OR 99 Rogue Valley Corridor Plan

(Garfield Street to S. Valley View Road)

REFERENCE MATERIAL

February 2015

Oregon Department of Transportation

Acknowledgements

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This companion document to the OR 99 Rogue Valley Corridor Plan contains the technical memorandums and analysis that was prepared during the development of the plan. It also documents the public involvement that was conducted throughout the planning process.

REFERENCE MATERIALS

Technical Memorandum #1: Definition and Background

Technical Memorandum #2: Environmental and Land Use Reconnaissance

Technical Memorandum #3: Existing Transportation Facilities Inventory and Analysis

Technical Memorandum #4: Future Baseline Conditions Analysis

Technical Memorandum #5: Concept Development and Evaluation

Technical Memorandum #5S: Concept Development and Evaluation - Supplement

Technical Memorandum #6: Talent Area Lane Conversion Analysis

Technical Memorandum #6S: Talent Area Lane Conversion Analysis - Supplement

Technical Memorandum #7: Preferred Alternative

Technical Memorandum #8: Access Management Plan

Technical Memorandum #9: South Stage Road Overcrossing Analysis

Technical Memorandum #10: Public Involvement Summary

Note: When viewing an electronic version of this document, items in the Table of Contents are hyperlinks that will direct you to the specified material. References to figures, tables, and appendices are also hyperlinks that will direct you to the specified material.

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OR 99 Rogue Valley Corridor Plan

Garfield Road to South Valley View Road

Technical Memorandum #1

Definition and Background

Prepared for

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September 2014

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1. DEFINITION AND BACKGROUND

Oregon Highway 99 (OR 99) provides access and connectivity through the Rogue Valley from Central Point to Ashland. While Interstate 5 (I-5) is the high-speed route within the region as well as the link between the Rogue Valley and the rest of Oregon to the north and California to the south, OR 99 serves as the heart of many communities. As such, it influences the patterns of growth and economic activity as well as impacting the quality of life that can be experienced by both resident and visitor.

1.1. Study Area

The *OR 99 Corridor Plan* (Corridor Plan) focuses on the section of OR 99 that extends from Garfield Road in South Medford, through the communities of Phoenix and Talent, to South Valley View Road at the north end of Ashland. Figure 1-1 illustrates the study area. This figure and all subsequent figures for the Corridor Plan have been divided into a North section, showing South Medford and Phoenix, and South section, showing Talent and North Ashland.

1.2. Corridor Overview

OR 99 threads through a north-south transportation corridor that is bounded to the east by I-5 and to the west by the Central Oregon and Pacific (CORP) Railroad line. Each community along this corridor is unique and diverse serving a wide range of development including commercial and industrial parks, downtown pedestrian-friendly commercial and residential development, greenways and parks, as well as acting as a thoroughfare for freight traffic. The OR 99 corridor can be broken into six segments that reflect the different characteristics of the highway and its environs. Traveling from north to south, the OR 99 segment characteristics as well as the community elements that it serves are described below.

South Medford Segment: As the northernmost segment of the study area along OR 99, the south Medford segment extends from the Garfield Street intersection through South Stage Road. Adjacent land uses have urban characteristics which are primarily light industrial, business parks, and commercial but there are also several nearby parks and a golf course. This section of OR 99 is a typical five-lane urban arterial with a center left-turn lane, traffic signals at several intersections, and a posted speed of 35 to 45 miles per hour (mph). Development along this segment of OR 99 has access to I-5 at Interchange 27 via Garfield Street.

Transition Segment (Medford to Phoenix): The transitional section of OR 99 between the Medford and Phoenix urban areas remains similar to the South Medford segment but with some differences in adjacent land uses. There is more residential along the corridor and many smaller commercial uses but Jackson County has no industrial zoning immediately adjacent to the highway. Industrial uses are located along the rail line to the west. OR 99 maintains a five-lane cross-section with a 45 mph posted speed.

Phoenix Segment: Phoenix is the next community encountered along OR 99 and it extends from north of Fern Valley Road to north of Cabbage Lane. OR 99 transitions from a five-lane arterial

(35 mph) north of Fern Valley Road to a downtown one-way couplet system (30 mph) and back to a four-lane arterial (40 mph). High density residential and commercial business parks are the primary use in the northern half of the segment. The downtown core of Phoenix serves mixed use and office/commercial development as well as the Bear Creek Greenway. OR 99 splits traffic through the downtown core via a couplet with two southbound lanes of traffic on N Main Street and two northbound lanes of traffic on Bear Creek Drive. Part of the downtown core has been identified as a Special Transportation Area (STA), which allows for different access and performance measures to be applied. South of the Phoenix downtown core and couplet, OR 99 is a four-lane facility abutted by high-density residential and commercial land uses. Phoenix residents and businesses have access to I-5 at Interchange 24 via Fern Valley Road.

Transition Segment (Phoenix to Talent): The area between Phoenix and Talent is primarily farmland and supported by freight traffic along the OR 99 corridor. Some rural residential is also located along this segment. The roadway is a four-lane rural facility with a posted speed of 55 mph.

Talent Segment: The Talent segment extends from Colver/Suncrest Road to south of Creel Road. The northern end serves High-Density Residential and the Central Business District (CBD) while commercial uses along OR 99 are more linear and less densely developed in southern Talent. Between Colver/Suncrest Road and Rapp Road, OR 99 was recently improved to provide a five-lane facility with a two-way center left-turn lane or a raised landscaped median, a posted speed of 40 mph, and bicycle lanes and sidewalks are located on both sides. The improvements end south of Rapp Road and the facility tapers to four lanes. Talent residents and businesses have access to I-5 at Interchange 21 via West Valley View Road.

Transition Segment (Talent to Ashland): The area between Talent and Ashland is primarily rural in nature with forest and commercial land uses. The roadway is a rural four-lane highway with a posted speed of 55 mph. At the intersection with South Valley View Road, OR 99 begins the transition from a rural to urban arterial with a speed reduction to 45 mph and a five-lane cross-section. South Valley View Road also provides access to I-5 at Interchange 19.

1.3. Purpose

The purpose of the Corridor Plan is to determine how the existing highway functions as well as projecting operations 20 years into the future. It will identify strategies and improvements to enhance transportation safety and capacity within the corridor consistent with state and local policy. The intent is to build upon other planning efforts including the *I-5 Rogue Valley Corridor Plan* and the *OR 99 Title VI* work.

The corridor planning process examines existing and potential future land use and transportation conditions along with opportunities and limitations and identifies long-range needs. Outcomes include improvements within the OR 99 corridor and potential enhancements to transportation system needed to accommodate anticipated growth in the region.

State and local regulations, policies, and transportation and land use plans provide the framework for preparing the corridor plan. The language contained within these documents provides guidance to the state and local jurisdictions on how to manage transportation and land uses in the corridor, provide for safe and efficient operations, and minimize the need and expense for making major improvements through the planning horizon. Hence plans and policies are reviewed for their relevance to the OR 99 Corridor Plan. The purpose of the review is to ensure the necessary compatibility, consistency, and compliance required by state law and ODOT policy. A summary description of the reviewed plans and policies is attached at the end of this technical memorandum as Appendix A.

1.4. Corridor Goal and Objectives

The study will culminate in a long-term plan for enabling the corridor to function based on assumed future growth while enhancing the livability within and surrounding the cities of Phoenix and Talent.

Goal 1: Mobility

Improve the OR 99 corridor and identify potential local system enhancements that link communities, neighborhoods, and businesses and address the existing and future transportation needs of moving both people and goods in throughout the corridor.

Objectives:

- Maintain existing roadways and identify improvements to address existing operational and safety deficiencies.
- Facilitate freight travel by identifying key freight connections and maintaining efficient through movement in these corridors.
- Identify key street network connections and establish parallel routes for highway facilities during periods of high demand or when incidents affect through traffic operations.
- Provide for future growth through planning and management of the transportation corridor.
- Consider the transportation needs of both local and regional travelers (tourists) in the corridor.
- Coordinate with the Rogue Valley Metropolitan Planning Organization (RVMPO) efforts to develop strategies that reduce vehicular congestion and support economic development.
- Evaluate the need for capacity improvements based on the adopted comprehensive land use plans of Talent and Phoenix, Jackson County, and the RVMPO.
- Develop an access management plan that provides for safe and acceptable operations on the transportation network, and meets OHP requirements and the access spacing standards in Oregon Administrative Rule (OAR) 734-051.

- Incorporate the Greater Bear Creek Valley Regional Plan into the design and management systems for the corridor, including recommended strategies for land use control.

Goal 2: Multimodal System

Provide a multimodal transportation system that accommodates the needs of all users.

Objectives:

- Support efforts to maintain current transit service and plan for future expanded transit service.
- Plan safe and convenient bicycle and pedestrian networks that connect between residential area, schools, and other activity centers.
- Incorporate bicycle and pedestrian elements, such as sidewalks and bike lanes or shoulders, in roadway upgrades.

Goal 3: Livability

Provide a transportation system that enhances community livability and promotes economic development while minimizing environmental impacts.

Objectives:

- Minimize congestion on OR 99 by maximizing efficiency of the existing system, providing a network of travel routes, and encouraging the use of alternative modes of travel.
- Balance the need for accessibility to adjacent land uses with the need to provide capacity on major travel routes.
- Work to preserve existing neighborhoods when developing roadway capacity improvements.
- Coordinate land use and transportation planning decisions to maximize the efficiency of public infrastructure investments.
- Provide a process to educate and involve the public in the planning and funding for future transportation system improvements.

Goal 4: Safety

Promote the safety of current and future travel modes for all users.

Objectives:

- Review crash patterns and implement improvements at locations identified as priority through the state rating system.

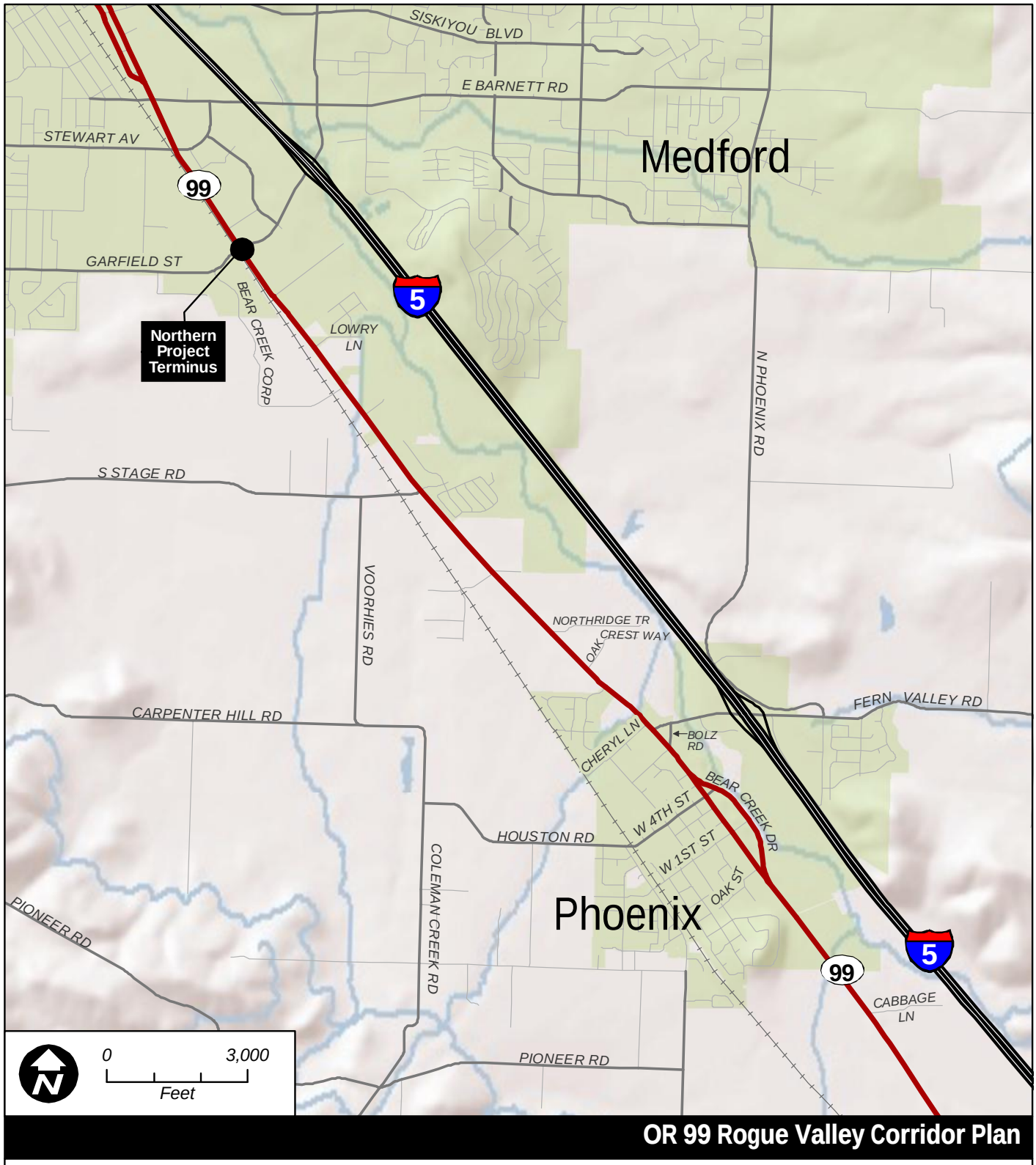
- Identify and improve intermodal conflict points, including rail crossings and pedestrian/ bicycle crossings of major roadways near transit stops, schools, and other activity centers.
- Coordinate between transportation service providers to identify and address existing safety concerns and prevent the creation of future conflict points.

- Maintain existing emergency routes and identify improvements to the transportation system that allows may enhance emergency vehicle access.
- Implement measures to better enable enforcement of traffic laws and to expedite incident response times.

Attachments:

Figure 1-1. Study Area

Appendix A. Review of Plans and Policies

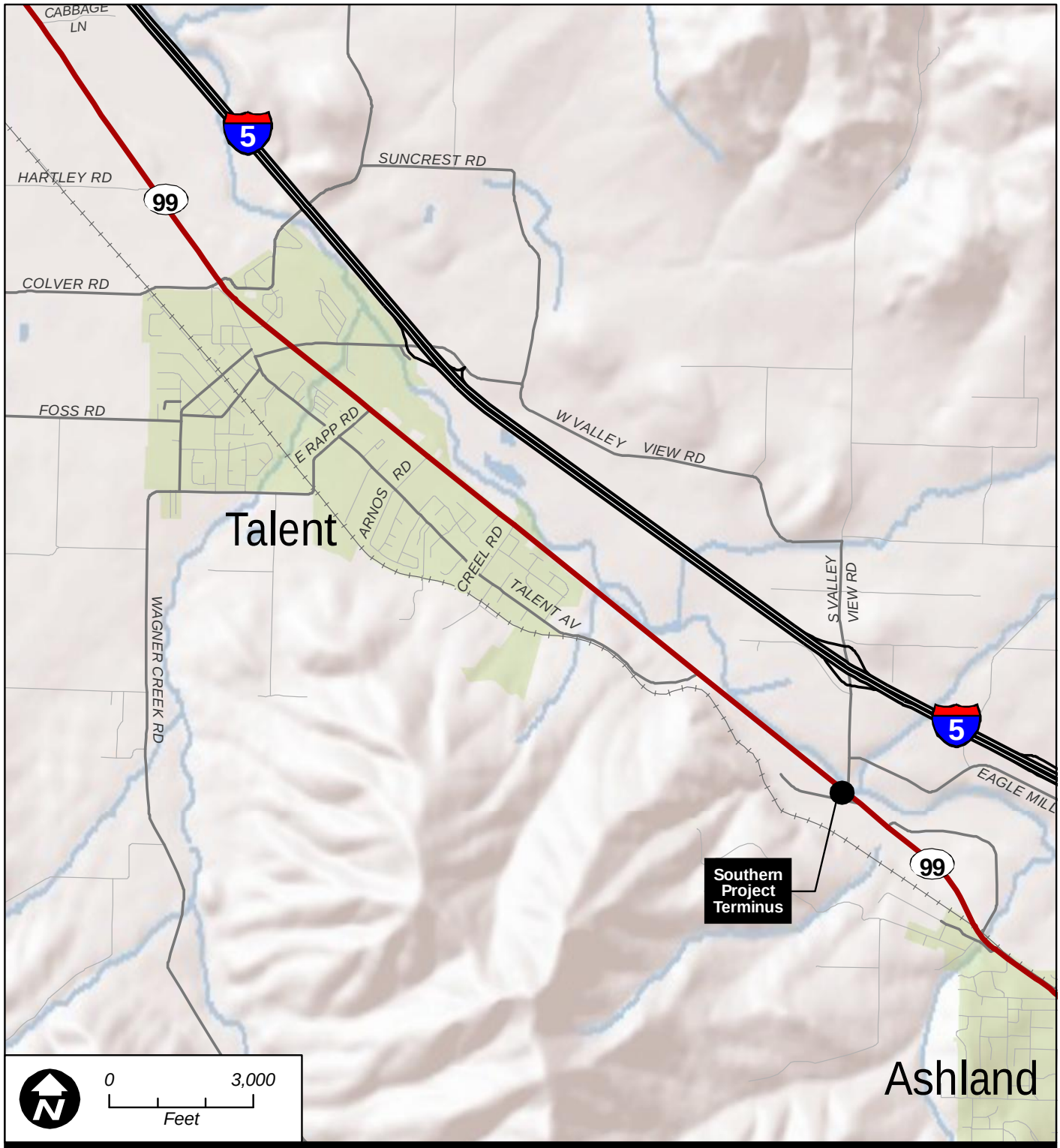


OR 99 Rogue Valley Corridor Plan

Figure 1-1 North

Study Area
South Medford/Phoenix

Source Data: Jackson County, ESRI, Oregon GEO



OR 99 Rogue Valley Corridor Plan

Figure 1-1 South

Study Area
Talent/North Ashland

Source Data: Jackson County, ESRI, Oregon GEO

OR 99 Rogue Valley Corridor Plan

Garfield Road to South Valley View Road

Technical Memorandum #1

Appendix A

Review of Plans and Policies

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A. REVIEW OF PLANS AND POLICIES

This appendix documents the relevant state, regional, and local transportation and land use plans and policies, and identifies how they influence planning for the OR 99 Corridor. The purpose of this review is to ensure the necessary compatibility, consistency, and compliance required by state law and ODOT policy. Relevant transportation and land use plans and regulations reviewed in this appendix are listed as follows:

A.1. State Plans and Reports

The following state plans and reports were reviewed.

A.1.1. Statewide Planning Goal 1 (Citizen Involvement) and OAR 660, Division 4

Goal 1, Citizen Involvement, ensures the opportunity for all citizens to be involved in all phases of the planning process. The citizen involvement program shall be appropriate to the scale of the planning effort. The program shall provide for continuity of citizen participation and of information that enables citizens to identify and understand the issues.

Project Relevance

Goal 1 requires federal, state, regional, and special districts agencies to coordinate their planning efforts with Jackson County and the Cities of Medford, Phoenix, and Talent, and in addition, make use of existing local established citizen involvement programs.

The key components of Goal 1 relevant to the project include:

- To provide for widespread citizen involvement.
- To provide effective two-way communication with citizens.
- To provide the opportunity for citizens to be involved in all phases of the planning process.
- To assure technical information is available and provided in a user-friendly manner.
- To assure that policy makers provide feedback to citizens.

A.1.2. Statewide Planning Goal 2 (Land Use Planning) and OAR 660, Division 4

Goal 2, Land Use Planning, requires that a land use planning process and policy framework be established as a basis for all decisions and actions relating to the use of land. Goal 2 plays a key role in transportation planning along with Goals 11 (Public Facilities and Services), 12 (Transportation) and 14 (Urbanization).

Project Relevance

Goal 2 is important for three reasons. First, Goal 2 requires planning coordination between those local governments and state agencies "which have programs, land ownerships, or responsibilities within the area included in the plan." In this case, compliance with Goal 2 will

require that ODOT coordinate with the Cities of Medford, Phoenix, Talent, and Jackson County. Coordination is key to successfully meeting objectives of the project, which directly relate to enabling the OR 99 corridor to function based on assumed future growth while enhancing the livability within and surrounding the cities of Phoenix and Talent.

A second important element of Goal 2 is its provision that land use decisions and actions are supported by an "adequate factual base." This requirement applies to both legislative and quasi-judicial land use actions and requires that such actions be supported by "substantial evidence." In essence, it requires that there be evidence that a reasonable person would find to be adequate to support findings of fact that a land use action complies with the applicable review standards.

Third, Goal 2 requires that city, county, state and federal agency and special district plans and actions related to land use are "consistent with the comprehensive plans of cities and counties and regional plans adopted under Oregon Revised Statutes (ORS) Chapter 268." This technical memorandum reviews relevant adopted plans in order to ensure that the corridor improvements are consistent with the plans. This provision is important because elements of the Corridor Plan will need to be incorporated and adopted into the Comprehensive and Transportation Plans for Medford, Phoenix, Talent, and Jackson County.

A.1.3. Statewide Planning Goal 11 (Public Facilities and Services) and OAR 660, Division 11

Statewide Planning Goal 11, Public Facilities and Services, requires cities and counties to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Project Relevance

As it applies to this project, Goal 11 requires that projects and plans (urban development) be "guided and supported by types and levels of urban and rural public facilities and services appropriate for, but limited to, the needs and requirements of the urban, urbanizable and rural areas to be served."

A.1.4. Statewide Planning Goal 12 (Transportation) and OAR 660, Division 12

Goal 12, Transportation, requires cities, counties, metropolitan planning organizations (MPOs) and ODOT to provide and encourage a safe, convenient and economic transportation system. This is accomplished through development of Transportation System Plans (TSPs) based on inventories of local, regional, and state transportation needs.

Goal 12 is implemented through OAR 660, Division 12, the Transportation Planning Rule (TPR). The TPR contains numerous requirements governing transportation planning and project development.

Project Relevance

The TPR requires local governments to adopt land use regulations consistent with state and federal requirements "to protect transportation facilities, corridors and sites for their identified functions" (OAR 660-012-0045(2)). This policy is achieved through a variety of measures, including:

- Access control measures, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;
- Standards to protect future operations of roads;
- A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;
- A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;
- Regulations to provide notice to ODOT of land use applications that require public hearings, involve land divisions, or affect private access to roads; and
- Regulations ensuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and performance standards of facilities identified in the TSP. See also OAR 660-012-0060.

The Oregon Land Conservation and Development Commission's rules implementing Goal 12 do not regulate access management. ODOT adopted OAR Chapter 734, Division 51 to address access management and it is expected that ODOT, as part of this project, will engage in access management consistent with OAR Chapter 734, Division 51.

A.1.5. Statewide Planning Goal 14 (Urbanization), and OAR 660, Divisions 14 and 22

Goal 14, Urbanization, requires an orderly and efficient transition from rural to urban land use. This is accomplished through the establishment of UGBs and unincorporated communities. UGBs and unincorporated community boundaries separate urbanizable land from rural land. Land uses permitted within the urban areas are more urban in nature and higher intensity than in rural areas, which primarily include farm and forest uses.

Goal 14 is important because it focuses development within relatively compact boundaries of the UGB and to a lesser degree in unincorporated communities. This compact development helps contain the costs of public facilities such as transportation by reducing the need for facilities further out and helping jurisdictions better anticipate where growth will occur. The location, type, and intensity of development within the study area will impact use of the corridor and could affect future use and operation of the corridor.

Project Relevance

The relevance of Goal 14 to the project is underlined in Guideline B.4: "Local land use controls and ordinances should be mutually supporting, adopted and enforced to integrate the type,

timing and location of public facilities and services in a manner to accommodate increased public demands as urbanizable lands become more urbanized."

A.1.6. OAR 660 Division 12 (TPR—including recent amendments)

The purpose of the TPR is "to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided." A major purpose of the TPR is to promote more careful coordination of land use and transportation planning, to assure that planned land uses are supported by and consistent with planned transportation facilities and improvements.

The TPR divides transportation planning into two phases: transportation system planning and transportation project development (660-012-0010(1)). This rule identifies transportation facilities, services and improvements which may be permitted on rural lands consistent with Goals 3, 4, 11, and 14 without a goal exception. These include replacement of an intersection with an interchange, channelization, and medians. The local government must identify reasonable build design alternatives, assess their impacts, and select the alternative with the least impact.

The Land Conservation and Development Commission adopted amendments to the TPR. These include amendments to OAR 660-012-0060 (plan and land use regulation amendments). The primary focus of this rule is keeping land use and transportation in balance. When a plan or zoning amendment would result in levels of traffic that exceed the highway performance standards for a roadway, it is deemed to have a significant effect on the roadway.

Project Relevance

The project's purpose is to: determine how the existing highway functions and projecting future operations 20 years into the future, the study will culminate in a long-term plan for enabling the corridor to function based on assumed future growth while enhancing livability within and surrounding the cities of Phoenix and Talent. Therefore, the intent of the project is consistent with the TPR's purpose.

A.1.7. Oregon Transportation Plan (OTP, Amended September 20, 2006)

The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan. The OTP is the overarching policy document among a series of plans that together form the state transportation system plan (TSP). The OTP considers all modes of Oregon's transportation system as a single system and addresses the future needs of Oregon's airports, bicycle and pedestrian facilities, highways and roadways, pipelines, ports and waterway facilities, public transportation, and railroads. The current OTP assesses state, regional, and local public and private transportation facilities through 2030. The OTP establishes goals, policies, strategies, and initiatives that address the core challenges and opportunities facing Oregon. It also

provides the framework for prioritizing transportation improvements based on varied future revenue conditions.

This OTP supersedes the 1992 OTP, which established a vision of a balanced, multimodal transportation system and called for an expansion of ODOT's role in funding non-highway investments. The current OTP furthers these policy objectives with emphasis on maintaining the assets in place, optimizing the existing system performance, creating sustainable funding, and investing in strategic capacity enhancements.

Project Relevance

The development of corridor studies is integral to maintaining assets and optimizing system performance. Transportation improvements must be consistent with the applicable OTP goals and policies and, therefore, findings of compatibility with the OTP will be part of the basis for adoption of the OR 99 Corridor Plan. The most pertinent OTP goals and policies for corridor planning are as follows:

Goal 1 – Mobility and Accessibility

Policy 1.1 – Development of an Integrated Multimodal System: It is the policy of the State of Oregon to plan and develop a balanced, integrated transportation system with modal choices for the movement of people and goods.

Policy 1.3 – Relationship of Interurban and Urban Mobility: It is the policy of the State of Oregon to provide intercity mobility through and near urban areas in a manner that minimizes adverse effects on urban land use and travel patterns and provides for efficient long distance travel.

Goal 2 – Management of the System

Policy 2.1 - Capacity and Operational Efficiency: It is the policy of the State of Oregon to manage the transportation system to improve its capacity and operational efficiency for the long-term benefit of people and goods movement.

Policy 2.2 - Management of Assets: It is the policy of the State of Oregon to manage transportation assets to extend their life and reduce maintenance costs.

Goal 3 – Economic Vitality

Policy 3.1 – An Integrated and Efficient Freight System: It is the policy of the State of Oregon to promote an integrated, efficient, and reliable freight system involving air, barges, pipelines, rail, ships, and trucks to provide Oregon a competitive advantage by moving goods faster and more reliably to regional, national, and international markets.

Policy 3.2 – Moving People to Support Economic Vitality: It is the policy of the State of Oregon to develop an integrated system of transportation facilities, services, and information so that intrastate, interstate, and international travelers can travel easily for business and recreation.

Goal 4 – Sustainability

Policy 4.1 – Environmentally Responsible Transportation System: It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.

Policy 4.3 – Creating Communities: It is the policy of the State of Oregon to increase access to goods and services and promote health by encouraging the development of compact communities and neighborhoods that integrate residential, commercial, and employment land uses to help make shorter trips, transit, walking, and bicycling feasible, and that integrate features that support the use of transportation choices.

Goal 5 – Safety and Security

Policy 5.1 – Safety and Security: It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.

Policy 5.2 – Security: It is the policy of the State of Oregon to provide transportation security consistent with the leadership of federal, state, and local homeland security entities.

Goal 7 – Coordination, Communication and Cooperation

Policy 7.1 - A Coordinated Transportation System: It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.

Policy 7.3 – Public Involvement and Consultation: It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning and implementation in order to deliver a transportation system that meets the diverse needs of the state.

Policy 7.4 – Environmental Justice: It is the policy of the State of Oregon to provide all Oregonians, regardless of race, culture or income, equal access to transportation decision-making so all Oregonians may fairly share in benefits and burdens and enjoy the same degree of protection from disproportionate adverse impacts.

A.1.8. Oregon Highway Plan (1999, with Amendments)

The Oregon Highway Plan (OHP) identifies OR 99, which runs parallel to Interstate 5 (I-5), as a designated District Highway in portions of Medford and Ashland. The OHP further defines specific performance standards for district highways, including priorities to provide for safe and efficient, moderate to high-speed continuous-flow operation in rural areas reflecting the surrounding environment and moderate to low-speed operation in urban and urbanizing areas for traffic flow and for pedestrian and bicycle movement.

The performance and mobility standards in the OHP vary by location and adjacent land use type, establishing a higher level of service expectation in the more rural areas and a lower level of service in urbanized areas.

The OHP establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the OTP. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and the local road, bicycle, pedestrian, transit, rail, and air systems.

Project Relevance

The policies applicable to planning for corridor improvements are described below.

Goal 1 – System Definition

Policy 1A – State Highway Classification System: Establishes that the management objective of Interstate Highways is to provide for safe and efficient, high-speed, continuous-flow operation in urban and rural areas; and for District Highways, to provide for safe and efficient, moderate to high-speed continuous-flow operation in rural areas and moderate to low-speed operation in urban and urbanizing areas.

Policy 1B – Land Use and Transportation: Recognizes the need for coordination between state and local jurisdictions.

Policy 1C – State Highway Freight System: States the need to balance the movement of goods and services with other uses of the highway system, and to recognize the importance of maintaining efficient through movement on major truck freight routes.

Police 1E – Lifeline Routes: Recognizes the need for a secure lifeline network of streets, highways, and bridges to facilitate emergency services response and to support rapid economic recovery after a disaster.

Policy 1F – Highway Mobility Standards: Sets mobility standards for ensuring a reliable and acceptable level of mobility on the highway system based on highway classification and location by providing the appropriate standards that would allow the corridor area and associated interchanges to function in a manner consistent with OHP mobility standards.

Policy 1G – Major Improvements: Requires maintaining performance and improving safety by improving efficiency and management before adding capacity.

Goal 2 – System Management

Policy 2A – Partnerships: Establishes cooperative partnerships to make more efficient and effective use of limited resources to develop, operate, and maintain the highway and road system.

Policy 2B – Off-System Improvements: Helps local jurisdictions identify and evaluate off-system improvements that would be cost-effective in improving performance of the state highway.

Policy 2E – Intelligent Transportation Systems: Considers services to improve system efficiency and safety through effective incident management, en-route driver information, and traffic control.

Policy 2F – Traffic Safety: Improves the safety of the highway system.

Policy 2G – Rail and Highway Compatibility: States the need to increase safety and transportation efficiency through the reduction and prevention of conflicts between railroad and highway users.

Goal 4 – Travel Alternatives

Policy 4A – Efficiency of Freight Movement: Seeks to balance the needs of long distance and through freight movements with local transportation needs on highway facilities in both urban and rural areas.

Policy 4D – Transportation Demand Management: Supports the efficient use of the state transportation system through investment in efforts that reduce peak period congestion.

A.1.9. Highway Design Manual (2003)

The 2003 Highway Design Manual (HDM) provides uniform standards and procedures for ODOT. The manual is required to be used by ODOT personnel for all planning, development, and construction projects located on state highways. Design specifications, including roadway design, bicycle and pedestrian facility designs, and public transportation facilities, are covered in the HDM and must be used to guide any planning, development, and construction projects.

Project Relevance

Application of these standards will be used in the development of the Corridor Plan.

A.1.10. Oregon Bicycle and Pedestrian Plan

The 1995 Oregon Bicycle and Pedestrian Plan offers general principles and policies for providing bikeways and walkways along state highways and provides standards for planning, designing, and maintaining bikeways and walkways throughout the state. The plan is intended to provide a framework for cooperation between ODOT and local jurisdictions, and offers guidance to cities and counties for developing local bicycle and pedestrian plans. Fundamentally, the plan is designed to fulfill the requirements of the Intermodal Surface Transportation Efficiency Act (ISTEA), whereby each state must adopt a statewide bicycle and pedestrian plan, and Oregon Administrative Rule 660-12 (Transportation Planning Rule 12).

Project Relevance

The project will have to meet all applicable design criteria for bicycles and pedestrian on a statewide facility.

A.1.11. Oregon Rail Plan (2001)

The Oregon Rail Plan is a comprehensive assessment of the state's rail planning, freight rail, and passenger rail systems. The Oregon Rail Plan identifies specific policies and planning processes concerning rail in the state, including minimum level of service standards for statewide freight and passenger rail systems.

Project Relevance

The primary railroad serving southwestern Oregon is the Central Oregon & Pacific Railroad (CORP), whose main line (Siskiyou Line) runs south from Eugene through Medford. Based on a conversation between the project team and John Bullion, CORP Assistant General Manager, during research for the *I-5 Rogue Valley Corridor Plan,* no rail traffic currently occurs south of the City of Ashland. Therefore, all railroad traffic along the CORP line from Ashland and points north that are destined for California must currently go through Eugene, then divert east across the Cascade summit and south through Klamath Falls, Oregon.

A.2. Transportation System Plans

County and city transportation system plans were reviewed, as well as one trail plan.

A.2.1. Rogue Valley Metropolitan Planning Organization 2009-2034 Regional Transportation Plan (Adopted 2009)

The Rogue Valley Metropolitan Planning Organization (RVMPO) encompasses the urbanized area of Jackson County, including the cities of Ashland, Central Point, Eagle Point, Jacksonville, Medford, Phoenix, and Talent, and the unincorporated area of White City and surrounding Jackson County. As part of its transportation planning responsibilities, the RVMPO prepares and revises its Regional Transportation Plan (RTP). The RTP is a multimodal transportation plan designed to meet the anticipated 25-year transportation needs within the RVMPO planning area boundary. The RTP serves as a guide for the management of existing transportation facilities and for the design and implementation of future transportation facilities through a future model year. The current revision of the RTP for 2009-2034, adopted by the RVMPO on March 24, 2009, provides a summary of the regional transportation actions anticipated to occur in the planning area through 2034. The actions presented are in the context of the respective modes and planning issues and include: multimodal safety and security, transportation system management, transportation demand management, street system, bicycle and pedestrian facilities, transit system, parking, future conditions, and plan consistency.

Project Relevance

The RTP goals and policies applicable to the Corridor Plan are:

Goal 1 – A Balanced Multimodal System

> Plan for, develop, and maintain a balanced multimodal transportation system that will address existing and future needs.

Goal 2 – Safety and Security

Optimize safety and security of the transportation system.

Goal 5 – System Efficiencies

Maximize the efficient use of transportation infrastructure for all users and modes.

Policy 5-1: Add or remove traffic signals and signal networks, including interstate access ramp signals, to improve system efficiency.

Goal 6 – Reducing Reliance on Single-Occupant Vehicles

Use incentives and other strategies to reduce reliance on single-occupant vehicles.

Policy 6-1: Support Transportation Demand Management strategies.

Goal 8 – Cost-Effective Emerging Technologies

Encourage use of cost-effective emerging technologies to achieve regional transportation goals.

Policy 8-1: Implement a comprehensive Intelligent Transportation Systems (ITS) program.

Policy 8-2: Plan a transportation system for the future utilizing the latest technologies.

Goal 9 – Foster Economic Opportunities

Use transportation investments to foster economic opportunities.

Policy 9-1: Accommodate travel demand to create a regional transportation system that supports the local economy

Policy 9-2: Examine options for designated freight routes.

Projects in or near the Study Area identified in the Plan include:

- Project Number 626: South Rose Street & Oak Street Pavement Overlay, short- term, $261,900
- Project Number 600: 4th St., OR 99 (SB) to OR 99 (NB) Widen to provide bike lanes, medium- term, $296,516
- Project Number 601: 4th St., Rose St. to Colver Rd. Widen to provide bike lanes and sidewalks, medium- term, $338,708
- Project Number 602: 1st St., Rose St. to OR 99 (SB) Widen to provide bike lanes and sidewalks, short- term, $750,000
- Project Number 603: Rose St., First St. to Fifth St. Widen to provide bike lanes, medium- term, $293,000
- Project Number 605: Bolz Rd., OR 99 to Fern Valley Rd. Widen to provide bike lanes and sidewalks, medium- term,$410,200
- Project Number 614: 3rd St., existing terminus to OR 99 (NB) Construct new street with bike lanes and sidewalks, long-term, $586,000

- Project Number 615: Parking St., OR 99 (NB) to Third St. Construct new street with bike lanes and sidewalks, long-term, $1,758,000
- Project Number 701: W. Valley View Master Plan Urban upgrade w/ bike lanes and sidewalks, short- term, $2,000,000
- Project Number 702: Wagner St., R/R tracks to Main St. Urban upgrade w/ bike lanes and sidewalks, short- term, $298,860
- Project Number 717: Rapp Rd., R/R X-ing to Wagner Creek Rd. Rebuild and upgrade to urban major collector standard, medium- term, $1,758,000
- Project Number 720: Helms/Hilltop, Rapp Rd. to Belmont St. Construct new railroad district collector street, long-term, $2,344,000
- Project Number 722: Rogue River Parkway, OR 99 to Talent Ave. Construct new street or upgrade existing street to major collector, long-term, $1,758,000
- Project Number 725: WaTalent Ave: paving signs & signals Overlay / Safety, short-term, $140,418
- Project Number 902: I-5: Fern Valley Interchange, Phase 2 Reconstruct interchange; realign, widen connecting roads: replace Bear Creek Bridge, short- term, $75,000,000
- Project Number 932: OR 99: Rapp Rd to Valley View Paving Grind/Inlay and Overlay pavement, short- term, 1,800,000

A.2.2. Jackson County Transportation System Plan (2005)

Jackson County and ODOT began updating the transportation element of the comprehensive plan in 2001 and completed the adopted Jackson County TSP in March of 2005. The primary study area for the TSP consists of all areas of Jackson County located outside the Urban Growth Boundaries (UGBs) of incorporated cities, although it does include issues identified in local TSPs or the RTP that affect state and county facilities inside UGBs. The proposed improvements are required to be compatible with Jackson County TSP goals and policies.

The TSP has three primary goals: livability, modal components, and integration. The TSP includes associated policies that provide direction for accomplishment of the goals and that "have the force of law."

Project Relevance

The goals and policies applicable to the Corridor Plan are described below.

Goal 4.1 – Livability

The Livability Goal is to "develop and maintain a safe and multi-modal transportation system capable of meeting the diverse transportation needs of Jackson County while minimizing adverse impacts to the environment and to the County's quality of life." Policies applicable to the Corridor Plan are as follows:

Policy 4.1.2-A – Connectivity: Jackson County will promote a well-connected street and road system to minimize travel distances. This policy, in turn, could potentially spur alternative routes for I-5 and OR 99.

Policy 4.1.4-A – Safety: Jackson County will provide a transportation system that supports access for emergency vehicles and provides for evaluation in the event of a wildfire hazard or other emergency.

Goal 4.2 – Modal Components

The Modal Components Goal is to plan an integrated transportation system that maintains existing facilities and responds to the changing needs of Jackson County by providing effective multimodal transportation options.

Policy 4.2.1-A – Vehicular System: Jackson County will prioritize preservation and maintenance of the existing road system rather than increasing vehicular capacity.

Policies 4.2.1-G through J – Truck Freight: Jackson County will: Balance the need for movement of goods with other uses of county arterials and state highways by maintaining efficient through movement on major truck routes (G). Work with ODOT to identify roadway obstacles and barriers to efficient truck movements on state highways and coordinate highway projects with other freight movement projects and infrastructure (H). Support employment of technology to improve freight mobility (I). Jackson County is committed to maintaining and improving roadway facilities serving inter-modal freight facilities (J).

Policy 4.2.1-P – Coordination: Jackson County will coordinate with ODOT to ensure that highway designations and management policies are appropriate and meet the Goals and Policies of the OHP and the Jackson County TSP. Jackson County will work with ODOT for effective management of highway capacity.

Policies 4.2.1-S and T – MPO Area Traffic Engineering and Performance Standard: Jackson County is committed to maintaining a volume-to-capacity ratio of 0.95 for weekday peak hour vehicular traffic in the MPO area (S). Jackson County will engineer traffic flow to provide efficient transportation system management (T).

Policies 4.2.6-A and B – Bulk Transport and Mass Freight System: Jackson County will continue to plan for rail service as a viable long-term transportation option for the Rogue Valley (A). Jackson County will encourage bulk transportation facilities to provide efficient transport of bulk goods (B).

Tier 1 Short and Medium Range projects in or near the Study Area include:

10. Fern Valley Road - Bear Creek Bridge - This RTP project widens the bridge on Fern Valley Road over Bear Creek to add capacity to the roadway, matching the capacity improvements in the vicinity of the I-5 interchange. This project is entirely within Phoenix, but the section of Fern Valley from the bridge to HWY 99 is still under county jurisdiction. This project will facilitate jurisdictional transfer of this facility.

34. South Valley View Road - To accommodate anticipated future traffic volumes, this project widens South Valley View Road to a five-lane cross-section with bike lanes and sidewalks between the I-5 interchange and Highway 99. The needs analysis in the TSP anticipates failure of the intersection with Highway 99 at the end of the planning horizon. The additional travel lanes, in conjunction with increased loading of Eagle Mill Road, should extend the functioning of this intersection within the ODOT performance standard through the planning horizon. Expected v/c would be .67. This road improvement lies outside an acknowledged urban growth boundary and adds travel lanes across a resource zoned (OSR) parcel. At a minimum, a review for compliance with ORS 215.293 (implemented by the County's LDO) and potentially an exception to Statewide Planning Goal 4 (Forest Lands) would be required. However, a corollary to this project is Lowe Road. This is a local road that intersects with S. Valley View immediately south of the I-5 Interchange. This access is much too close to the interchange and ODOT has expressed a desire to move the intersection. It would be logical to upgrade S. Valley View and move Lowe Road in a coordinated project. Depending on final project design and absent an action to rezone the property, an additional road across OSR zoned land may require a goal exception because the project would not meet the requirements of OAR 660-12-0065.

