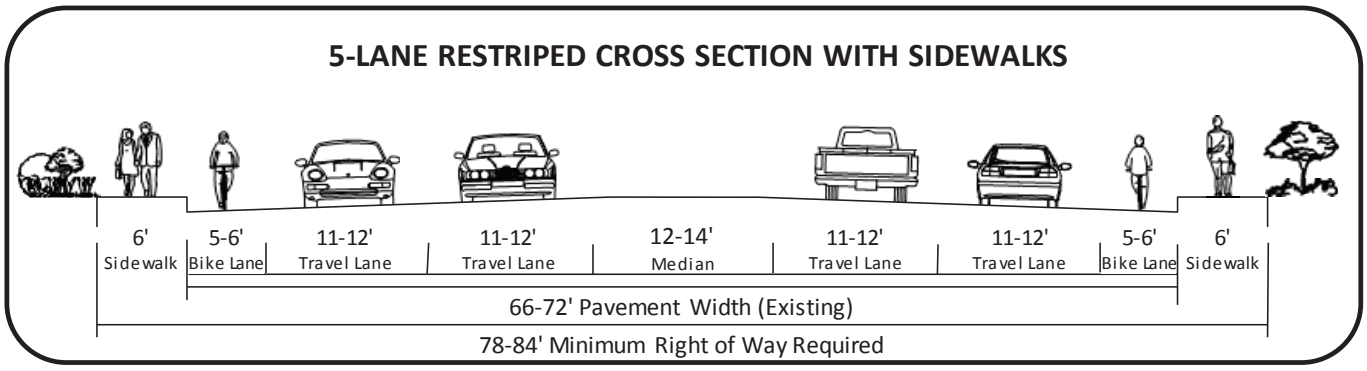
OR 99 Rogue Valley Corridor Plan: Garfield Street to S. Valley View Road

Preliminary Alignment Concept

Existing Traffic Signal — Extent of Improvements

Potential Roadway Cross Section





Notes:

1. *Bike lane striping should be implemented according to ODOT guidelines and should be completed through to Garfield St.*
2. *All grated drainage inlets should meet current standard and be bicycle safe. All new inlets or existing inlets that need replacement or modification should consider curb drain inlets as an option; however, curb and gutter pans can be more problematic for bicyclists than grates where only 5' bike lanes can be provided.*
3. *The cross section shown presents suggested widths; actual widths may vary when project is implemented.*

Project 3. OR 99 – Charlotte Anne Rd to Coleman Creek: Sidewalk Improvements		***OR 99 Rogue Valley Corridor Plan: Garfield Street to S. Valley View Road***
Milepoint	8.75 to 11.03	
Description	Construct continuous sidewalks on both sides of OR 99	
Purpose	▪ Provide facilities for all travel modes ▪ Address existing safety concerns ▪ Bring roadway closer to highway design standard	
Roadway Characteristics	▪ Existing roadway width 66-72’ ▪ Available ROW is minimum 70’ with some sections up to 100’ ▪ Posted speed on OR 99 is 45 mph ▪ 5-lane cross-section ▪ Transit stops throughout segment ▪ Current (2010) ADT = 13,000 to 17,000 ▪ Forecast (2034) ADT = 17,000 to 24,000 ▪ Sensitivity Forecast ADT = 19,000 to 27,000	
How Improvement Addresses Deficiencies	**Existing/Future Deficiency** ▪ Existing sidewalks are intermittent and many are substandard width or in poor condition ▪ Pedestrians must sometimes walk in street ▪ Wheelchairs or scooters cannot travel on many existing sidewalks and must use roadway ▪ Many transit stops have no pedestrian connectivity **With Improvement** ▪ Improves safety of pedestrians along the corridor from continuous sidewalks ▪ Provides access to transit stops ▪ Accommodates wheelchairs or scooters with ADA width sidewalks and curb cuts ▪ Improved pedestrian and transit access benefits disadvantaged populations	
Additional Considerations	▪ Paved width remains same as existing (66-72’) ▪ Some culvert extensions needed ▪ Additional ROW (up to 16’ depending on location) or easements appear needed to accommodate sidewalks ▪ Some property impacts (including parking lots) to add sidewalks but no building impacts anticipated; some existing substandard sidewalks may remain to avoid building impacts) ▪ Requires better access definition in some areas ▪ Additional storm water treatment needed with increased impervious surface	
Cost Option	▪ $3.3 million (excluding any ROW acquisition, hazardous materials mitigation, natural resource mitigation, or utilities relocation)	
Implementation	▪ Medium priority ▪ Based on existing sidewalk deficiency ▪ Related to Project 2. OR 99 – Charlotte Anne Rd to Coleman Creek: Modified Lane Striping ▪ Related to Project 4. OR 99 – Charlotte Anne Rd to Coleman Creek: Median Islands ▪ Related to Project 6. OR 99/Coleman Creek Crossing: Interim Sidewalk and Bike Lane Improvements & Project 7. OR 99/Coleman Creek Crossing: Replacement	