5.4 Pedestrian and Bicycle Plan

Tier1 Short and Medium Range (Financially constrained 2004 – 2013):

1. Bear Creek Greenway - This project is identified in the Jackson County Bicycle Master Plan. It completes the County portions of the Bear Creek Greenway from Ashland to Central Point at Upton Road.

Tier 2 (Unfunded):

29. Highway 99 (Medford to Ashland) - Highway 99 between Medford and Ashland carries relatively high volumes of traffic, but lacks sidewalks and bicycle facilities in many locations. It is also part of the bus route connecting Medford with Ashland. Due to right-of-way constraints, constructing both bike lanes and sidewalks is not feasible in all locations. Given the proximity of the parallel Bear Creek Greenway and the provision of bicycle racks on RVTD buses, bicycle lanes are considered a lower priority for this corridor, but should still be provided to serve local access needs where the combination of adequate right-of-way, east-west connections to the Greenway, and compatible land uses exist. Sidewalks should be developed in all built-up areas along Highway 99, and at least to the nearest cross street from RVTD bus stops in other locations.

A.2.3. City of Medford Transportation System Plan (2003)

The Medford TSP establishes the city's short-term and long-term goals and objectives for meeting its existing transportation needs, but also addresses planning for future growth and improvements necessary for providing an effective multimodal transportation system. One of the fundamental strategies is to reduce reliance on the automobile by promoting changes in land use patterns and transportation systems that make it more convenient for people to walk,

bicycle, use transit, and drive less to meet their daily needs. The Medford TSP has eight goals with accompanying policies and implementation strategies.

Project Relevance

Goals, policies, and implementation strategies relevant to the Corridor Plan are as follows:

Goal 1 – Overall Transportation System

Provide a multimodal transportation system that supports the safe, efficient, and accessible movement of all people and goods, and recognizes the area's role as the financial, medical, tourism, and business hub of Southern Oregon and Northern California.

Policy 1-A: The City of Medford shall manage projected travel demand consistent with community, land use, environmental, economic, and livability goals.

Implementation 1-A(1): Utilize the projections in the Regional Transportation Plan (RTP) regarding projected travel demand over the 20-year planning period in managing transportation system.

Policy 1-B: The City of Medford shall use the Transportation System Plan as the legal basis and policy foundation for decisions involving transportation issues.

Implementation 1-B(7): Include projects and programs adopted in the Medford Transportation System Plan that are of regional or statewide significance, or that require the use of state or federal funding, within the Regional Transportation Improvement Program and State Transportation Improvement Program.

Policy 1-D: The City of Medford's second priority for the use of transportation funds shall be to maximize efficient use of the existing transportation system through use of Transportation System Management (TSM) and Transportation Demand Management (TDM) measures prior to expending transportation funds on capacity improvements.

Implementation 1-D(1): Utilize Transportation Demand Management measures as the first choice for accommodating travel demand and relieving congestion in a travel corridor, before street widening projects are undertaken.

Policy 1-E: The City of Medford's third priority for the use of transportation funds shall be to fund capital improvements that add capacity to the transportation system. These improvements shall be prioritized based on availability of funds, reducing reliance on the automobile, improving safety, relieving congestion, responding to growth, and system-wide benefits.

Implementation 1-E(1): Give priority to funding projects that most increase capacity and relieve congestion, such as intersection improvements as opposed to general street widening, consistent with the adopted level of service (LOS) standards.

Goal 2 – Street System

Provide a comprehensive street system that serves the mobility and multimodal transportation needs of the Medford planning area.

Policy 2-A: The City of Medford shall classify streets so as to provide an optimal balance between mobility and accessibility for all transportation modes consistent with street function.

Implementation 2-A(2): Provide a grid network of higher order (i.e., Arterial, Collector) streets that link the central core and major industrial areas with major highways and that connect with each other and the lower order street system.

Policy 2-G: The City of Medford shall undertake efforts to reduce per capita vehicle miles traveled (VMT) and single-occupancy vehicle (SOV) demand through TDM strategies.

Implementation 2-G(3): Support and assist the efforts of the Rogue Valley Transportation District in maintaining a regional Transportation Demand Management program, which includes such components as a rideshare matching program, carpool/vanpool matching, park-and-ride lots, and information regarding transit service, bicycle routes, telecommuting, etc.

Policy 2-H: The City of Medford shall manage and maintain the transportation system in an efficient, clean, and safe manner.

Implementation 2-H(3): Continue to modernize the traffic signal system and improve its efficiency by ultimately connecting all signals to the centralized traffic control center. Employ traffic signal timing plans that maximize efficiency during different time periods. Provide a program to identify locations for new/modified signals.

Implementation 2-H(4): Utilize Intelligent Transportation Systems (ITS), such as real-time traffic monitoring cameras and management projects, that provide motorist information and incident response/clearance programs to alleviate traffic congestion.

Goal 7 – Freight Movement

Facilitate the provision of a multimodal transport system for the efficient, safe, and competitive movement of goods and services to, from, and within the Medford planning area.

Policy 7-A: The City of Medford shall promote accessibility to transport modes that fulfill the needs of freight shippers.

Implementation 7-A(1): Develop and adequately sign a street system that provides direct and efficient access to and between industrial and commercial centers, regional intermodal freight facilities, and statewide transport corridors.

Implementation 7-A(3): Encourage the development of railroad freight services to industrial and commercial areas.

Implementation 7-A(5): Encourage the development of intermodal freight transfer facilities.

Policy 7-B: The City of Medford shall strive to balance the needs of moving freight with community livability.

Implementation 7-B(2): Work with public agencies and private freight service providers to reduce the number and severity of commercial transport-related accidents.

Implementation 7-B(5): Work with railroads and appropriate state agencies to minimize the blockage of public streets at railroad crossings to facilitate traffic movement, especially emergency service vehicles.

Implementation 7-B(6): Consistent with the Oregon Rail Plan, establish city policy that seeks to avoid or minimize the number of future railroad at-grade crossings when new streets are planned; avoids creating intersections of major streets and railroads where possible, locates new parallel streets at least 500 feet from railroads to allow for industrial development between the tracks and the roadway, and plans community development with sensitivity to rail noise and other potential conflicts.

The *RVMPO – Transit Oriented Design and Transit Corridor Development Strategies (May 1999)* concluded that for the TOD land use strategy to be successful in increasing the use of alternative travel modes, it will need to include an intensive increase in bus service that is "integrated into the community and highly visible as part of the civic infrastructure"14. This service would be focused on developing a where buses would operate at 15-minute frequencies for 14 hours every day and on 30- minute frequencies in the evening, seven days a week. ·

Highway 99 Corridor between Central Point and Phoenix (which could include modifications to the Riverside/Central Avenue couplet to provide for two-way high speed transit service on Central Avenue) was identified as a "primary transit corridor network" in the *RVMPO – Transit Oriented Design and Transit Corridor Development Strategies (May 1999)* as referenced in the Medford TSP.

A.2.4. City of Phoenix Transportation System Plan (1999)

The City of Phoenix TSP was acknowledged by the City Council on October 4, 1999, and acknowledged by the Department of Land Conservation and Development on December 2, 2003. The purpose of this plan is "to meet the existing and future mobility needs of the City of Phoenix."

Project Relevance

The following goals are applicable to development of the Corridor Plan and are taken from Chapter 9, "Modal Plans and Policies."

<u>Goal 2</u>: The City shall coordinate its transportation decision-making with other land use planning decisions and with public agencies providing transportation services or facilities.

<u>Goal 3</u>: Utilize the volume-to-capacity (v/c) standards specified in [the TSP] to determine transportation facility adequacy (0.80 v/c for I-5; 0.90 v/c for arterials, collectors, and local streets; 0.95 v/c for designated Special Transportation Areas).

<u>Goal 4</u>: Support the use and deployment of transportation demand strategies.

Goal 5: Preserve the function and value of transportation facilities consistent with their classification. More restrictive access policies shall apply to higher-level streets.

Goal 10: Ensure streets are designed, developed, reconstructed, and maintained consistent with their classification.

A.2.5. City of Talent Transportation System Plan (2000)

The City of Talent TSP was initially adopted in April 2000 with update to the TSP adopted in March 2007. The overall goal of the Talent TSP is to provide a safe and efficient transportation system that reduces energy requirements, regional air contaminants, and public costs and provides for the needs of those not able or wishing to drive automobiles.

Project Relevance

Specific goals applicable the Corridor Plan are listed as follows:

Transportation Demand Management: Reduce the demands placed on the current and future transportation system by the single-occupant automobile.

Streets: Provide a comprehensive system of streets and highways that serves the mobility and multimodal travel needs of the Talent urban area.

A.3. Local Planning Documents

A.3.1. Jackson County Comprehensive Plan (2004)

The Jackson County Comprehensive Plan and Map is the official long-range land use policy document for Jackson County. The plan sets forth general land use planning policies and allocates land uses to resource, residential, commercial, and industrial categories. The plan serves as the basis for the coordinated development of physical resources and the development or redevelopment of the county based on physical, social, economic, and environmental factors. The Jackson County Comprehensive Plan establishes the purpose, the map designation criteria, and the basis for determining the appropriate zoning district for each land use.

Project Relevance

Goals applicable to the Corridor Plan include:

Agricultural Goal: To Preserve and Maintain Agricultural Land

Citizen Involvement Goal: To provide opportunities for Citizens to be Involved in all phases of the Jackson County Planning Process.

Economy Goal: To improve and diversity the economic base of Jackson County in balance with Air, Water, Land and Human Resources.

Energy Goal: To effect the optimum conservation of energy and use of local renewable resources.

Environmental Quality Goal: To ensure and improve the quality of the County's Natural environment and resources in a responsible manner which will maintain and enhance the life sustaining environment.

Forest Uses Goal: To conserve forest lands for forest uses and ensure a continued yield of forest products.

Natural and Historic Goal: To preserve and conserve open space lands; protect and maintain existing and establish new, historic and scenic and wildlife areas and ensure the wise utilization of natural resource.

Natural Hazards Goal: To protect life and property from natural disasters and hazards.

Urban Lands Goal: To provide for and orderly efficient and environmentally sound plan for urban land uses within urban growth boundaries.

Policy: Unincorporated Urban Containment Boundaries (UCB) shall be established and maintained around the two unincorporated urban areas (Gibbons/Forest Acres, and Highway 99 Corridor Between Medford and Phoenix), and an urban unincorporated community boundary around White City. The County shall allow both for the containment of existing development and allow fill-in development at urban densities where adequate urban level facilities exist. Once established, these boundaries shall not be expanded.

Implementation Strategy: Establishment of urban containment boundaries around two unincorporated urban areas (Gibbons/Forest Acres, and the Highway 99 corridor between Phoenix and Medford), and an urban unincorporated community boundary around a third unincorporated urban area (White City). These boundaries should be based on the existing extent of urban development, as defined by criteria set forth in the definition of urban land. The densities and land uses within these boundaries should be proposed and evaluated within the framework of the areawide plans.

Comprehensive Plan Land Use Designations

The OR 99 Corridor within Jackson County has areas of agricultural (Exclusive Farm Use [EFU]) residential, commercial and industrial uses. The purpose of the Agricultural Land designation is used to implement Statewide Planning Goal 3 by preserving agricultural lands for farm use and preventing uses and activities that are incompatible with farm-related activities.

Commercial Land is established to provide markets in appropriate locations for the efficient and economic exchange of goods and services. The Industrial Land designation is intended to provide a supply of sites of suitable sizes, types, locations, and service levels to meet the economic objectives of the region. Urban Residential Lands are areas that have been allowed through the Statewide Goal exception process or that are within urban growth, urban containment, or urban unincorporated community boundaries.

Jackson County's Comprehensive Plan established Forestry/Open Space Land designations to protect and provide for fish and wildlife habitat, as well as watershed and aquifer recharge

areas. These designations protect lands including and adjacent to inventoried Goal 5 resources. The areas designated Forestry/Open Space Land can be found in Figure 2-6.

A.3.2. Jackson County Land Development Ordinance (2004)

The Jackson County Land Development Ordinance (LDO) regulates uses, activities, and structures on lands within the unincorporated areas of the county. The LDO provides the standards for construction of improvements that are monitored through the land use approvals/permitting process.

Project Relevance

The Corridor within Jackson County is zoned EFU. Depending on the type of transportation improvement, projects that affect the EFU zone require a Type 1 to Type 4 land use review. Areas of land zoned as industrial and commercial are situated between Medford and Phoenix. There are high density residential land uses to the east, stretching to the I-5 corridor.

In addition to the applicable base zoning for each identified use requiring mostly Type I permits for transportation improvements, the following overlay standards may apply to transportation improvements within Jackson County jurisdiction:

7.1.1 Areas of Special Concern

ASC 82-2 Bear Creek Greenway
ASC 90-1 Deer and Elk Habitat
ASC 90-4 Historic Resources
ASC 90-6 Archaeological Sites
ASC 90-9 Scenic Resources
ASC 90-10 Ecologically or Scientifically Significant Natural Areas
ASC 2003-2 Jackson County Sports Park Noise Overlay

7.1.2 Floodplain Overlay

A.3.3. City of Medford Comprehensive Plan (2000)

The City of Medford Comprehensive Plan states the city's adopted goals and policies regarding land use. These goals and policies establish a framework upon which to base decisions and actions related to the use of land. The Plan is also a source of background information about the City of Medford including inventories, identified issues and alternatives, and discussions of alternative policies.

Project Relevance

The following elements are applicable to planning for the Corridor:

Natural Resource Element

Goal 6: To recognize Medford's waterways and wetlands as essential components of the urban landscape that improve water quality, sustain wildlife habitat, and provide open space.

Goal 7: To preserve and protect plants and wildlife habitat in Medford.

Goal 10: To assure that urban land use activities are planned, located, and constructed in a manner that maximizes energy efficiency.

Goal 11: To preserve and protect archaeological and historic resources in Medford for their aesthetic, scientific, educational, and cultural value.

Goal 12: To protect the citizens of Medford from the potential damage caused by hazards such as flooding, earthquakes, noise, wildfires, and airport hazards.

Population Element

Goal 2: To assure that land uses and public facilities and services are planned, located, and conducted in a manner that recognizes the size and the diverse characteristics and needs of Medford's existing and future residents.

Public Facilities Element

Goal 1: To assure that development is guided and supported by appropriate types and levels of urban facilities and services, provided in a timely, orderly, and efficient arrangement.

Goal 2: To assure that General Land Use Plan (GLUP) designations and the development approval process remain consistent with the City of Medford's ability to provide adequate levels of essential public facilities and services.

Stormwater Management

Goal 1: To protect the citizens of Medford from the potential damage caused by flooding.

Goal 2: To achieve and maintain a high level of water quality in Medford's waterways and groundwater.

Parks, Recreation and Leisure Services

Goal 3: To provide an interconnected park and recreation system that is well integrated with the community.

Goal 5: To maintain and enhance community livability in Medford by promoting the aesthetic quality of the urban environment.

General Land Use Plan

Goal 2: To administer the City of Medford General Land Use Plan Map so as to further the purposes of the Map and the Comprehensive Plan.

Comprehensive Plan Land Use Designations

Designated land uses near the Corridor are mostly commercial, with some areas designated industrial on the west side of OR 99 to the north and south.

A.3.4. City of Medford Land Development Code (2010)

The purpose of the City of Medford Zoning Code is "to designate and define the responsibilities of the approving authorities and to set forth the procedural requirements and substantive criteria for plan authorizations and the development permit."

Project Relevance

Zoning along the Corridor is identified in Section 4 and depicted on Figure 2-7. There is a Historic Preservation overlay intended to "protect, enhance, perpetuate, and improve those buildings, structures, objects, sites, and districts that are of local, regional, statewide, or national historic significance."

The City of Medford adopted the Bear Creek (B-C) Overlay Zoning District in 1989 to protect the wildlife habitat within the greenway. To comply with Goal 5 requirements for riparian corridors, the City of Medford adopted a Riparian Corridor Ordinance. The ordinance provides for a riparian corridor boundary of 50 feet, measured from the top-of-bank along both sides of waterways with an average annual flow of less than 1,000 cubic feet per second (cfs) and identified as being fish-bearing streams, or other waterways having riparian areas determined to be significant, which includes Bear Creek.

A.3.5. City of Phoenix Comprehensive Plan (1983)

The City of Phoenix Comprehensive Plan was originally adopted by the City Council in September 1980. The City of Phoenix Comprehensive Plan establishes a number of goals and related policies that are intended to guide future land development in a manner that is in the best interests of the community as a whole.

Project Relevance

The following elements of the City of Phoenix Comprehensive Plan are applicable to the project:

Transportation Planning

Policy 1. Energy efficiency shall be a major criterion in evaluating future modes of transportation, both public and private, as well as major land use proposals.

Policy 2. The City shall continue to support carpooling and the use of public transit (RV'ID), and will continue to make information transportation alternatives available to the public.

Policy 3. The City will continue to provide industrial sites in locations that can make maximum use of the railroad and freeway.

Policy 4. Whenever possible, the City will encourage non-motorized forms of transportation to lessen dependence on the private auto for short trips as well as commuting.

Policy 5. The City shall coordinate its plans for streets, bikeways, truck routes, and other major facilities with the County and State.

Comprehensive Plan Land Use Designations

Land use designations adjacent to the Corridor are mostly commercial with residential uses past the commercial uses.

A.3.6. City of Phoenix Land Development Code (1983)

The City of Phoenix Land Development Code governs all of the land within the incorporated city limits of Phoenix.

Project Relevance

Land uses through the Corridor are zoned Commercial Highway (C-H), High Density Residential (R-3), and Bear Creek Greenway and City Center (C-C). A city goal is to strengthen the City Center as the nucleus of the community. Thus, the City Center District is intended to support this goal through design and appropriate mixed-use standards. The goal of the area designated as Bear Creek Greenway is to maintain, as much as possible, the natural condition of the greenway through limited development standards. The Bear Creek Greenway standards state, "No person, firm, or corporation, whether public or private, shall cause or permit any excavation, fill, stream diversion, removal of vegetation, or other alteration of the natural environment of the Greenway, nor encroach upon any part thereof with buildings, footings, retaining walls, bridges, piers, abutments, dams, diversion weirs, rip-rap, or any other physical feature without first securing the express written consent of the Phoenix Planning Commission." There is also a Historic Overlay along OR 99 where historic resources are to be preserved and where they may not be altered or demolished without approval by the Historic Review Board.

A.3.7. City of Talent Comprehensive Plan (1999)

The purpose of the City of Talent Comprehensive Plan is to "establish policies and implement strategies to encourage activities that contribute to the protection of the historic context of the area by further improving our understanding of local history, optimizing opportunities for preserving our historic resources, and promoting compatible new construction."

Project Relevance

Listed below are the goals and policies that should guide the OR 99 Corridor Plan.

Element B: Parks and Recreation

Policy 1: Preservation: It is the policy of the City of Talent to preserve and enhance the quality of its existing parks and recreation resources.

Policy 2: Conservation: It is the policy of the City of Talent to conserve open spaces, riparian areas, wooded areas, and wetlands for wildlife habitat, flood hazard mitigation, and future, park needs.

Policy 5: Urban Forestry: It is the policy of the City of Talent to promote healthy trees as fundamental to the quality of life in the City of Talent.

Element C Natural Hazards

Policy 1.1. Flood Hazards: It is the policy of the City of Talent to implement a comprehensive strategy that will mitigate and reduce risks of flood damage from naturally occurring flood events.

Element D: Transportation

Policy 1: General Policy. It is the policy of the City of Talent to plan and develop transportation facilities in a way that provides a safe and efficient transportation system that reduces energy requirements, regional air contaminants and public costs and that provides for the needs of those not able or wishing to drive automobiles.

Relevant Implementation Strategies:

4. Design and construct transportation facilities to minimize noise, energy consumption, neighborhood disruption, economic losses to the private or public economy and social, environmental and institutional disruptions, and to encourage the use of public transit, bikeways and walkways.

7. Coordinate transportation planning and construction efforts with County, Regional, State and Federal plans.

Policy 4: Transportation System Management. It is the policy of the City of Talent to maximize the efficiency of the existing surface transportation system through sound management techniques and facility improvements.

Element E: Economy

Policy 2: Family Wage Jobs. Promote and support businesses that bring family wage jobs into the community.

Policy 4: Infrastructure Support. The City will continue to pursue funding or needed infrastructure to support economic development activities.

Policy 5: Livability. The City recognizes that livability is an important factor in the location choices of some types of businesses, and the policy of maintaining livability for the benefits of City residents is further reinforced by the potential for economic benefits.

Element F: Public Facilities and Services

Policy 7: Government Facilities and Services. The Community Development Department will continue to take an active role in helping to coordinate the functions of the various City departments, and in planning for future land and facility needs.

Comprehensive Plan Land Use Designations

In the Corridor, land use is commercial in the northern and middle sections of the city, with a small band of land that is designated Parks and Greenway where Wagner Creek crosses OR 99. The very southern portion of the city has areas designated Parks and Greenway to the east of OR 99 for Bear Creek. West of OR 99, there is a small pocket of Mobile Home designation, with an area designated Low Density Residential to the south of it.

A.3.8. City of Talent Zoning Code (1980)

The City of Talent's Zoning Code was adopted June 24, 1980. The purpose of the zoning code is to encourage the appropriate and orderly physical development in the city through standards to regulate and control the location and use of the land, buildings, and structures for residential, commercial, industrial, and other purposes; to meet the policies and text of the Comprehensive Plan of the City of Talent; to provide assurance of opportunities for effective utilization of land; and to promote in other ways the public health, safety, convenience, and general welfare.

Project Relevance

Land use designations adjacent to the Corridor through Talent are commercial in nature, specifically Highway Commercial (CH), Interchange Commercial (CI), and Highway Central Business District (CBH). Past the commercial areas, the designated land uses change to residential, mainly Mobile Homes (RS-MH) and High Density Residential (RM-22). The only portion of property under City of Talent jurisdiction that abuts I-5 is zoned CH.

There are several districts, area plans, and overlays in the Corridor area:

- The purpose of the Old Town District Design Standards is "to respect and enhance the character of Talent's original core areas while maintaining the city's traditional, rural, vernacular architectural heritage."
- The Floodway, Parks, Greenway Overlay zone is intended to protect significant resources located within its boundaries that contribute to the unique character of the community. This zone sets minimum standards applicable to new development in or adjacent to areas designated as floodplains, greenways, wetlands, and riparian areas.

- The Historical Overlay is intended to protect historical resources because they contribute to the unique character of the community. Therefore, any projects that may affect these resources must go through design review.
- A supplement to the City of Talent Comprehensive Plan, the West Valley View Vision Master Plan aims to, among other things, create an accessible, multimodal community. The foundation of the West Valley View Vision Master Plan is reconfiguring and aligning some of the major streets that provide an entry into Talent, such as OR 99.
- The Wagner Creek Greenway Connector Plan proposes to connect the downtown to the existing Bear Creek Trail for pedestrians and bicyclists. A portion of the Wagner Creek Greenway Trail has been constructed. When completed, the trail will be approximately 1.5 miles long. This trail will pass OR 99.

A.4. Regional Plans and Studies

Regional plans for the Rogue Valley metropolitan area were reviewed and are summarized below.

A.4.1. Greater Bear Creek Valley Regional Problem Solving

The State of Oregon, Jackson County, and the cities of Ashland, Central Point, Eagle Point, Jacksonville, Medford, Phoenix, and Talent began a collaborative effort in April 2000 to launch the Greater Bear Creek Valley Regional Problem Solving (RPS) project. Under the authority of Oregon's Regional Problem Solving (RPS) Statute (Oregon Revised Statute (ORS) 197.652-658), multiple jurisdictions working in a collaborative effort may depart from state administrative rules where needed to implement creative solutions to mutually agreed-upon regional land use problems. The process must offer an opportunity to participate with appropriate state agencies and all local governments within the region affected by the problems that are the subject of the problem-solving process.

The RPS process has created a coordinated expansion plan for Jackson County and the cities of Ashland, Central Point, Eagle Point, Jacksonville, Medford, Phoenix, and Talent known as the *Greater Bear Creek Valley Regional Plan* (Regional Plan). Currently in the draft stage, the plan is the only effort of such complexity and scope under RPS to reach this final stage of adoption and acknowledgement. The Regional Plan, when implemented, will establish coordinated urban reserves between the seven participating cities and Jackson County, and will establish regional policies and mechanisms to balance rural and urban land needs to prepare for a future doubling of the regional population.

The purpose of the Greater Bear Creek Valley RPS process is to identify additional lands needed for urban development to accommodate a doubling of the region's population. The jurisdictions involved in the RPS project have agreed upon and adopted a set of goals and policies to guide the development of the Regional Plan.

Goal 1 – Manage Future Regional Growth for the Greater Public Good

Goal 1 includes policies calling for the use of intergovernmental agreements and amendments to comprehensive plans to implement the Regional Plan, increased residential densities across the region, identification of major infrastructure corridors, a more efficient network of public streets, and a balance of jobs and housing on the local and regional levels.

Goal 2 – Conserve Resource and Open Space Lands for their Important Economic, Cultural, and Livability Benefits

Goal 2 includes policies calling for a shared vision of maintaining a commercially viable agricultural land base, uniform standards of agricultural buffering, and the long-term preservation of regionally significant open space.

Goal 3 – Recognize and Emphasize the Individual Identity, Unique Features, and Relative Competitive Advantages and Disadvantages of Each Community within the Region

Goal 3 includes policies calling for mechanisms to enhance individual community identity, increase flexibility in the event of future boundary expansions, and permit an unequal distribution of certain land uses among jurisdictions, and the development of individual definitions of each community based on its unique identity and vision of future urban form.

Project Relevance

This Project will contribute to implementation of Goal 1 by studying and planning for one of the region's major infrastructure corridors, the OR 99 Corridor. In the November 2009, Greater Bear Creek Valley Regional Draft Plan, portions of the Study Area (mostly the area between Medford and Phoenix, a small area adjacent to the northern Talent city limits and a small area adjacent to the southern Talent City limits) have been identified as suitable under Goal 14 for an Urban Reserve designation. Urban Reserve Areas (URAs) are areas proposed through this regional planning effort to accommodate the amount of growth projected over the next 50 years. Community buffer areas were also identified between Phoenix and Talent and between Talent and Ashland to preserve the separate identities of the communities.

A.4.2. North-South Travel Demand Study

The RVMPO is preparing to conduct a study intended to develop a long-term multimodal concept plan for the OR-99 Corridor Area as an alternative to I-5 north-south travel from Crowson Road in Ashland to Interchange 35 north of Central Point. The plan will include strategies that reduce vehicular traffic congestion, greenhouse gases, and support economic development along the north-south corridor and beyond the study area. In recognition of the strong influence of land use and multimodal transportation on peak-hour travel, the study will determine the appropriate population density and land use patterns necessary to support transit alternatives such as enhanced commuter transit, bus rapid transit, and commuter rail. The study will also identify transportation options and ITS strategies to reduce vehicle trips and improvements needed to improve bicycle and pedestrian connectivity. The study will develop and evaluate various alternatives to improve mobility of all modes within the study area.

Project Relevance

Because this project is expected to be under way concurrently with the developing Corridor Plan, close coordination among the two project teams should be established.

A.4.3. Bear Creek Greenway Plan

The Bear Creek Greenway is a narrow corridor of publicly owned land that follows the Bear Creek streambed from Ashland (Nevada Street) to Central Point (Pine Street). Development of the Bear Creek Greenway bicycle and pedestrian path began in 1973 when ODOT built the first 3.4-mile section of the pedestrian/bicycle path through Medford. The Bear Creek Greenway currently includes two primary sections:

- Pine Street in Central Point to Barnett Road in Medford; and
- Blue Heron Park in Phoenix to Nevada Street in Ashland.

When complete, the Bear Creek Greenway will provide a 20-mile, multi-use path from the I-5/Seven Oaks Interchange in Central Point to Nevada Street in Ashland. It will serve as an important facility for intercity travel in the I-5/OR-99 corridor. Additionally, a Rogue River Greenway is currently in the planning stages. This greenway will connect the communities of Grants Pass, Rogue River, and Gold Hill and would eventually be linked to the Bear Creek Greenway at the Seven Oaks Interchange.

Project Relevance

Due to its proximity to the Bear Creek Greenway, any Corridor improvements should be developed in consideration of the Greenway and its planned goal.

A.5. Commuter Rail Studies

The RVMPO has commissioned a number of studies over the past several years exploring the potential for commuter rail service between Central Point and Ashland, a distance of approximately 16 miles. Three studies were reviewed.

A.5.1. Southern Oregon Commuter Rail Study (2001)

In 2001, local governments in the Rogue Valley area, along with ODOT's Rail Division, issued a report entitled *Southern Oregon Commuter Rail Study.* At a conceptual level, the study analyzed the technical elements and costs associated with the introduction of commuter rail service between Grants Pass and Ashland along with a shorter segment between Central Point and Ashland. The study presumed the commuter trains would operate over the existing CORP tracks, which parallel OR-99 through most of the area.

The study considered that extensive upgrading of the track structure would be required. The upgrades would include the placement of heavy rail and insertion of thousands of ties, along with installation of a new train control system and upgrades to all grade crossings along CORP's Siskiyou Branch Main between Grants Pass and Ashland. In addition, a 1.5-mile-long bypass

track to CORP's Medford yards would need to be constructed to separate the commuter train's operations from CORP's freight activities in the Medford area.

New self-propelled diesel rail cars known as Diesel-Multiple Units (DMUs) were contemplated to carry the passengers, and the construction of numerous park-and-ride facilities was considered. Meanwhile, extensive changes would be made to the existing transit service operated by the Rogue Valley Transit District (RVTD) that would convert its operation to act as a feeder system to the commuter rail operations.

Costs were estimated at three different levels of service:

1. Full service would consist of six roundtrips in the morning and six in the evening between Ashland and Central Point.
2. The second level of service would include the full service trips discussed in Item #1, along with two roundtrips in the AM and two in PM between Grants Pass and Central Point.
3. The third level of service provided six full roundtrips in both the AM and PM peak hours along the full length of the corridor between Grants Pass and Ashland.

Capital costs associated with the three levels of service ranged from $38 million to $90 million annually, with operating costs ranging between $3.6 million and $7.6 million. Projected annual ridership was between 124,000 and 221,000 passengers.

The 2001 study listed 11 items that greatly influence the success of any commuter rail system:

1. Direct Rail Link. Does the corridor have an existing rail line with a reasonably direct route connecting the communities to be served and with sufficient unused capacity to accommodate frequent rush hour passenger service?
2. Support Regional Goals. Have the communities involved adopted land use and transportation goals seeking to:
   A. Concentrate commercial and residential development in and near urbanized areas in the corridor?
   B. Promote higher-density residential development within the corridor?
3. Growing Population/High Density Close to Stations. Is there moderate to rapid growth in population within and along the corridor, with a high concentration of residences and/or business/commercial activity close to proposed station sites?
4. Limited Funding for Highway Projects. Is it difficult to raise funds for new highway projects that would increase traffic capacity in the corridor?
5. High Level of Daily Commuting Within the Corridor. Does the rail line to be used for commuter rail parallel a route used by many corridor residents commuting to and from work?

6. Traffic Congestion. Is traffic congestion on highways paralleling the rail line worsening and becoming severe? Are paralleling highways reaching or exceeding their design carrying capacity?
7. Limited, High Cost Parking. Is parking at commuter destination points limited and expensive?
8. Competitive Transit Times. Can the rail commuter system provide service on a schedule that is competitive to auto commute times?
9. Competitive Transit Costs. Will the cost of using the rail commuter system be competitive with the cost of commuting by automobile?
10. Willingness to Use Transit. Do daily commuters in the corridor have a relatively high propensity to use mass transit?
11. Compelling Circumstances. Does the region need to take drastic action because of some overriding economic, environmental, and/or safety concerns that make it imperative that more people switch from auto commuting to mass transit?

Project Relevance

This study will be considered in development of the Corridor Plan.

A.5.2. Rogue Valley Commuter Rail Project – Final Report (2007)

The most recent commuter rail study was launched by RVMPO to reflect the unavailability of the ODOT cars. In addition, RVMPO sought information that it could possibly use to approach the Federal Transit Administration (FTA) for potential funding under the agency's "Small Starts" Program.

The most recent study updated the 2006 Draft Report, listing the equipment options to replace the ODOT rail diesel cars that were sold, prepare an update to the capital program to permit bi-directional operations, and revisit earlier ridership projections resulting from increased frequencies permitted by bi-directional operations. Some of the conclusions from the report are:

Equipment: Four train sets of at least 180 seats would be needed in order to provide the contemplated 30-minute service levels, while two sets would be needed for hourly interval service. Estimated capital cost, depending upon the type of cars chosen, could range from $8 million to over $20 million.

Operating Intervals: The study developed two operating scenarios, one for hourly interval service and the other based on 30-minute interval service.

Track Upgrades: The existing CORP's Siskiyou Branch track conditions and maintenance levels limit freight trains to a maximum 25 miles per hour (mph). In order to meet proposed schedules, it would be necessary to operate commuter trains at speeds of approximately 59 mph. To achieve this speed, track upgrades of $16 million to $18 million would be necessary.

Stations: The project envisions seven passenger stations—two each in Central Point and Medford and one each in Phoenix, Talent, and Ashland.

Yearly Operating Costs: Operating costs would vary depending upon the equipment chosen, but a general estimate places yearly operating cost at around $3.8 million.

Project Relevance

This study will be considered in development of the Corridor Plan.

A.6. Regional Intelligent Transportation System (ITS) Plans and Projects

ITS projects have a direct impact on the Rogue Valley region.

A.6.1. Regional Intelligent Transportation System (ITS) Operations & Implementation Plan for the Rogue Valley Metropolitan Area – Final Report (July 2004)

In 2004 the RVMPO completed a comprehensive Rogue Valley Intelligent Transportation Systems plan (RVITS). This 20-year plan identifies advanced technologies and management techniques that can relieve traffic congestion, enhance safety, provide services to travelers, and assist transportation system operators in implementing suitable traffic management strategies. The project is part of a federal initiative to use ITS to increase the efficiency of existing transportation infrastructure, improving overall system performance and reducing the need to add capacity. Efficiency is achieved by providing services and information to travelers so that they can make better travel decisions and to transportation system managers so they can better manage the system. To ensure the development of a relevant plan, RVITS used guidance from RVMPO member jurisdictions and key stakeholders from emergency services and communications agencies.

The RVITS plan provides a framework of policies, procedures, and strategies for integration of ITS with the region's existing resources to meet future regional transportation needs and expectations. The plan includes the continuation and expansion of Transportation System Management (TSM) projects and programs that have been under way for some time, such as coordination of traffic signals.

RVITS projects address the following categories:

- Travel and Traffic Management
- Communications
- Public Transportation Management
- Emergency Management
- Information Management
- Maintenance and Construction Management

Project Relevance

Because of the environmental and built environmental constraints found in the Corridor which are identified in Section 5, the information from the report will be used during design to limit the need for large-scale built impacts.

OR 99 Rogue Valley Corridor Plan

Garfield Road to South Valley View Road

Technical Memorandum #2

Environmental and Land Use Reconnaissance

Prepared for

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September 2014

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2. ENVIRONMENTAL AND LAND USE RECONNAISSANCE

This memorandum provides a summary of the existing transportation system and traffic conditions through the OR 99 corridor.

To understand the potential existing environmental and land use issues, and to help inform the conceptual alternatives development process in a subsequent phase of planning for improvements in the study area, this memorandum identifies and reviews the existing environmental and land use conditions in the study area as defined below. The resources identified in the Environmental and Land Use Section for each project were based on Geographic Information System (GIS) maps, previous reports, and known resource sites. The analysis is limited to "visual windshield validation." Further resources may exist in the study area that are not yet documented or are not visually apparent.

The *OR 99 Corridor Plan* (Corridor Plan) focuses on the section of OR 99 that extends from Garfield Road in South Medford, through the communities of Phoenix and Talent, to South Valley View Road at the north end of Ashland. Figure 2-1 illustrates the related study area for the Corridor Plan and this memorandum. This figure and most of the other figures for the Corridor Plan have been divided into a North section, showing South Medford and Phoenix, and a South section, showing Talent and North Ashland.

This memorandum, prepared in February 2011, begins with a review of environmental and historic resources, then examines existing land use conditions, and concludes with a summary of potential constraints.

2.1. Environmental Reconnaissance

Below is a summary of research that includes the mapped known environmental resources. The information gathered was taken primarily from published documents and maps, GIS data, and conversations with appropriate professional contacts.

2.1.1. Goal 5 Resources

Statewide Planning Goal 5 requires local jurisdictions to inventory natural resources such as riparian corridors, wetlands, wildlife habitat, and recreation trails. These resources are shown on Figure 2-2 and described below.

Riparian Corridors

Bear Creek, which is indicated on Figure 2-2, is a key riparian corridor paralleling OR 99 to the east at varying distances. Bear Creek comes closest to, and in some areas is directly adjacent to, OR 99 in Phoenix's downtown and in the southern portion of OR 99. Bear Creek is designated as Essential Salmonid Habitat (ESH) by the Oregon Department of State Lands (DSL). Bear Creek supports runs of coho and Chinook salmon steelhead trout, and resident cutthroat

trout. The U.S. Environmental Protection Agency lists Bear Creek as a "303(d)" stream because of flow modification, habitat modification, summer temperatures, and fecal coliform levels.

Smaller riparian corridors that may at times be broken up by development and that flow into Bear Creek include: Gore Creek (Medford/Phoenix), Coleman Creek (Phoenix), Anderson Creek (Phoenix), and Wagner Creek (Talent), which flow into Bear Creek from the west, and Myer and Butler Creeks (Talent/Ashland), which flow from the east into Bear Creek. Of all these creeks, only Wagner Creek and Coleman Creek provide aquatic habitat.

Wetlands

Small areas of wetlands are found in the study area, as displayed on Figure 2-2. The largest wetland, a Lacustrine wetland, is in the Talent area east of and adjacent to Bear Creek. Riparian and wetland vegetation identified within the study area includes Douglas fir, Siskiyou mixed evergreen forest, Pacific madrone forest/woodland, annual grasslands, and agricultural grassland.

The riparian wetlands are classified as:

- Lacustrine
- Palustrine, Aquatic
- Palustrine, Emergent
- Palustrine, Forested
- Palustrine, Scrub-Shrub
- Palustrine, Other

Due to the topography of the study area—a valley floor with a major tributary of the Rogue River flowing the length of it and numerous smaller creeks—additional wetland areas than those mapped are likely to be found in the study area.

Wildlife Habitat

The Jackson County Goal 5 Resources Background Document (1991) identifies a Deer and Elk winter range habitat, the West Valley Unit, west of OR 99 just south of Talent in the southern end of the study area, as shown on Figure 2-2. The document characterizes the habitat as follows: "The West Valley Unit supports low densities of resident deer throughout the year, with animal movement fluctuating according to weather severity. Its slope aspect, predominance of conifer and hardwoods, and limited browse species make this extended range relatively poor habitat and of least importance in comparison to other range units in the county." Bear Creek and its tributaries provide a network of linear wildlife habitat throughout the study area.

Recreation Trails

The Bear Creek Greenway, which is shown in Figure 2-2 and which extends from Medford to Ashland, is a linear park that also provides valuable habitat for wildlife. Ultimately, the Bear Creek Greenway Foundation intends to complete the greenway from Ashland to Central Point, and eventually to the confluence with the Rogue River near Gold Hill. The multi-use path, which follows the creek within the Bear Creek Greenway, was designated as a National Scenic Trail in 1975 and is part of the Oregon Recreational Trail system.

2.1.2. Wildlife Crossings

The Oregon Department of Fish and Wildlife, under the Oregon Wildlife Movement Strategy and in partnership with other government agencies, produces data for wildlife linkages, which are key movement areas for wildlife, specifically across roads. The data identified the area between Talent and Ashland along OR 99 as having a high wildlife movement threat value based off of roadkill data for that area (see Figure 2-2). This area correlates with the western frontage of the West Valley Unit and may represent wildlife crossing from that West Valley Unit Wildlife Area to the Bear Creek riparian corridor.

2.1.3. Threatened and Endangered Species

The Oregon Natural Heritage Information Center (ONHIC) database documents the federally listed and state listed, threatened, or endangered species. The State of Oregon and the federal government maintain separate lists of Threatened and Endangered (T & E) species. These are species whose status is such that they are at some degree of risk of becoming extinct. The ONHIC information, based on reported historic sightings in the vicinity of the OR 99 corridor through the Rogue Valley, is summarized in Table 2-1. Only one species, the coho salmon, is listed as a threatened species within the area.

Table 2-1. ONHIC-Identified Listed Threatened or Endangered Species within the I-5/OR 99 Rogue Valley Corridor Area

Common Name	Scientific Name	Status	
		Federal[1]	State[2]
Mammals			
Pallid bat	*Antrozous pallidus*	SOC	SV
Townsend's big-eared bat	*Corynorhinus townsendii*	SOC	SC
Birds			
Grasshopper sparrow	*Ammodramus savannarum*	No Status	SV
Reptiles/Amphibians			
Northern Pacific pond turtle	*Actinemys marmorata marmorata*	SOC	SC
Black salamander	*Aneides flavipunctatus*	No Status	SV
California mountain kingsnake	*Lampropeltis zonata*	SOC	SV
Fish			
Coho salmon	*Oncorhynchus kisutch*	LT	SV
Steelhead	*Oncorhynchus mykiss*	No Status	SV
Chinook salmon	*Oncorhynchus tshawytscha*	No Status	SV
Insect			
Franklin's bumblebee	*Bombus franklini*	SOC	No Status
Plant			
Southern Oregon buttercup	*Ranunculus austrooreganus*	No Status	C

Notes:
1. SOC (Species of Concern); LT (Listed Threatened)
2. SV (Sensitive-Vulnerable); SC (Sensitive-Critical); C (Critical)

Under state law (ORS 496.171-496.192) the Fish and Wildlife Commission, through the Oregon Department of Fish and Wildlife (ODFW), maintains the list of native wildlife species in Oregon that have been determined to be either "threatened" or "endangered" according to criteria set forth by rule (OAR 635-100-0105). Plant listings are handled through the Oregon Department of Agriculture, while most invertebrate listings are conducted through the Oregon Natural Heritage Program.