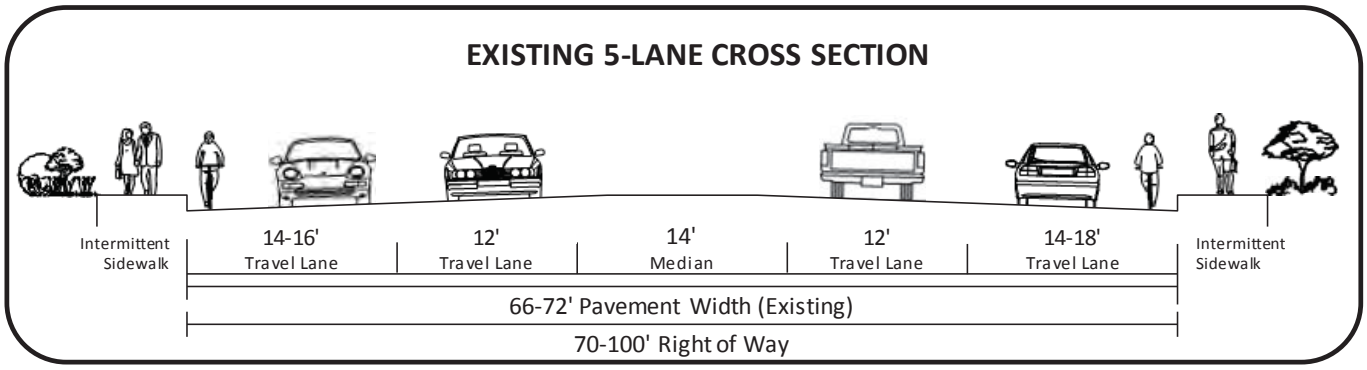
Project 3. OR 99 – Charlotte Anne Rd to Coleman Creek: Sidewalk Improvements

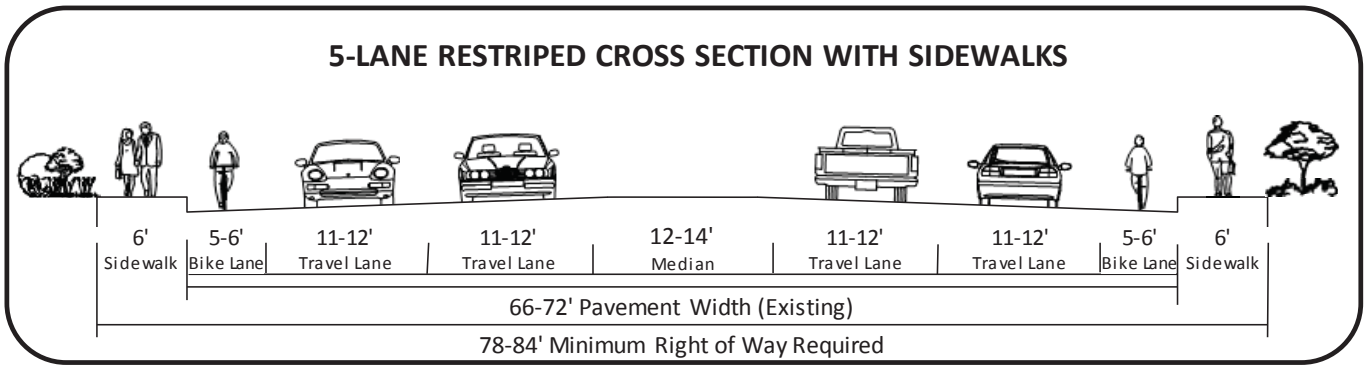
OR 99 Rogue Valley Corridor Plan: Garfield Street to S. Valley View Road