Under federal law, the U.S. Fish and Wildlife Service (USFWS) and National Oceanic and Atmospheric Administration (NOAA) share responsibility for implementing the federal Endangered Species Act (ESA) of 1973 (Public Law 93-205, 16 United States Code (USC) § 1531), as amended. In general, USFWS has oversight for land and freshwater species and NOAA for marine and anadromous species. In addition to information about species already listed, the USFWS Oregon Field Office maintains a list of Species of Concern.

Once it is listed as threatened or endangered, a species is afforded the full range of protections available under the ESA, including prohibitions on killing, harming or otherwise "taking" a species. In some instances, the listing of a species can be avoided by the development of Candidate Conservation Agreements that may remove threats facing the candidate species.

A species is listed under one of two categories, endangered or threatened, depending on its status and the degree of threat it faces. An "endangered species" is one that is in danger of extinction throughout all or a significant portion of its range. A "threatened species" is one that is likely to become endangered in the foreseeable future throughout all or a significant portion of its range. "Species of Concern" is an informal term under the federal listing that is not specifically defined in the federal ESA. The term commonly refers to species that are declining or appear to be in need of conservation.

Under Oregon's Sensitive Species Rule (OAR 635-100-040), a "sensitive" species classification was created that focuses fish and wildlife management and research activities on species that need conservation attention. "Sensitive" refers to naturally reproducing fish and wildlife species, subspecies, or populations that are facing one or more threats to their populations and/or habitats. Implementation of appropriate conservation measures to address the threats may prevent them from declining to the point of qualifying for threatened or endangered status.

Sensitive species are assigned one of two subcategories. "Critical" sensitive species are imperiled with extirpation from a specific geographical area of the state because of small population sizes, habitat loss or degradation, and/or immediate threats. Critical sensitive species may decline to the point of qualifying for threatened or endangered status if conservation actions are not taken. "Vulnerable" sensitive species are facing one or more threats to their populations and/or habitats. Although not currently imperiled with extirpation from a specific geographical area of the state, vulnerable species could, however, become so with continued or increased threats to populations and/or habitats.

2.1.4. Floodplains and Floodways

Acting through the local planning agencies, the Federal Emergency Management Agency (FEMA) regulates development within floodplains. FEMA-designated floodplains and floodways in the vicinity of the study area are displayed in Figure 2-2, and generally trace Bear Creek and its tributaries. OR 99 roughly parallels the Bear Creek floodway and its 100-year and 500-year floodplain, between Medford and Ashland. South of Talent, the Bear Creek floodway is close to and sometimes appears to be under OR 99. The OR 99 corridor is also impacted by the 100-year and 500-year floodplain of Coleman Creek (Phoenix), Anderson Creek (Phoenix), and Wagner Creek (Talent), which flow into Bear Creek from the west, and of Myer and Butler Creeks (Talent/Ashland), which flow into Bear Creek from the east.

2.1.5. Air Quality

Under the 1990 Clean Air Act Amendments, the Rogue Valley (Jackson County, Ashland, Phoenix, Talent, Medford, Jacksonville, Central Point, White City, and Eagle Point) became a nonattainment area for particulate matter (PM_{10}). These communities share a common airshed, known as the Medford-Ashland Air Quality Maintenance Area (AQMA). During the 1980s, particulate pollution in the Medford-Ashland AQMA reached some of the highest levels in the

nation and violated the federal air quality health standards also known as the National Ambient Air Quality Standards (NAAQS).

Particulate matter (PM) is a complex mixture of extremely small particles and liquid droplets that is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The size of particles is directly linked to their potential for causing health problems. The U.S. Environmental Protection Agency (EPA) monitors particles that are 10 micrometers in diameter or smaller because those are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. The EPA divides particle pollution into two categories differentiated by size, assigning them a notation of PM_{10} or $PM_{2.5}$:

1. PM_{10} (larger than 2.5 micrometers and smaller than 10 micrometers in diameter) are course particles, generally found near roadways and dusty industries.
2. $PM_{2.5}$ (smaller than 2.5 micrometers in diameter) are fine particles that can form when gases that are emitted from power plants, industries, and automobiles react in the air. They are also directly emitted from sources such as forest fires. Essentially, the smaller and lighter the particle is, the longer it will stay in the air.

Medford's urban growth boundary (UGB), which includes the northern section of the study area, was established as the boundary for carbon monoxide (CO) in 1978. Carbon monoxide emissions from transportation sources are tied exclusively to tailpipe emissions and are generated from the combustion of fuel. Vehicle tailpipes emit the highest concentrations of CO when idling or traveling at low speeds. Emission rates decrease as speeds increase, reaching a minimum rate between 45 miles per hour (mph) and 50 mph, and gradually increase again as the vehicle speed surpasses 50 mph.

In the past, the Rogue Valley region exceeded the NAAQS for both CO and PM and, subsequently, became a designated non-attainment area for these pollutants. Non-attainment means that a geographic area has not consistently met the clean air levels set by the EPA through the NAAQS. Recent air quality monitoring results have demonstrated consistent compliance with NAAQS in the Rogue Valley region, as displayed in Table 2-2.

With improved air quality, the Medford metropolitan area, including the study area, is today an EPA-designated maintenance area, meaning that it has had a history of non-attainment but now consistently meets EPA standards set by NAAQS. The area encompassed by the Medford UGB was redesignated from non-attainment to attainment by the EPA in 2002, while the area within the Medford-Ashland AQMA was redesignated from non-attainment to attainment in 2005. Analysis by the Rogue Valley Metropolitan Planning Organization has found that throughout the horizon of the 2009-2034 Regional Transportation Plan (RTP) and the 2010 Metropolitan Transportation Improvement Plan (MTIP) emissions from transportation will not exceed current federal and state air quality standards.

Table 2-2. Ambient Air Quality Standards and Data Summaries for the Rogue Valley Region

Pollutant	Medford[4] (2007)	Standard Exceedance Level[4]	
		Federal NAAQS	Oregon
Carbon Monoxide (CO) – Maximum 1-hour average not to be exceeded more than once per year[1]	4.7 ppm	35 ppm	35 ppm
Carbon Monoxide (CO) – Maximum 8-hour average not to be exceeded more than once per year[1]	3.1 ppm	9 ppm	9 ppm
PM_{10} Particulate Matter – Maximum 24-hour average[2]	94 μg/m^3	150 μg/m^3	150 μg/m^3
$PM_{2.5}$ Particulate Matter – 3-year average of annual arithmetic mean[3]	9.7 μg/m^3	15 μg/m^3	Not Specified
$PM_{2.5}$ Particulate Matter – 98th percentile of the 24-hour values determined for each year[3]	30 μg/m^3	35 μg/m^3	Not Specified

Notes:
1. Recorded at Rogue Valley Mall
2. Recorded at Welch Street and Jackson Drive
3. Recorded at Grant Avenue and Belmont Street
4. ppm (parts per million); μg/m3 (micrograms of pollutant per cubic meter of air)

Source: 2007 Oregon Air Quality Annual Report, DEQ

2.1.6. Noise Quality

In addition to the pollutants described above, noise is also a pollutant that is transmitted through the air. Noise comprises three factors as perceived by the human ear: level of sound, frequency, and period of exposure to sound and fluctuations in sound levels. Levels of noise are measured in units called decibels (dB). However, in order to account for sensitivity of the human ear to frequencies, an adjustment is made to the dB measurement scale. The adjusted scale, referred to as the A-weighted decibel (dBA) scale, provides a more accurate measure of what the human ear can actually hear and is used in most environmental noise studies.

The Federal Highway Administration (FHWA) stipulates procedures and criteria for noise assessment studies taken from Title 23 of the Code of Federal Regulations (CFR) Part 772, Procedures for Abatement of Highway Noise and Construction Noise. Applicable to both traffic noise and construction noise, the FHWA Roadway Noise Abatement Criteria (NAC) are assigned to both exterior and interior activities differentiated by land use. Land uses along the OR 99 corridor include residences, parks/recreation areas, commercial, and undeveloped lands. A summary of the FHWA noise regulations are as follows:

Table 2-3. Noise Impact Guidelines by Land Use (Leq dBA)

Land Use - Primary Activity	FHWA Noise Abatement Criteria	ODOT Noise Impact Criteria
Residential, Recreation, Churches, Schools, Hotels (Exterior Levels)	67	65
Commercial, Industrial (Exterior Levels)	72	70
Residential, Recreation, Churches, Schools, Hotels (Interior Levels)	52	50

ODOT considers a traffic noise impact to occur when the sound levels predicted to be approached or exceeded are 2 dBA less than the FHWA criteria during the noisiest one-hour period. Therefore, impacts to residential properties occur at 65 dBA, and commercial impacts occur at 70 dBA, and the noise impact threshold for Category E land uses, such as the interior of residences, is 50 dBA.

Although no detailed noise impact study has been performed for the OR 99 Corridor Plan, a noise assessment was conducted for the South Medford (Exit 27) Interchange Project Draft Environmental Impact Statement, which includes a portion of the study area (I-5 is approximately 0.4 miles from OR 99 in this area). Existing noise levels at the sites assessed ranged from 50 dBA to 69 dBA. At peak noise levels, slightly more than a third of the sites that were studied approached or exceeded the 67 dBA FHWA criteria for residences and other sensitive land uses. Likewise, noise assessments conducted as part of the Fern Valley Interchange (Exit 24) Environmental Assessment (I-5 is approximately 0.2 miles from OR 99 in this area) identified multiple locations that exceeded the FHWA criteria.

2.1.7. Hazardous Materials

In January 2011, the ODOT Region 3 Hazardous Materials Group performed an assessment of the study area, titled *OR 99 Corridor Plan Known HazMat Sites,* to identify known sources of contamination within the study area. Sources of hazardous substances that were identified in the study area include heating oil tanks, Aboveground Storage Tanks (ASTs), Underground Storage Tanks (USTs), Hazardous Waste Generators, oil water separators, septic systems, solid waste, and suspect building materials (structures built before 1974 that may contain asbestos, lead-based paint, polychlorinated biphenyls (PCBs), and fluorescent or High Intensity Discharge Lamps).

ODOT searched through web-based databases to review the available federal and state records for identified hazardous waste sites. The federal databases include the National Priority List (NPL), Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS), Resource Conservation and Recovery Act (RCRA) Generators, and Emergency Response Notification System (ERNS).

The state databases include the Environmental Cleanup Site Information System (ECSIS), the Oregon State Fire Marshal's (OSFM) Hazardous Materials Incidents, Solid Waste Landfills, Leaking Underground Storage Tanks (LUSTs), and Underground Storage Tanks (USTs). Table 2-4 summarizes the databases searched and the search radii used for the study area. The complete report detailing identified hazardous waste sites categorized by site type is provided in

Appendix A.

Table 2-4. Summary of Federal and State-Listed Hazardous Waste Sites

Database Record	Search Radius	Total Sites Found
Federal NPL	Plan Area & Adjacent Properties	0
Federal CERCLIS	Plan Area & Adjacent Properties	0
Federal RCRA Generators	Plan Area & Adjacent Properties	15
Federal ERNS	Plan Area & Adjacent Properties	1
State ECSI	Plan Area & Adjacent Properties	6
State Fire Marshall's Spills	Plan Area & Adjacent Properties	1
Oregon Permitted Landfills	Plan Area & Adjacent Properties	1
State LUSTs	Plan Area & Adjacent Properties	18
State USTs	Plan Area & Adjacent Properties	8

Source: ODOT, 2011.

2.1.8. Visual Resources

The study area is in the southern portion of the relatively flat valley floor of the Rogue Valley. The foothills of the Cascade Range are to the east, the Siskiyous to the south, and the Coast Range to the west. East of OR 99, Interstate 5 (I-5) traverses from north to south. In between OR 99 and I-5 is Bear Creek, a creek whose flow fluctuates seasonally. The creek, located in its own small valley, is bordered by cottonwood, alder, and willow trees. An asphalt multi-use path is located alongside the creek. The creek and path are part of the Bear Creek Greenway, a linear park that extends from Medford to Ashland.

Traveling south in the study area, OR 99 passes through southern Medford, the downtowns of Phoenix and Talent, and northern Ashland. The areas between the cities are generally farm and rural uses both east and west of OR 99, except for the area between Medford and Phoenix, which is developed and urbanized.

2.1.9. Socioeconomic and Environmental Justice

A Socioeconomic and Environmental Justice Analysis was completed for the study area and can be found in Appendix B (OR 99 Title VI Technical Memorandum #2: Socioeconomic and Environmental Justice Analysis, September 2010). Higher populations of low income and minority populations compared to Jackson County (the County) as a whole were identified for much of the study area, based on 2000 Census data, American Community Survey data, and conversations with local community organizations. The low income and minority populations in the study area are not the highest concentrations of low income and minority populations in the County; rather, the highest concentrations are in Central Medford north of the study area. Figure 2-3.

The 2010 Census data will be released intermittently throughout 2011. It is anticipated, based on the data acquired for this memorandum, including the interviews with local organizations, that the areas identified in the study area as currently having Environmental Justice populations will continue to have those populations based on the 2010 Census data, once it is reviewed.

There is also the potential for higher percentages of low income populations considering current economic conditions and a higher percentage of minority populations, based on data reviewed for the OR 99 Title VI memorandum, within the study area. Thus, additional block groups in the study area, other than those currently identified, may have Environmental Justice concerns.

2.2. Land Use Summary (Summary of Built Environment)

This section summarizes existing land use conditions within the study area. Figure 2-4 shows the zoning designations in the study area. Figure 2-5 shows the Comprehensive Plan designations. The information in this section is taken primarily from published documents, maps, GIS data, city and county websites, and other Internet websites.

The study area passes linearly through the southern portion of Medford, and through Phoenix, Talent, and northern Ashland, with largely agricultural areas between each city except for between Medford and Phoenix, which is primarily urbanized. Zoned land uses in the study area range from agricultural to industrial, as displayed in Figure 2-4 and described in further detail by geographical segment, below. (The figure illustrating the zoning has been subdivided into four separate images, one for each community, in order to provide adequate detail.) Inside city limits, retail, wholesale, and professional service commercial uses dominate along the highway. Farm uses, interspersed with rural residential uses, occupy a majority of the area not in UGBs in the study area. OR 99 is a main street through the cities and a federally designated intermodal connector, reflecting its relationship to the railroad and industrial uses.

South Medford Segment: As the northernmost segment of the study area along OR 99, the south Medford segment has urban characteristics and is anchored by Stewart Meadows Golf Course and Bear Creek Golf Course to the north and south, Bear Creek Greenway and US Cellular Sports Park to the south, and a commercial shopping park in the south-eastern portion of the segment.

Oang Medford Armory is an event center that attracts large crowds. Warehousing and fruit packing plants benefit from proximity to the railroad in the southern part of Medford. Until recently, KOGAP mill occupied the area south of Barnett and west of the highway, but the mill was removed to make way for a mixed-use development. The US Cellular Sports Park, located between OR 99 and I-5 has grown to be a significant and expanding regional sports venue.

Zoning within the Medford UGB in the study area is mostly commercial (Regional C-R, Community C-C, Heavy C-H) and industrial (Light Industrial I-L and general industrial I-G) along OR 99, with some residential uses at the edge of Medford's UGB (Single Family – 1 Units/Acre: SFR-00; Single Family – 10 Units/Acre: SFR-10; Multi-Family – 30 Units/Acre: MFR-30).

Transition Segment (Medford to Phoenix): The transitional segment of OR 99 between the Medford and Phoenix urban areas is similar to the south Medford segment but with some differences in adjacent land uses. Jackson County zoning along the corridor is primarily General

Commercial (GC) with some Urban Residential (UR-10 and UR-30) adjacent to the highway. General Industrial (GI) and Light Industrial (LI) zoning is located along the rail line to the west.

Phoenix Segment: Phoenix is the next community after Medford along OR 99, and it extends from north of Fern Valley Road to north of Cabbage Lane. The downtown core serves mixed use and office/commercial development as well as the Bear Creek Greenway. High density residential and commercial business parks are the primary use in the northern half of the Phoenix segment. Other uses include the offices of Bear Creek Corporation, America's largest mail marketer of gourmet gift fruits, baked goods and home decor accessories which is one of the largest employers in the valley. Several large manufactured dwelling parks occupy the area between OR 99 and I-5. Manufactured dwellings accounted for nearly a quarter of the housing in this segment in 2000, and less than half of all dwellings were single-family units, compared to 63 percent countywide

Land uses in this portion of the study area are chiefly zoned Commercial Highway (C-H), High Density Residential (R-3), Low Density Residential (R-1), Bear Creek Greenway (BCG), City Center (C-C), and General Industrial (GR) along the railroad tracks west of OR 99. A city goal is to strengthen the city center as the nucleus of the community. Thus, the City Center District is intended to support this goal through design and appropriate mixed-use standards. The goal of the area designated as Bear Creek Greenway is to maintain, as much as possible, the natural condition of the greenway via limited development standards. The Bear Creek Greenway standards state: "No person, firm, or corporation, whether public or private, shall cause or permit any excavation, fill, stream diversion, removal of vegetation, or other alteration of the natural environment of the Greenway, nor encroach upon any part thereof with buildings, footings, retaining walls, bridges, piers, abutments, dams, diversion weirs, rip-rap, or any other physical feature without first securing the express written consent of the Phoenix Planning Commission." There is also a Historic Overlay along OR 99 where historic resources are to be preserved and may not be altered or demolished without approval by the Historic Review Board.

Transition Segment (Phoenix to Talent): The OR 99 corridor within Jackson County is largely designated agricultural (EFU) and rural residential (RR-00, RR-2.5, and RR-5). The purpose of the EFU district is to conserve agricultural land. The ordinance distinguishes between uses permitted on high value farmland and uses permitted on other EFU-designated land. The Rural Residential zoning district provides areas suitable for large-lot residential uses, consistent with the predominant rural character of the surrounding area. The minimum lot size in the RR-5 district is five acres.

Orchards and farmland, including Rising Sun Farm, occupy much of the area between Phoenix and Talent. This area is designated as a community buffer area in the Rogue Valley Council of Governments Regional Problem Solving (RPS) Plan. Lands in this area will retain their present zoning but will not be candidates for urbanization.

Talent Segment: The northern end of the Talent segment serves High-Density Residential and the Central Business District (CBD). Between Colver/Suncrest Road and Rapp Road, OR 99 is a five-lane facility with a two-way center left-turn lane or a raised-landscaped median, and occasional traffic signals/marked crosswalks. Bicycle lanes and sidewalks are located on both sides. South of Rapp Road, the facility tapers to four lanes, the bicycle lanes are discontinued, and sidewalks are limited.

Land use designations adjacent to the OR 99 corridor through Talent are commercial in nature, specifically Highway Commercial (CH), Interchange Commercial (CI), and Highway Central Business District (CBH). Past the commercial areas, the designated land uses change to residential, mainly Mobile Homes (RS-MH), High Density Residential (RM-22), Low Density Residential - 8,000 (RS-8), Low Density Residential - 5,000 (RS-5). There are several districts, area plans, and overlays in the corridor area as well:

- The purpose of the Old Town District Design Standards is "to respect and enhance the character of Talent's original core areas while maintaining the city's traditional, rural, vernacular architectural heritage."
- The Floodway, Parks, Greenway Overlay zone is intended to protect significant resources located within its boundaries that contribute to the unique character of the community. This zone sets minimum standards applicable to new development in or adjacent to areas designated as floodplains, greenways, wetlands, and riparian areas.
- The Historical Overlay is intended to protect historical resources because they contribute to the unique character of the community. Therefore, any projects that may affect these resources must go through design review.
- A supplement to the City of Talent's Comprehensive Plan, the West Valley View Vision Master Plan aims to, among other things, create an accessible, multimodal community. The foundation of the plan is reconfiguring and aligning some of the major streets that provide an entry into Talent, such as OR 99.
- The Wagner Creek Greenway Connector Plan provides a key means, via the Wagner Creek Greenway Trail, to connect the downtown to the existing Bear Creek Trail for pedestrians and bicyclists. A portion of the Wagner Creek Greenway Trail has been constructed. The entire completed trail will be approximately 1.5 miles long and will cross OR 99.

Key sites along the highway include the Talent Work Release Center, the Southern Oregon Education Services District, and the Fire District No. 5 headquarters. The RPS Plan designates this area as a rural buffer to preserve existing zoning and protect the separate identities of the two communities.

An abundance of multiple-unit housing and manufactured dwelling parks causes Talent to have one of the lowest percentages of single-family dwellings in Jackson County, trailing only White City. In 2000, about 46 percent of homes were single-family dwellings, compared to 63 percent for the county. Talent also has a cluster of industrial uses on Rapp Road near the railroad.

Transition Segment (Talent to Ashland): The area between Talent and Ashland is primarily rural, with forest and commercial land uses. The area along the corridor is zoned Woodland Resource (WR), Rural Residential - 5 (RR-5), Open Space Reserve (OSR), Exclusive Farm Use (EFU), and General Commercial (GC).

An RPS community buffer begins near the Talent Avenue intersection with OR 99 to preserve the separate identity of Talent and Ashland. A grade separation between the highway and the railroad exists between the two cities. Land uses align to the highway, while the railroad crosses undeveloped hillside. Automobile dealers, tourist facilities, and other commercial uses abut the highway. The northern freeway access to Ashland connects to OR 99 in this area.

2.2.1. Community Features

Community features within or near the study area are listed below and shown on Figure 2-6:

Medford

- Oang Medford Armory, 1701 S Pacific Hwy, Medford, OR 97501
- Rogue Valley Fellowship, 2373 S Pacific Hwy, Medford, OR 97501

Phoenix

- Rogue Valley South Church, 4812 S Pacific Hwy, Phoenix, OR 97535
- First Baptist Church, 4655 S Pacific Hwy, Phoenix, OR 97535
- Southern Oregon Education Services District, 5465 S Pacific Hwy, Phoenix, OR 97535
- Jackson County Fire District No. 5, 5811 S Pacific Hwy, Phoenix, OR 97535
- Phoenix Elementary School, 215 North Rose Street, Phoenix, OR 97535
- Phoenix High School, 745 North Rose Street, OR 97535
- Armadillo Technical Institute, 106 Rose St, Phoenix, OR 97535

Talent

- Valley Bible Fellowship, 616 S Pacific Hwy, Talent, OR 97540
- Talent Elementary School, 307 Wagner Creek Road, Talent, OR 97540
- Talent Middle School, 102 Christian Avenue, Talent, OR 97540
- Talent Community Center, 110 East Main Street, Talent, OR 97540
- Talent Police Department, 604 Talent Avenue, Talent, OR 97540

Parks and Recreation Areas

Parks within the study area are shown on Figure 2-6. The Bear Creek Greenway is a narrow corridor of public-owned land that follows the lush Bear Creek streambed from Ashland to Central Point. The Bear Creek Greenway is spread out over 600 acres of pristine southern Oregon landscape and will one day include a continuous 21-mile path from Oak Street in Ashland to the Seven Oaks Interchange in Central Point. The greenway runs north to south through the study area.

Other parks located within or near the corridor include:

Medford

- Medford/US Cellular Sports Park
- Bear Creek Golf Course
- Veterans Park

Phoenix

- Blue Heron Community Park
- Jack Woodward Stadium
- City Hall Park Facilities
- Colver Road Park

Talent

- Whacker's Hollow/De Young Park
- Lynn Newbry Park
- Colver Rd Baseball/Softball and Soccer Field
- Library Park
- Jackson County
- Old Town Park
- Wagner Park
- Chuck Roberts Park
- Kamerin Springs Park

Historic and Archaeological Resources

Under Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-665), 16 USC 470-470m, and under federal regulations governing the protection of historic and cultural resources (36 Code of Federal Regulations [CFR] 800), federal agencies, and the state and local agencies to which the federal agency has delegated responsibility, are directed to avoid undertakings that adversely affect properties that are included in or are eligible for inclusion in the National Register of Historic Places (NRHP). The NRHP identifies and documents (in partnership with state, federal, and tribal preservation programs) districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture. This section summarizes NRHP resources near the study area, as well as other historic, prehistoric, and cultural resources.

For the study area, the State Historic Preservation Office (SHPO) database shows historical resources listed on the NRHP and resources that are not listed on the register but that are identified as potentially eligible for inclusion on the register. The identified resources are shown on Figure 2-6 and listed in Appendix C. Only two resources in the study area are listed on the National Register:

1. McManus, Patrick F, House - 117 W 1st St, Phoenix –Single Dwelling, Classical Revival, Built in 1855.
2. Hanscom Hall, 201 Talent Ave, Talent – Museum, Vernacular, Built in 1855.

Jessica Bochart, ODOT's Rogue Valley Office Archaeologist, was contacted to identify recorded archaeological locations within the study area. No recorded archaeological resources were identified; however, only limited archaeological surveys have been conducted for the study area.

There may be historical and archaeological resources in the study area in areas that have not been surveyed or for structures that have not been reviewed and identified as eligible and entered into the SHPO database. Historical and cultural resources surveys by professionals should be conducted during the development of specific transportation improvement projects to ensure that there are no impacts to protected resources.

Section 4(f) Resources

Section 4(f) refers to a part of federal law that protects public parks, recreation lands, wildlife and waterfowl refuges, and public or private historic sites. Section 4(f) applies only to Departments of Transportation (DOTs) and their agencies. Highway projects that use public parks must fulfill the requirements of Title 23, USC, Section 138, Section 4(f) of the Department of Transportation Act of 1966, as amended.

A "use" that is subject to the provisions of Section 4(f) occurs:

- When land is permanently incorporated into a transportation facility;
- When there is a temporary occupancy of land that is adverse in terms of the statute's preservationist purpose; or
- When there is constructive use of the land.

DOTs must demonstrate that a proposed project will not "use" the publicly owned parks and recreation land, where "use" can mean both actual conversion of recreation lands into a transportation use, or a "constructive use," where off-site impacts of the transportation project substantially impair the site's vital functions. Findings of "no feasible and prudent alternatives" and "all possible planning to minimize harm" must be well-documented and supported. A feasible alternative is an alternative that is possible to engineer, design, and build. To find that an alternative that avoids a Section 4(f) resource is not "prudent," one must find that there are unique problems or unusual factors involved with the use of such an alternative. This means that the cost, the social, economic, and environmental impacts, and/or community disruption resulting from such alternatives reach extraordinary magnitudes.

Section 4(f) resource lands within the study area consist of the parks described in the following subsection, the historic structures discussed previously in the section titled *Historic and Archaeological Resources*, and all bicycle paths including Bear Creek Greenway. In addition, structures eligible or potentially eligible for inclusion on the NRHP within the Corridor Plan area

but not yet identified are potential candidates for Section 4(f) status. A Section 4(f) evaluation will require ODOT to assess all reasonable alternatives that adversely affect protected lands. If every potential alternative that can meet the purpose and need for the project would impact some Section 4(f) property, then the alternative with the least impact must be selected unless it is not feasible and prudent.

Section 6(f) Resources

The Land and Water Conservation Fund (LWCF) Act of 1965 established grants-in-aid funding to assist states in the planning, acquisition, and development of outdoor recreational land and water areas and facilities. Section 6(f) of the LWCF Act prohibits the conversion of property acquired or developed with the assistance of the fund to anything other than public outdoor recreation use without the approval of the Secretary of the U.S. Department of the Interior.

Section 6(f) of the LWCF Act concerns transportation projects that propose impacts to, or the permanent conversion of, outdoor recreation property that was acquired or developed with LWCF Act grant assistance. Section 6(f) requires that replacement lands of equal value, location, and usefulness are provided as conditions to approval of land conversions.

Section 6(f) resources within the study area include:

- Talent Park, Potable Water System - City of Talent
- Bear Creek Greenway, Phase I - Jackson County, Cities of Ashland and Phoenix
- Sports Park Development - Jackson County
- South Talent Park Acquisition - City of Talent
- Sports Park Drag Strip - Jackson County
- Talent -Ashland Bikeway, Phase I - Jackson County
- Phoenix Bicentennial Park - City of Phoenix
- Jefferson School Irrigation #2 - City of Medford
- Bear Creek Greenway 2 – Jackson County
- Jefferson School Park Phase III - City of Medford
- Sports Park Sewer Line - Jackson County
- Blue Heron Community Park - City of Phoenix
- Chuck Robert's Park Courts Rehab - City of Talent

2.2.2. Right-of-Way

During the research process for the *I-5 Rogue Valley Corridor Plan*, the project team contacted Debbie Timms, Senior Right-of-Way Agent for ODOT Region 3, for information regarding the I-5 and OR 99 corridors through the Rogue Valley region. Impacts associated with OR 99 would be complicated. Much of the roadway width currently does not meet acceptable state standards (Figure 2-7 shows approximate right-of-way width and tax lots for the study area). Along some roadway sections, exact right-of-way dimensions are unknown. Furthermore, the roadway

provides multiple accesses to adjacent business and residential properties. Hence, potential right-of-way impacts could be increased because of these various constraints.

2.2.3. Canals and Culverts

The Phoenix Canal intersects OR 99 just south of Phoenix, and the Talent Canal intersects OR 99 just south of Talent. The canals are managed by the Talent Irrigation District. Culverts either used for crossing OR 99 or that are in proximity or adjacent to OR 99 are located at Gore Creek, Coleman Creek, southern Talent, and Butler Creek.

2.3. Potential Design Constraints

Much of the content of this report has identified and outlined issues that may represent potential design constraints from a "visual windshield validation" perspective. Further detailed studies of specific areas could discover additional study area features that could present design limitations. From a regulatory perspective, any transportation improvements in the OR 99 corridor are likely to impact several types of natural and man-made phenomena, including historic properties, streams, wetlands, floodplains, and Environmental Justice communities.

Most notably, Bear Creek, which parallels OR 99 through the study area, and its associated natural features (riparian corridor, wetland potential, habitat value, floodplain, and floodway) may provide significant design challenges. More specifically, from southern Talent to the study area's southern terminus, Bear Creek is often adjacent to and in some areas crosses under OR 99. Because of balance cut/fill and no net rise requirements, as well as other regulations, built improvements in this area could be difficult and costly. From Talent to the northern end of the study area, communities have developed around OR 99. In downtown Phoenix and Talent, which have Environmental Justice populations, development is concentrated tightly around OR 99, making impacts to businesses and residences difficult to avoid if right-of-way acquisition is necessary for improvements. Furthermore, potential Section 4(f) and Section 6(f) resources are adjacent to OR 99 in multiple locations. Between Phoenix and Talent and Talent and Ashland, transportation improvements may impact agricultural lands. Depending on the type of improvement, an exception to statewide planning Goal 3 (Agricultural Lands) may be necessary.

Table 2-5 summarizes resources that may present potential design constraints; these resources are also summarized in the figures presented in this memorandum.

Table 2-5**. Environmental and Land Use "Red Flag" Summary**

Feature	Summary of Key Resources and Concept Guidance	Key Potential Conflict Location(s)	Potential Approval/Permit If Resource Impacted
Riparian Areas (Goal 5 Resource)	Bear Creek riparian corridor - *Disturbance to riparian corridors should be avoided where possible. Water quality impacts should also be avoided or mitigated through design.*	Medford, Central Phoenix, mid-Talent to end of study area	Local land use approvals

Table 2-5. **Environmental and Land Use "Red Flag" Summary**

Feature	Summary of Key Resources and Concept Guidance	Key Potential Conflict Location(s)	Potential Approval/Permit If Resource Impacted
Wetlands (Goal 5 Resource)	Potential valley floor - unidentified wetlands associated with Bear Creek and its tributaries - *Wetland delineations should be conducted once concept footprints are identified. Impacts to wetlands should be avoided; mitigation and permitting will be necessary if impacts cannot be avoided. Best management practicess incorporated into project design and construction can help minimize impacts.*	Phoenix, Talent to study area southern terminus, and undeveloped areas of corridor	U.S. Army Corps of Engineers Oregon Department of State Lands Local land use approvals
Wildlife Habitat	Deer and Elk winter range habitat - *Disturbance to undeveloped areas especially those* near *Bear Creek, other riparian corridors or the Deer Elk habitat should be avoided if possible.*	Small area south of Talent to study area southern terminus.	Oregon Department of Fish and Wildlife
Recreation Trails	Bear Creek Recreation Trail/Greenway - *Interference with recreation functions should be avoided.*	Southern Medford, Central Phoenix, South of Talent	Local land use approvals
Wildlife Crossings	Wildlife associated with Bear Creek riparian corridor and Deer and Elk winter range habitat - *Wildlife crossings should be considered during concept design.*	Small area south of Talent to study area southern terminus	N/A
Threatened and Endangered Species	Coho salmon - *Concepts should avoid water quality impacts and physical impediments in T&E species contributing waterways.*	Phoenix, Talent to southern study area terminus	Oregon Department of Fish and Wildlife (Section 7 Endangered Species Act Consultation)
Floodplains and Floodways	Wagner Creek Floodway, Bear Creek Floodway and 100-year floodplain - *Fill in floodways and floodplains should be avoided. No net rise will have to be demonstrated if improvements involve any sort of fill in floodways. Cut and fill requirements will need to be adhered to in floodplains.*	Medford, Downtown Talent, Southern Talent to study area southern terminus	FEMA regulations administered through local land use approvals
Air Quality	Maintaining air quality standards - *Project is anticipated to lessen congestion and help to continue to meet applicable air quality goals.*	None	N/A
Noise Quality	Sensitive noise receivers - *Further noise studies should be conducted once concept footprints are identified and relation to sensitive noise receivers can be established.*	Northern study area	Federal Highway Administration
Hazardous Materials	RCRA Generators, ERNS, ECSI, Fire Marshall Spill, Landfills, LUSTs, USTs - *Additional surveys should be completed once concept footprints are established.*	Medford to Talent and southern study area terminus	Department of Environmental Quality
Visual Resources	Valley floor - *Consider overall visual effect during concept development, especially with respect to height of potential structures.*	None	N/A
Socioeconomic and Environmental Justice Impacts	Businesses, affected communities, minorities and low income populations - *Displacements should be avoided or minimized.*	Throughout corridor	The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) Title VI Compliance
Land Use and Zoning	EFU, Historical Overlays, Floodplain Overlays, Riparian Corridor Overlays, Open Space Reserve - *Impacts to resource zones should be avoided. Impacts to EFU and Open Space zones may require goal exception.*	Between Talent and southern study area terminus, between Talent and Phoenix, Downtown Phoenix	Local land use approvals
Community Features	Fire Stations, Police Stations, Schools - *Access to these facilities and their specific needs to provide their required level of service should be considered during concept development.*	Downtown Phoenix, Downtown Talent	N/A
Parks and Recreation	Bear Creek Greenway, Medford Sports Park, Blue Heron Park - *Impacts to parks and recreation resources should be minimized so that they can fulfill their intended purpose without loss of enjoyment by users and can realize goals of applicable Comprehensive Plans' elements.*	Medford, Phoenix, Southern Talent	Local land use approvals (also see Section 6(f))
Historical and Archaeological Resources	Historical and cultural resources - *Further surveys will need to be completed, especially if improvements will include ground-disturbing activities and or right-of-way acquisition of lots with potential historical resources.*	Downtown Phoenix, Talent (Historical), Undeveloped Areas (Archaeological)	Local land use approvals (also see Section 4(f))

Table 2-5. **Environmental and Land Use "Red Flag" Summary**

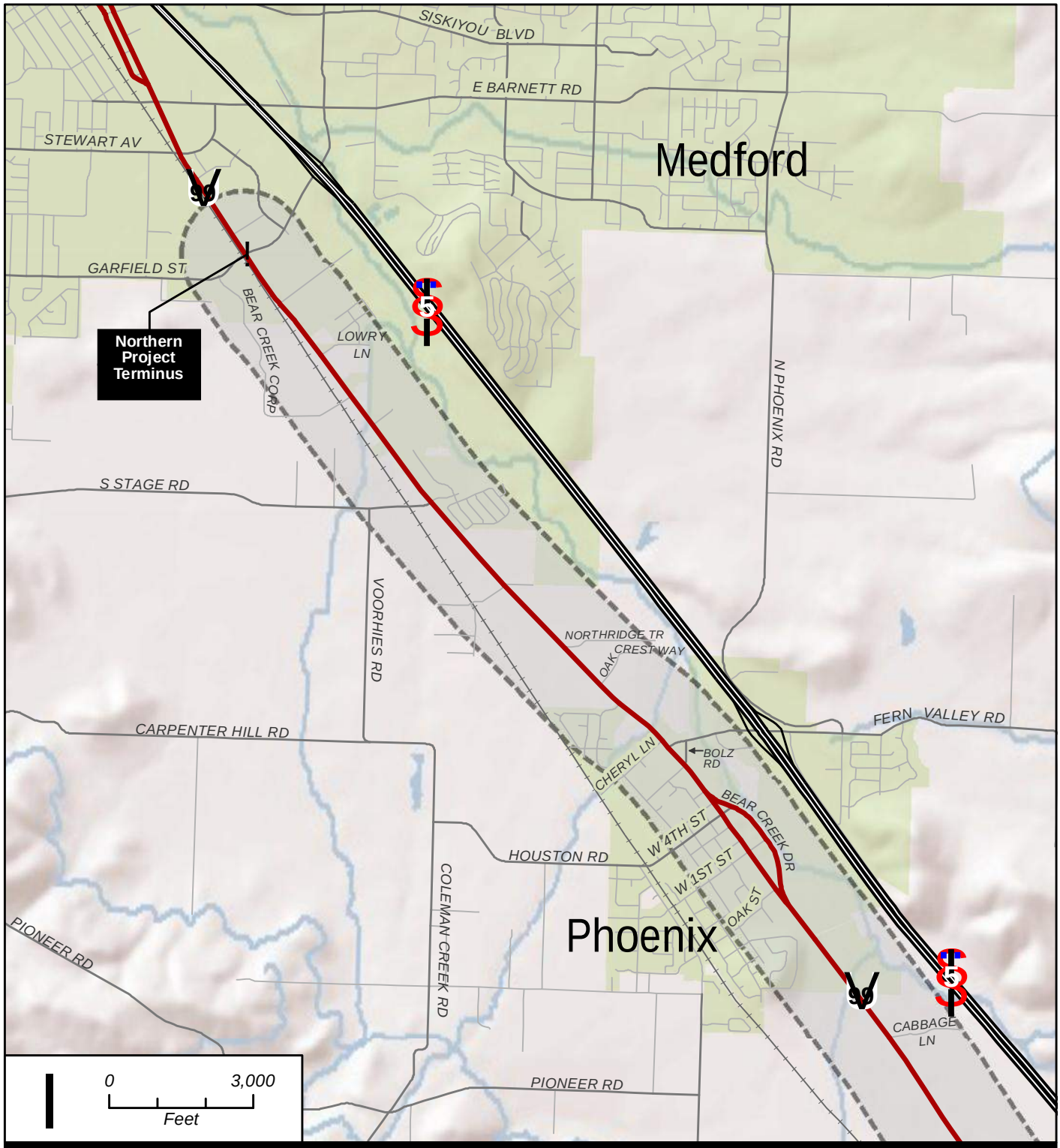
Feature	Summary of Key Resources and Concept Guidance	Key Potential Conflict Location(s)	Potential Approval/Permit If Resource Impacted
Section 4(f) Resources	Parks and Historical/Cultural Resources - *Avoid resources if possible. Any "use" of Section 4(f) lands will need to demonstrate that it is either a "de minimis" impact or that there was no alternative for the impact.*	Medford, Phoenix, Talent, just south of Talent	Federal Highway Administration Consultation and Approval
Section 6(f) Resources	Parks funded by Land and Conservation Funds - *Avoid resources if possible. Use of Section 6(f) land needs to be mitigated in kind.*	Medford, Phoenix, Talent	National Parks Service Consultation and Approval
Right-of-Way	Existing corridor area - *Acquisition and displacements should be avoided where practicable.*	Entire corridor	The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act)
Canals and Culverts	Phoenix and Talent Canals, Culverts - *Water quality impacts should be avoided.*	South of Phoenix and south of Talent	Talent Irrigation District U.S. Bureau of Reclamation Oregon Department of Fish & Wildlife U.S. Army Corps of Engineers

None of the identified environmental and land use resources, potential permits, regulatory requirements, or authorizations represents a fatal flaw to a conceptual project at this stage of alternatives development. Adverse environmental and land use impacts cannot be wholly avoided but can potentially be minimized and mitigated through design and Best Management Practices (BMPs). However, special attention should be given to: avoiding right-of-way acquisitions in Environmental Justice communities, avoiding Section 4(f) and Section 6(f) protected properties, including parks, recreation and historic properties; avoiding or minimizing wetlands impacts; avoiding or minimizing habitat and riparian corridor impacts, avoiding sites with soils potentially contaminated by hazardous materials; avoiding impacts to the regulated floodways; and avoiding impacts to EFU or other resource lands. Depending on the location of the preferred project and final design and construction details, there will be specific permits, regulatory requirements, or authorizations required prior to construction of the project.