Preliminary Alignment Concept

Existing Traffic Signal — Extent of Improvements

Potential Roadway Cross Section





Notes:

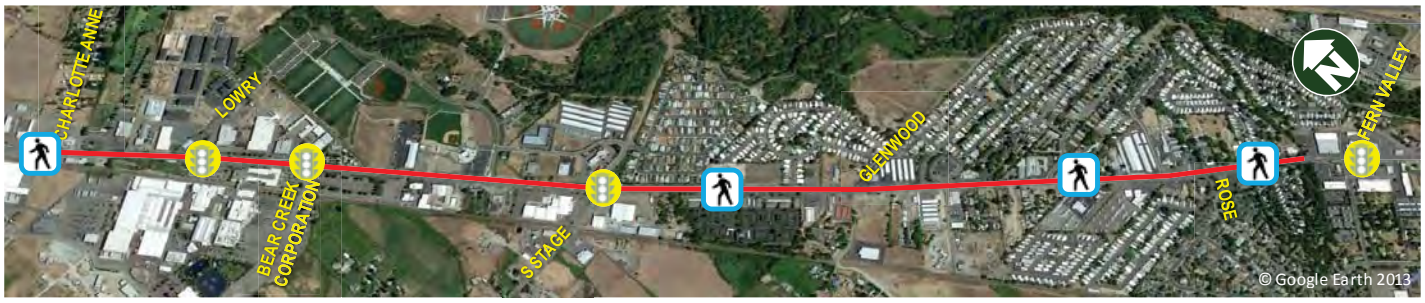
1. *Sidewalk should be wide enough to provide 6' travel width around street furniture (i.e., mailboxes, power poles, etc.). This may require that sidewalks are wider than 6' in some locations or that a landscape strip that can accommodate street furniture is incorporated into the design for some segments.*
2. *The cross section shown presents suggested widths; actual widths may vary when project is implemented.*

Project 4. OR 99 – Charlotte Anne Rd to Coleman Creek: Median Islands		***OR 99 Rogue Valley Corridor Plan: Garfield Street to S. Valley View Road***
Milepoint	8.75 to 11.03	
Description	Install median islands at multiple locations where pedestrian crossings occur – potential locations include: ▪ Near Charlotte Anne Rd (MP 8.81) ▪ Near Alder St (MP 10.03) ▪ Near Birch St (MP 10.35) ▪ Near Northridge Terrace (MP 10.58) ▪ Near Walnut Way (MP 10.91)	
Purpose	▪ Enhance safety for pedestrians crossing midblock or at unsignalized locations	
Roadway Characteristics	▪ Existing roadway width 66-72' ▪ Posted speed on OR 99 is 45 mph ▪ 5-lane cross-section ▪ Transit stops throughout segment ▪ 1 pedestrian collision (MP 10.95) during 5-year analysis period ▪ Current (2010) ADT = 13,000 to 17,000 ▪ Forecast (2034) ADT = 17,000 to 24,000 ▪ Sensitivity Forecast ADT = 19,000 to 27,000	
How Improvement Addresses Deficiencies	**Existing/Future Deficiency** ▪ Protected crossing opportunities limited to five signalized intersections in 2.3 miles ▪ Currently 9 bus stops along segment not located at or near a signalized intersection ▪ Most bus riders need to cross the highway at either the beginning or end of a round trip made by transit	
	With Improvement ▪ More substantial mid-street refuge for pedestrians crossing roadway ▪ Provide transit users or other pedestrians with opportunity to break up crossing movement into two stages ▪ No impacts to traffic operations ▪ Raised medians that eliminate some left-turn movements can improve vehicular safety ▪ Improved pedestrian and transit access benefits disadvantaged populations	
Additional Considerations	▪ Some locations could include pedestrian-activated crossing devices ▪ Locations focused on nearby transit access and types of adjacent land use - transit stop relocation should be considered to better coordinate with refuge islands ▪ Designs would need to be coordinated with future access management plans ▪ Could affect access at some driveway locations – might limit movements to right-in/right-out ▪ No ROW impacts	
Cost Option	▪ $50,000 per location (excluding utilities relocation)	
Implementation	▪ Medium priority ▪ Based on limited crossing opportunities on existing higher speed roadway ▪ Related to Project 2. OR 99 – Charlotte Anne Rd to Coleman Creek: Modified Lane Striping ▪ Related to Project 3. OR 99 – Charlotte Anne Rd to Coleman Creek: Sidewalk Improvements	