Attachments:

Figure 2-1. Study Area
Figure 2-2. Natural Resources
Figure 2-3. Environmental Justice Areas of Concern
Figure 2-4. Zoning Designations
Figure 2-5. Comprehensive Plan Designations
Figure 2-6. Community Features
Figure 2-7. Tax Lot Maps

Appendix A – Hazmat Report
Appendix B – Socioeconomic and Environmental Justice Analysis Report
Appendix C – Historic Resources List



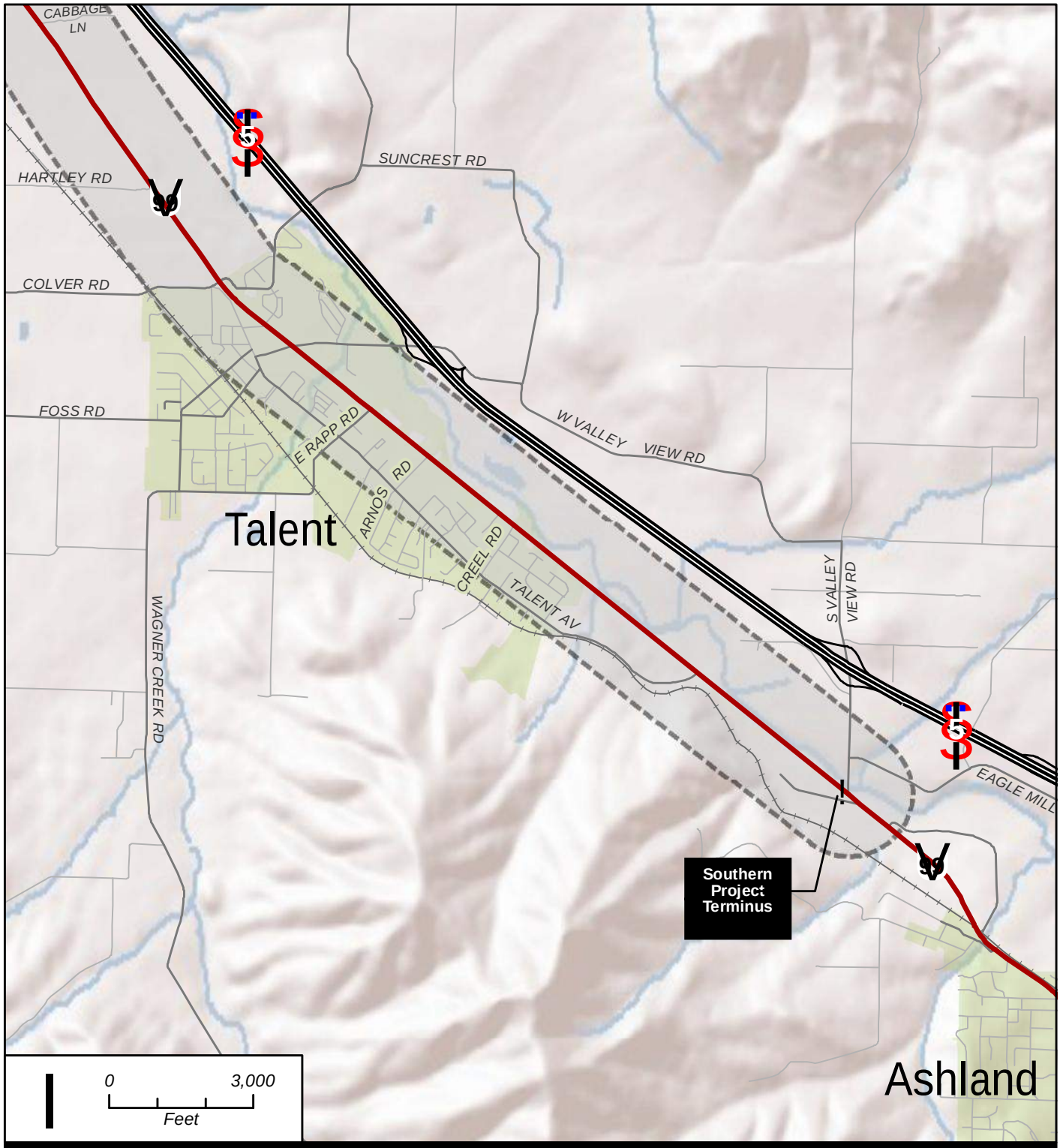
OR 99 Corridor Plan

Planning Area

Figure 2-1 North

Study Area
South Medford/Phoenix

Source Data: Jackson County, ESRI, Oregon GEO



OR 99 Corridor Plan

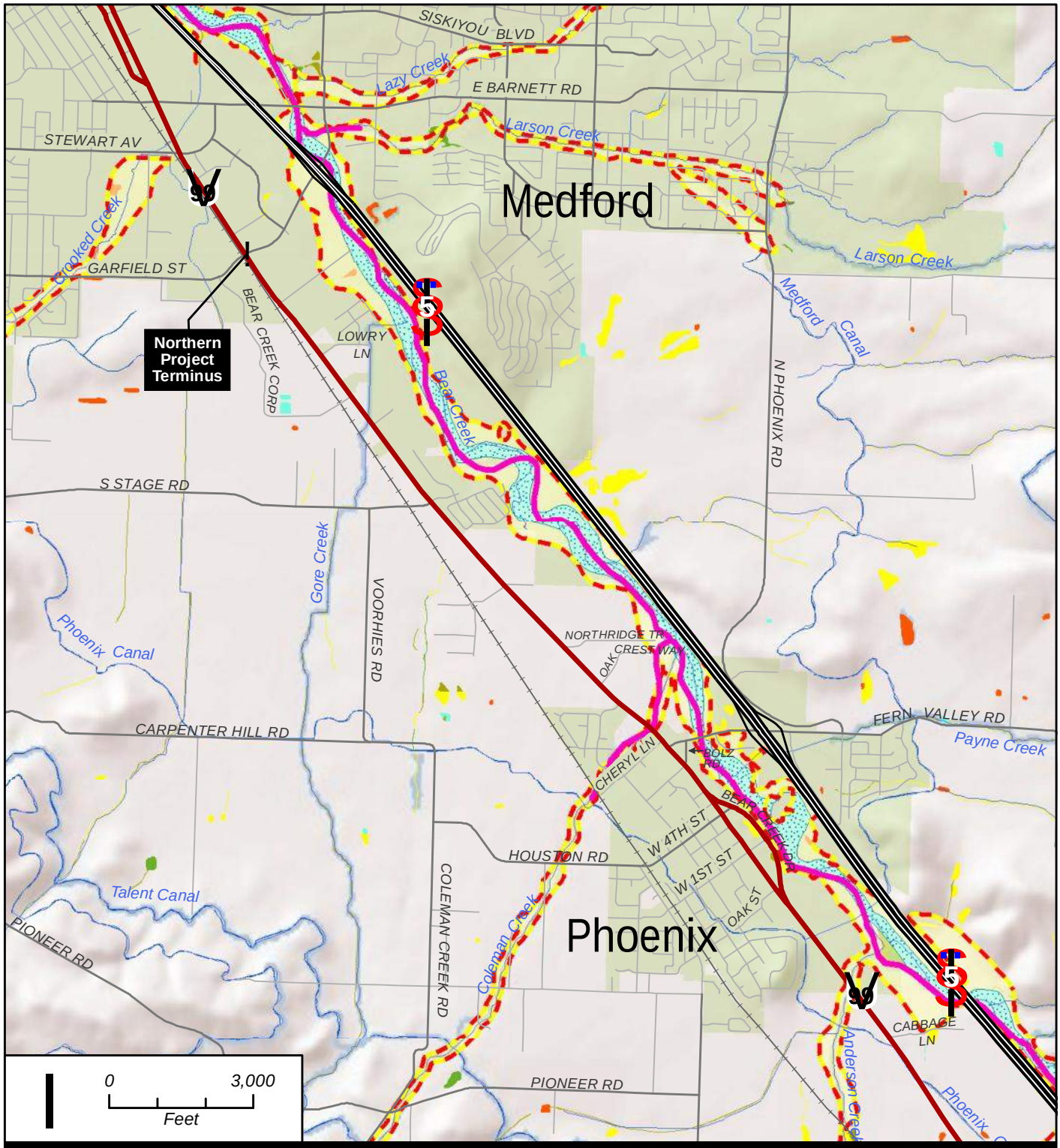
Planning Area

Figure 2-1 South

Study Area
South Medford/Phoenix

Source Data: Jackson County, ESRI, Oregon GEO

Path: P:\O\ODOT00000711\0600INFO\GS\arcmap\TM2\Fig_2-1_StudyArea.mxd
Date: 1/31/2011 Time: 9:47:08 AM



OR 99 Rogue Valley Corridor Plan

- Rivers, Streams, Canals
- Wildlife Areas
- Open Water
- 100-Year Floodplain
- Floodways
- Coho Salmon (Existing Habitat)

ODFW Priority Rank

- 3-4
- 5-6
- 7-8

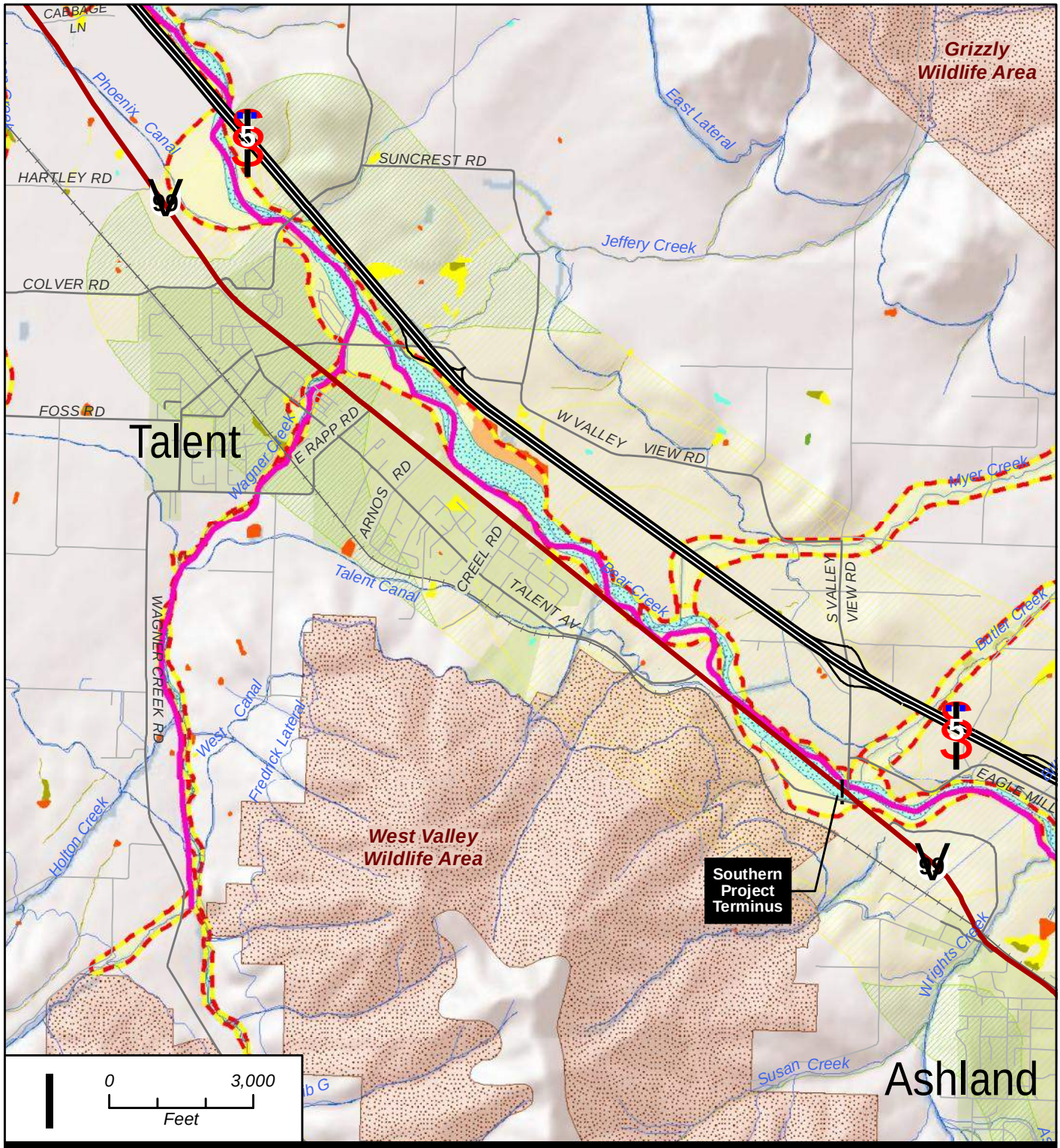
Wetland Classifications

- Lacustrine
- Palustrine, Aquatic
- Palustrine, Emergent
- Palustrine, Forested
- Palustrine, Scrub-Shrub
- Palustrine, Other
- Riverine

Source Data: Jackson County, ESRI, Oregon GEO

Figure 2-2 North

Natural Features
South Medford/Phoenix



OR 99 Rogue Valley Corridor Plan

- Rivers, Streams, Canals
- Wildlife Areas
- Open Water
- 100-Year Floodplain
- Floodways
- Coho Salmon (Existing Habitat)

ODFW Priority Rank

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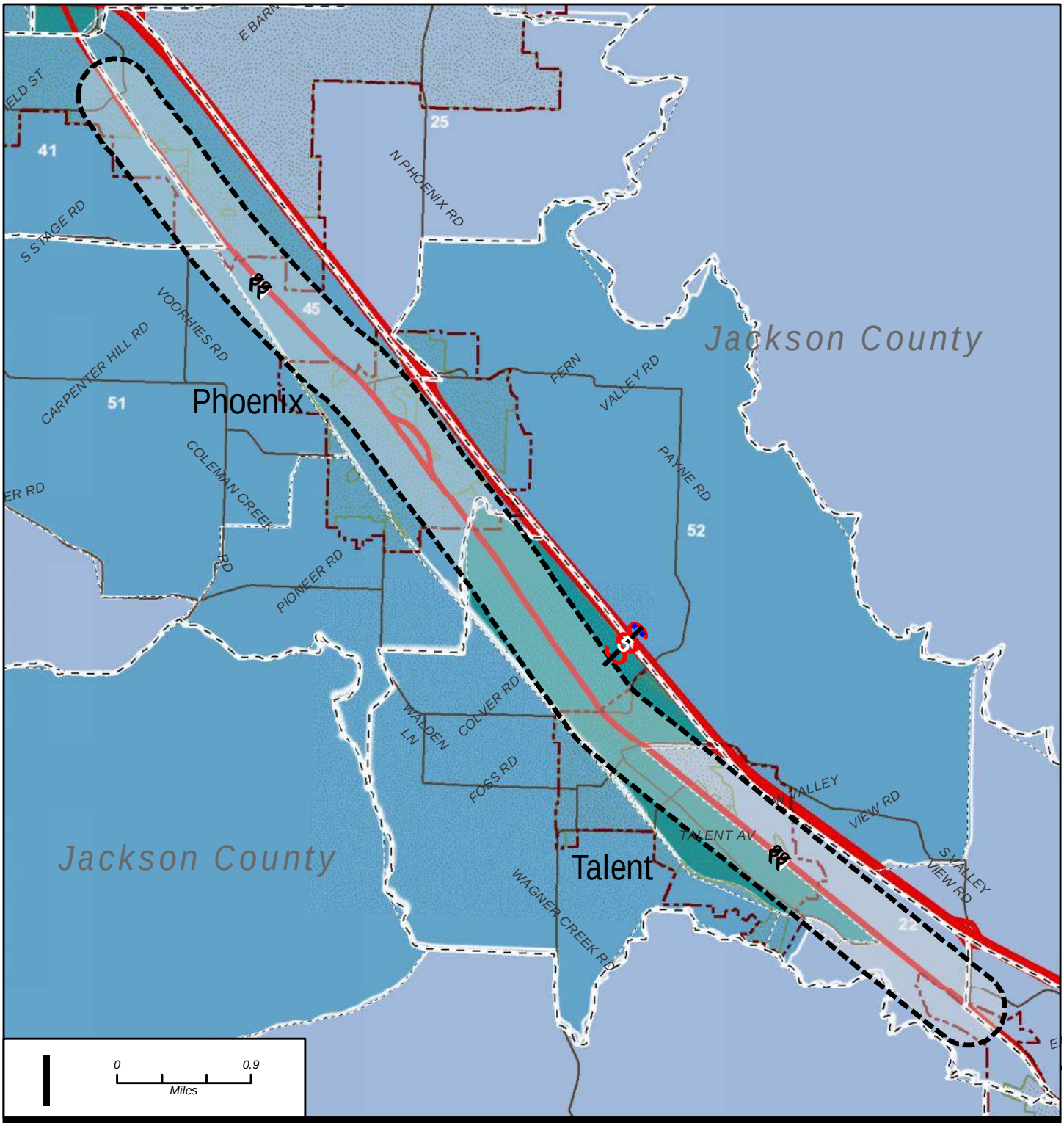
Wetland Classifications

- Lacustrine
- Palustrine, Aquatic
- Palustrine, Emergent
- Palustrine, Forested
- Palustrine, Scrub-Shrub
- Palustrine, Other
- Riverine

Source Data: Jackson County, ESRI, Oregon GEO

Figure 2-2 South

Natural Features
South Medford/Phoenix



OR 99 Rogue Valley Corridor Plan

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

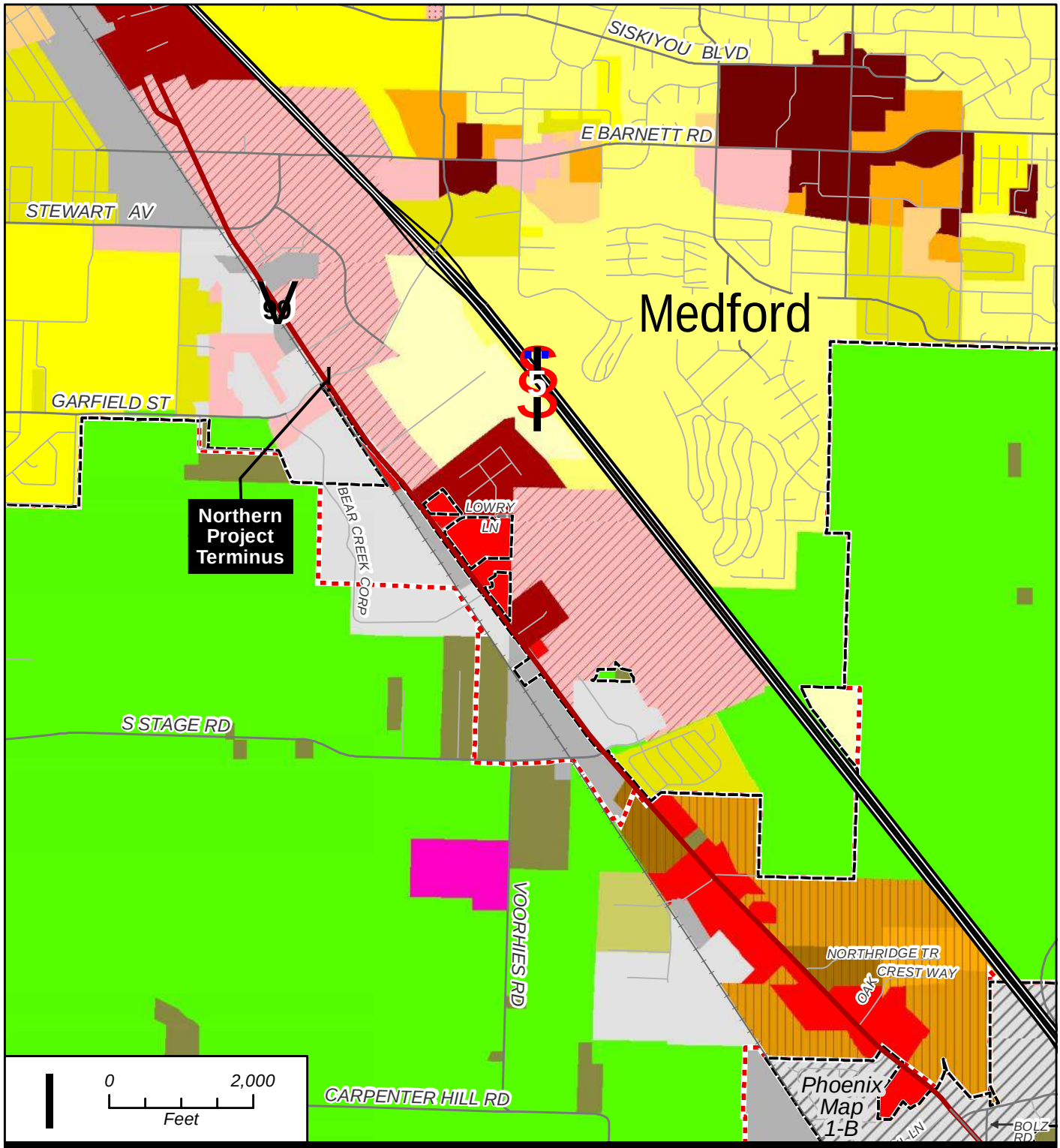
2010 Diversity Index *

- 75.1 to 100 (more diverse)
- 53.1 to 75.0
- 26.1 to 53.0 (Mean: 39.8)
- 12.1 to 26.0
- 0 to 12.0 (less diverse)
- Zero Population

Figure 2-3
Ethnic Diversity Index

** The 2008 Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity). For example, the diversity score for the U.S. is 60 which means there is a 60 percent probability that two people randomly chosen from the U.S. population would belong to different race or ethnic groups.*

Source Data: Jackson County, ESRI, Oregon GEO



OR 99 Rogue Valley Corridor Plan

City Boundary
Urban Growth Boundary

City of Medford Zoning

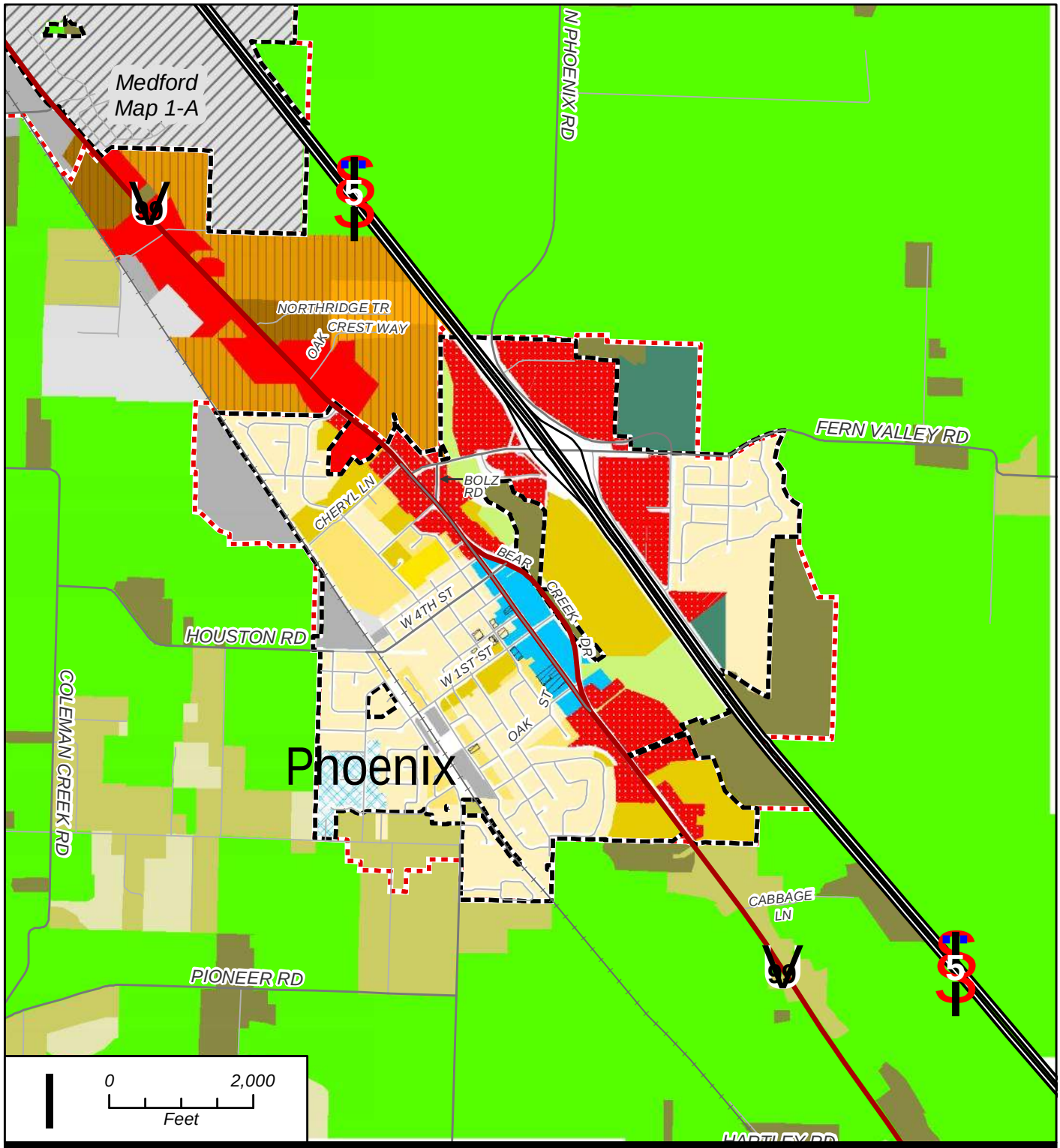
- Community Commercial (C-C)
- General Commercial (GC)
- Heavy Commercial (C-H)
- Neighborhood Commercial (C-N)
- Regional Commercial (C-R)
- Service Commercial/Prof. Office (C-S/P)
- Exclusive Farm Use (EFU)
- Light Industrial (I-L)
- General Industrial (I-G)
- MF Residential - 20 Units/Ac (MFR-20)
- MF Residential - 30 Units/Ac (MFR-30)
- Rural Residential - 5 Acre Min (RR-5)
- SF Residential - 1 dwelling unit/lot (SFR-00)
- SF Residential - 4 Units/Ac (SFR-4)
- SF Residential - 6 Units/Ac (SFR-6)
- SF Residential - 10 Units/Ac (SFR-10)
- Suburban Res. - 2.5 Acre Min (SR-2.5)

Jackson County Zoning

- Exclusive Farm Use (EFU)
- General Commercial (GC)
- General Industrial (GI)
- Light Industrial (LI)
- Limited Use (LU)
- Rural Residential - 2.5 (RR-2.5)
- Rural Residential - 5 (RR-5)
- Urban Residential - 8 (UR-8)
- Urban Residential - 10 (UR-10)
- Urban Residential - 30 (UR-30)

Figure 2-4A
Zoning
South Medford

Source Data: Jackson County



OR 99 Rogue Valley Corridor Plan

City Boundary
Urban Growth Boundary

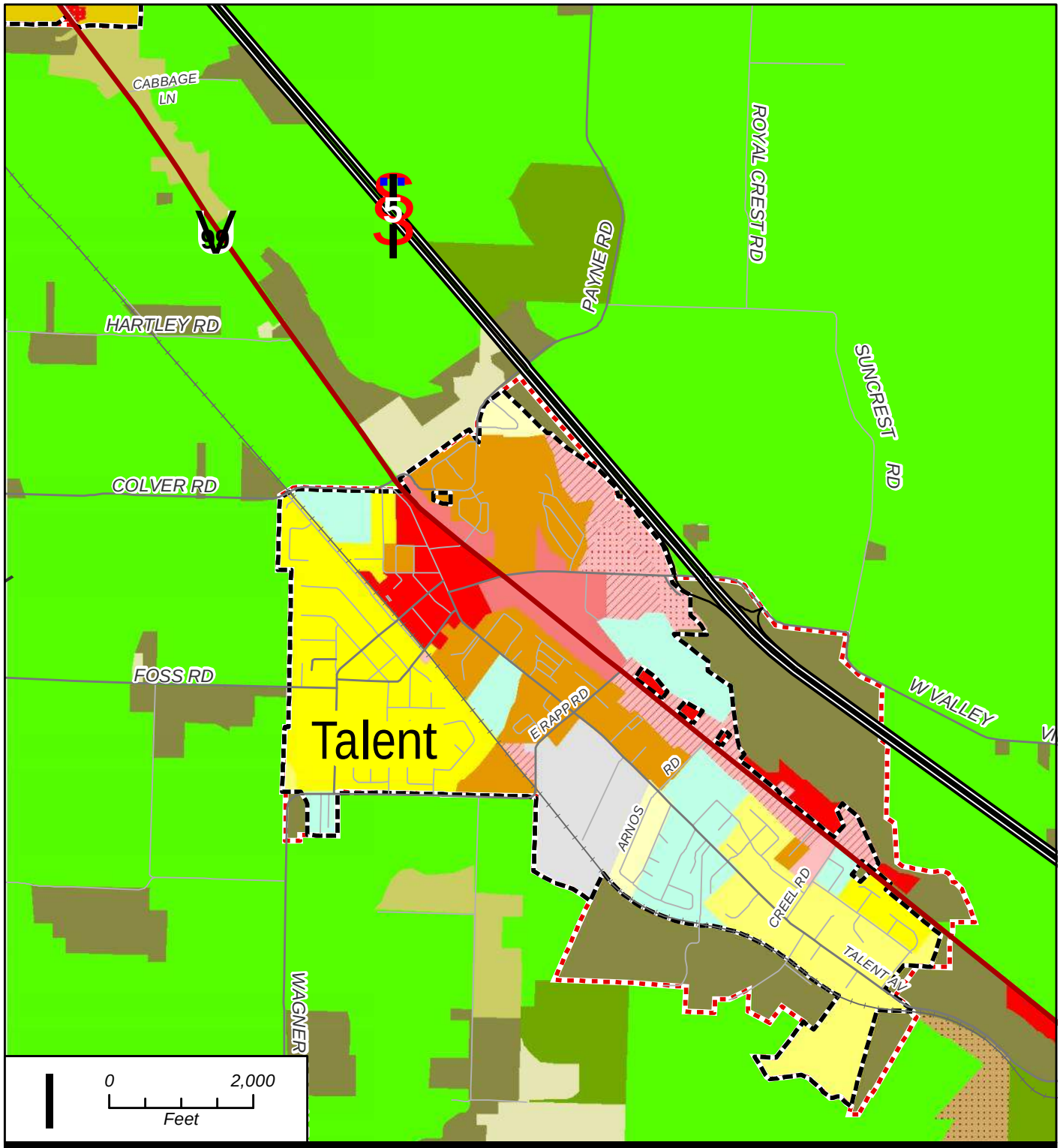
City of Phoenix Zoning
- Bear Creek Greenway (BCG)
- City Center (C-C)
- Commercial Highway (C-H)
- Commercial Highway (R-1)
- Farm Residential (F-5)
- Hilsinger PUD (R-1)
- Industrial (I)
- Light Industrial (LI)
- Low Density Residential (R-1)
- Medium Density Residential (R-2)
- Medium Density Residential (R-3)
- High Density Residential (R-3)

Jackson County Zoning
- Exclusive Farm Use (EFU)
- General Commercial (GC)
- General Industrial (GI)
- Light Industrial (LI)
- Limited Use (LU)
- Rural Residential - 00 (RR-00)
- Rural Residential - 2.5 (RR-2.5)
- Rural Residential - 5 (RR-5)
- Urban Residential - 8 (UR-8)
- Urban Residential - 10 (UR-10)
- Urban Residential - 30 (UR-30)

Zoning Overlays
- Historic Overlay

Figure 2-4B
Zoning
Phoenix

Source Data: Jackson County



OR 99 Rogue Valley Corridor Plan

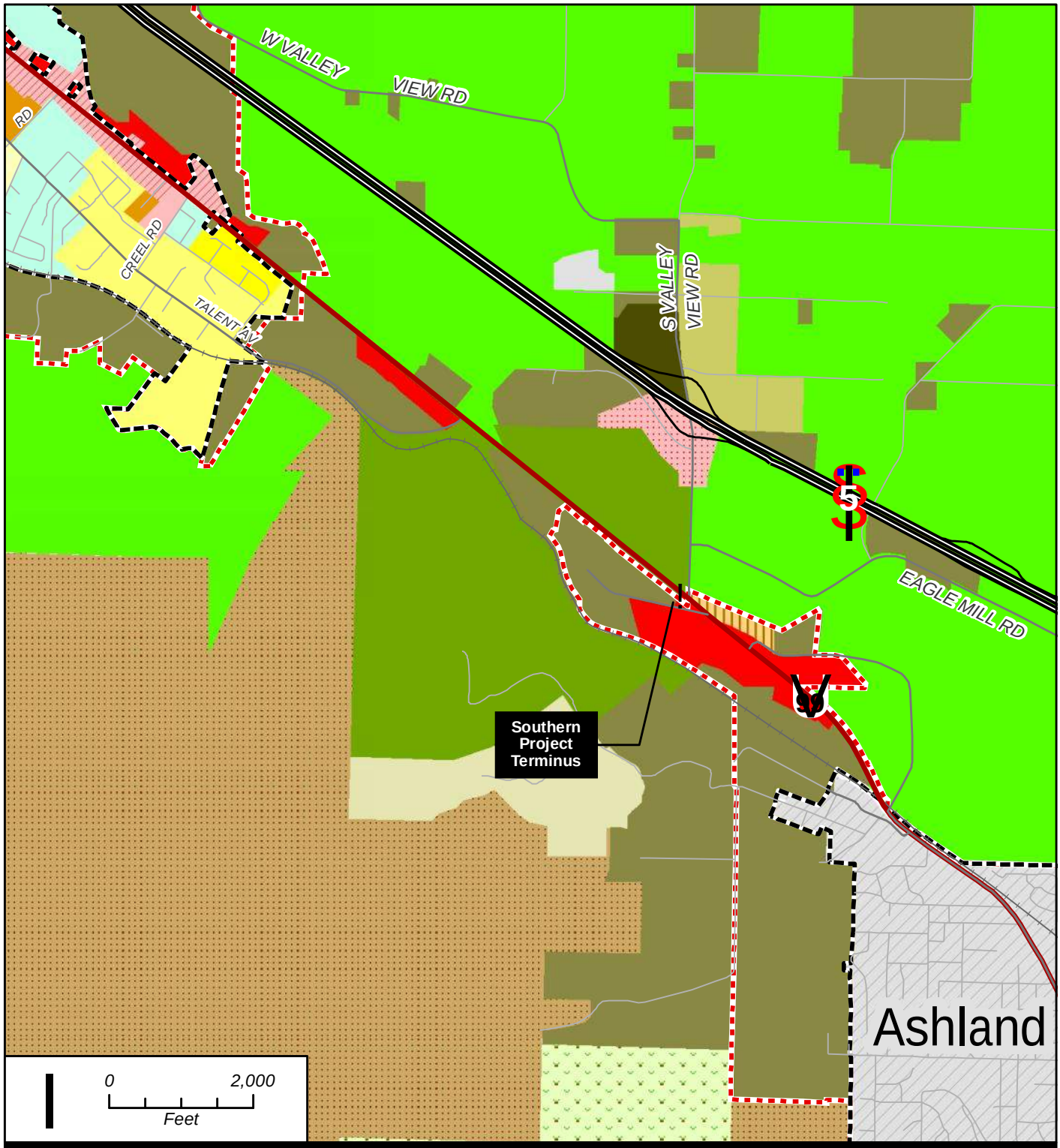
City Boundary
Urban Growth Boundary

City of Talent Zoning
- Central Business District - Highway (CBH)
- Commercial (CBD)
- High Density Residential (RM-22)
- Interchange Commercial (CI)
- Light Industrial (IL)
- Low Density Residential - 6,000 sf Lot (RS-7)
- Low Density Residential - 8,000 sf Lot (RS-5)
- Low Density Residential - 8,000 sf Lot (RS-7)
- Mobile Home (RS-MH)
- Neighborhood Commercial (CN)
- Retail-Wholesale Commercial (CH)

Jackson County Zoning
- Exclusive Farm Use (EFU)
- General Commercial (GC)
- Open Space Reserve (OSR)
- Rural Residential - 00 (RR-00)
- Rural Residential - 2.5 (RR-2.5)
- Rural Residential - 5 (RR-5)
- Urban Residential (UR-1)
- Woodland Resource (WR)

Figure 2-4C
Zoning
Talent

Source Data: Jackson County



OR 99 Rogue Valley Corridor Plan

City Boundary
Urban Growth Boundary

City of Talent Zoning

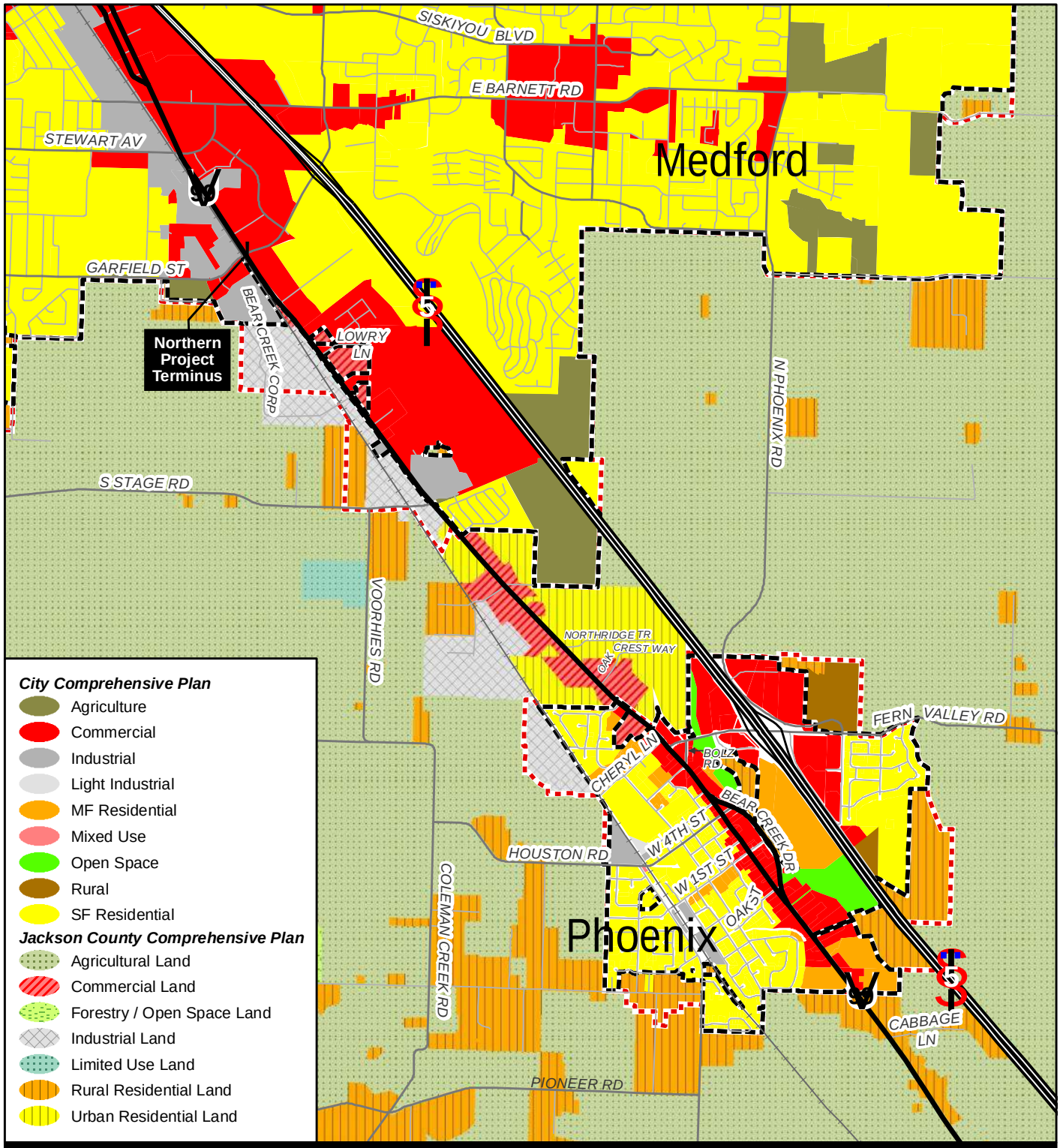
- High Density Residential (RM-22)
- Low Density Residential - 6,000 sf Lot (RS-7)
- Low Density Residential - 8,000 sf Lot (RS-5)
- Low Density Residential - 8,000 sf Lot (RS-7)
- Mobile Home (RS-MH)
- Neighborhood Commercial (CN)
- Retail-Wholesale Commercial (CH)

Jackson County Zoning

- Exclusive Farm Use (EFU)
- Forest Resource (FR)
- General Commercial (GC)
- Interchange Commercial (IC)
- Light Industrial (LI)
- Open Space Reserve (OSR)
- Rural Residential - 00 (RR-00)
- Rural Residential - 2.5 (RR-2.5)
- Rural Residential - 5 (RR-5)
- Rural Residential - 10 (RR-10)
- Urban Residential (UR-1)
- Woodland Resource (WR)

Figure 2-4D
Zoning
North Ashland

Source Data: Jackson County



OR 99 Rogue Valley Corridor Plan

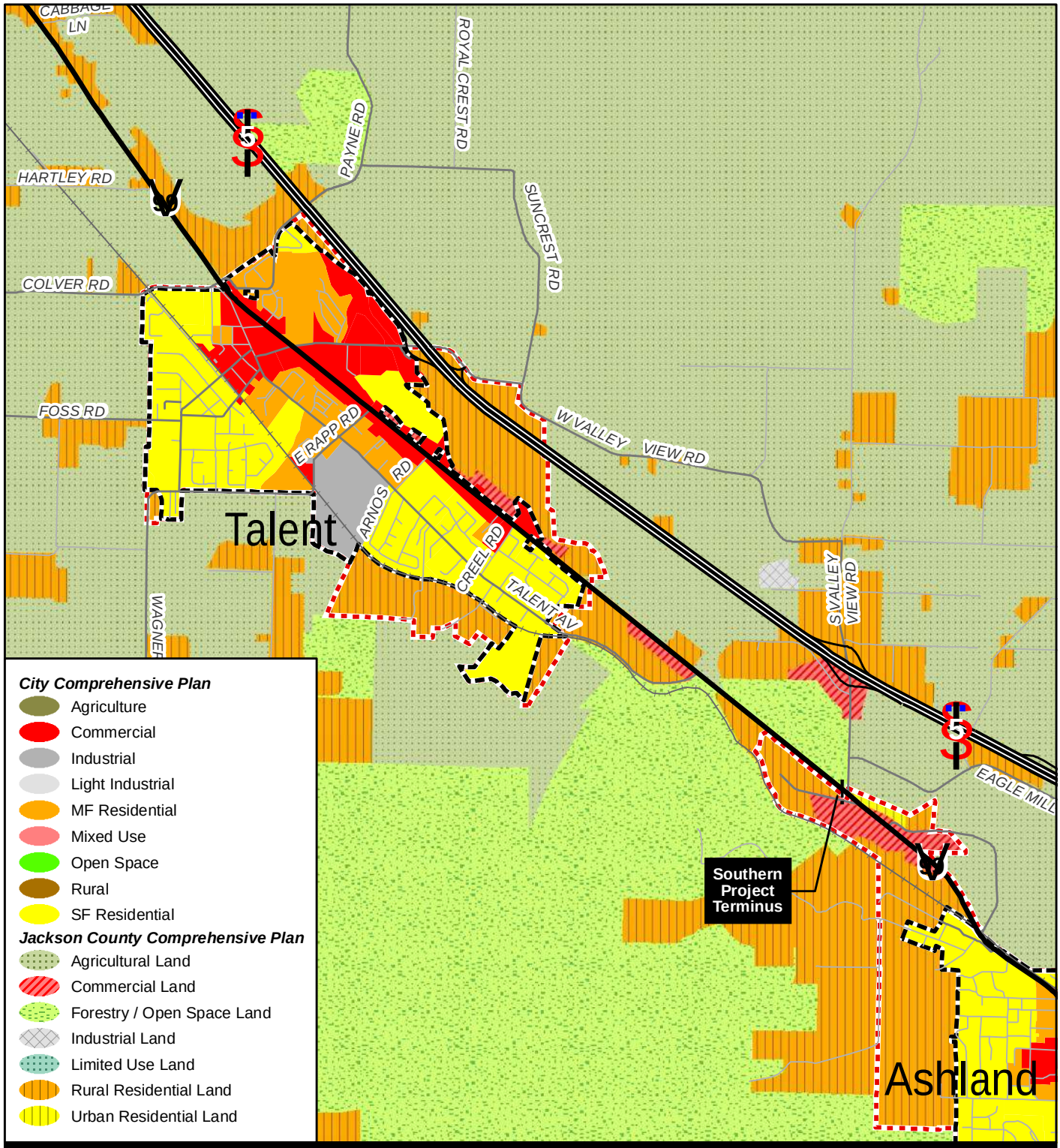
City Boundary
Urban Growth Boundary

Figure 2-5 North

Comprehensive Plan
South Medford/Phoenix

0 3,000
Feet

Source Data: Jackson County



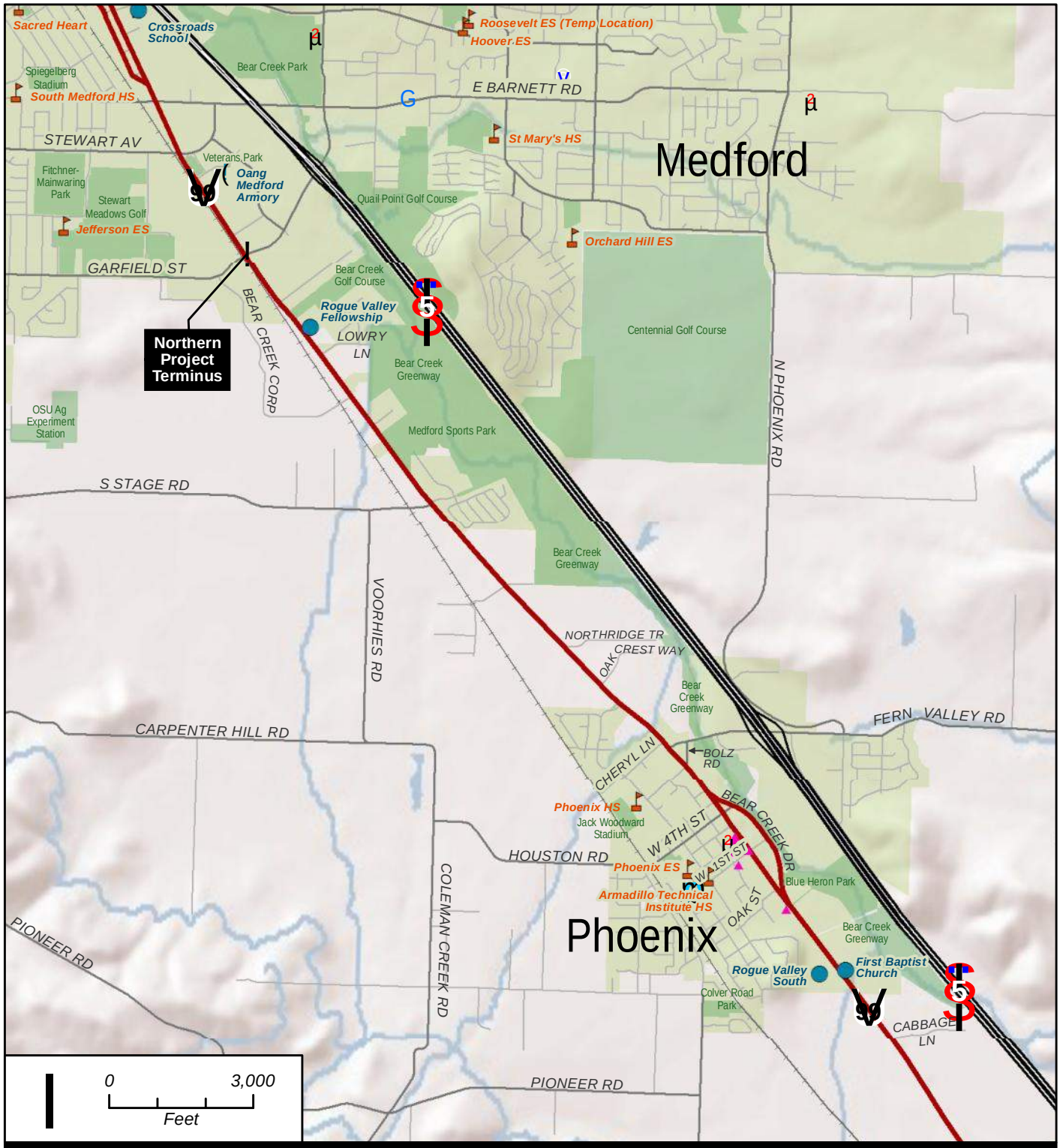
OR 99 Rogue Valley Corridor Plan

City Boundary
Urban Growth Boundary

Figure 2-5 South
Comprehensive Plan
Talent/North Ashland

0 3,000
Feet

Source Data: Jackson County



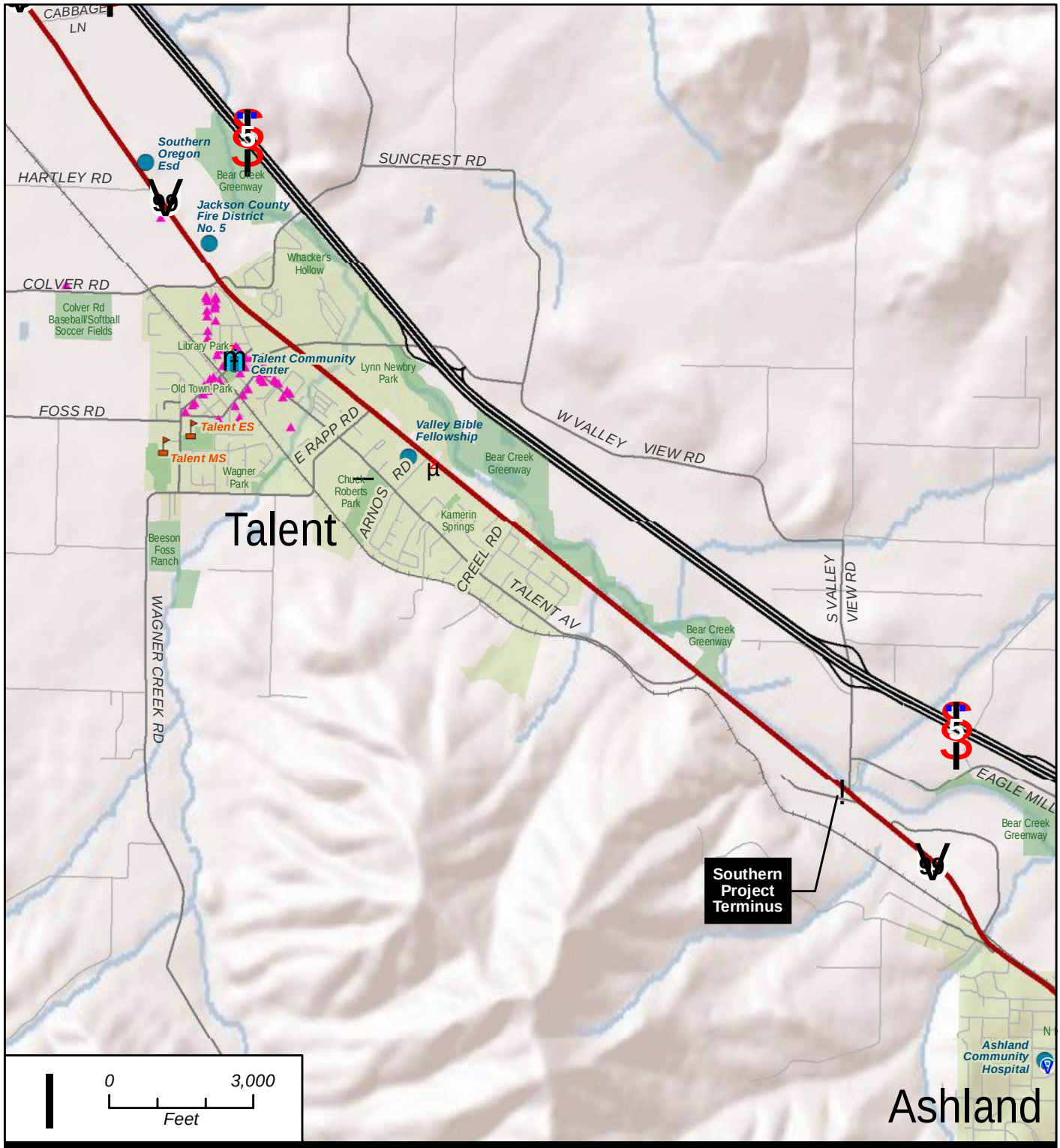
OR 99 Rogue Valley Corridor Plan

- Parks & Open Space
- City Hall
- Fire Station
- Hospital
- Law Enforcement
- Medical Service
- Community Features
- historical_features
- Schools

Figure 2-6 North

Community Features
South Medford/Phoenix

Source Data: Jackson County, ESRI, Oregon GEO



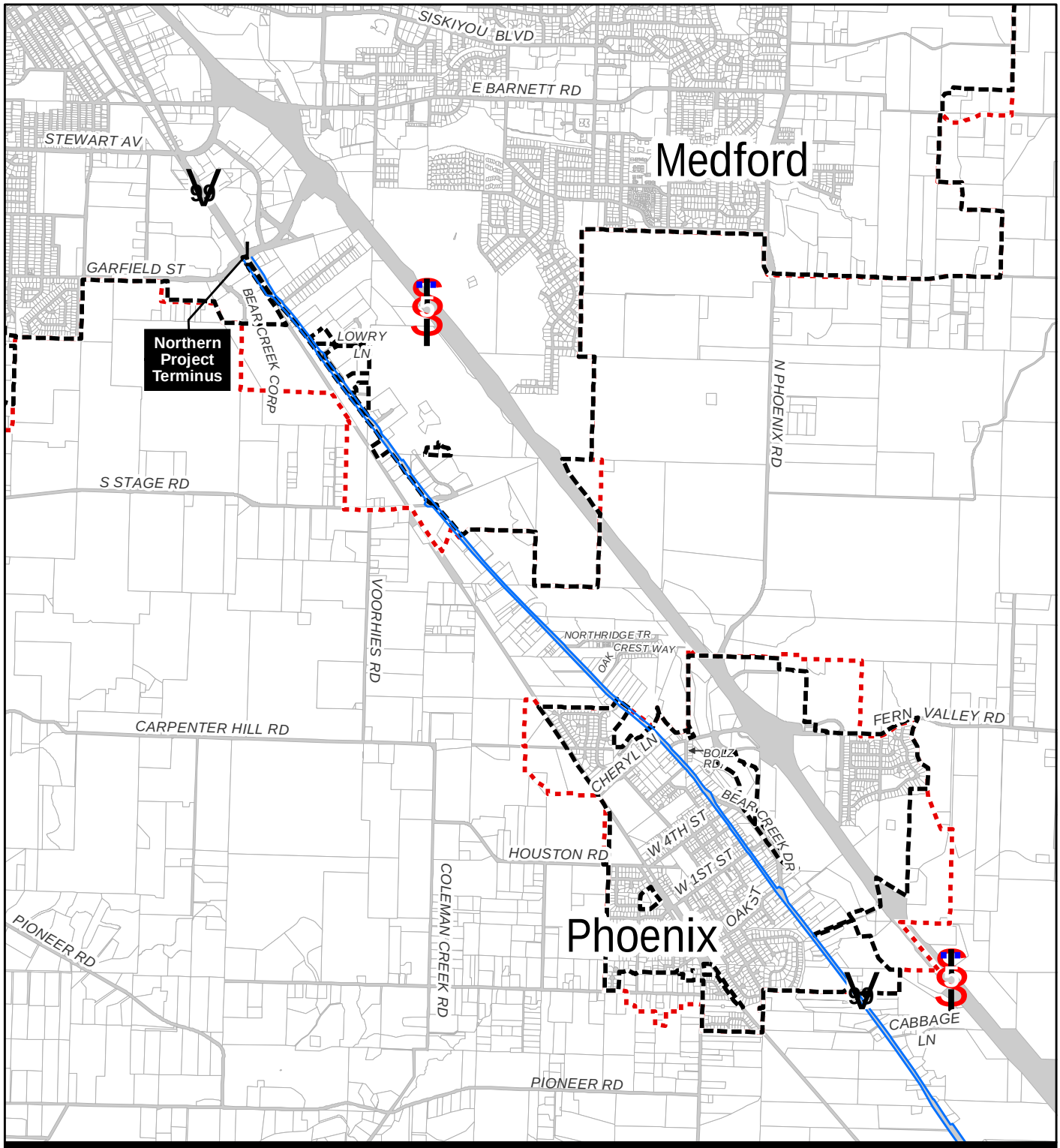
OR 99 Rogue Valley Corridor Plan

Parks & Open Space
City Hall
Fire Station
Hospital
Law Enforcement
Medical Service
Community Features
historical_features
Schools

Figure 2-6 South

Community Features
Talent/North Ashland

Source Data: Jackson County, ESRI, Oregon GEO



OR 99 Rogue Valley Corridor Plan

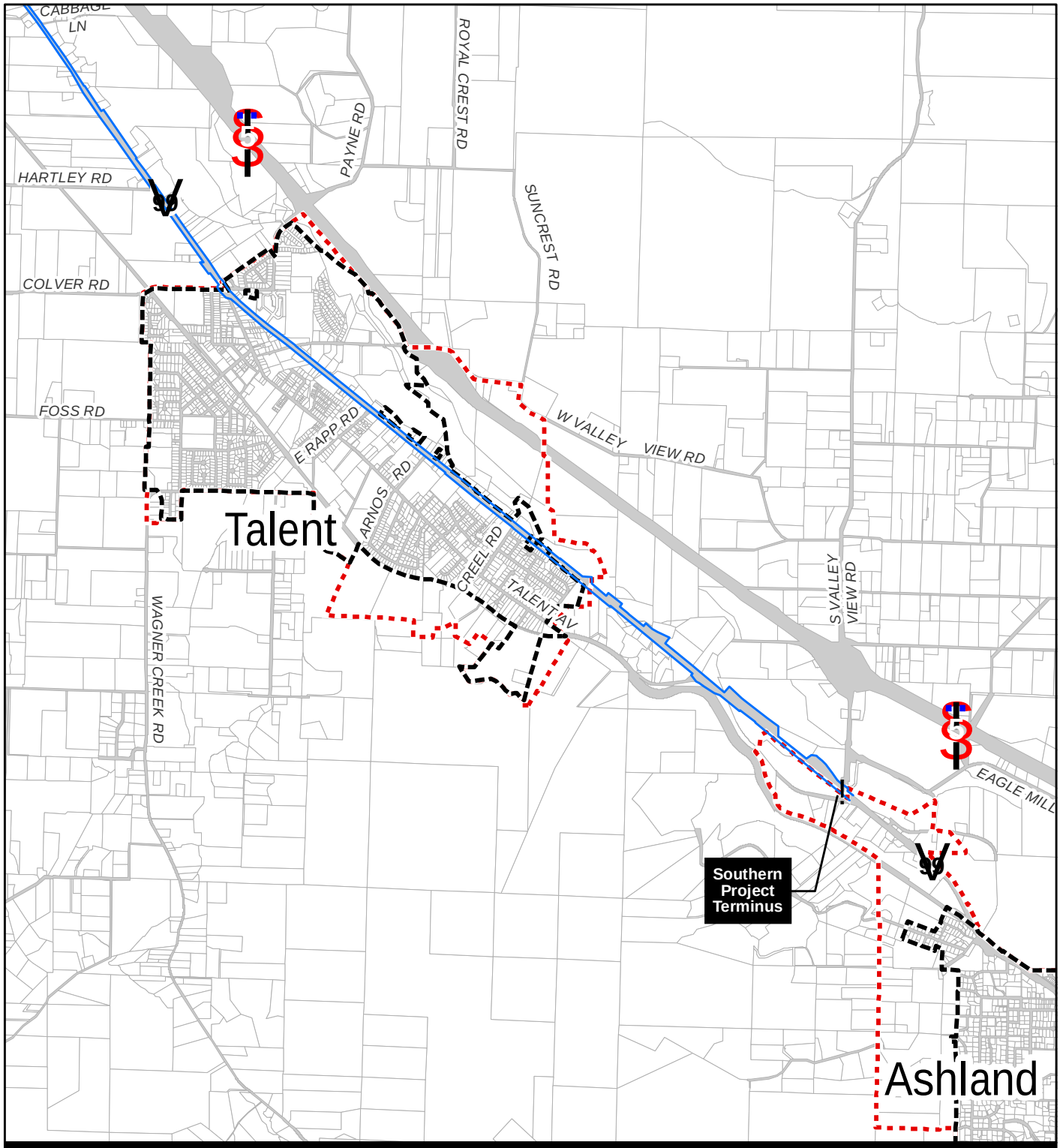
City Boundary
Urban Growth Boundary
Approximate R-O-W/Taxlot Boundary

Figure 2-7 North

Approximate Right-of-Way/Taxlot Boundary
South Medford/Phoenix

0 3,000
Feet

Source Data: Jackson County



OR 99 Rogue Valley Corridor Plan

City Boundary
Urban Growth Boundary
Approximate R-O-W/Taxlot Boundary

Figure 2-7 South

Approximate Right-of-Way/Taxlot Boundary
Talent/North Ashland

0 3,000
Feet

Source Data: Jackson County

Appendix A – Hazmat Report

OR:99 CORRIDOR PLAN ASSESSMENT

Jackson County

GEO/ENVIRONMENTAL UNIT

TECHNICAL SERVICES

OREGON DEPARTMENT OF TRANSPORTATION

HAZARDOUS MATERIALS GROUP

OR 99 Corridor Plan
Known HazMat Sites

OR 99: between MP 8.57– 17.02
Rogue Valley, Oregon

January 18th 2011

Oregon* Department *of Transportation

Region 3 Geo/Environmental Section
Hazardous Materials Group

3500 Stewart Parkway.
Roseburg, Oregon 97470

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Appendix A Maps
Appendix B. Environmental Data Base Report Summaries

Introduction

This list of known Hazardous Material (HazMat) sites was constructed by the Oregon Department of Transportation (ODOT) Region 3 Hazardous Materials Group, and is for the:

OR 99: Corridor Study's Land Use & Environmental Reconnaissance Report

This list is intended primarily as an approach to identifying known hazardous material sites within the OR 99: Rogue Valley Corridor Study Plan Area.

1.1 Purpose

The purpose of this report is to identify any known sources of hazardous materials within the Plan Area. Such hazardous material sites within the Plan Area could affect worker safety, property value, and project costs.

1.2 Project Site Location

The Project Corridor is located along OR 99 between Mile Points (MP) 8.57 and17.02. The Plan Area extends 1320 feet (1/4 mile) from centerline on each side of OR 99. A project site location map is attached in Appendix A.

1.3 Potential Sources of Hazardous Substances

The table below summarizes potential sources of hazardous substances identified at the project site. Potential sources identified are discussed in detail below:

Table 1: Potential Sources of Hazardous Substances

Heating oil tanks	Y
Aboveground Storage Tanks (ASTs)	Y
USTs, fill and vent pipes, fuel dispensers	Y
Other hazardous substance containers	N
Hazardous waste generation	Y
Oil water separators, dry wells or floor/storm drains	Y
Septic systems	Y
Stains or odors	N
Stressed vegetation	N
Solid waste	Y
Suspect asbestos-containing materials	Y
Suspect lead-based paint	Y
Potential PCB-containing equipment	Y
Florescent or high intensity discharge (HID) lamps	Y
Treated timbers	N
Water wells or monitoring wells	Y

Aboveground Storage Tanks/ Heating Oil Tanks
The DEQ Facility Profiler indicates that Heating oil tanks have been present within the Corridor Study area.

Underground Storage Tanks, Pipes and Fuel Dispensers
The DEQ Facility Profiler indicates that Underground Storage Tanks are located within the Corridor Study area.

Hazardous Waste Generation
The DEQ Facility Profiler indicates that Hazardous Waste Generators are located within the Corridor Study area.

Oil-Water Separators, Water Wells, Monitoring Wells
It should be assumed that Oil Water separators, Water Wells, or Monitoring Wells may be located with in the Corridor Study area.

Suspect Building Materials
Structures built prior to 1974 may contain Asbestos, lead Based Paint, PCBs, and Florescent or High Intensity Discharge Lamps.

Environmental Records

ODOT reviewed available federal and State records for identified hazardous waste sites using the web-based databases. The databases searched and the search radii used are listed in the table below. Search radii were based on the Plan Area.

Table 2: Environmental Records Listings

Database Record	Search Radius	Total Sites Found
Federal NPL	Plan Area & Adj. Properties	0
Federal CERCLIS	Plan Area & Adj. Properties	0
Federal RCRA Generators	Plan Area & Adj. Properties	15
Federal ERNS	Plan Area & Adj. Properties	1
State ECSI	Plan Area & Adj. Properties	6
State Fire Marshal's Spills	Plan Area & Adj. Properties	1
Oregon Permitted Landfills	Plan Area & Adj. Properties	1
State LUSTs	Plan Area & Adj. Properties	18
State Listed USTs	Plan Area & Adj. Properties	8

1.4 Federal Databases

1.4.1 National Priority List (NPL)

NPL sites (also known as *Superfund* sites) are sites that present long-term threats to public safety and have been determined by the U.S. Environmental Protection Agency (EPA). No NPL sites are listed within 1 mile of the Plan Area.

1.4.2 Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)

CERCLIS is the official repository for federal-listed sites not included in the NPL. No CERCLIS sites are listed within the Plan Area.

1.4.3 Resource Conservation and Recovery Act (RCRA) Generators

RCRA generators are facilities that generate or store a defined amount of hazardous waste in any one calendar month and are subject to regulatory control. There are 14 RCRA generators located within the Plan Area, as listed below. Report summaries are attached in Appendix B

Table 3: DEQ Facility Profiler RCRA Generators

Legend ID #	Site Name and Location	EPA Number	Generator Status
2	Skinner Buick Cadillac Inc. 2177 S Pacific Hwy; Medford	ORD982659450	CEG
3	Lumber Yard 2399 S Pacific Hwy; Medford	ORD027682772	CEG
4	Bear Creek Operations Inc. 2518 S Pacific Hwy; Medford	ORD007908429	CEG
6	Commercial Documentation Services Inc. 2603 S Pacific Hwy; Medford	OR0000000976	SQG
7	Commercial Printing Company 2661 S Pacific Hwy; Medford	ORD987196706	SQG
9	Tucker Sno-Cat Corp. 2872 S Pacific Hwy.; Medford	ORD009050600	CEG
11	Modoc Orchard Co. 3050 S Pacific Hwy; Medford	ORD987179845	SQG
13	17 Stage Rd Medford	ORQ000026416	CEG
18	DSU Peterbilt & GMC Truck 3727 N Phoenix Rd Medford	ORD987185105	CEG
27	Berry's Auto Body 4594 S Pacific Hwy; Phoenix	ORD107962938	CEG
28	Summit Forrest Inc. 5065 S Pacific Hwy; Phoenix	ORQ000021634	CEG
37	Wal-Mart Stores, Inc. 300 W Valley View Rd. Talent	ORD987202355	SQG
41	Butler Ford INC 1977 HWY 99N Ashland	ORD06585114	CEG
42	Town & Country Chevrolet Oldsmobile 2045 Hwy 99N Ashland	ORD0275970 12	CEG

CEG – Conditionally Exempt Generator
SQG – Small Quantity Generator

1.4.4 Emergency Response Notification System (ERNS)

ERNS data includes all releases or potential releases reported to the National Response Center which acts as a reporting center for the EPA and U.S. Coast Guard. ERNS list 1 incident within the plan area, as shown below. Report summaries are attached in appendix B.

Table 4: ERNS Incident Locations

Incident Location	Incident Report #	Released Material/Quantity
I-5 Southbound between exits 27 and 30	268257	Diesel / 150 gallons

1.5 State Databases

1.5.1 Environmental Cleanup Site Information System (ECSIS)

The Oregon Department of Environmental Quality (DEQ) ECSIS database contains approximately 2800 sites in Oregon that may be contaminated and require cleanup. The list includes sites on the Confirmed Release List (CRL) and the CRL Inventory. There are 6 ECSIS sites within or adjacent to the Plan Area; these sites are listed below. Report summaries are attached in Appendix B.

Table 5: DEQ ECSIS Sites

Legend ID #	Site Name and Address	Operation ID	Status
1	Hays Oil Plant Card lock 1890 S Pacific Hwy; Medford	2080	**Suspect Site Requiring Further Investigation**
8	Hubbard's Ace Home CTR 2655 S Pacific Hwy; Medford	1233	**Suspect Site Requiring Further Investigation**
25	Pete's Automatic Transmission 4586 S Pacific Hwy; Phoenix	336	**Suspect Site Requiring Further Investigation**
26	Lindvig Machine Shop 4612 S Pacific Hwy; Phoenix	2286	**Suspect Site Requiring Further Investigation**
39	Green's Wrecking Yard 1007 S Pacific Hwy; Talent	4289	**No Further Action Required**
15	Glenwood Business Park former MGP 117 W. Glenwood Rd, Phoenix	4333	**No Further Action Required**

1.5.2 Oregon State Fire Marshal's (OSFM) Hazardous Materials Incidents

The OSFM hazardous substance incident database includes all hazardous material emergency incidents which Fire Marshal Hazardous Materials Response Teams have responded to. The OSFM database included 1 incident within the plan area; many are of no concern and are not considered Hazardous Material sites. Report summaries are attached in appendix B

Table 6: OSFM Incidents

Legend ID #	Incident Location	OSFM ID#	Release Description
	5085 S Pacific Hwy; Phoenix	20227	Hose line from elevated diesel tank had cut and valve was open. Discovered during suppression of structure fire. Adjacent to tank. Estimated loss of 400 gallons of diesel.

			Estimated loss of 400 gallons of diesel.

1.5.3 Solid Waste Landfills

The Oregon Landfills list includes all solid waste facilities permitted by the DEQ. There is one permitted landfill within or adjacent to the Plan Area, which is listed below. A Report summary is attached in Appendix B.

Table 7: Solid Waste Landfill Locations

Legend ID #	Facility Name and Location	DEQ ID#	Permit Type/ Facility Status
32	Associated Fruit Co. 2518 S Pacific Hwy; Talent	111985	Compost General/Terminated

1.5.4 Leaking Underground Storage Tanks (LUSTs)

DEQ maintains the list of LUST (leaking underground storage tank) facilities, which includes known sites where leaks in buried tanks have been reported. DEQ Facility Profiler lists 18 LUST sites within or adjacent to the Plan Area. These sites are listed below and report summaries are attached in Appendix B.

Table 8: DEQ Listed LUST Sites

Legend ID #	Site Name and Location	DEQ Program ID	Regulatory Status
3	Lumber Yard 2399 S Pacific Hwy; Medford	15-90-0171	Cleanup Complete
4	Bear Creek Operations Inc. 2518 S Pacific Hwy; Medford	15-89-0024 15-93-0123	Cleanup Complete Cleanup Complete
10	Colvin Oil Company 20 S Stage Rd Medford	15-97-0031 15-99-0077 15-99-0078	Cleanup Started Cleanup Completed Reported
14	Western Oil & Burner of Medford 5 S. Stage Rd. Medford	15-98-0088	Cleanup Started
16	Boylan, William 3628 S Pacific Hwy; Medford	15-95-0028	Cleanup Started
17	Roth Property ic Pacific Hwy, Medford	15-02-0008	Cleanup Started
20	Phoenix High School 745 N Rose St. Phoenix	15-89-0033	Cleanup Completed
21	BI-Mor Stations, Inc. #2 608 N Main St.; Phoenix	15-98-0082	Cleanup Started
22	Phoenix Elementary School (HOT) 215 N Rose Phoenix	15-95-0025	Cleanup Started
23	Valley of the Rouge Bank 48th & Main Phoenix	15-91-0089	Cleanup Completed
24	Oregon Roof Saver 3629 S pacific Hwy, Phoenix	15-92-0023	Cleanup Completed
29	US West Communications Inc. 5143 S Pacific Hwy; Phoenix	15-96-0059	Cleanup Complete
31	Yates, Dean 5800 S Pacific Hwy; Phoenix	15-93-0105	Cleanup Started

Legend ID #	Site Name and Location	DEQ Program ID	Regulatory Status
33	Talent Gas 4 Less 21 Talent Ave, Talent	15-93-0043 15-91-0013	Cleanup Completed Cleanup Completed
35	Talent Main St. Market 102 Talent Ave, Talent	15-92-0067	Cleanup Completed
38	Stark Jerry 200 Talent Ave, Talent	15-93-0072	Cleanup Started
40	Rogue Valley Station 461 Valley view rd Ashland	15-90-0144	Cleanup Completed
41	Butler Ford INC 1977 HWY 99 N Ashland	15-88-0013	Cleanup Completed

1.5.5 Underground Storage Tanks (USTs)

DEQ maintains the list of certified USTs (underground storage tanks), which includes known sites where buried tanks exist or have existed in the past. The DEQ database is never complete since many tanks were installed prior to record keeping and their locations remain unknown. DEQ Facility Profiler lists seven 8 UST sites within or adjacent to the Plan Area; as listed below. Report summaries are attached in Appendix B.

Table 9: DEQ Listed UST Sites

Legend ID #	Facility Name and Address	DEQ Facility ID	Content, Capacity and Status
12	Arco AM/PM 3082 Samike Dr. Medford	5543	12,000 gal. Gasoline. Active 20,000 gal. Gasoline. Active 10,000 gal. Gasoline. Active
19	Phoenix Exxon #9290 800 Main St.; Phoenix	2430	15,000 gal. Gasoline. Active 10,000 gal. Gasoline. Active 10,000 gal. Gasoline. Active
21	Bl-Mor Stations, Inc. #2 608 N Main St.; Phoenix	3409	8,000 gal. Gasoline. Active 8,000 gal. Gasoline. Active 8,000 gal. Gasoline, Active
29	US West Communications, INC 5143 S. Pacific Hwy , phoenix	6035	1000 gal. Diesel Active
30	Jackson County DPW Phoenix Talent Shop 5595 S Pacific Hwy; Phoenix	8564	5,000 gal. Diesel. Active 2,500 gal. Gasoline, Active
33	Talent Gas 4 Less 21 Talent Ave, Talent	4234	15,000 gal. Gasoline Active 8,000 gal. Diesel Active 8,000 gal. Gasoline Active
36	Arco Products Co FAC 5959 301 Valley View Rd W Talent	11421	10,000 gal. Gasoline Active 10,000 gal. Gasoline Active 10,000gal. Gasoline Active 10,000 gal. Diesel Active
40	Rogue Valley Station 461 Valley View Rd Ashland	1372	3,000 gal. Diesel Active 7,500 gal Gasoline Active 7,500 gal. Gasoline Active

1.6 Limitations

This assessment is for internal ODOT use only and may not be relied upon by any other entity without the written permission of an authorized ODOT representative. This report is presented as current at the time of publication; it does not warranty against changes in land use or environmental conditions subsequent to its publication.

Signatures

Report preparation conducted by Kenny Camp.

Signature _____ Date 1/21/11

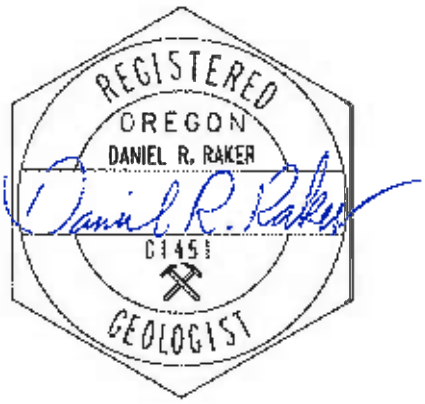
Technical review conducted by Nicholas Harris.

Signature _____ Date 1/21/11

Corporate review conducted by Daniel Raker, R.G.

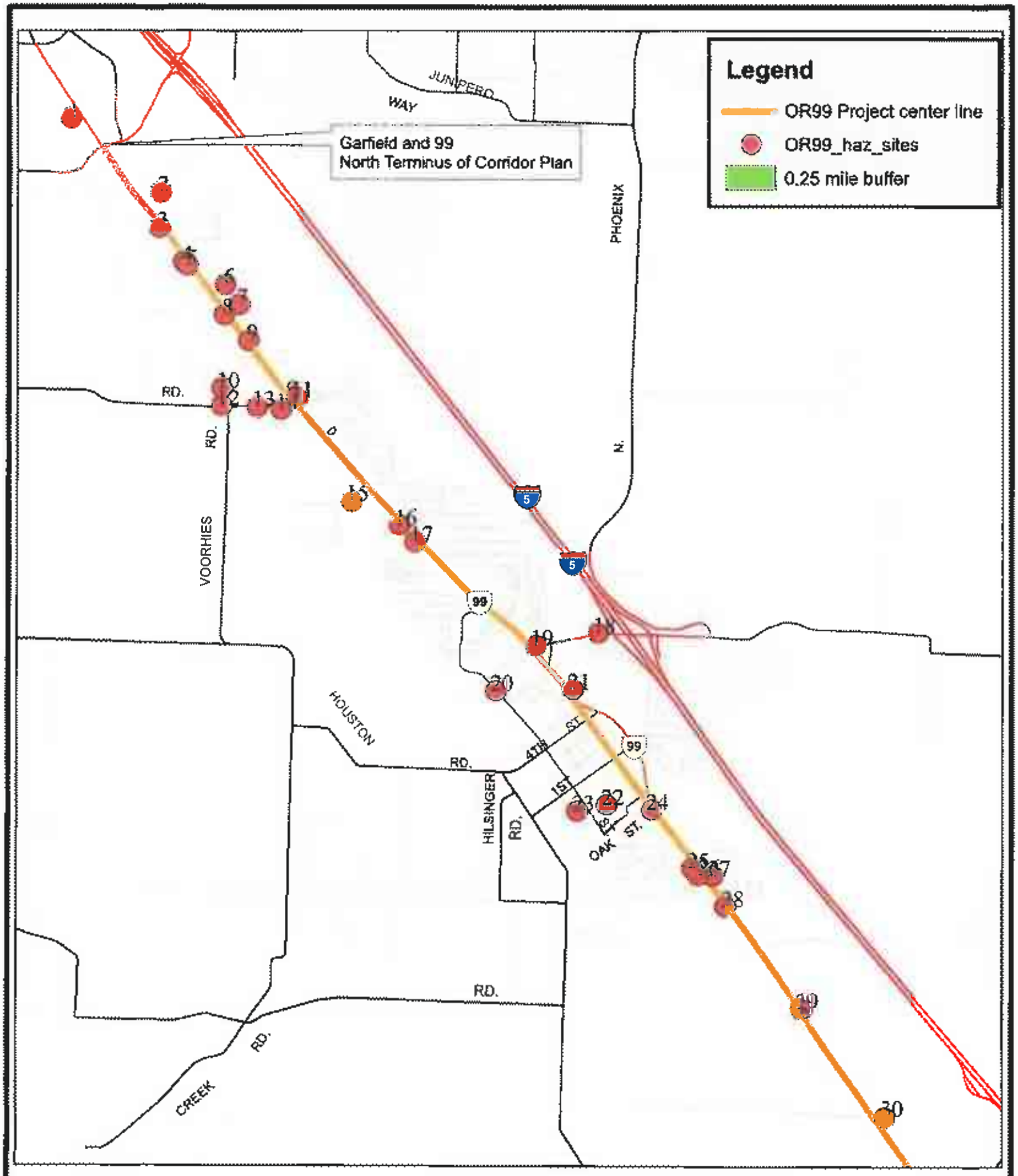
Signature _____ Date 1/21/11

Registered Geologist Stamp:



Appendix A

Maps



OREGON DEPARTMENT OF TRANSPORTATION

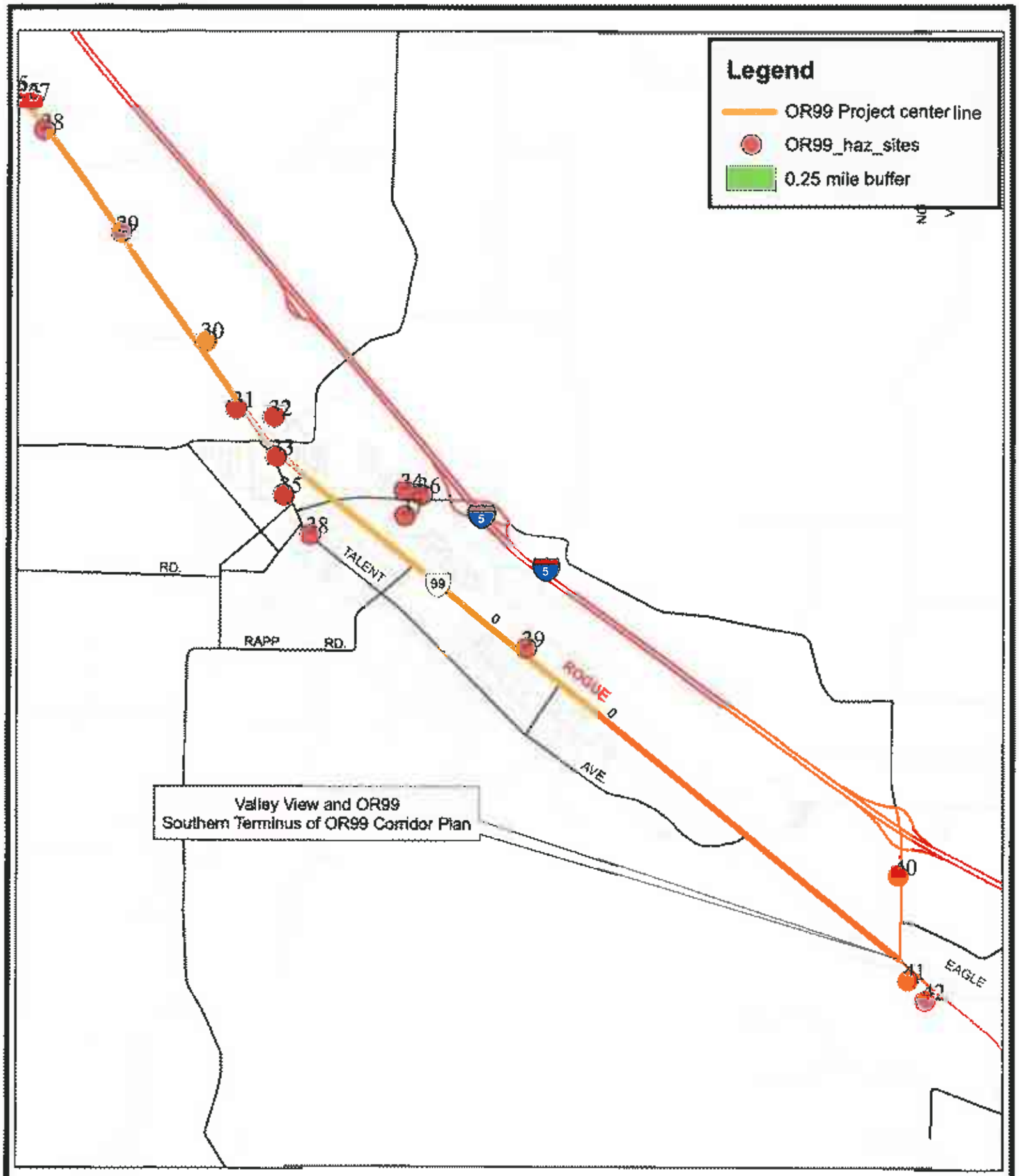
OR 99 Corridor Plan Known HazMat Sites
Figure 1A: North Site Locations

N

SCALE

0.2 0.1 0 0.2 0.4 Miles

DISCLAIMER



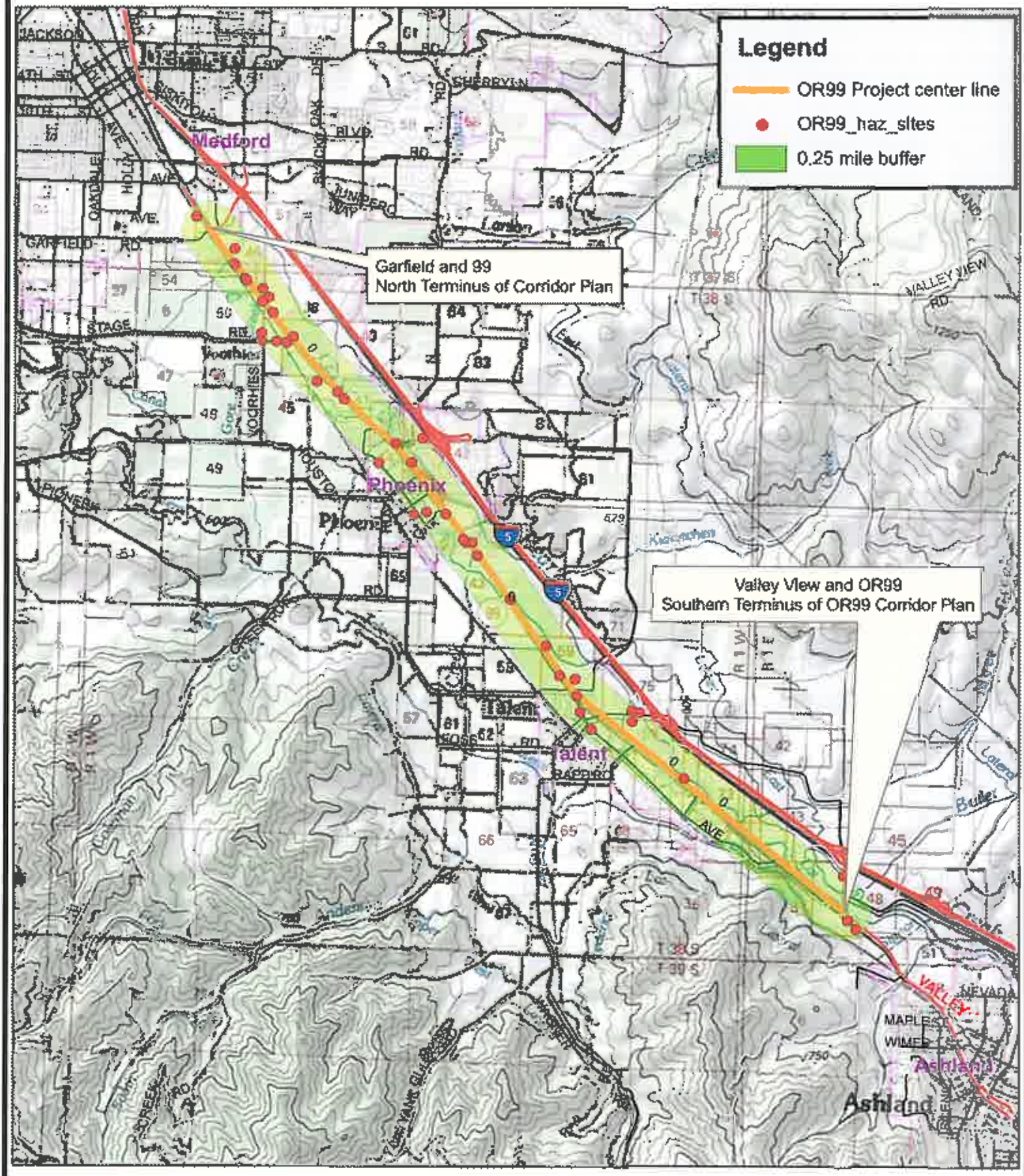
OREGON DEPARTMENT OF TRANSPORTATION

OR 99 Corridor Plan Known HazMat Sites
Figure 1B: South Site Locations

N

SCALE

0.2 0.1 0 0.2 0.4 Miles



OREGON DEPARTMENT OF TRANSPORTATION

OR 99 Corridor Plan Known HazMat Sites

Figure 2: Topographical Corridor Plan Location Map

N

SCALE

0.5 0.25 0 0.5 1 Miles

DISCLAIMER:

Appendix B

Database Report Summaries

Oregon DEQ Facility Profiler 2.0

[Help] [Close Window]

Facility Summary Report

Return to Site Listing Print Report

Maps

Facility / Site Information for Location 20391

Facility/Site Name:	HAYS OIL PLANT CARDLOCK	**Latitude:**	42° 18' 31.7"
Address:	1890 S PACIFIC HWY	**Longitude:**	-122° 51' 28.1"
City State Zip:	MEDFORD OR 97501	**Location Accuracy:**	HIGH
		Last Updated:	7/12/2007 8:17:03 AM

Aliases

Hays Oil - Bulk Plant ECSI R. W. Hays Co. TRAACS

Geographic Features

Township: T37S-R1W-S31 **Congress Dist:** 2 **Forest Type:**
County: JACKSON **OR Senate Dist:** 03 **Vegetation:** Annual grasslands/Agricultural cropland and pastureland
Watershed: MIDDLE ROGUE **OR House Dist:** 06 **Agricultural Land:** PREDOM IRR
Drinking Water Source: CITY OF GOLD HILL

Oregon DEQ Program Information

Environmental Cleanup (ECSI)

Operation ID	Start Date	NFA Date	Permit Type	Permit SubType	Status	Detail Information[1]	EPA Number
2080	07/21/1997		Contaminated Site		Suspect site requiring further investigation	ECSI Site Report	

SIC CODE	SIC Description	PRIMARY
5171	PETROLEUM BULK TERMINALS	N

Air Quality Permits (TRAACS)

Air Quality Permit	Start Date	Effective Date	Review Date	Closed Date	Status	Type	Sub Type	Detail Information[1]	EPA Number
15-0042-17-01	08/04/2009	09/11/2000	12/01/2016		Active	ACDP	General	AQ Report	OR02900042

SIC CODE	SIC Description	PRIMARY
5171	PETROLEUM BULK TERMINALS	Y

Land Quality

Environmental Cleanup

Environmental Cleanup Site Information (ECSI) Database
Site Summary Report - Details for Site ID 2080, Hays Oil - Bulk Plant

This report shows data entered as of January 20, 2011 at 9:15:41 AM

This report contains site details, organized into the following sections: 1) Site Photos (appears only if the site has photos); 2) General Site Information; 3) Site Characteristics; 4) Substance Contamination Information; 5) Investigative, Remedial and Administrative Actions; **and 6)** Site Environmental Controls (i.e., institutional or engineering controls; appears only if DEQ has applied one or more such controls to the site). A key to certain acronyms and terms used in the report appears at the bottom of the page.