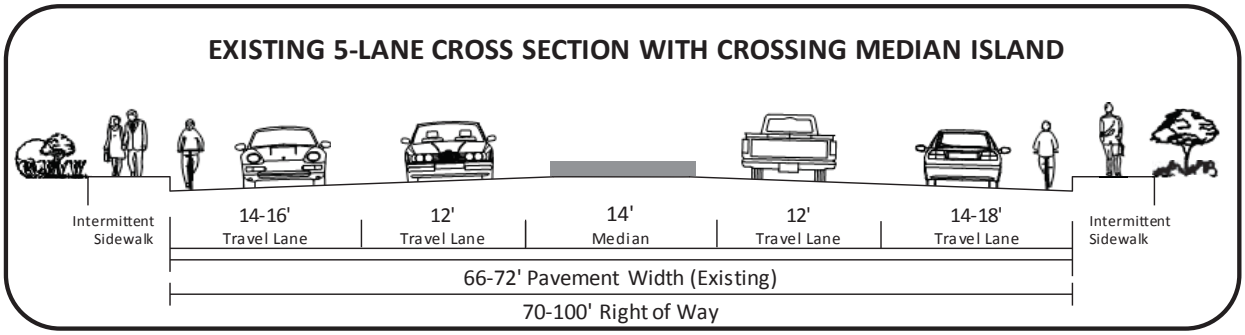
Project 4. OR 99 – Charlotte Anne Rd to Coleman Creek: Median Islands

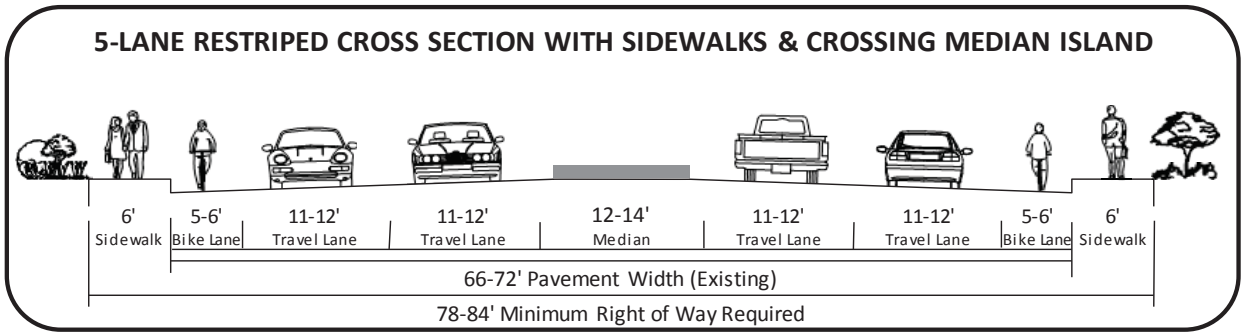
OR 99 Rogue Valley Corridor Plan: Garfield Street to S. Valley View Road

Preliminary Alignment Concept



Potential Roadway Cross Section





Notes:

1. *Sidewalk should be wide enough to provide 6' travel width around street furniture (i.e., mailboxes, power poles, etc.). This may require that sidewalks are wider than 6' in some locations or that a landscape strip that can accommodate street furniture is incorporated into the design for some segments.*
2. *The cross section shown presents suggested widths; actual widths may vary when project is implemented.*