Go to DEQ's Facility Profiler to see a site map as well is information on what other DEQ programs may be active at this site.

General Site Information

Site ID: 2080	Site Name: Hays Oil - Bulk Plant		CERCLIS No:
Address:	1890 S Pacific Hwy. Medford 97501		
	County: Jackson		Region: Western
Other location information:			
Investigation Status:	Suspect site requiring further investigation		
	Brownfield Site: No	NPL Site: No	Orphan Site: No / Study Area: No
Property:	Twnshp/Range/Sect: 37S , 1W , 32		Tax Lots:
	Latitude: 42.3088 deg.	Longitude: -122.8578 deg.	Site Size:
Other Site Names:			

Site Characteristics

General Site Description:
Site History:
Contamination Information:
Manner and Time of Release:
Hazardous Substances/Waste Types:
Pathways:
Environmental/Health Threats:

Status of Investigative or Remedial Action:
Data Sources:

Substance Contamination Information

Substance	Media Contaminated	Concentration Level	Date Recorded
No information is available			

Investigative, Remedial and Administrative Actions

Action	Start Date	Compl. Date	Resp. Staff	Lead Pgm
Site Screening recommended (EV) (Primary Action)	07/21/1997	07/21/1997	Claudia Johansen	SAS

View Full Report Showing Action History

Key to Certain Acronyms and Terms in this Report:

CERCLIS No.: The U.S. EPA's Hazardous Waste Site identification number, shown only if EPA has been involved at the site.
Region: DEQ divides the state into three regions, Eastern, Northwest, and Western; the regional office shown is responsible for site investigation/cleanup.
NPL Site: Is this site on EPA's National Priority List (i.e., a federal Superfund site)? (Y/N).
Orphan Site: Has DEQ's Orphan Program been active at this site? (Y/N). The Orphan Program uses state funds to clean up high-priority sites where owners and operators responsible for the contamination are absent, or are unable or unwilling to use their own resources for cleanup.
Study Area: Is this site a Study Area? (Y/N). Study Areas are groupings of individual ECSI sites that may be contributing to a larger, area-wide problem. ECSI assigns unique Site ID numbers to both individual sites and to Study Areas.
Pathways: A description of human or environmental resources that site contamination could affect.
Lead Pgm: This column refers to the Cleanup Program affiliation of the DEQ employee responsible for the action shown. SAS or SAP = Site Assessment; VCS or VCP = Voluntary Cleanup; ICP = Independent Cleanup; SRS or SRP = Site Response (enforcement cleanup); ORP = Orphan Program.

For more information on this site contact the Western regional office.

[print version]

For more information about **ECSI** call Gil Wistar at 503-229-5512 or email.

For more information about **DEQ's Land Quality Division and its programs**, see the contact page.

Oregon Department of Environmental Quality
Headquarters: 811 Sixth Ave., Portland, OR 97204-1390
Phone: 503-229-5696 or toll free in Oregon 1-800-452-4011
Oregon Telecommunications Relay Service: 1-800-735-2900 FAX: 503-229-6124

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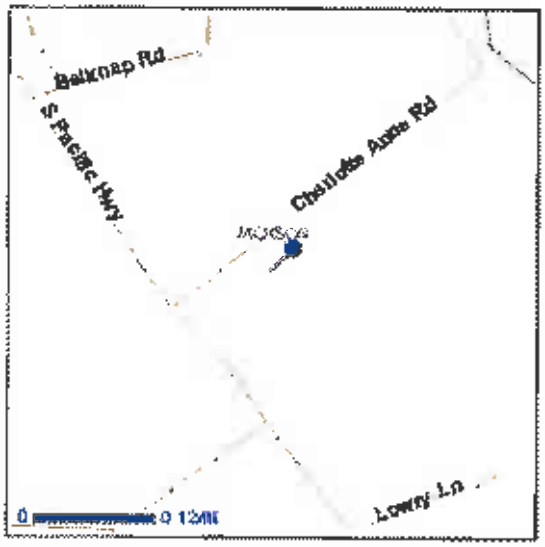
Oregon DEQ Facility Profiler 2.0

[Help] [Close Window]

Facility Summary Report

Return to Site Listing Print Report

Maps



Facility / Site Information for Location 2712

Facility/Site Name:	SKINNER BUICK CADILLAC INC	**Latitude:**	42° 18' 17.5064"
Address:	2177 S PACIFIC HWY	**Longitude:**	-122° 51' 3.428"
City State Zip:	MEDFORD OR 97501	**Location Accuracy:**	HIGH
		Last Updated:	3/31/1999 12:00:00 AM

Aliases

Skinner Buick Cadillac Inc HazWaste

Geographic Features

Township: T37S-R1W-S0 **Congress Dist:** 2 **Forest Type:**
County: JACKSON **OR Senate Dist:** 03 **Vegetation:** Annual grasslands/Agricultural cropland and pastureland
Watershed: MIDDLE ROGUE **OR House Dist:** 06 **Agricultural Land:** PREDOM IRR
Drinking Water Source: CITY OF GOLD HILL

Oregon DEQ Program Information

Hazardous Waste (HazWaste)

Identifier	Start Date	Effective Date	Review Date	NFA Date	Type	Sub Type	Detail Information[1]	EPA Number
2791	04/01/1992	12/31/2003			Generator	CEG	HW Site Report	ORD982659450

SIC CODE	SIC Description	PRIMARY
5511	CAR DEALERS (NEW & USED)	N

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

[DEQ's Privacy Notice] [Contact DEQ] [Application Feedback]

Oregon DEQ Hazardous Waste Site Report

[Close Report]

EPA ID:	ORD982659450		*Active*
Common Name:	Skinner Buick Cadillac Inc		
Employee count:	38	**Activity Start:**	4/1/1992
Location:	2177 S PACIFIC HWY MEDFORD OR 97501 JACKSON County		
Latitude:	42.3048 42° 18' 17.5064"	**Longitude:**	-122.8509 -122° 51' 3.4280"
SIC Codes:	5511 - CAR DEALERS (NEW & USED)		

Facility is a Hazardous Waste Generator
Current Status: CEG as of 12/31/2003

Hazardous Waste Generation Reporting History

Report Year	Generator Status	Number of Waste Streams	Tons Generated	Sent Date	Received Date
2003	CEG	0		12/24/2003	01/27/2004
2002	CEG	0		12/24/2002	12/30/2002
2001	CEG	0		12/26/2001	01/02/2002
2000	CEG	0		01/05/2001	01/18/2001
1999	CEG	0		01/06/2000	01/12/2000
1998	CEG	0		01/15/1999	01/21/1999
1997	CEG	0		12/29/1997	01/09/1998
1996	CEG	0		12/30/1996	02/20/1997
1995	CEG	0		12/27/1995	01/09/1996
1994	CEG	0		12/30/1994	02/13/1995
1993	CEG	0		12/30/1993	02/03/1994
1992	CEG	0		12/29/1992	01/19/1993
1991	CEG	0		11/01/1991	04/01/1992

Oregon DEQ Facility Profiler 2.0

[Help] [Close Window]

Facility Summary Report

Return to Site Listing Print Report

Maps

Facility / Site Information for Location 72700

Facility/Site Name:	LUMBER YARD	**Latitude:**	42° 18' 10"
Address:	2399 S PACIFIC HWY	**Longitude:**	-122° 51' 3"
City State Zip:	MEDFORD OR 97501-8757	**Location Accuracy:**	HIGH
		Last Updated:	3/15/2004 11:28:00 AM

Aliases

Davis Finish Products Inc	HazWaste	Davis Finish Products, Inc.	TRAACS
Smith Lumber	HazWaste	SMITH LUMBER CO.	LUST
The Albion Partnership	TRAACS		

Geographic Features

Township: T37S-R1W-S0 **Congress Dist:** 2 **Forest Type:**
County: JACKSON **OR Senate Dist:** 03 **Vegetation:** Annual grasslands/Agricultural cropland and pastureland
Watershed: MIDDLE ROGUE **OR House Dist:** 08 **Agricultural Land:** PREDOM IRR
Drinking Water Source: CITY OF GOLD HILL

Oregon DEQ Program Information

Leaking Underground Storage Tanks (LUST)

Log Number	Received	Cleanup Initiated	Cleanup Complete	Type	Heating Oil Tank	UST Facility ID	Status	Detail Information[1]
15-90-0171		11/26/1990		REGULATED		4126	CLEANUP_COMPLETED	LUST Site Report

Hazardous Waste (HazWaste)

Identifier	Start Date	Effective Date	Review Date	NFA Date	Type	Sub Type	Detail Information[1]	EPA Number
3531	04/01/1992	12/31/2005		12/31/2005	Generator	CEG	HW Site Report	ORD027682772

SIC CODE	SIC Description	PRIMARY
2431	MILLWORK	N
2434	WOOD KITCHEN CABINETS	N

Leaking Underground Storage Tanks (LUST) Site Information

(Use "Back" button on browser to return to previous search results)

Leaking Underground Storage Tank (LUST) Site Information

Log Nbr: **15-90-0171**
Site Name: SMITH LUMBER CO.
Address: 2399 S PACIFIC HWY
City: MEDFORD
Site Type:
Heating Oil Tank (HOT):

Basic Incident Information

Zip Code: 97501
File Status: No Further Action
Regulated Tank: YES

Status: **CLOSED**
Received Date: 9/3/1991
UST Facility Id: 4126
County: JACKSON

Assessment Information

15-90-0171

Cause: OVERFILL
Source: Not Reported
Discovery: DECOMMISSIONING

Media Effected
>Soil

Contaminants Released
>MiscGas

Free Product Removed:
Delineate Groundwater:
Delineate Soil:

Free Vapor Removed:
Groundwater Delineated:
Soil Delineated:
Compliance Monitoring:

CAP Requested:
CAP Submitted:
CAP Approved:

Management Information

15-90-0171

Release Stopped Date: 11/26/1990
Cleanup Start Date: 11/26/1990
Cleanup End Date: 9/5/1991

No Work Reported Information For This Incident

15-90-0171

This information may not reflect current status of site.
For further detail, refer to the DEQ Regional Office file.

This page last updated: January 9, 2006
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Oregon DEQ Hazardous Waste Site Report

[Close Report]

EPA ID:	ORD027682772		*Inactive (12/31/2005)*
Common Name:	Davis Finish Products Inc		
Employee count:	46	**Activity Start:**	4/1/1992
Location:	2399 S PACIFIC HWY MEDFORD OR 97501 JACKSON County		
Latitude:	42.3028 42° 18' 10.0000"	**Longitude:**	-122.8509 -122° 51' 3.0000"
SIC Codes:	2434 - WOOD KITCHEN CABINETS , 2431 - MILLWORK		

Facility Is a Hazardous Waste Generator
Current Status: CEG as of 12/31/2005

Hazardous Waste Generation Reporting History

Report Year	Generator Status	Number of Waste Streams	Tons Generated	Sent Date	Received Date
2005	CEG	0		12/21/2005	05/11/2006
2003	CEG	0		12/24/2003	05/07/2004
2002	CEG	0		12/24/2002	01/03/2003
2001	CEG	0		12/26/2001	03/05/2002
2000	CEG	0		01/05/2001	04/06/2001
1999	CEG	0		01/06/2000	02/10/2000
1998	CEG	0		01/15/1999	02/22/1999
1997	CEG	0		12/29/1997	01/05/1998
1996	CEG	0		12/30/1996	01/08/1997
1995	CEG	0		12/29/1995	01/08/1996
1995	CEG	0		12/27/1995	01/08/1996
1994	CEG	0		12/30/1994	04/14/1995
1993	CEG	0		12/30/1993	06/21/1994
1992	CEG	0		12/29/1992	03/05/1993
1991	CEG	0		11/01/1991	04/01/1992

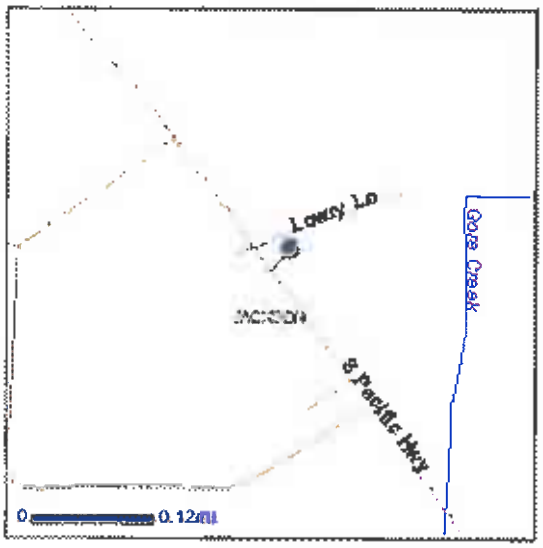
Oregon DEQ Facility Profiler 2.0

[Help] [Close Window]

Facility Summary Report

Return to Site Listing Print Report

Maps



Facility / Site Information for Location 3276

Facility/Site Name:	BEAR CREEK OPERATIONS INC	**Latitude:**	42° 18' 3.2"
Address:	2518 S PACIFIC HWY	**Longitude:**	-122° 50' 56.4"
City State Zip:	MEDFORD OR 97501-6724	**Location Accuracy:**	HIGH
		Last Updated:	6/1/2005 2:46:00 PM

Aliases

ASSOCIATED FRUIT CO.	WQSIS	BEAR CREEK CORPORATION	WQSIS
BEAR CREEK CORPORATION - MEDFORD PLANT	WQSIS	Bear Creek Operations Inc	HazWaste
Bear Creek Operations Inc	TRAACS	Bear Creek Operations, Inc.	TRAACS
BEAR CREEK ORCHARD	LUST	HARRY AND DAVID	LUST
HARRY AND DAVID	WQSIS		

Geographic Features

Township:	T38S-R1W-S0	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and Industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	08	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Leaking Underground Storage Tanks (LUST)

Log Number	Received	Cleanup Initiated	Cleanup Complete	Type	Heating Oil Tank	UST Facility ID	Status	Detail Information[1]
15-89-0024		08/29/1989		REGULATED		5005	CLEANUP_COMPLETED	LUST Site Report
15-93-0123		12/15/1993		REGULATED		4411	CLEANUP_COMPLETED	LUST Site Report

Hazardous Waste (HazWaste)

Identifier	Start Date	Effective Date	Review Date	NFA Date	Type	Sub Type	Detail Information[1]	EPA Number
2128	05/10/1993	12/31/2003			Generator	CEG	HW Site Report	ORD007908425

SIC CODE	SIC Description	PRIMARY
175	DECIDUOUS TREE FRUITS	N
721	CROP PLANTING AND PROTECTION	N
2099	OTHER FOOD PREPARATIONS	N

Water Quality Permits (WOSIS)

File Number	Permit Number	Start date	Effective Date	Review Date	Permit Type	Permit SubType	Comments	Status	Detail Information[1]	Permit Status
107510	13441	12/03/1992	03/05/1993	07/31/2001	INDUSTRIAL MINOR	NPDES General Permit - Industrial wastewater discharges	GEN01 Cooling water/heat pumps	Active Admin extended	SIS Detail Report	Permit Status
37200	10344	01/01/1901	10/10/1997	06/30/2012	STORMWATER MINOR	NPDES General Permit - Industrial storm water discharges	GEN12Z Industrial storm water	Active Renew no eff mod	SIS Detail Report	Permit Status
37200	10346	01/01/1901	04/27/1981	07/31/2001	INDUSTRIAL MINOR	NPDES General Permit - Industrial wastewater discharges	GEN01 Cooling water/heat pumps	Active Admin extended	SIS Detail Report	Permit Status
37200	10345	01/01/1901	05/22/1996	09/30/1996	STORMWATER MINOR	NPDES General Permit - Industrial storm water discharges	GEN12F Industrial storm water - Food processing	Inactive Renew no eff mod		

SIC CODE	SIC Description	PRIMARY
723	CROP PREPARATION FOR MARKET	N
2033	CANNED FRUITS AND VEGETABLES	Y
2037	FROZEN FRUITS,JUICE,VEGETABLES	N
2051	BREAD & OTHER BAKERY PRODUCTS	N
2052	COOKIES AND CRACKERS	N
2066	CHOCOLATE AND COCOA PRODUCTS	N
5148	FRESH FRUITS AND VEGETABLES	Y
5261	RETAIL NURSERY/GARDEN SUPPLIES	N
7395	PHOTOFINISHING LABORATORIES	N

Air Quality Permits (TRAACS)

Air Quality Permit	Start Date	Effective Date	Review Date	Closed Date	Status	Type	Sub Type	Detail Information[1]	EPA Number
15-0079-11-01	03/11/2008	11/01/1978	10/01/2017		Active	ACDP	General	AQ Report	OR02900079

SIC CODE	SIC Description	PRIMARY
2033	CANNED FRUITS AND VEGETABLES	N
4961	STEAM SUPPLY	Y

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location
Oregon DEQ Neighborhood info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

[DEQ's Privacy Notice] [Contact DEQ] [Application Feedback]

Disclaimer: *This product is for informational purposes, and may not be suitable for legal, engineering or surveying purposes. This information or data is provided with the understanding that conclusions drawn from such information are the responsibility*

Leaking Underground Storage Tanks (LUST) Site Information

(Use "Back" button on browser to return to previous search results)

Leaking Underground Storage Tank (LUST) Site Information

Basic Incident Information

Log Nbr: **15-89-0024**
Site Name: HARRY AND DAVID
Address: 2518 SOUTH PACIFIC HIGHWAY
City: MEDFORD
Zip Code: 97501
Site Type:
File Status: No Further Action
Heating Oil Tank (HOT):
Regulated Tank: YES

Status: **CLOSED**
Received Date: 8/29/1989
UST Facility Id: 5005
County: JACKSON

Assessment Information 15-89-0024

Cause: UNKNOWN
Source: Not Reported
Discovery: DECOMMISSIONING

Media Effected
>Soil

Contaminants Released
>Unknown

Free Product Removed:
Free Vapor Removed:
CAP Requested:
Delineate Groundwater:
Groundwater Delineated:
CAP Submitted:
Delineate Soil:
Soil Delineated:
CAP Approved:
Compliance Monitoring:

Management Information 15-89-0024

Release Stopped Date: 8/29/1989
Cleanup Start Date: 8/29/1989
Cleanup End Date: 8/28/1993

No Work Reported Information For This Incident 15-89-0024

This information may not reflect current status of site.
For further detail, refer to the DEQ Regional Office file.

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Leaking Underground Storage Tanks (LUST) Site Information

(Use "Back" button on browser to return to previous search results)

Leaking Underground Storage Tank (LUST) Site Information

Basic Incident Information

Log Nbr: **15-93-0123**
Site Name: BEAR CREEK ORCHARD
Address: 2518 S PACIFIC HWY
City: MEDFORD
Zip Code: 97501
Site Type: Soil Matrix Cleanup
File Status: No Further Action
Heating Oil Tank (HOT):
Regulated Tank: YES

Status: **CLOSED**
Received Date: 12/16/1993
UST Facility Id: 4411
County: JACKSON

Assessment Information

15-93-0123

Cause: NOT REPORTED
Source: Tank
Discovery: DECOMMISSIONING

Media Effected
>Soil >GroundWater

Contaminants Released
>Unknown

Free Product Removed:
Free Vapor Removed:
CAP Requested:
Delineate Groundwater:
Groundwater Delineated:
CAP Submitted:
Delineate Soil:
Soil Delineated:
CAP Approved:
Compliance Monitoring:

Management Information

15-93-0123

Release Stopped Date: 12/13/1993
Cleanup Start Date: 12/15/1993
Cleanup End Date: 4/1/2002

No Work Reported Information For This Incident

15-93-0123

This information may not reflect current status of site.
For further detail, refer to the DEQ Regional Office file.

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Oregon DEQ Hazardous Waste Site Report

[Close Report]

EPA ID:	ORD007908429		*Active*
Common Name:	Bear Creek Operations Inc		
Employee count:	3500	**Activity Start:**	5/10/1993
Location:	2518 S PACIFIC HWY MEDFORD OR 97501 JACKSON County		
Latitude:	42.3009 42° 18' 3.2000"	**Longitude:**	-122.8490 -122° 50' 56.4000"
SIC Codes:	721 - CROP PLANTING AND PROTECTION , 2099 - OTHER FOOD PREPARATIONS , 175 - DECIDUOUS TREE FRUITS		

Facility is a Hazardous Waste Generator
Current Status: CEG as of 3/14/2003

Hazardous Waste Generation Reporting History

Report Year	Generator Status	Number of Waste Streams	Tons Generated	Sent Date	Received Date
2002	CEG	0		12/24/2002	03/14/2003
2001	CEG	0		12/26/2001	03/21/2002
2000	CEG	0		01/05/2001	01/16/2001
1999	CEG	0		01/06/2000	02/09/2000
1998	CEG	0		01/15/1999	04/14/1999
1997	CEG	0		12/29/1997	11/19/1998
1996	CEG	0		12/30/1996	02/27/1997
1995	CEG	0		12/27/1995	01/04/1996
1994	CEG	0		12/30/1994	01/05/1995
1993	LQG	1	9.818	12/30/1993	01/04/1995

Waste Stream: Soil/bark mixture used to absorb one time pesticide spill Spill was a dilut
Source: Cleanup of spill residues

Waste Codes: ORX001
CAS Codes:

Form: Other nonhalogenated organic solids

Reported: 8.00 YD3 = 9818.00 KG
Managed Onsite: 0.00 KG

Shipments: 10/12/1993 ORD089452353 8.00 YD3 Landfill

Oregon DEQ Facility Profiler 2.0

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Facility Summary Report

Return to Site Listing Print Report

Maps

Facility / Site Information for Location 21157

Facility/Site Name:	GRANGE CO-OP	**Latitude:**	42° 19' 42.1"
Address:	2531 S PACIFIC HWY	**Longitude:**	-122° 51' 37.6"
City State Zip:	MEDFORD OR 97501	**Location Accuracy:**	HIGH
		Last Updated:	8/12/2008 4:57:13 PM

Aliases

Grange Co-op	ECSI	GRANGE CO-OP	LUST
GRANGE CO-OP	UST		

Geographic Features

Township: T37S-R1W-S0 **Congress Dist:** 2 **Forest Type:**
County: JACKSON **OR Senate Dist:** 03 **Vegetation:** Annual grasslands/Agricultural cropland and pastureland
Watershed: MIDDLE ROGUE **OR House Dist:** 06 **Agricultural Land:** PREDOM IRR
Drinking Water Source: CITY OF GOLD HILL

Oregon DEQ Program Information

Leaking Underground Storage Tanks (LUST)

Log Number	Received	Cleanup Initiated	Cleanup Complete	Type	Heating Oil Tank	UST Facility ID	Status	Detail Information[1]
15-98-3018		03/19/1998		REGULATED		4751	CLEANUP_COMPLETED	LUST Site Report

Environmental Cleanup (ECSI)

Operation ID	Start Date	NFA Date	Permit Type	Permit SubType	Status	Detail Information[1]	EPA Number
5471	01/07/2011		Contaminated Site		Suspect site requiring further investigation	ECSI Site Report	

Underground Storage Tanks (USD)

UST Facility ID	Permit Number	Installed	Content	Gallons	Status	Reg Cert NO
4751	AACFF	05/05/1980	Diesel	15000	Active	15-4751-2010-OPER
4751	AACFG	05/05/1980	Gasoline	15000	Active	15-4751-2010-OPER

4751	AACFH	05/05/1980	Gasoline	15000	Active	15-4751-2010-OPER

SIC CODE	SIC Description	PRIMARY
5191	FARM SUPPLIES/FEED/FERTILIZER	N

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

[DEQ's Privacy Notice] [Contact DEQ] [Application Feedback]

Disclaimer: *This product is for informational purposes, and may not be suitable for legal, engineering or surveying purposes. This information or data is provided with the understanding that conclusions drawn from such information are the responsibility of the user.*

Leaking Underground Storage Tanks (LUST) Site Information

Home > Programs >LUST Program Information > LUST Database

(Use "Back" button on browser to return to previous search results)

Leaking Underground Storage Tank (LUST) Site Information

Log Nbr: **15-98-0018**
Site Name: GRANGE CO-OP
Address: 2531 S PACIFIC HWY
City: MEDFORD
Site Type: POCKET
Heating Oil Tank (HOT):

Basic Incident Information

Zip Code: 97501
File Status: No Further Action
Regulated Tank: YES

Status: **CLOSED**
Received Date: 3/20/1998
UST Facility Id: 4751
County: JACKSON

Assessment Information 15-98-0018

Cause: OVERFILL
Source: Not Reported
Discovery: OTHER

Media Effected
>Soil

Contaminants Released
>MiscGas >Deisel

Free Product Removed:
Delineate Groundwater:
Delineate Soil:

Free Vapor Removed:
Groundwater Delineated:
Soil Delineated:
Compliance Monitoring:

CAP Requested:
CAP Submitted:
CAP Approved:

Management Information 15-98-0018

Release Stopped Date: 3/19/1998
Cleanup Start Date: 3/19/1998
Cleanup End Date: 11/22/1999

No Work Reported Information For This Incident 15-98-0018

This information may not reflect current status of site.
For further detail, refer to the DEQ Regional Office file.

This page last updated: January 9, 2008
DEQ Online is the official web site for the Oregon Department of Environmental Quality.

Land Quality

Environmental Cleanup

Environmental Cleanup Site Information (ECSI) Database
Site Summary Report - Details for Site ID 5471, Grange Co-op

This report shows data entered as of January 20, 2011 at 9:05:52 AM

This report contains site details, organized into the following sections: 1) Site Photos (appears only if the site has photos); 2) General Site Information; 3) Site Characteristics; 4) Substance Contamination Information; 5) Investigative, Remedial and Administrative Actions; and 6) Site Environmental Controls (i.e., institutional or engineering controls; appears only if DEQ has applied one or more such controls to the site). A key to certain acronyms and terms used in the report appears at the bottom of the page.

Go to DEQ's Facility Profiler to see a site map as well is information on what other DEQ programs may be active at this site.

General Site Information

Site ID: 5471	Site Name: Grange Co-op		CERCLIS No:
Address:	11 W. Stewart Avenue Medford 97501		
	County: Jackson		Region: Western
Other location information:			
Investigation Status:	Suspect site requiring further investigation		
	Brownfield Site: No	NPL Site: No	Orphan Site: No / Study Area: No
Property:	Twnshp/Range/Sect: , ,		Tax Lots:
	Latitude: 42.3117 deg.	Longitude: -122.8605 deg.	Site Size:
Other Site Names:			

Site Characteristics

General Site Description:	
Site History:	
Contamination Information:	(1/7/2011 SJS/SAS)- Private incident recovery company reported that yesterday 1,000 plus deisel spill occured at tank plant in Medford Oregon. A 20,000 gallon tank experienced and overflow, cause unknown, 1,000 plus gal of deisel went onto retaining wall area around the tank.

Tank business is owned by Grange Co-Op. Company removed most of the spill and area still in process of clean up.

Manner and Time of Release:

Hazardous Substances/Waste Types:

Pathways:

Environmental/Health Threats:

Status of Investigative or Remedial Action: (1/7/2011 SJS/SAS) Oregon Emergency Response System Report: Private incident recovery company reported that on 3/18/2008 1,000 plus deisel spill occured at tank plant in Medford Oregon. A 20,000 gallon tank experienced and overflow, cause unknown, 1,000 plus gal of deisel went onto retaining wall area around the tank. Tank business is owned by Grange Co-Op, a retail fuel company.

Spill Release Report: Approximately 1700 gallons were released from a 20,000 gallon Above Ground Storage Tank (AST). The spill was the result of an over fill and the diesel product was released from an over flow valve located at the top o fthe AST. The vast majority of the spill was released into the concrete walled and lined secondary containment structure. Two sumps were used to pump free diesel product into 55-gallon drums. Approximately 2308 gallons of diesel fuel and residual stormwater were removed from the containment structure. A small amount of fuel was windblown onto gravelly soils located within an un-lined secondary containment structure. The un-lined portion of the secondary containment is immediately adjacent to the lined secondary containment structure, to the north. Approximately 33 yards of petroleum contaminated soil (PCS) was excavated and removed from the un-lined secondary containment structure. The recovered diesel product was picked up and properly disposed of by Oil Re-Refining Company of Medford, Oregon. The PCS was trucked to Dry Creek Landfill in Eagle Point Oregon for use as daily cover. Back hoe test pits were advanced on three sides of the containment vessel and no diesel product was observed outside of the containment structure. SMR personnel visited the site on March 20,28,31, 2008; and April 1, 2008. No sheen was observed on any local surface water and no free diesel product was observed in any of the test pits.

Data Sources:

Substance Contamination Information

Substance	Media Contaminated	Concentration Level	Date Recorded
No information is available			

Investigative, Remedial and Administrative Actions

Action	Start Date	Compl. Date	Resp. Staff	Lead Pgm
Site Screening recommended (EV) (Primary Action)	01/07/2011		David Belyea	SAS

View Full Report Showing Action History

Key to Certain Acronyms and Terms in this Report:

CERCLIS No.: The U.S. EPA's Hazardous Waste Site Identification number, shown only if EPA has been involved at the site.
Region: DEQ divides the state into three regions, Eastern, Northwest, and Western; the regional office shown is responsible for site investigation/cleanup.
NPL Site: Is this site on EPA's National Priority List (i.e., a federal Superfund site)? (Y/N).
Orphan Site: Has DEQ's Orphan Program been active at this site? (Y/N). The Orphan Program uses state funds to clean up high-priority sites where owners and operators responsible for the contamination are absent, or are unable or unwilling to use their own resources for cleanup.
Study Area: Is this site a Study Area? (Y/N). Study Areas are groupings of individual ECSI sites that may be contributing to a larger, area-wide problem. ECSI assigns unique Site ID numbers to both individual sites and to Study Areas.
Pathways: A description of human or environmental resources that site contamination could affect.
Lead Pgm: This column refers to the Cleanup Program affiliation of the DEQ employee responsible for the action shown. SAS or SAP = Site Assessment; VCS or VCP = Voluntary Cleanup; ICP = Independent Cleanup; SRS or SRP = Site Response (enforcement cleanup); ORP = Orphan Program.

You may be able to obtain more information about this site by contacting David Belyea at the Western regional office or via email at belyea.david@deq.state.or.us. **If this does not** work, you may contact Gil Wistar at (503) 229-5512, **or via email at** wistar.gil@deq.state.or.us or contact the Western regional office.

[print version]

For more information about **ECSI** call Gil Wistar at 503-229-5512 or email.

For more information about **DEQ's Land Quality Division and its programs**, see the contact page.

Oregon Department of Environmental Quality
Headquarters: 811 Sixth Ave., Portland, OR 97204-1390
Phone: 503-229-5696 or toll free in Oregon 1-800-452-4011
Oregon Telecommunications Relay Service: 1-800-735-2900 FAX: 503-229-6124

The Oregon Department of Environmental Quality is a regulatory agency authorized to protect Oregon's environment by the State of Oregon and the Environmental Protection Agency.

DEQ Web site privacy notice

Oregon DEQ Facility Profiler 2.0

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Facility Summary Report

Return to Site Listing Print Report

Maps

Facility / Site Information for Location 3428

Facility/Site Name:	COMMERCIAL DOCUMENTATION SERVICES INC	**Latitude:**	42° 17' 59.0139"
		Longitude:	-122° 50' 44.9679"
Address:	2603 S PACIFIC HWY	**Location Accuracy:**	HIGH
City State Zip:	MEDFORD OR 97501	**Last Updated:**	7/6/1999 12:00:00 AM

Aliases

CDS Publications	HazWaste	CDS Publications, Inc	HazWaste
Commercial Documentation Services Inc	HazWaste		

Geographic Features

Township: T36S-R1W-S0 **Congress Dist:** 2 **Forest Type:**
County: JACKSON **OR Senate Dist:** 03 **Vegetation:** Annual grasslands/Agricultural cropland and pastureland
Watershed: MIDDLE ROGUE **OR House Dist:** 06 **Agricultural Land:** PREDOM IRR
Drinking Water Source: CITY OF GOLD HILL

Oregon DEQ Program Information

Hazardous Waste (HazWaste)

Identifier	Start Date	Effective Date	Review Date	NFA Date	Type	Sub Type	Detail Information[1]	EPA Number
6669	09/13/1993	02/25/2010			Generator	SQG	HW Site Report	OR0000000976

SIC CODE	SIC Description	PRIMARY
2752	COMMERCIAL PRINTING, LITHO	N

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

Oregon DEQ Hazardous Waste Site Report

[Close Report]

EPA ID:	OR0000000975		*Active*
Common Name:	CDS Publications, Inc		
Employee count:	125	**Activity Start:**	9/13/1993
Location:	2603 S PACIFIC HWY MEDFORD OR 97501 JACKSON County		
Latitude:	42.2997 42° 17' 59.0139"	**Longitude:**	-122.8458 -122° 50' 44.9679"
SIC Codes:	2752 - COMMERCIAL PRINTING, LITHO		

Facility Is a Hazardous Waste Generator
Current Status: SQG as of 2/25/2010

Hazardous Waste Generation Reporting History

	Report Year	Generator Status	Number of Waste Streams	Tons Generated	Sent Date	Received Date
	2009	SQG	3	2.7839798125	12/10/2009	02/26/2010

Waste Stream: Spent solvent from parts washers **Source:** Dip, flush or spray rinsing

Waste Codes: D001 **CAS Codes:**

Form: Concentrated non-halogenated (e.g., non-chlorinated) solvent

Reported: 585.00 GAL = 1777.49 KG **Managed Onsite:** 0.00 KG

Shipments:

01/08/2009	000893224	ORD981766124	7.00 GAL	Solvents recovery
02/06/2009	001642199	ORD981766124	7.00 GAL	Solvents recovery
02/26/2009	001602200	ORD981766124	129.00 GAL	Solvents recovery
03/25/2009	001665882	ORD981766124	7.00 GAL	Solvents recovery
04/20/2009	001901326	ORD981766124	7.00 GAL	Solvents recovery
05/22/2009	001830594	ORD981766124	118.00 GAL	Solvents recovery
06/26/2009	001979391	ORD981766124	6.00 GAL	Solvents recovery
07/17/2009	001884753	ORD981766124	7.00 GAL	Solvents recovery
08/14/2009	002088980	ORD981766124	126.00 GAL	Solvents recovery
09/09/2009	002109344	ORD981766124	10.00 GAL	Solvents recovery
10/06/2009	000259705	ORD981766124	7.00 GAL	Solvents recovery
11/05/2009	000335056	ORD981766124	137.00 GAL	Solvents recovery
12/03/2009	000301485	ORD981766124	8.00 GAL	Solvents recovery
12/30/2009	001825558	ORD981766124	9.00 GAL	Solvents recovery

Waste Stream: RQ Waste Flammable Liquids Petroleum Distillates, Tetrachloroethylene **Source:** Removal of spent process liquids or catalysts

Waste Codes: D001, D018, D039 **CAS Codes:**

Form: Paint thinner or petroleum distillates

Reported: 330.00 GAL = 1002.69 KG **Managed Onsite:** 0.00 KG

Shipments:

03/04/2009	001123096	ARD981057870	55.00 GAL	Fuel blending prior to energy recovery at another site
04/01/2009	001125141	ARD981057870	55.00 GAL	Fuel blending prior to energy recovery at another site
06/24/2009	001125238	ARD981057870	55.00 GAL	Fuel blending prior to energy recovery at another site
11/12/2009	001125425	ARD981057870	165.00 GAL	Fuel blending prior to energy recovery at another site

Waste Stream: RQ **Source:** Other remediation (specify in comments)

Waste Codes: D031, D035 **CAS Codes:**

Form: Concentrated halogenated/ non-halogenated solvent mixture

Reported: 1.25 GAL = 3.80 KG **Managed Onsite:** 0.00 KG

Shipments:

2008	SQG	3	4.2018929125	12/17/2008	02/12/2009

Waste Stream: Spent solvent from parts washers **Source:** Dip, flush or spray rinsing

Waste Codes: D039 **CAS Codes:**

Form: Concentrated non-halogenated (e.g., non-chlorinated) solvent

Reported: 5215.30 LB = 2385.14 KG **Managed Onsite:** 0.00 KG

Shipments:

05/01/2008	001191889	ORD981766124	40.20 LB	Solvents recovery
01/07/2008	000946799	ORD981766124	1530.30 LB	Solvents recovery
02/01/2008	000981627	ORD981766124	46.90 LB	Solvents recovery
03/07/2008	000912891	ORD981766124	46.90 LB	Solvents recovery
06/07/2008	001141092	ORD981766124	46.90 LB	Solvents recovery
06/23/2008	001169995	ORD981786124	1165.80 LB	Solvents recovery
07/11/2008	001055608	ORD981786124	40.20 LB	Solvents recovery
08/14/2008	001398192	ORD981766124	46.90 LB	Solvents recovery
09/15/2008	001375180	ORD981768124	683.40 LB	Solvents recovery
10/27/2008	001448026	ORD981766124	46.90 LB	Solvents recovery
12/02/2008	001056307	ORD981766124	1520.90 LB	Solvents recovery

Waste Stream: RQ Waste Flammable Liquids Petroleum Distillates, Tetrachloroethylene **Source:** Removal of spent process liquids or catalysts

Waste Codes: D001, D018, D039 **CAS Codes:**

Form: Paint thinner or petroleum distillates

Reported: 4048.50 LB = 1835.99 KG **Managed Onsite:** 0.00 KG

Shipments:

01/07/2008	000028767	TXD077603371	732.00 LB	Fuel blending prior to energy recovery at another site

03/12/2008	001123470	ARD981057870	737.00 LB	Fuel blending prior to energy recovery at another site
08/27/2008	001127827	ARD981057870	1474.00 LB	Fuel blending prior to energy recovery at another site
10/09/2008	001127853	ARD981057870	368.50 LB	Fuel blending prior to energy recovery at another site
11/20/2008	001127958	ARD981057870	737.00 LB	Fuel blending prior to energy recovery at another site

Waste Stream: RQ **Source:** Other remediation (specify in comments)

Waste Codes: D031, D035 **CAS Codes:**

Form: Concentrated halogenated/ non-halogenated solvent mixture

Reported: 1.68 LB = 0.76 KG **Managed Onsite:** 0.00 KG

Shipments:

2007	SQG	3	3.4750798	12/11/2007	02/18/2008

Waste Stream: Spent solvent from parts washers **Source:** Dip, flush or spray rinsing

Waste Codes: D039 **CAS Codes:**

Form: Concentrated non-halogenated (e.g., non-chlorinated) solvent

Reported: 5996.50 LB = 2719.41 KG **Managed Onsite:** 0.00 KG

Shipments:

01/16/2007	341707	ORD981766124	1547.70 LB	Solvents recovery
04/13/2007	471058	ORD981766124	1299.80 LB	Solvents recovery
07/11/2007	451892	ORD981766124	1447.20 LB	Solvents recovery
08/28/2007	28811	ORD981766124	53.60 LB	Solvents recovery
09/28/2007	791456	ORD981766124	1554.40 LB	Solvents recovery
11/16/2007	765362	ORD981766124	53.60 LB	Solvents recovery
12/21/2007	28751	ORD981766124	46.90 LB	Solvents recovery

Waste Stream: RQ Waste Flammable Liquids Petroleum Distillates, Tetrachloroethylene **Source:** Removal of spent process liquids or catalysts

Waste Codes: D001, D018, D039 **CAS Codes:**

Form: Paint thinner or petroleum distillates

Reported: 1656.00 LB = 751.00 KG **Managed Onsite:** 0.00 KG

Shipments:

01/16/2007	135420	TXD077603371	358.00 LB	Fuel blending prior to energy recovery at another site
03/08/2007	135303	TXD077603371	326.00 LB	Fuel blending prior to energy recovery at another site
04/13/2007	135369	TXD077603371	606.00 LB	Fuel blending prior to energy recovery at another site
07/11/2007	33143	TXD077603371	366.00 LB	Fuel blending prior to energy recovery at another site

Waste Stream: RQ Waste Flammabble Liquids Petroleum Distillates, Tetrachloroethylene **Source:** Other remediation (specify in comments)

Waste Codee: D031, D035 **CAS Codes:**

Form: Concentrated halogenated/ non-halogenated solvent mixture

Reported: 10.30 LB = 4.67 KG **Managed Onsite:** 0.00 KG

Shipments:

2006	SQG	3	3.80472895	12/15/2006	02/22/2007

Waste Stream: Spent solvent from Parts Washers **Source:** Dip, flush or spray rinsing

Waste Codes: D039 **CAS Codes:**

Form: Concentrated non-halogenated (e.g., non-chlorinated) solvent

Reported: 6056.80 LB = 2746.76 KG **Managed Onsite:** 0.00 KG

Shipments:

02/22/2006	34103	ORD981766124	1648.20 LB	Solvents recovery
05/15/2006	31104	ORD981766124	1440.50 LB	Solvents recovery
07/24/2006	02104	ORD981766124	1440.50 LB	Solvents recovery
10/20/2006	000945822JJK	ORD981766124	1527.60 LB	Solvents recovery

Waste Stream: RQ Waste Flammable Liquids Petroleum Distillates, Tetrachloroethylene **Source:** Removal of spent process liquids or catalysis

Waste Codee: D001, D018, D039 **CAS Codes:**

Form: Paint thinner or petroleum distillates

Reported: 2332.80 LB = 1057.92 KG **Managed Onsite:** 0.00 KG

Shipments:

01/05/2006	S01160090	TXD077603371	366.00 LB	Fuel blending prior to energy recovery at another site
03/10/2006	S01182936	TXD077603371	240.00 LB	Fuel blending prior to energy recovery at another site
04/21/2006	S01289817	TXD077603371	366.00 LB	Fuel blending prior to energy recovery at another site
09/12/2006	000813719JJK	TXD077603371	1152.00 LB	Fuel blending prior to energy recovery at another site

Waste Stream: RQ Waste Flammable Liquuids Petroleum Distillates, Tetrachloroethylene **Source:** Other remediation (specify in comments)

Waste Codes: D001, D035 **CAS Codee:**

Form: Concentrated halogenated/ non-halogenated solvent mixture

Reported: 0.10 LB = 0.05 KG **Managed Onsite:** 0.00 KG

Shipments:

2005	SQG	3	3.00675035	12/21/2005	02/23/2006

Waste Stream: RQ Waste Flammable Liquids Petroleum Distillates, Tetrachloroethylene **Source:** Removal of spent process liquids or catalysis

Waste Codes: D001 **CAS Codes:**

Form: Paint thinner or petroleum distillates

Reported: 3903.00 LB = 1770.01 KG **Managed Onsite:** 0.00 KG

Shipments:

01/28/2005	s01071091	TXD077603371	366.00 LB	Fuel blending prior to energy recovery at another site
02/16/2005	S01071102	TXD077603371	366.00 LB	Fuel blending prior to energy recovery at another site
04/20/2005	S01136570	TXD077603371	384.00 LB	Fuel blending prior to energy recovery at another site
04/20/2005	S01136570	TXD077603371	458.00 LB	Fuel blending prior to energy recovery at another site
05/26/2005	S01163193	TXD077603371	742.00 LB	Fuel blending prior to energy recovery at another site
07/01/2005	S01182862	TXD077603371	384.00 LB	Fuel blending prior to energy recovery at another site
09/07/2005	S01160197	TXD077603371	768.00 LB	Fuel blending prior to energy recovery at another site
11/30/2005	S01160068	TXD077603371	226.00 LB	Fuel blending prior to energy recovery at another site
11/30/2005	S01160068	TXD077603371	732.00 LB	Fuel blending prior to energy recovery at another site

Waste Stream: Spent Solvent from Parts Washers **Source:** Dip, flush or spray rinsing

Waste Codes: D039 **CAS Codes:**

Form: Concentrated non-halogenated (e.g., non-chlorinated) solvent

Reported: 2727.00 LB = 1236.69 KG **Managed Onsite:** 0.00 KG

Shipments:

08/30/2005	77412	ORD981766124	1273.00 LB	Solvents recovery
12/05/2005	31499	ORD981766124	1454.00 LB	Solvents recovery

Waste Stream: RQ Waste Flammable Liquids Petroleum Distillates, Tetrachloroethylene **Source:** Other remediation (specify in comments)

Waste Codes: D001, D035 **CAS Codes:**

Form: Other aqueous waste or wastewaters

Reported: 0.10 LB = 0.05 KG **Managed Onsite:** 0.00 KG

Shipments:

2004	SQG	2	1.853908	12/29/2004	02/25/2005

Waste Stream: RQ Waste Flammable Liquids Petroleum Distillates, Tetrachloroethylene **Source:** Removal of spent process liquids or catalysts

Waste Codes: D001 **CAS Codes:**

Form: Paint thinner or petroleum distillates

Reported: 4087.00 LB = 1853.45 KG **Managed Onsite:** 0.00 KG

Shipments:

02/16/2004	70868	UTD981552425	371.00 LB	Fuel blending prior to energy recovery at another site
05/13/2004	91513	TXD077603371	324.00 LB	Fuel blending prior to energy recovery at another site
06/18/2004	06223	TXD077603371	732.00 LB	Fuel blending prior to energy recovery at another site
08/13/2004	67320	TXD077603371	732.00 LB	Fuel blending prior to energy recovery at another site
09/28/2004	90325	TXD077603371	428.00 LB	Fuel blending prior to energy recovery at another site
11/19/2004	81452	TXD077603371	366.00 LB	Fuel blending prior to energy recovery at another site
12/15/2004	24772	TXD077603371	366.00 LB	Fuel blending prior to energy recovery at another site
01/19/2004	25653	KYD053348108	768.00 LB	Fuel blending prior to energy recovery at another site

Waste Stream: RQ Waste Flammable Liquids Petroleum Distillates, Tetrachloroethylene

Source: Other remediation (specify in comments)

Waste Codes: D001, D035

CAS Codes:

Form: Other aqueous waste or wastewaters

Reported: 1.00 LB = 0.45 KG

Managed Onsite: 0.45 KG

Shipments:

2003	SQG	2	2.201289	12/30/2003 03/23/2004

Waste Stream: RQ Waste Flammable Liquids Petroleum Distillates, Tetrachloroethylene

Source: Removal of spent process liquids or catalysts

Waste Codes: D001

CAS Codes:

Form: Paint thinner or petroleum distillates

Reported: 4853.00 LB = 2200.84 KG

Managed Onsite: 0.00 KG

Shipments:

02/21/2003	39881	TXD077603371	1113.00 LB	Fuel blending prior to energy recovery at another site
04/14/2003	47371	TXD077603371	1484.00 LB	Fuel blending prior to energy recovery at another site
05/16/2003	51249	TXD077603371	371.00 LB	Fuel blending prior to energy recovery at another site
09/12/2003	52689	TXD077603371	401.00 LB	Fuel blending prior to energy recovery at another site
10/27/2003	67206	TXD077603371	1113.00 LB	Fuel blending prior to energy recovery at another site
11/24/2003	30223	TXD077603371	371.00 LB	Fuel blending prior to energy recovery at another site

Waste Stream: Residual Drippings from Aerosol Spray cans Punctured and Drained into Drums

Source: Other remediation (specify in comments)

Waste Codes: D001, D035

CAS Codes:

Form: Other aqueous waste or wastewaters

Reported: 1.00 LB = 0.45 KG

Managed Onsite: 0.45 KG

Shipments:

2002	CEG	0		12/24/2002	02/28/2003
2001	SQG	2	1.2290757	12/26/2001	03/01/2002

Waste Stream: Residual dripping from aerosol spray cans punctured and drawed into drums

Source: Other cleaning and degreasing

Waste Codes: D001, D035

CAS Codes:

Form: Halogenated/nonhalogenated solvent mixture

Reported: 1.20 LB = 0.54 KG

Managed Onsite: 0.00 KG

Shipments:

Waste Stream: RQ waste flammable liquids 3 UN 1993 PGII N.O.S. (aliphatic & aromatic hydr

Source: Clean out process equipment

Waste Codes: D001, D018, D039

CAS Codes:

Form: Nonhalogenated solvent

Reported: 2709.00 LB = 1228.53 KG

Managed Onsite: 0.00 KG

Shipments:

01/26/2001	504567	TXD077603371	742.00 LB	Fuel blending
02/26/2001	485878	TXD077603371	371.00 LB	Fuel blending
07/13/2001	604176	TXD077603371	371.00 LB	Fuel blending
10/05/2001	597644	TXD077603371	1113.00 LB	Fuel blending
11/30/2001	662201	TXD077603371	371.00 LB	Fuel blending

2000	SQG	2	2.8629455	01/05/2001	02/26/2001

Waste Stream: RQ waste flammable liquids NOS - aliphatic & aromatic hydrocarbons. 3UN1993

Source: Clean out process equipment

Waste Codes: D001

CAS Codes:

Form: Nonhalogenated solvent

Reported: 6312.00 LB = 2862.49 KG

Managed Onsite: 0.00 KG

Shipments:

01/26/2000	62487	ILD980613913	710.00 LB	Fuel blending
03/24/2000	78508	ILD980613913	1484.00 LB	Fuel blending
05/19/2000	17961	ILD980613913	461.00 LB	Fuel blending
06/16/2000	27340	ILD980613913	371.00 LB	Fuel blending
07/14/2000	41582	TXD077603371	742.00 LB	Fuel blending
07/14/2000	41582	TXD077603371	742.00 LB	Fuel blending
10/05/2000	49905	TXD077603371	742.00 LB	Fuel blending
11/03/2000	53360	TXD077603371	371.00 LB	Fuel blending
12/01/2000	47083	TXD077603371	371.00 LB	Fuel blending

Waste Stream: Residual dripping from aerosol spray cans punctured and drained into drums

Source: Other cleaning and degreasing

Waste

Codes: D001, D035 **CAS Codes:**

Form: Halogenated/nonhalogenated solvent mixture

Reported: 1.00 LB = 0.45 KG **Managed Onsite:** 0.45 KG

Shipments:

1999	SQG	2	3.5803605	01/06/2000	03/17/2000

Waste Stream: RQ Waste flammable liquids, N.O.S. (Aliphatic & aromatic hydrocarbons) 3UN **Source:** Clean out process equipment

Waste Codes: D001 **CAS Codes:**

Form: Nonhalogenated solvent

Reported: 7892.00 LB = 3579.00 KG **Managed Onsite:** 0.00 KG

Shipments:

01/26/1999	43117	ILD980613913	2000.00 LB	Fuel blending
02/23/1999	76133	ILD980613913	1796.00 LB	Fuel blending
03/26/1999	91390	ILD980613913	1155.00 LB	Fuel blending
04/23/1999	99601	ILD980613913	846.00 LB	Fuel blending
05/20/1999	47837	ILD980613913	371.00 LB	Fuel blending
08/13/1999	33303	ILD980613913	742.00 LB	Fuel blending
09/08/1999	69963	ILD980613913	371.00 LB	Fuel blending
11/05/1999	84404	ILD980613913	371.00 LB	Fuel blending
12/03/1999	33992	ILD980613913	742.00 LB	Fuel blending
12/30/1999	43113	ILD980613913	1113.00 LB	Fuel blending

Waste Stream: Residual dripping from aerosol spray cans punctured and drained into drums **Source:** Other cleaning and degreasing

Waste Codes: D001, D035 **CAS Codes:**

Form: Halogenated/nonhalogenated solvent mixture

Reported: 3.00 LB = 1.36 KG **Managed Onsite:** 1.36 KG

Shipments:

1998	SQG	1	3.794	01/15/1999	03/22/1999

Waste Stream: RQ waste flammable liquids, NOS (aliphatic & aromatic hydrocarbons) 3UN1993 **Source:** Clean out process equipment

Waste Codes: F002 **CAS Codes:**

Form: Nonhalogenated solvent

Reported: 6365.00 LB = 3794.00 KG **Managed Onsite:** 0.00 KG

Shipments:

01/29/1998	72335	ILD980613913	389.00 LB	Fuel blending
06/19/1998	60085	ILD980613913	1945.00 LB	Fuel blending
11/05/1998	13861	ILD980613913	1558.00 LB	Fuel blending
12/03/1998	44384	ILD980613913	1750.00 LB	Fuel blending
08/13/1998	51719	TXD077603371	778.00 LB	Fuel blending
09/29/1998	32430	TXD077603371	1945.00 LB	Fuel blending

1997	SQG	1	2.727	01/06/1998	02/23/1998

Waste Stream: RQ waste flammable liquids, NOS (aliphatic & aromatic hydrocarbons) **Source:** Clean out process equipment

Waste Codes: D001, F002 **CAS Codes:**

Form: Nonhalogenated solvent

Reported: 6014.00 LB = 2727.00 KG **Managed Onsite:** 0.00 KG

Shipments:

03/07/1997	341047	TXD077603371	389.00 LB	Fuel blending
05/16/1997	308545	TXD077603371	389.00 LB	Fuel blending
06/13/1997	580644	TXD077603371	2124.00 LB	Fuel blending
08/04/1997	588402	TXD077603371	389.00 LB	Fuel blending
09/08/1997	588500	TXD077603371	1945.00 LB	Fuel blending
11/10/1997	078143	ILD980613913	778.00 LB	Fuel blending

1996 SQG 1 1.059 12/30/1996 03/03/1997

Waste Stream: RQ waste flammable liquids aliphatic and aromatic hydrocarbons - roller was **Source:** Clean out process equipment

Waste Codes: D001, F002 **CAS Codes:**

Form: Nonhalogenated solvent

Reported: 2334.00 LB = 1059.00 KG **Managed Onsite:** 0.00 KG

Shipments:

03/08/1996	070246	TXD077603371	389.00 LB	Fuel blending
09/06/1996	265131	TXD077603371	1167.00 LB	Fuel blending
12/12/1996	311842	TXD077603371	778.00 LB	Fuel blending

1995 SQG 2 1.195 12/27/1995 02/22/1996

Waste Stream: RQ waste flammable liquid (aliphatic & aromatic hydrocarbons) Waste ink fro **Source:** Other cleaning and degreasing

Waste Codes: D001 **CAS Codes:**

Form: Organic paint, ink, lacquer, or varnish

Reported: 1850.00 LB = 841.00 KG **Managed Onsite:** 0.00 KG

Shipments:

01/19/1995	975965	TXD077603371	925.00 LB	Fuel blending
08/04/1995	C27596	TXD077603371	925.00 LB	Fuel blending

Waste Stream: RQ waste flammable liquids, N.O.S. (Aliphatic & aromatic hydrocarbons) Roll **Source:** Clean out process equipment

Waste Codes: D001, F002 **CAS Codes:**

Form: Nonhalogenated solvent

Reported: 778.00 LB = 354.00 KG **Managed Onsite:** 0.00 KG

Shipments:

01/19/1995	975965	TXD077603371	389.00 LB	Fuel blending
10/27/1995	C27690	TXD077603371	389.00 LB	Fuel blending

1994 SQG 2 1.017 12/30/1994 03/01/1995

Waste RQ Waste Flammable Liquid (Aliphatic and Other cleaning and

Stream: Aromatic Hydrocarbons) Waste ink **Source:** degreasing

Waste Codes: D001 **CAS Codes:**

Form: Organic paint, ink, lacquer, or varnish

Reported: 1849.00 LB = 840.00 KG **Managed Onsite:** 0.00 KG

Shipments:

03/25/1994	15725	TXD077603371	462.00 LB	Fuel blending
06/30/1994	71121	TXD077603371	462.00 LB	Fuel blending
09/20/1994	13982	TXD077603371	925.00 LB	Fuel blending

Waste Stream: Roller Wash from clean up of presses **Source:** Other cleaning and degreasing

Waste Codes: D001, F002 **CAS Codes:**

Form: Nonhalogenated solvent

Reported: 389.00 LB = 177.00 KG **Managed Onsite:** 0.00 KG

Shipments:

05/05/1994	32230	TXD077603371	389.00 LB	Fuel blending

1993	SQG	1	0.825	12/30/1993	02/28/1994

Waste Stream: Mineral spirits from cleaning tanks by Safety Kleen for parts cleaning. **Source:** Clean out process equipment

Waste Codes: D001, D018, D039 **CAS Codes:**

Form: Halogenated/nonhalogenated solvent mixture

Reported: 1816.00 LB = 825.00 KG **Managed Onsite:** 0.00 KG

Shipments:

09/24/1993	63181	ORD000712067	449.00 LB	Fractionation/distillation
10/20/1993	99824	ORD000712067	449.00 LB	Fractionation/distillation
11/19/1993	94634	ORD000712067	449.00 LB	Fractionation/distillation
12/15/1993	22316	ORD000712067	469.00 LB	Fractionation/distillation

Oregon DEQ Facility Profiler 2.0

[Help] [Close Window]

Facility Summary Report

Return to Site Listing Print Report

Maps

Facility / Site Information for Location 1706

Facility/Site Name:	COMMERCIAL PRINTING COMPANY	**Latitude:**	42° 17' 54.96"
Address:	2861 S PACIFIC HWY	**Longitude:**	-122° 50' 40.92"
City State Zip:	MEDFORD OR 97501	**Location Accuracy:**	HIGH
		Last Updated:	3/31/1999 12:00:00 AM

Aliases

CDS Publications, Inc	HazWaste	CDS Publications, Inc.	TRAACS
Commercial Documentation Services	TRAACS	Commercial Printing Co Inc	HazWaste
Commercial Printing Co.	TRAACS	Commercial Printing Company	TRAACS
Kelmscott Communications LLC	TRAACS	Kelmscott Communications LLC dba CDS Pub	HazWaste

Geographic Features

Township: T36S-R1W-S0 **Congress Dist:** 2 **Forest Type:**
County: JACKSON **OR Senate Dist:** 03 **Vegetation:** Oak-Douglas fir-ponderosa pine-pasture-urban mosaic
Watershed: MIDDLE ROGUE **OR House Dist:** 08 **Agricultural Land:** PREDOM IRR
Drinking Water Source: CITY OF GOLD HILL

Oregon DEQ Program Information

Hazardous Waste (HazWaste)

Identifier	Start Date	Effective Date	Review Date	NFA Date	Type	Sub Type	Detail Information[1]	EPA Number
2441	04/01/1992	12/31/2009			Generator	SQG	HW Site Report	ORD987196706

SIC CODE	SIC Description	PRIMARY
2752	COMMERCIAL PRINTING, LITHO	N

Air Quality Permits (TRAACS)

Air Quality Permit	Start Date	Effective Date	Review Date	Closed Date	Status	Type	Sub Type	Detail Information[1]	EPA Number
15-0216-SI-01	10/30/2007	08/19/1992	11/01/2012		Active	ACDP	Simple	AQ Report	OR02900218

SIC CODE	SIC Description	PRIMARY
2752	COMMERCIAL PRINTING, LITHO	Y

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

[DEQ's Privacy Notice] [Contact DEQ] [Application Feedback]

Disclaimer: *This product is for informational purposes, and may not be suitable for legal, engineering or surveying purposes. This information or data is provided with the understanding that conclusions drawn from such information are the responsibility of the user.*

Oregon DEQ Hazardous Waste Site Report

[Close Report]

EPA ID:	ORD987198706		Active
Common Name:	CDS Publications, Inc		
Employee count:	50	Activity Start:	4/1/1992
Location:	2661 S PACIFIC HWY MEDFORD OR 97501 JACKSON County		
Latitude:	42.2986 42° 17' 54.9600"	Longitude:	-122.8447 -122° 50' 40.9200"
SIC Codes:	2752 - COMMERCIAL PRINTING, LITHO		

Facility is a Hazardous Waste Generator
Current Status: SQG as of 12/31/2009

Hazardous Waste Generation Reporting History

Report Year	Generator Status	Number of Waste Streams	Tons Generated	Sent Date	Received Date
2009	SQG	3	1.3437545125	12/10/2009	02/26/2010

Waste Stream: RQ Waste Flammable Liquids Petroleum Distaillates, Tetrachloroethylene
Source: Removal of spent process liquids or catalysts

Waste Codes: D001, D016, D039
CAS Codes:

Form: Concentrated non-halogenated (e.g., non-chlorinated) solvent

Reported: 330.00 GAL = 1002.69 KG
Managed Onsite: 0.00 KG

Shipments:

03/04/2009	001125081	ARD981057870	110.00 GAL	Fuel blending prior to energy recovery at another site
04/29/2009	001125185	ARD981057870	55.00 GAL	Fuel blending prior to energy recovery at another site
07/21/2009	001125283	ARD981057870	55.00 GAL	Fuel blending prior to energy recovery at another site
11/12/2009	001125424	ARD981057870	55.00 GAL	Fuel blending prior to energy recovery at another site
12/09/2009	001125455	ARD981057870	55.00 GAL	Fuel blending prior to energy recovery at another site

Waste Stream: Sent solvent from parts washer
Source: Dip, flush or spray rinsing

Waste Codes: D001
CAS Codes:

Form: Concentrated non-halogenated (e.g., non-chlorinated) solvent

Reported: 112.00 GAL = 340.31 KG
Managed Onsite: 0.00 KG

Shipments:

01/08/2009	000893223	ORD981766124	8.00 GAL	Solvents recovery
02/06/2009	001642198	ORD981766124	7.00 GAL	Solvents recovery
02/26/2009	001691550	ORD981766124	7.00 GAL	Solvents recovery
03/25/2009	001665861	ORD981766124	6.00 GAL	Solvents recovery

04/22/2009	001901325	ORD981766124	6.00 GAL	Solvents recovery
05/22/2009	001830593	ORD981766124	11.00 GAL	Solvents recovery
06/26/2009	001979392	ORD981766124	9.00 GAL	Solvents recovery
07/17/2009	001884752	ORD981766124	7.00 GAL	Solvents recovery
08/14/2009	002088979	ORD981766124	10.00 GAL	Solvents recovery
09/09/2009	002109343	ORD981766124	10.00 GAL	Solvents recovery
10/06/2009	000269704	ORD981766124	7.00 GAL	Solvents recovery
11/05/2009	008335055	ORD981766124	7.00 GAL	Solvents recovery
12/03/2009	000301484	ORD981766124	9.00 GAL	Solvents recovery
12/30/2009	001825555	ORD981766124	8.00 GAL	Solvents recovery

Waste Stream: RQ Waste Flammable Liquids Petroleum Distillates, Tetrachloroethylene **Source:** Other remediation (specify in comments)

Waste Codes: D001, D035 **CAS Codes:**

Form: Concentrated halogenated/ non-halogenated solvent mixture

Reported: 0.25 GAL = 0.76 KG **Managed Onsite:** 0.00 KG

Shipments:

2008 SQG 3 1.11739679 12/17/2008 02/12/2009

Waste Stream: Spent Solvent from Parts Washers **Source:** Dip, flush or spray rinsing

Waste Codes: D039 **CAS Codes:**

Form: Concentrated non-halogenated (e.g., non-chlorinated) solvent

Reported: 623.10 LB = 282.58 KG **Managed Onsite:** 0.00 KG

Shipments:

01/07/2008	000028766	ORD981766124	60.30 LB	Solvents recovery
02/01/2008	000981626	ORD981766124	80.40 LB	Solvents recovery
03/07/2008	000912890	ORD981766124	53.60 LB	Solvents recovery
05/01/2008	001191888	ORD981766124	73.70 LB	Solvents recovery
06/02/2008	001141091	ORD981766124	67.00 LB	Solvents recovery
07/11/2008	001169994	ORD981766124	60.30 LB	Solvents recovery
08/15/2008	001398191	ORD981766124	80.30 LB	Solvents recovery
09/15/2008	001375159	ORD981766124	53.60 LB	Solvents recovery
10/27/2008	001446025	ORD981766124	67.00 LB	Solvents recovery
12/02/2008	001056306	ORD981766124	46.90 LB	Solvents recovery

Waste Stream: RQ Waste Flammabble Liquids Petroleum Distillates, Tetrachloroethylene **Source:** Removal of spent process liquids or catalysts

Waste Codes: D001, D018, D039 **CAS Codes:**

Form: Concentrated non-halogenated (e.g., non-chlorinated) solvent

Reported: 1839.50 LB = 834.21 KG **Managed Onsite:** 0.00 KG

Shipments:

01/07/2008	000028765	TXD077603371	366.00 LB	Fuel blending prior to energy recovery at another site

03/12/2008	001123469	ARD981057870	737.00 LB	Fuel blending prior to energy recovery at another site
08/27/2008	001127829	ARD981057870	368.50 LB	Fuel blending prior to energy recovery at another site

Waste Stream: RQ Waste Flammable Liquids Petroleum Distillates, Tetrachloroethylene **Source:** Other remediation (specify in comments)

Waste Codes: D001, D035 **CAS Codes:**

Form: Concentrated halogenated/ non-halogenated solvent mixture

Reported: 1.34 LB = 0.61 KG **Managed Onsite:** 0.00 KG

Shipments:

2007	SQG	3	3.09101065	12/11/2007	02/18/2008

Waste Stream: RQ Waste Flammable Liquids Petroleum Distillates, Tetrachloroethylene **Source:** Removal of spent process liquids or catalysts

Waste Codes: D001, D018, D039 **CAS Codes:**

Form: Concentrated non-halogenated (e.g., non-chlorinated) solvent

Reported: 5746.00 LB = 2605.81 KG **Managed Onsite:** 0.00 KG

Shipments:

01/16/2007	135421	TXD077603371	732.00 LB	Fuel blending prior to energy recovery at another site
03/08/2007	135304	TXD077603371	1304.00 LB	Fuel blending prior to energy recovery at another site
04/13/2007	135370	TXD077603371	1098.00 LB	Fuel blending prior to energy recovery at another site
05/07/2007	179954	TXD077603371	366.00 LB	Fuel blending prior to energy recovery at another site
06/05/2007	8753	TXD077603371	416.00 LB	Fuel blending prior to energy recovery at another site
07/11/2007	33144	TXD077603371	366.00 LB	Fuel blending prior to energy recovery at another site
08/24/2007	28606	TXD077603371	732.00 LB	Fuel blending prior to energy recovery at another site
09/28/2007	28660	TXD077603371	732.00 LB	Fuel blending prior to energy recovery at another site

Waste Stream: Spent material from cleaning unit **Source:** Dip, flush or spray rinsing

Waste Codes: D039 **CAS Codes:**

Form: Concentrated non-halogenated (e.g., non-chlorinated) solvent

Reported: 1051.90 LB = 477.04 KG **Managed Onsite:** 0.00 KG

Shipments:

01/16/2007	341708	ORD981766124	46.90 LB	Solvents recovery
03/08/2007	135305	ORD981766124	53.60 LB	Solvents recovery
04/13/2007	471059	ORD981766124	46.90 LB	Solvents recovery
05/07/2007	499584	ORD981766124	562.80 LB	Solvents recovery
06/05/2007	324700	ORD981766124	53.60 LB	Solvents recovery

07/11/2007	459375	ORD981766124	53.60 LB	Solvents recovery
08/24/2007	264959	ORD981766124	53.60 LB	Solvents recovery
09/28/2007	28663	ORD981766124	53.60 LB	Solvents recovery
11/16/2007	827554	ORD981766124	67.00 LB	Solvents recovery

Waste Stream: RQ Waste Flammabble Liquids Petrofeum Distillates, Tetrachloroethylene **Source:** Other remediation (specify in comments)

Waste Codes: D001, D035 **CAS Codes:**

Form: Concentrated halogenated/ non-halogenated solvent mixture

Reported: 18.00 LB = 8.16 KG **Managed Onsite:** 0.00 KG

Shipments:

2006 SQG 3 6.0595763 12/15/2006 03/19/2007

Waste Stream: RQ Waste Flammable Liquids Petroleum Distillates, Tetrachloroethylene **Source:** Removal of spent process liquids or catalysts

Waste Codes: D001, D018, D039 **CAS Codes:**

Form: Concentrated non-halogenated (e.g., non-chlorinated) solvent

Reported: 11318.80 LB = 5133.08 KG **Managed Onsite:** 0.00 KG

Shipments:

01/05/2006	S01160091	TXD077603371	1098.00 LB	Fuel blending prior to energy recovery at another site
02/09/2006	S01162924	TXD077603371	1098.00 LB	Fuel blending prior to energy recovery at another site
03/10/2006	S01182937	TXD077603371	732.00 LB	Fuel blending prior to energy recovery at another site
04/21/2006	S01182950	TXD077603371	1098.00 LB	Fuel blending prior to energy recovery at another site
06/07/2006	S01269652	TXD077603371	1464.00 LB	Fuel blending prior to energy recovery at another site
07/27/2006	S01316034	TXD077603371	1464.00 LB	Fuel blending prior to energy recovery at another site
09/12/2006	000813722JJK	TXD077603371	1536.00 LB	Fuel blending prior to energy recovery at another site
10/20/2006	001791761JJK	TXD077603371	1098.00 LB	Fuel blending prior to energy recovery at another site
11/28/2006	001792183JJK	TXD077603371	1464.00 LB	Fuel blending prior to energy recovery at another site
12/19/2006	001792273JJK	TXD077603371	1098.00 LB	Fuel blending prior to energy recovery at another site

Waste Stream: Spent material from cleaning units **Source:** Dip, flush or spray rinsing

Waste Codes: D039 **CAS Codes:**

Form: Concentrated non-halogenated (e.g., non-chlorinated) solvent

Reported: 2042.90 LB = 926.46 KG **Managed Onsite:** 0.00 KG

Shipments:

01/05/2006	86745	ORD981766124	60.30 LB	Solvents recovery

02/09/2006	74181	ORD981766124	60.30 LB	Solvents recovery
02/22/2006	33993	ORD981766124	502.50 LB	Solvents recovery
03/31/2006	29139	ORD981766124	80.30 LB	Solvents recovery
04/21/2006	41817	ORD981766124	26.80 LB	Solvents recovery
05/15/2006	31108	ORD981766124	576.20 LB	Solvents recovery
06/07/2008	25165	ORD981766124	40.20 LB	Solvents recovery
07/06/2006	13838	ORD981766124	46.90 LB	Solvents recovery
07/24/2006	02110	ORD981768124	442.20 LB	Solvents recovery
09/12/2006	000813723JJK	ORD981766124	60.30 LB	Solvents recovery
10/20/2006	000945823JJK	ORD981766124	60.30 LB	Solvents recovery
11/28/2006	000232444CEX	ORD981768124	53.60 LB	Solvents recovery
12/19/2006	0017972274JJ	ORD981766124	53.60 LB	Solvents recovery

Waste Stream: Residual Drippings from Aerosol Spray cans Punctured and Drained into Drums **Source:** Other remediation (specify in comments)

Waste Codes: D001, D035 **CAS Codes:**

Form: Concentrated halogenated/ non-halogenated solvent mixture

Reported: 0.10 LB = 0.05 KG **Managed Onsite:** 0.00 KG

Shipments:

2005	SQG	3	4.53749425	12/21/2005	02/27/2006

Waste Stream: RQ Waste Flammable Liquids Petroleum Distillates, Tetrachloroethylene **Source:** Removal of spent process liquids or catalysis

Waste Codes: D001, D018, D039 **CAS Codes:**

Form: Concentrated non-halogenated (e.g., non-chlorinated) solvent

Reported: 8712.40 LB = 3951.07 KG **Managed Onsite:** 0.00 KG

Shipments:

01/21/2005	S01071024	TXD077603371	1098.00 LB	Fuel blending prior to energy recovery at another site
02/16/2005	S01071101	TXD077603371	732.00 LB	Fuel blending prior to energy recovery at another site
04/06/2005	S01136512	TXD077603371	1044.00 LB	Fuel blending prior to energy recovery at another site
05/26/2005	S01071023	TXD077603371	1113.00 LB	Fuel blending prior to energy recovery at another site
07/01/2005	S01182861	TXD077603371	768.00 LB	Fuel blending prior to energy recovery at another site
09/07/2005	S01160196	TXD077603371	1152.00 LB	Fuel blending prior to energy recovery at another site
10/06/2005	S01160023	TXD077603371	732.00 LB	Fuel blending prior to energy recovery at another site
11/30/2005	S01160044	TXD077603371	678.00 LB	Fuel blending prior to energy recovery at another site

Waste Stream: Spent material from cleaning units **Source:** Dip, flush or spray rinsing

Waste D039 **CAS Codes:**

Codes:

Form: Concentrated non-halogenated (e.g., non-chlorinated) solvent

Reported: 1293.00 LB = 586.38 KG

Managed Onsite: 0.00 KG

Shipments:

05/25/2005	00874	ORD981766124	60.30 LB	Solvents recovery
06/17/2005	54501	ORD981766124	80.40 LB	Solvents recovery
07/29/2005	32013	ORD981766124	67.00 LB	Solvents recovery
08/30/2005	72275	ORD981766124	442.20 LB	Solvents recovery
10/06/2005	57905	ORD981766124	60.30 LB	Solvents recovery
11/30/2005	42937	ORD981766124	582.90 LB	Solvents recovery

Waste Stream: Residual Drippings from Aerosol Spray cans Punctured and Drained Into Drums

Source: Other remediation (specify in comments)

Waste Codes: D001, D035

CAS Codes:

Form: Other aqueous waste or wastewaters

Reported: 0.10 LB = 0.05 KG

Managed Onsite: 0.00 KG

Shipments:

2004	SQG	2	2.456156	12/29/2004	02/28/2005

Waste Stream: RQ Waste Flammable Liquids Petroleum Distillates, Tetrachloroethylene

Source: Removal of spent process liquids or catalysts

Waste Codes: D001

CAS Codes:

Form: Paint thinner or petroleum distillates

Reported: 5415.00 LB = 2455.70 KG

Managed Onsite: 0.00 KG

Shipments:

01/19/2004	25772	KYD053348108	768.00 LB	Fuel blending prior to energy recovery at another site
02/16/2004	70864	KYD053348108	742.00 LB	Fuel blending prior to energy recovery at another site
03/18/2004	93258	TXD077603371	371.00 LB	Fuel blending prior to energy recovery at another site
05/13/2004	78769	TXD077603371	972.00 LB	Fuel blending prior to energy recovery at another site
06/18/2004	06224	TXD077603371	361.00 LB	Fuel blending prior to energy recovery at another site
08/13/2004	67229	TXD077603371	732.00 LB	Fuel blending prior to energy recovery at another site
11/19/2004	67451	TXD077603371	732.00 LB	Fuel blending prior to energy recovery at another site
12/15/2004	24771	TXD077603371	366.00 LB	Fuel blending prior to energy recovery at another site

Waste Stream: Residual Drippings from Aerosol Spray cans Punctured and Drained into Drums

Source: Other remediation (specify in comments)

Waste Codes: D001, D035

CAS Codes:

Form: Other aqueous waste or wastewaters

Reported: 1.00 LB = 0.45 KG **Managed Onsite:** 0.45 KG

Shipments:

2003	SQG	2	3.7363865	12/30/2003	03/30/2004

Waste Stream: RQ Waste Flammable Liquids Petroleum Distillates, Tetrachloroethylene **Source:** Removal of spent process liquids or catalysts

Waste Codes: D001 **CAS Codes:**

Form: Paint thinner or petroleum distillates

Reported: 8238.00 LB = 3735.93 KG **Managed Onsite:** 0.00 KG

Shipments:

01/19/2003	25772	KYD053348108	768.00 LB	Fuel blending prior to energy recovery at another site
02/21/2003	39851	TXD077603371	1113.00 LB	Fuel blending prior to energy recovery at another site
04/14/2003	47365	TXD077603371	1113.00 LB	Fuel blending prior to energy recovery at another site
06/12/2003	53388	TXD077603371	1113.00 LB	Fuel blending prior to energy recovery at another site
07/10/2003	72019	TXD077603371	742.00 LB	Fuel blending prior to energy recovery at another site
09/05/2003	42254	TXD077603371	742.00 LB	Fuel blending prior to energy recovery at another site
10/27/2003	67202	TXD077603371	1484.00 LB	Fuel blending prior to energy recovery at another site
10/30/2003	30400	TXD077603371	421.00 LB	Fuel blending prior to energy recovery at another site
11/24/2003	30225	TXD077603371	742.00 LB	Fuel blending prior to energy recovery at another site

Waste Stream: RQ Waste Flammable Liquids Petroleum Distillates, Tetrachloroethylene **Source:** Other remediation (specify in comments)

Waste Codes: D001, D035 **CAS Codes:**

Form: Other aqueous waste or wastewaters

Reported: 1.00 LB = 0.45 KG **Managed Onsite:** 0.45 KG

Shipments:

2002	SQG	4	4.574749275	12/24/2002	03/03/2003

Waste Stream: RQ waste petroleum distillates, N.O.S. (Aliphatic & Aromatic) **Source:** Clean out process equipment

Waste Codes: D001 **CAS Codes:**

Form: Nonhalogenated solvent

Reported: 8968.00 LB = 4066.99 KG **Managed Onsite:** 0.00 KG

Shipments:

01/25/2002	60298	TXD077603371	1113.00 LB	Fuel blending
04/19/2002	96494	TXD077603371	742.00 LB	Fuel blending
06/14/2002	70643	TXD077603371	435.00 LB	Fuel blending

07/12/2002	73505	TXD077603371	742.00 LB	Fuel blending
09/05/2002	80168	TXD077603371	1113.00 LB	Fuel blending
11/01/2002	95358	TXD077603371	1855.00 LB	Fuel blending
12/26/2002	96231	TXD077603371	1484.00 LB	Fuel blending
03/20/2002	04127	KYD053348108	1113.00 LB	Fuel blending
05/17/2002	64286	KYD053348108	742.00 LB	Fuel blending

Waste Stream: RQ Hazardous waste liquid **Source:** Clean out process equipment

Waste Codes: F005 **CAS Codes:**

Form: Nonhalogenated solvent

Reported: 1035.00 LB = 469.37 KG **Managed Onsite:** 0.00 KG

Shipments:

11/01/2002	95358	TXD077603371	451.00 LB	Fuel blending
12/26/2002	96231	TXD077603371	584.00 LB	Fuel blending

Waste Stream: Residual drippings from leftover UV coatings in the lines of the UV Coaters **Source:** Other cleaning and degreasing

Waste Codes: D001, F005 **CAS Codes:**

Form: Other inorganic liquids

Reported: 10.00 GAL = 37.84 KG **Managed Onsite:** 0.00 KG

Shipments:

Waste Stream: Residual drippings from aerosol spray cans punctured and drained into drums **Source:** Other cleaning and degreasing

Waste Codes: D001, D035 **CAS Codes:**

Form: Halogenated/nonhalogenated solvent mixture

Reported: 1.20 LB = 0.54 KG **Managed Onsite:** 0.00 KG

Shipments:

2001	SQG	3	4.973829275	12/26/2001	03/01/2002

Waste Stream: Residual drippings from left over UV coatings in the lines of the press **Source:** Other cleaning and degreasing

Waste Codes: D001, F005 **CAS Codes:**

Form: Other inorganic liquids

Reported: 10.00 GAL = 37.84 KG **Managed Onsite:** 0.00 KG

Shipments:

Waste Stream: RQ waste petroleum distillates N.O.S. (aliphatic & aromatic) **Source:** Clean out process equipment

Waste D001 **CAS Codes:**

Codes:

Form: Nonhalogenated solvent

Reported: 10883.00 LB = 4935.44 KG

Managed Onsite: 0.00 KG

Shipments:

01/26/2001	504593	TXD077603371	1484.00 LB	Fuel blending
02/26/2001	504566	TXD077603371	1484.00 LB	Fuel blending
03/23/2001	621709	TXD077603371	1113.00 LB	Fuel blending
05/11/2001	621783	TXD077603371	2208.00 LB	Fuel blending
07/13/2001	485880	TXD077603371	742.00 LB	Fuel blending
08/10/2001	597645	TXD077603371	371.00 LB	Fuel blending
09/07/2001	644337	TXD077603371	742.00 LB	Fuel blending
10/05/2001	90717	TXD077603371	1113.00 LB	Fuel blending
11/02/2001	47604	TXD077603371	1113.00 LB	Fuel blending
11/30/2001	662281	TXD077603371	742.00 LB	Fuel blending

Waste Stream: Residual drippings from aerosol spray cans punctured and drained into drums

Source: Other cleaning and degreasing

Waste Codes: D001, D035

CAS Codes:

Form: Halogenated/nonhalogenated solvent mixture

Reported: 1.20 LB = 0.54 KG

Managed Onsite: 0.00 KG

Shipments:

2000	SQG	3	6.20392536	01/05/2001	03/05/2001

Waste Stream: RQ waste petroleum distillates NOS (aliphatic & aromatic hydrocarbons)

Source: Clean out process equipment

Waste Codes: D001

CAS Codes:

Form: Nonhalogenated solvent

Reported: 13512.00 LB = 6127.69 KG

Managed Onsite: 0.00 KG

Shipments:

02/25/2000	63521	ILD980613913	866.00 LB	Fuel blending
03/24/2000	78503	ILD980613913	1113.00 LB	Fuel blending
05/19/2000	17051	ILD980613913	1484.00 LB	Fuel blending
01/28/2000	62483	TXD077603371	1065.00 LB	Fuel blending
03/27/2000	81422	TXD077603371	1299.00 LB	Fuel blending
06/16/2000	27333	TXD077603371	742.00 LB	Fuel blending
07/14/2000	41578	TXD077603371	742.00 LB	Fuel blending
08/11/2000	85185	TXD077603371	1296.00 LB	Fuel blending
09/08/2000	51628	TXD077603371	1296.00 LB	Fuel blending
10/05/2000	49901	TXD077603371	1855.00 LB	Fuel blending
11/03/2000	53373	TXD077603371	1484.00 LB	Fuel blending
12/01/2000	97076	TXD077603371	1484.00 LB	Fuel blending
12/29/2000	92488	TXD077603371	742.00 LB	Fuel blending

Waste Stream: Residual drippings from leftover UV coatings in the lines of the press.