Crossing Median Images

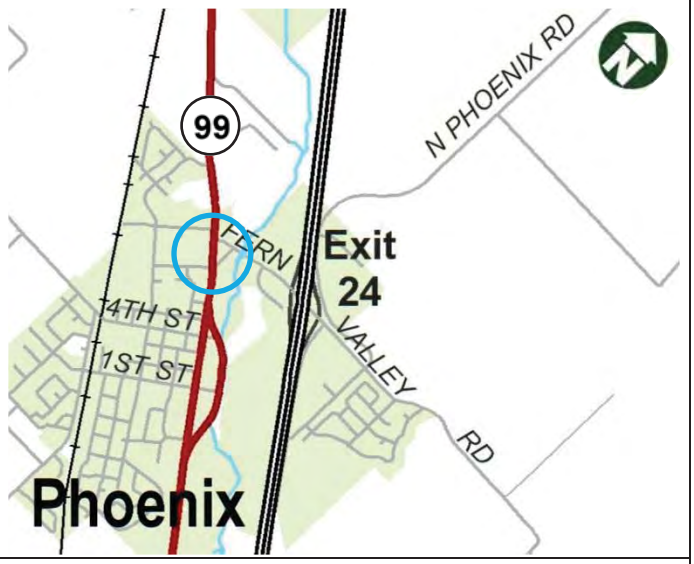
Project 5. OR 99/Northridge Terrace Intersection: Safety Improvements

OR 99 Rogue Valley Corridor Plan: Garfield Street to S. Valley View Road

Milepoint	10.58
Description	Improve turning radius on southeast corner
Purpose	▪ Address existing safety concerns
Roadway Characteristics	▪ 9 crashes near MP 10.58 during 5-year analysis period, mostly turning collisions ▪ 2 rear-end collisions involving the northbound-right turn movement. ▪ Existing roadway width 66' ▪ Available ROW is 70' ▪ Posted speed on OR 99 is 45 mph ▪ 5-lane cross-section ▪ Current (2010) ADT = 16,000 to 17,000 ▪ Forecast (2034) ADT = 23,000 to 24,000 ▪ Sensitivity Forecast ADT = 26,000 to 27,000

How Improvement Addresses Deficiencies	**Existing/Future Deficiency** ▪ Current turn radius is approximately 10' **With Improvement** ▪ Improves current turn to approximately 25' ▪ Allows for a higher-speed turn and less slowing on OR 99
Additional Considerations	▪ Potential ROW impacts to be determined at time of design ▪ Would not impact structures but would require relocating/replacing existing fencing
Cost Option	▪ $125,000 ▪ Includes minimal ROW acquisition but excludes hazardous materials mitigation, natural resource mitigation, or utilities relocation
Implementation	▪ Medium priority ▪ Continued crash pattern of rear end collisions related to northbound right turns ▪ Related to Project 3. OR 99 – Charlotte Anne Rd to Coleman Creek: Sidewalk Improvements

Preliminary Alignment Concept

Project 7. OR 99/Coleman Creek Crossing: Replacement		***OR 99 Rogue Valley Corridor Plan: Garfield Street to S. Valley View Road***
Milepoint	11.03 to 11.04	
Description	Replace Coleman Creek Culvert and widen roadway to add bike lanes and sidewalks	
Purpose	▪ Provide facilities for all travel modes ▪ Address existing safety concerns	
Roadway Characteristics	▪ Existing surface between curbs is 66' ▪ Coleman Creek culvert under OR 99 is 75' supporting ~70' of roadway structure ▪ ROW is 90' near Creek and ~70' to north and ~75' to south ▪ Posted speed on OR 99 is 30 mph ▪ 5-lane cross-section ▪ Current (2010) ADT = 15,000 to 16,000 ▪ Forecast (2034) ADT = 20,000 to 21,000 ▪ Sensitivity Forecast ADT = 23,000 to 24,000	
How Improvement Addresses Deficiencies	**Existing/Future Deficiency**	
	▪ No sidewalks or bike lanes on structure ▪ Pedestrians must walk on 2' curbed area or in the street ▪ Wheelchairs or scooters must use roadway ▪ Bicycles traveling in 14' curb lane with traffic	
	With Improvement	
	▪ Provides 7' sidewalks on both sides of roadway ▪ Provides 5-6' bike lanes on both sides of roadway ▪ Provides 11-12' through travel lanes ▪ Provides 13-14' center median lane ▪ Provides 34-37' wide "hole in the air" for freight ▪ Improves safety of pedestrians along the corridor with continuous sidewalks ▪ Provides access to transit stops ▪ Accommodates wheelchairs or scooters with ADA width sidewalks and curb cuts ▪ Improved pedestrian and transit access benefits disadvantaged populations	
Additional Considerations	▪ Can be constructed to full standard with 88' cross section or with narrower cross section of 81' matching roadway striping to either side ▪ Assumes full structure replacement with adequate width to accommodate a 81-88' roadway structure ▪ Addresses existing fish passage concerns and stream scouring ▪ Design exceptions may be required	
Cost Option	▪ $2-3 million ▪ Assumes full structure replacement but detailed estimate not prepared ▪ Excludes ROW acquisition, hazardous materials mitigation, or utilities relocation	
Implementation	▪ High to Medium priority ▪ Addresses existing sidewalk and bike lane deficiencies ▪ Related to Project 2. OR 99 – Charlotte Anne Rd to Coleman Creek: Modified Lane Striping ▪ Related to Project 6. OR 99/Coleman Creek Crossing: Interim Sidewalk and Bike Lane Improvements	

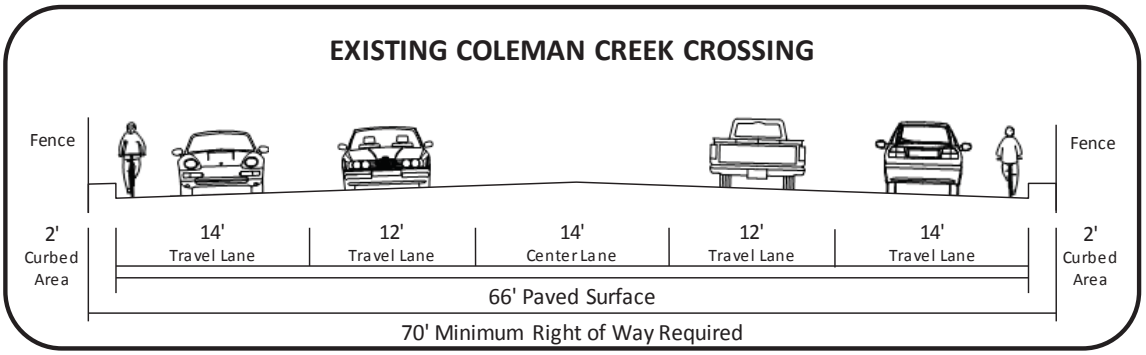
Project 7. OR 99/Coleman Creek Crossing: Replacement

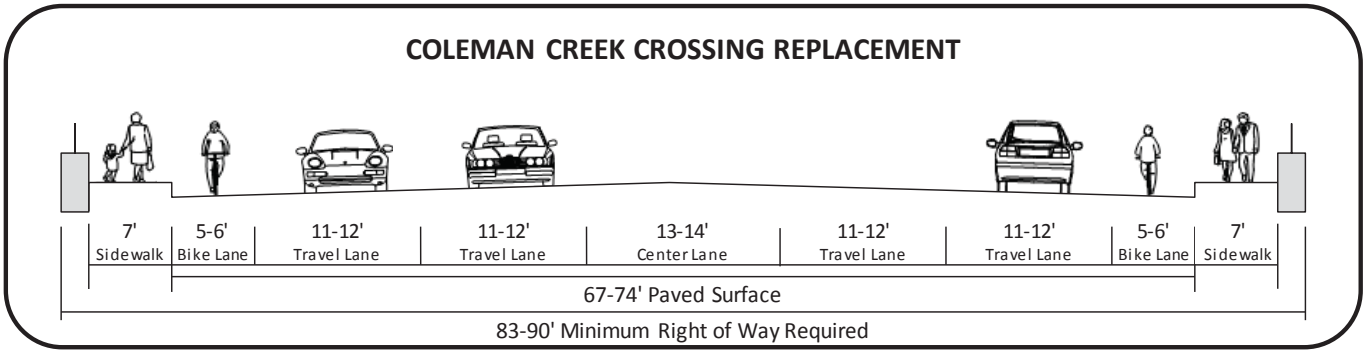
OR 99 Rogue Valley Corridor Plan: Garfield Street to S. Valley View Road

Preliminary Alignment Concept

Center Median Bike Lane Sidewalks

Potential Roadway Cross Section





Note: The cross section shown presents suggested widths; actual widths may vary when project is implemented.