Source: Other cleaning and degreasing

Waste Codes: D001, F005 **CAS Codes:**

Form: Other inorganic liquids

Reported: 20.00 GAL = 75.69 KG **Managed Onsite:** 0.00 KG

Shipments:

02/14/2000	98956	TXD077603371	5.00 GAL	Fuel blending

Waste Stream: Residual dripping from aerosol spray cans punctured & drained into drums. **Source:** Other cleaning and degreasing

Waste Codes: D001, D035 **CAS Codes:**

Form: Halogenated/nonhalogenated solvent mixture

Reported: 1.20 LB = 0.54 KG **Managed Onsite:** 0.00 KG

Shipments:

1999	SQG	3	7.657	01/06/2000	03/17/2000

Waste Stream: Residual dripping from aerosol spray cans punctured and drained into drums. **Source:** Other cleaning and degreasing

Waste Codes: D001, D035 **CAS Codes:**

Form: Halogenated/nonhalogenated solvent mixture

Reported: 3.00 LB = 1.00 KG **Managed Onsite:** 0.00 KG

Shipments:

Waste Stream: RQ waste petroleum distillates N.O.S. (Aliphatic and Aromatic Hydrocarbons) **Source:** Clean out process equipment

Waste Codes: D001 **CAS Codes:**

Form: Nonhalogenated solvent

Reported: 16801.00 LB = 7620.00 KG **Managed Onsite:** 0.00 KG

Shipments:

01/08/1999	44314	ILD980613913	1632.00 LB	Fuel blending
01/29/1999	43088	ILD980613913	449.00 LB	Fuel blending
02/23/1999	76109	ILD980613913	1796.00 LB	Fuel blending
03/26/1999	91259	ILD980613913	1540.00 LB	Fuel blending
04/20/1999	999222	ILD980613913	1213.00 LB	Fuel blending
04/30/1999	37014	ILD980613913	896.00 LB	Fuel blending
05/20/1999	47714	ILD980613913	1113.00 LB	Fuel blending
06/30/1999	21894	ILD980613913	433.00 LB	Fuel blending
07/16/1999	84007	ILD980613913	1299.00 LB	Fuel blending
08/13/1999	33267	ILD980613913	1484.00 LB	Fuel blending
09/08/1999	22966	ILD980613913	1484.00 LB	Fuel blending
10/08/1999	05534	ILD980613913	1302.00 LB	Fuel blending
11/05/1999	84397	ILD980613913	1484.00 LB	Fuel blending
12/03/1999	33842	ILD980613913	1113.06 LB	Fuel blending
12/30/1999	43108	ILD980613913	742.00 LB	Fuel blending

Waste Stream: Residual drippings from left over UV Gloss Coating in the lines of the pres

Source: Other cleaning and degreasing

Waste Codes: D001, F005

CAS Codes:

Form: Other inorganic liquids

Reported: 80.00 LB = 36.00 KG

Managed Onsite: 0.00 KG

Shipments:

1998	SQG	3	7.209	01/15/1999	03/24/1999

Waste Stream: RQ hazardous waste, liquid, N.O.S. (Toluene) 9 NA3082 PG III

Source: Discarding out-of-date products or chemicals

Waste Codes: F005

CAS Codes:

Form: Aqueous waste with low other toxic organics

Reported: 504.00 LB = 229.00 KG

Managed Onsite: 0.00 KG

Shipments:

08/13/1998	93897	TXD077603371	504.00 LB	Fuel blending

Waste Stream: RQ waste petroleum distillates, N.O.S. (Aliphatic and aromatic hydrocarbons

Source: Clean out process equipment

Waste Codes: D001

CAS Codes:

Form: Nonhalogenated solvent

Reported: 15269.00 LB = 6925.00 KG

Managed Onsite: 0.00 KG

Shipments:

01/29/1998	22261	ILD980613913	1990.00 LB	Fuel blending
03/20/1998	75217	ILD980613913	2040.00 LB	Fuel blending
04/13/1998	51154	ILD980613913	1796.00 LB	Fuel blending
06/09/1998	60047	ILD980613913	2040.00 LB	Fuel blending
11/05/1998	13784	ILD980613913	1796.00 LB	Fuel blending
12/04/1998	173315	ILD980613913	2040.00 LB	Fuel blending
08/13/1998	93897	TXD077603371	1632.00 LB	Fuel blending
09/29/1998	42042	TXD077603371	1935.00 LB	Fuel blending

Waste Stream: Waste combustible N.O.S. (Petroleum Naphtha) NA1993 PG III

Source: Other cleaning and degreasing

Waste Codes: D001, D006, D008, D018

CAS Codes:

Form: Aqueous waste with low solvents

Reported: 18.00 GAL = 55.00 KG

Managed Onsite: 0.00 KG

Shipments:

01/16/1998	71643	ORD000712067	9.00 GAL	Fractionation/distillation
05/29/1998	30388	ORD000712067	9.00 GAL	Fractionation/distillation

1997	SQG	2	5.151	01/06/1998	02/23/1998

Waste Stream: RQ waste petoleum distillates, N.O.S. (Aliphatic and aromatic hydrocarbons)

Source: Clean out process equipment

Waste Codes: D001 **CAS Codes:**

Form: Nonhalogenated solvent

Reported: 11184.00 LB = 5072.00 KG **Managed Onsite:** 0.00 KG

Shipments:

02/27/1997	206480	ORD000712067	1592.00 LB	Fuel blending
03/07/1997	006481	ORD000712067	1194.00 LB	Fuel blending
05/16/1997	306482	ORD000712067	1990.00 LB	Fuel blending
07/07/1997	588436	ORD000712067	1194.00 LB	Fuel blending
07/10/1997	588446	ORD000712067	504.00 LB	Fuel blending
08/05/1997	072649	ORD000712067	1924.00 LB	Fuel blending
09/18/1997	580645	ORD000712067	1592.00 LB	Fuel blending
11/10/1997	561783	ORD000712067	1194.00 LB	Fuel blending

Waste Stream: Waste combustible liquid, N.O.S. (petroleum naphtha) **Source:** Dip rinsing

Waste Codes: D001, D006, D028, D039 **CAS Codes:**

Form: Other "dry" ash, slag, or thermal residue

Reported: 26.00 GAL = 79.00 KG **Managed Onsite:** 0.00 KG

Shipments:

01/10/1997	85544	ORD000712067	8.00 GAL	Other solvent recovery
05/15/1997	97661	ORD000712067	9.00 GAL	Other solvent recovery
09/18/1997	98555	ORD000712067	9.00 GAL	Other solvent recovery

1 1996 SQG 2 5.286 12/30/1996 03/03/1997

Waste Stream: RQ waste petroleum distillates, Aliphatic and Aromatic Hydrocarbons. **Source:** Clean out process equipment

Waste Codes: D001, F002 **CAS Codes:**

Form: Nonhalogenated solvent

Reported: 11542.00 LB = 5234.00 KG **Managed Onsite:** 0.00 KG

Shipments:

03/08/1996	070245	TXD077603371	1990.00 LB	Fuel blending
05/17/1996	055164	TXD077603371	1990.00 LB	Fuel blending
06/28/1996	197891	TXD077603371	1592.00 LB	Fuel blending
09/06/1996	265124	TXD077603371	1990.00 LB	Fuel blending
10/28/1996	290583	TXD077603371	1990.00 LB	Fuel blending
12/12/1996	290613	TXD077603371	1990.00 LB	Fuel blending

Waste Stream: Waste combustible liquid (petroleum naphtha) from cleaning tank **Source:** Dip rinsing

Waste Codes: D001, D006, D018, D039 **CAS Codes:**

Form: Other "dry" ash, slag, or thermal residue

Reported: 17.00 GAL = 52.00 KG **Managed Onsite:** 0.00 KG

Shipments:

05/01/1996	046081	ORD000712067	9.00 GAL	Other solvent recovery

09/03/1996	003798	ORD000712067	8.00 GAL	Other solvent recovery

1995	SQG	3	3.982	12/27/1995 02/23/1996

Waste Stream: RQ waste ink - waste ink from processes **Source:** Other cleaning and degreasing

Waste Codes: D001, F005 **CAS Codes:**

Form: Organic paint, ink, lacquer, or varnish

Reported: 1442.00 LB = 655.00 KG **Managed Onsite:** 0.00 KG

Shipments:

06/09/1995	015919	TXD077603371	462.00 LB	Fuel blending
08/04/1995	78888	TXD077603371	504.00 LB	Fuel blending
12/29/1995	085246	TXD077603371	476.00 LB	Fuel blending

Waste Stream: Waste combustible liquid (petroleum naphtha) from cleaning tanks. **Source:** Dip rinsing

Waste Codes: D001, D006, D018, D039 **CAS Codes:**

Form: Other "dry" ash, slag, or thermal residue

Reported: 24.00 GAL = 73.00 KG **Managed Onsite:** 0.00 KG

Shipments:

04/17/1995	067554	ORD000712067	8.00 GAL	Other solvent recovery
08/22/1995	027837	ORD000712067	8.00 GAL	Other solvent recovery
12/29/1995	09145	ORD000712067	8.00 GAL	Other solvent recovery

Waste Stream: RQ waste petroleum distillates, Aliphatic & aromatic hydrocarbons. Roller w **Source:** Clean out process equipment

Waste Codes: D001, F002 **CAS Codes:**

Form: Nonhalogenated solvent

Reported: 7158.00 LB = 3254.00 KG **Managed Onsite:** 0.00 KG

Shipments:

01/19/1995	975963	TXD077603371	795.00 LB	Fuel blending
06/09/1995	015919	TXD077603371	1591.00 LB	Fuel blending
08/04/1995	78888	TXD077603371	1590.00 LB	Fuel blending
10/27/1995	27689	TXD077603371	1591.00 LB	Fuel blending
12/29/1995	85246	TXD077603371	1591.00 LB	Fuel blending

1994	SQG	7	5.11	12/30/1994 03/02/1995

Waste Stream: RZ Hazardous Waste; UV Coating gone bad. **Source:** Discarding off-specification material

Waste Codes: F005 **CAS Codes:**

Form: Other organic liquids

Reported: 458.00 LB = 208.00 KG **Managed Onsite:** 0.00 KG

Shipments:

11/18/1994	20826	TXD077603371	458.00 LB	Fuel blending

Waste Stream: RQ Waste ink from ink trays on the presses and dripping from manufacturers

Source: Other cleaning and degreasing

Waste Codes: D001

CAS Codes:

Form: Organic paint, ink, lacquer, or varnish

Reported: 2310.00 LB = 1050.00 KG

Managed Onsite: 0.00 KG

Shipments:

03/25/1994	15722	TXD077603371	462.00 LB	Fuel blending
05/05/1994	32229	TXD077603371	462.00 LB	Fuel blending
06/30/1994	71120	TXD077603371	462.00 LB	Fuel blending
09/20/1994	13961	TXD077603371	462.00 LB	Fuel blending
11/18/1994	20826	TXD077603371	462.00 LB	Fuel blending

Waste Stream: Waste combustible liquid (petroleum naptha) from cleaning tanks.

Source: Other cleaning and degreasing

Waste Codes: D006, D018, D039

CAS Codes:

Form: Halogenated/nonhalogenated solvent mixture

Reported: 41.00 GAL = 125.00 KG

Managed Onsite: 0.00 KG

Shipments:

01/10/1994	57516	ORD000712067	8.00 GAL	Other solvent recovery
04/06/1994	77951	ORD000712067	8.00 GAL	Other solvent recovery
07/06/1994	90863	ORD000712067	9.00 GAL	Other solvent recovery
09/23/1994	61949	ORD000712067	8.00 GAL	Other solvent recovery
12/14/1994	25718	ORD000712067	8.00 GAL	Other solvent recovery

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Waste Stream: RQ Waste flammable liquids (toluene and hepthane) from pit waste collected

Source: Cleanup of spill residues

Waste Codes: D001, F005

CAS Codes:

Form: Aqueous waste with low solvents

Reported: 1794.00 LB = 815.00 KG

Managed Onsite: 0.00 KG

Shipments:

03/25/1994	15722	TXD077603371	897.00 LB	Incineration-liquids
06/30/1994	71120	TXD077603371	897.00 LB	Incineration-liquids

Waste Stream: Roller wash from the clean-up of printing press: RQ Waste Petroleum Distill

Source: Other cleaning and degreasing

Waste Codes: D001

CAS Codes:

Form: Nonhalogenated solvent

Reported: 5566.00 LB = 2530.00 KG

Managed Onsite: 0.00 KG

Shipments:

03/25/1994	15722	TXD077603371	795.00 LB	Fuel blending
02/01/1994	20956	TXD077603371	397.00 LB	Fuel blending
05/05/1994	32229	TXD077603371	1193.00 LB	Fuel blending
06/30/1994	71120	TXD077603371	795.00 LB	Fuel blending

09/20/1994	13961	TXD077603371	1193.00 LB	Fuel blending
11/18/1994	20826	TXD077603371	1193.00 LB	Fuel blending

Waste Stream: Sludge from a subsurface drain. Hazardous due to the presence of lead, cad

Source: Other production-derived one-time and intermittent processes

Waste Codes: D006, D008, D039

CAS Codes:

Form: Other inorganic sludges

Reported: 450.00 LB = 205.00 KG

Managed Onsite: 0.00 KG

Shipments:

09/09/1994	11037	WAD991281767	450.00 LB	Management method unknown

Waste Stream: Gasoline contaminated with water. Hazardous due to the presence of benzene

Source: Discarding off-specification material

Waste Codes: D001, D018

CAS Codes:

Form: Oil-water emulsion or mixture

Reported: 390.00 LB = 177.00 KG

Managed Onsite: 0.00 KG

Shipments:

09/09/1994	11037	WAD991281767	390.00 LB	Incineration-liquids

1993 SQG 5 10.249 12/30/1993 02/28/1994

Waste Stream: Mineral spirits from cleaning tanks supplied by Safety Kleen for parts clea

Source: Clean out process equipment

Waste Codes: D001, D018, D039

CAS Codes:

Form: Halogenated/nonhalogenated solvent mixture

Reported: 1230.00 GAL = 4663.00 KG

Managed Onsite: 0.00 KG

Shipments:

01/13/1993	29646	ORD000712067	65.00 GAL	Fractionation/distillation
02/10/1993	18174	ORD000712067	100.00 GAL	Fractionation/distillation
03/09/1993	46664	ORD000712067	67.00 GAL	Fractionation/distillation
04/06/1993	76045	ORD000712067	71.00 GAL	Fractionation/distillation
05/06/1993	05662	ORD000712067	105.00 GAL	Fractionation/distillation
06/03/1993	33916	ORD000712067	142.00 GAL	Fractionation/distillation
07/01/1993	61979	ORD000712067	155.00 GAL	Fractionation/distillation
08/05/1993	91181	ORD000712067	139.00 GAL	Fractionation/distillation
09/02/1993	45834	ORD000712067	130.00 GAL	Fractionation/distillation
09/24/1993	43601	ORD000712067	48.00 GAL	Fractionation/distillation
10/22/1993	70131	ORD000712067	73.00 GAL	Fractionation/distillation
11/19/1993	94571	ORD000712067	66.00 GAL	Fractionation/distillation
12/15/1993	22260	ORD000712067	69.00 GAL	Fractionation/distillation

Waste Stream: Waste ink from ink trays on the presses and dripping from manufacturer's in

Source: Other cleaning and degreasing

Waste

Codes: D001 **CAS Codes:**

Form: Organic paint, ink, lacquer, or varnish

Reported: 5049.00 LB = 2295.00 KG **Managed Onsite:** 0.00 KG

Shipments:

01/06/1993	606841	TXD077603371	462.00 LB	Fuel blending
01/26/1993	616416	TXD077603371	462.00 LB	Fuel blending
03/16/1993	616424	TXD077603371	462.00 LB	Fuel blending
06/03/1993	647050	TXD077603371	924.00 LB	Fuel blending
08/12/1993	678901	TXD077603371	437.00 LB	Fuel blending
09/01/1993	755132	TXD077603371	916.00 LB	Fuel blending
10/26/1993	727627	TXD077603371	462.00 LB	Fuel blending
11/30/1993	711031	TXD077603371	462.00 LB	Fuel blending
12/08/1993	763953	TXD077603371	462.00 LB	Fuel blending

Waste Stream: Propyl alcohol **Source:** Discontinue use of process equipment

Waste Codes: D001, D011 **CAS Codes:**

Form: Paint thinner or petroleum distillates

Reported: 154.00 LB = 70.00 KG **Managed Onsite:** 0.00 KG

Shipments:

11/30/1993	711031	TXD077603371	154.00 LB	Fuel blending

Waste Stream: Roller wash from the clean-up of printing presses **Source:** Other cleaning and degreasing

Waste Codes: D001 **CAS Codes:**

Form: Nonhalogenated solvent

Reported: 5356.00 LB = 2435.00 KG **Managed Onsite:** 0.00 KG

Shipments:

01/26/1993	616416	TXD077603371	397.00 LB	Fuel blending
03/16/1993	616424	TXD077603371	397.00 LB	Fuel blending
04/08/1993	625217	TXD077603371	397.00 LB	Fuel blending
04/27/1993	623507	TXD077603371	397.00 LB	Fuel blending
07/09/1993	671129	TXD077603371	1125.00 LB	Fuel blending
08/12/1993	678901	TXD077603371	766.00 LB	Fuel blending
10/26/1993	727627	TXD077603371	1063.00 LB	Fuel blending
11/30/1993	711031	TXD077603371	397.00 LB	Fuel blending
12/15/1993	743279	TXD077603371	397.00 LB	Fuel blending

Waste Stream: RQ Waste, flammable liquid - aliphatic and aromatic hydrocarbons **Source:** Discarding out-of-date products or chemicals

Waste Codes: D001, D011 **CAS Codes:**

Form: Nonhalogenated solvent

Reported: 1730.00 LB = 766.00 KG **Managed Onsite:** 0.00 KG

Shipments:					
	02/17/1993	617878	TXD077603371	888.00 LB	Fuel blending
	05/04/1993	634141	TXD077603371	842.00 LB	Fuel blending

1992	SQG	3	2.983	12/29/1992	02/26/1993

Waste Stream: Roller wash from the clean up of printing presses **Source:** Other cleaning and degreasing

Waste Codes: D001 **CAS Codes:**

Form: Nonhalogenated solvent

Reported: 1191.00 LB = 541.00 KG **Managed Onsite:** 0.00 KG

Shipments:					
	11/12/1992	588632	TXD077603371	397.00 LB	Fuel blending
	12/01/1992	568261	TXD077603371	397.00 LB	Fuel blending
	12/17/1992	569766	TXD077603371	397.00 LB	Fuel blending

Waste Stream: Waste ink from ink trays on the presses and drippings from mfg ink bucket c **Source:** Other cleaning and degreasing

Waste Codes: D001 **CAS Codes:**

Form: Organic paint, ink, lacquer, or varnish

Reported: 3224.00 LB = 1465.00 KG **Managed Onsite:** 0.00 KG

Shipments:					
	10/04/1992	536458	TXD077603371	462.00 LB	Fuel blending
	11/12/1992	588632	TXD077603371	462.00 LB	Fuel blending
	12/01/1992	568261	TXD077603371	462.00 LB	Fuel blending
	12/11/1992	569762	TXD077603371	462.00 LB	Fuel blending
	12/30/1992	569769	TXD077603371	462.00 LB	Fuel blending
	12/17/1992	569766	TXD077603371	462.00 LB	Fuel blending

Waste Stream: Mineral spirits from cleaning tanks supplied by Safety Kleen for parts clea **Source:** Clean out process equipment

Waste Codes: D001, D018, D039 **CAS Codes:**

Form: Halogenated/nonhalogenated solvent mixture

Reported: 2150.00 LB = 977.00 KG **Managed Onsite:** 0.00 KG

Shipments:					
	07/20/1992	85629	ORD000712067	430.00 LB	Fractionation/distillation
	08/20/1992	18601	ORD000712067	344.00 LB	Fractionation/distillation
	09/15/1992	82452	ORD000712067	344.00 LB	Fractionation/distillation
	10/13/1992	47191	ORD000712067	344.00 LB	Fractionation/distillation
	11/11/1992	12301	ORD000712067	344.00 LB	Fractionation/distillation
	12/17/1992	68325	ORD000712067	344.00 LB	Fractionation/distillation

1991	CEG	0		11/01/1991	04/01/1992

Oregon DEQ Facility Profiler 2.0

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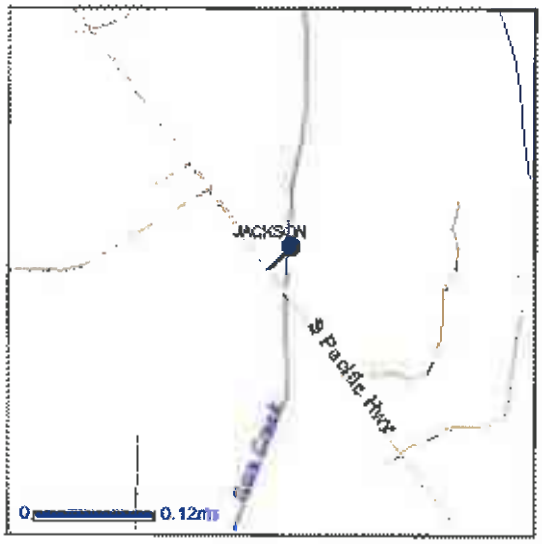
Facility Summary Report

Return to Site Listing Print Report

Maps



Facility / Site Information for Location 2915

Facility/Site Name:	HUBBARDS ACE HOME CTR (DUPLICATE)	**Latitude:**	42° 17' 52"
Address:	2655 S PACIFIC HWY	**Longitude:**	-122° 50' 48.12"
City State Zip:	MEDFORD OR 97501-8761	**Location Accuracy:**	HIGH
		Last Updated:	8/19/2004 3:27:26 PM

Aliases

Hubbards Ace Home Center	ECSI	NW Printed Circuits	ECSI

Geographic Features

Township:	T36S-R1W-S0	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and Industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	06	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Environmental Cleanup (ECSI)

Operation ID	Start Date	NFA Date	Permit Type	Permit SubType	Status	Detail Information[1]	EPA Number
1233	04/01/1980		Contaminated Site		Suspect site requiring further investigation	ECSI Site Report	047630744

SIC CODE	SIC Description	PRIMARY
3672	PRINTED CIRCUIT BOARDS	N

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

Land Quality

Environmental Cleanup

Environmental Cleanup Site Information (ECSI) Database
Site Summary Report - Details for Site ID 1233, NW Printed Circuits

This report shows data entered as of January 20, 2011 at 9:32:14 AM

This report contains site details, organized into the following sections: 1) Site Photos (appears only if the site has photos); 2) General Site Information; 3) Site Characteristics; 4) Substance Contamination Information; 5) Investigative, Remedial and Administrative Actions; and 6) Site Environmental Controls (i.e., institutional or engineering controls; appears only if DEQ has applied one or more such controls to the site). A key to certain acronyms and terms used in the report appears at the bottom of the page.

Go to DEQ's Facility Profiler to see a site map as well is information on what other DEQ programs may be active at this site.

General Site Information

Site ID: 1233	Site Name: NW Printed Circuits	CERCLIS No: 047630744
Address:	2655 S Pacific Hwy Medford 97501	
	County: Jackson	Region: Western
Other location information:		
Investigation Status:	Suspect site requiring further investigation	
	Brownfield Site: No NPL Site: No	Orphan Site: No Study Area: No
Property:	Twnshp/Range/Sect: 38S , 1W , 5	Tax Lots: 201
	Latitude: 42.298 deg. Longitude: -122.8458 deg.	Site Size: 2.96 acres
Other Site Names:	Hubbards Ace Home Center	

Site Characteristics

General Site Description:	
Site History:	
Contamination Information:	(4/10/95 KAM/SRS) This former circuits manufacturer is alleged to have dumped liquid wastes into a basement sump that discharges via a pipe to the rear lot. Samples of groundwater were collected from open trenches at an adjacent lot. Concentrations of copper and chromium

	were elevated. However, the method of collection is questionable. A hardware store is now located at the site. DEQ approved the paving of the rear lot for lumber storage, since no excavation would take place.
Manner and Time of Release:	It was alleged that the circuit-board manufacturer had a drain that discharged via drain pipe to the rear lot. This allegation could not be confirmed using geophysical techniques. No other information is available.
Hazardous Substances/Waste Types:	The former circuit-board manufacturer apparently had plating operations as part of the manufacturing process. It is assumed these operations generated wastes containing metals. No other information is available.
Pathways:	
Environmental/Health Threats:	
Status of Investigative or Remedial Action:	(4/10/95 KAM/SRS) DEQ began a PA in July 1992 and conducted a site visit. A geophysical survey failed to locate the alleged drain pipe and revealed no areas of high conductivity that would suggest metals contamination. Due to the lack of targets in the area and no apparent contamination source, the site is recommended for further action on a low-priority basis. The only potential threat from this site is via groundwater contamination. No well users exist downgradient of the site.
Data Sources:	

Substance Contamination Information

Substance	Media Contaminated	Concentration Level	Date Recorded
CHROMIUM	Groundwater	78 to 631 ppb	4/21/1992
COPPER	Groundwater	10 to 747 ppb	4/21/1992
LEAD	Groundwater	17 to 59 ppb	4/21/1992
NICKEL	Groundwater	20 to 344 ppb	4/21/1992
ZINC	Groundwater	10 to 774 ppb	4/21/1992

Investigative, Remedial and Administrative Actions

Action	Start Date	Compl. Date	Resp. Staff	Lead Pgm
State Basic Preliminary Assessment recommended (PA) (Primary Action)	07/08/1992	07/08/1992	Karl Morgenstern	SAS

View Full Report Showing Action History

Key to Certain Acronyms and Terms in this Report:

CERCLIS No.: The U.S. EPA's Hazardous Waste Site identification number, shown only if EPA has been involved at the site.
Region: DEQ divides the state into three regions, Eastern, Northwest, and Western; the regional office shown is responsible for site investigation/cleanup.
NPL Site: Is this site on EPA's National Priority List (i.e., a federal Superfund site)? (Y/N).
Orphan Site: Has DEQ's Orphan Program been active at this site? (Y/N). The Orphan Program uses state funds to clean up high-priority sites where owners and operators responsible for the contamination are absent, or are unable or unwilling to use their own resources for cleanup.
Study Area: Is this site a Study Area? (Y/N). Study Areas are groupings of individual ECSI sites that may be contributing to a larger, area-wide problem. ECSI assigns unique Site ID numbers to both individual sites and to Study Areas.

Pathways: A description of human or environmental resources that site contamination could affect.
Lead Pgm: This column refers to the Cleanup Program affiliation of the DEQ employee responsible for the action shown. SAS or SAP = Site Assessment; VCS or VCP = Voluntary Cleanup; ICP = Independent Cleanup; SRS or SRP = Site Response (enforcement cleanup); ORP = Orphan Program.

For more information on this site contact the Western regional office.

[print version]

For more information about **ECSI** call Gil Wistar at 503-229-5512 or email.

For more information about **DEQ's Land Quality Division and its programs**, see the contact page.

Oregon Department of Environmental Quality
Headquarters: 811 Sixth Ave., Portland, OR 97204-1390
Phone: 503-229-5696 or toll free in Oregon 1-800-452-4011
Oregon Telecommunications Relay Service: 1-800-735-2900 FAX: 503-229-6124

The Oregon Department of Environmental Quality is a regulatory agency authorized to protect Oregon's environment by the State of Oregon and the Environmental Protection Agency.

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Oregon DEQ Facility Profiler 2.0

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Facility Summary Report

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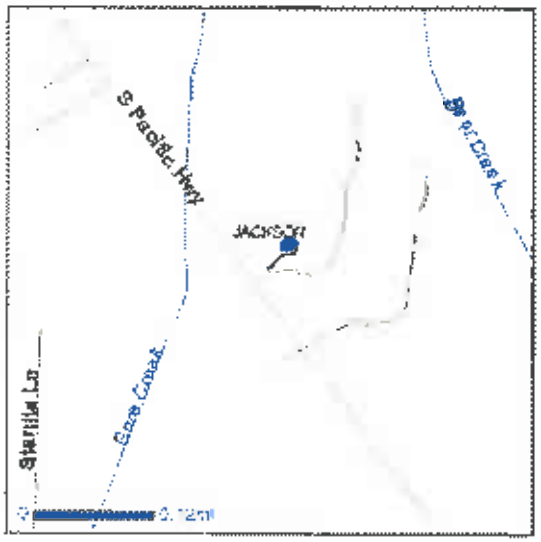
Maps



Facility / Site Information for Location 1169

Facility/Site Name:	TUCKER SNO-CAT CORPORATION	**Latitude:**	42° 17' 47.76"
Address:	2872 S PACIFIC HWY	**Longitude:**	-122° 50' 38.04"
City State Zip:	MEDFORD OR 97501	**Location Accuracy:**	MEDIUM
		Last Updated:	2/19/2002 3:16:37 PM

Aliases

Tucker Sno Cat Corp	HazWaste	TUCKER SNO-CAT CORP	WQSIS
TUCKER SNO-CAT CORPORATION	WQSIS		

Geographic Features

Township:	T38S-R1W-S0	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and Industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	06	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Hazardous Waste (HazWaste)

Identifier	Start Date	Effective Date	Review Date	NFA Date	Type	Sub Type	Detail Information	EPA Number
2992	04/01/1992	12/31/2008			Generator	CEG	HW Site Report	ORD009050600

SIC CODE	SIC Description	PRIMARY
3711	MOTOR VEHICLES AND CAR BODIES	N

Water Quality Permits (WQSIS)

File Number	Permit Number	Start date	Effective Date	Review Date	Permit Type	Permit SubType	Comments	Status	Detail Information	Permit Status
102946	11431	10/12/1993	03/24/1998	06/30/2012	STORMWATER MINOR	NPDES General Permit - Industrial storm water	GEN12Z Industrial storm water	Active Renew no aff mod	SIS Detail Report	Permit Status

						discharges				
102946	11432	10/12/1993	10/12/1993	09/30/1996	STORMWATER MINOR	NPDES General Permit - Industrial storm water discharges	GEN12L Industrial storm water - Light manufacturing	Inactive Renew no eff mod		

SIC CODE	SIC Description	PRIMARY
3799	OTHER TRANSPORT. EQUIPMENT	Y

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

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Disclaimer: *This product is for informational purposes, and may not be suitable for legal, engineering or surveying purposes. This information or data is provided with the understanding that conclusions drawn from such information are the responsibility of the user.*

Oregon DEQ Hazardous Waste Site Report

[Close Report]

EPA ID:	ORD009050600		*Active*
Common Name:	Tucker Sno Cat Corp		
Employee count:	34	**Activity Start:**	4/1/1992
Location:	2872 S PACIFIC HWY MEDFORD OR 97501 JACKSON County		
Latitude:	42.2966 42° 17' 47.7600"	**Longitude:**	-122.8439 -122° 50' 38.0400"
SIC Codes:	3711 - MOTOR VEHICLES AND CAR BODIES		

Facility is a Hazardous Waste Generator
Current Status: CEG as of 12/31/2008

Hazardous Waste Generation Reporting History

Report Year	Generator Status	Number of Waste Streams	Tons Generated	Sent Date	Received Date
2008	CEG	0		12/17/2008	02/04/2009
2005	SQG	4	0.5484675	12/21/2005	02/14/2006

Waste Stream: Liquid paint waste (Thinner) **Source:** Painting and coating
Waste Codes: D001, D035, F003, F005 **CAS Codes:**
Form: Paint thinner or petroleum distillates
Reported: 449.00 LB = 203.62 KG **Managed Onsite:** 0.00 KG
Shipments: 08/18/2005 34219 IND000646943 385.00 LB Energy recovery or fuel blending

Waste Stream: Paint Booth Filters **Source:** Painting and coating
Waste Codes: D001 **CAS Codes:**
Form: Filters, solid adsorbents, ion exchange resins and spent carbon
Reported: 474.00 LB = 214.96 KG **Managed Onsite:** 0.00 KG
Shipments:
03/17/2005 31788 ORD089452353 274.00 LB Landfill or surface impoundment that will be closed as landfill
10/20/2005 35230 ORD089452353 206.00 LB Landfill or surface impoundment that will be closed as landfill

Waste Stream: Solid Paint Waste **Source:** Painting and coating
Waste Codes: D001, D035, F003, F005 **CAS Codes:**
Form: Paint, ink, lacquer, or varnish

Reported:	242.00 LB = 109.75 KG	Managed Onsite:	0.00 KG

Shipments:

03/17/2005	31787	IND000646943	200.00 LB	Solvents recovery

Waste Stream:	Dripage from aerosol can puncturing. (Satelite containment)	Source:	Painting and coating
Waste Codes:	D001	CAS Codes:	
Form:	Paint thinner or petroleum distillates		
Reported:	5.00 GAL = 18.14 KG	Managed Onsite:	0.00 KG

Shipments:

2004	SQG	4	0.507013	12/29/2004	03/01/2005

Waste Stream:	Liquid paint waste (Thinner)	Source:	Painting and coating
Waste Codes:	D001, D035, F003, F005	CAS Codes:	
Form:	Paint thinner or petroleum distillates		
Reported:	526.00 LB = 238.54 KG	Managed Onsite:	0.00 KG

Shipments:

10/21/2004	29395	IND000646943	390.00 LB	Energy recovery or fuel blending
02/26/2004	25437	IND000646943	345.00 LB	Energy recovery or fuel blending

Waste Stream:	Paint booth filters	Source:	Painting and coating
Waste Codes:	D001	CAS Codes:	
Form:	Filters, solid adsorbents, ion exchange resins and spent carbon		
Reported:	336.00 LB = 152.38 KG	Managed Onsite:	0.00 KG

Shipments:

02/26/2004	25438	ORD089452353	177.00 LB	Landfill or surface impoundment that will be closed as landfill
08/25/2004	28348	ORD089452353	273.00 LB	Landfill or surface impoundment that will be closed as landfill

Waste Stream:	Solid paint waste	Source:	Painting and coating
Waste Codes:	D001, D035, F003, F005	CAS Codes:	
Form:	Paint, ink, lacquer, or varnish		
Reported:	248.00 LB = 112.47 KG	Managed Onsite:	0.00 KG

Shipments:

02/26/2004	25437	IND000646943	120.00 LB	Energy recovery or fuel blending
10/21/2004	29395	IND000646943	200.00 LB	Energy recovery or fuel blending

Waste Stream:	Dripage from aerosol can puncturing. (Satelite containment)	Source:	Painting and coating

Waste Codes: D001 CAS Codes:

Form: Paint thinner or petroleum distillates

Reported: 1.00 GAL = 3.63 KG Managed Onsite: 0.00 KG

Shipments:

2003	SQG	5	0.5110945	12/24/2003	04/05/2004

Waste Stream: dripage from aerosol can puncturing (satelite containment) Source: Painting and coating

Waste Codes: D001 CAS Codes:

Form: Paint thinner or petroleum distillates

Reported: 1.00 GAL = 3.63 KG Managed Onsite: 0.00 KG

Shipments:

Waste Stream: solid paint waste Source: Painting and coating

Waste Codes: D001, D035, F003, F005 CAS Codes:

Form: Paint, ink, lacquer, or varnish

Reported: 157.00 LB = 71.20 KG Managed Onsite: 0.00 KG

Shipments:

02/24/2003	S00848213	TXD077603371	150.00 LB	Fuel blending prior to energy recovery at another site

Waste Stream: Paint booth filters Source: Painting and coating

Waste Codes: D001 CAS Codes:

Form: Filters, solid adsorbents, ion exchange resins and spent carbon

Reported: 504.00 LB = 228.56 KG Managed Onsite: 0.00 KG

Shipments:

02/24/2003	S00848213	TXD077603371	76.00 LB	Fuel blending prior to energy recovery at another site
08/29/2003	S00848177	TXD077603371	327.00 LB	Fuel blending prior to energy recovery at another site

Waste Stream: Liquid paint waste (Thinner) Source: Painting and coating

Waste Codes: D001, D035, F003, F005 CAS Codes:

Form: Paint thinner or petroleum distillates

Reported: 330.00 LB = 149.66 KG Managed Onsite: 0.00 KG

Shipments:

02/24/2003	S00848213	TXD077603371	214.00 LB	Fuel blending prior to energy recovery at another site

Waste Stream: Parts washer cleaning solvent
Source: Other production or service-related processes (specify in comments)
Waste Codes: D001, D018, D039, D040
CAS Codes:
Form: Other organic liquid (specify in comments)
Reported: 128.00 LB = 58.05 KG
Managed Onsite: 0.00 KG

Shipments:				
06/20/2003	01599	ORD981766124	64.00 LB	Solvents recovery
06/29/2003	05218	ORD981766124	64.00 LB	Solvents recovery

2002 SQG 4 0.5201645 12/24/2002 02/24/2003

Waste Stream: Dripage from aerosol can puncturing. (Satellite containment)
Source: Painting
Waste Codes: D001
CAS Codes:
Form: Paint thinner or petroleum distillates
Reported: 8.00 LB = 3.63 KG
Managed Onsite: 0.00 KG
Shipments:

Waste Stream: Solid paint waste
Source: Painting
Waste Codes: D001, D035, F003, F005
CAS Codes:
Form: Organic paint, ink, lacquer, or varnish
Reported: 210.00 LB = 95.23 KG
Managed Onsite: 0.00 KG

Shipments:				
03/06/2002	621676	TXD077603371	372.00 LB	Fuel blending

Waste Stream: Paint booth filters
Source: Painting
Waste Codes: D001
CAS Codes:
Form: Spent solid filters or adsorbents
Reported: 630.00 LB = 285.70 KG
Managed Onsite: 0.00 KG

Shipments:				
03/06/2002	621676	TXD077603371	445.00 LB	Fuel blending
05/14/2002	597642	TXD077603371	125.00 LB	Fuel blending
12/27/2002	682098	TXD077603371	83.00 LB	Fuel blending

Waste Stream: Liquid paint waste, thinner
Source: Painting
Waste Codes: D001, D035, F003, F005
CAS Codes:
Form: Paint thinner or petroleum distillates
Reported: 299.00 LB = 135.60 KG
Managed Onsite: 0.00 KG

Shipments:				
03/06/2002	621676	TXD077603371	631.00 LB	Fuel blending

2001 SQG 4 1.553691 12/26/2001 03/26/2002

Waste Stream: Paint Booth filters
Source: Painting

Stream:

Waste Codes: D001 **CAS Codes:**

Form: Spent solid filters or adsorbents

Reported: 697.00 LB = 316.09 KG **Managed Onsite:** 0.00 KG

Shipments:

01/26/2001	29799	TXD077603371	446.00 LB	Fuel blending
07/13/2001	58591	TXD077603371	125.00 LB	Fuel blending

Waste Stream: Solid paint waste **Source:** Painting

Waste Codes: D001, D035, F003, F005 **CAS Codes:**

Form: Organic paint, ink, lacquer, or varnish

Reported: 603.00 LB = 273.46 KG **Managed Onsite:** 0.00 KG

Shipments:

07/13/2001	86377	TXD077603371	317.00 LB	Fuel blending

Waste Stream: Liquid paint waste, thinner **Source:** Painting

Waste Codes: D001, D035, F003, F005 **CAS Codes:**

Form: Paint thinner or petroleum distillates

Reported: 2118.00 LB = 960.51 KG **Managed Onsite:** 0.00 KG

Shipments:

01/19/2001	58986	TXD077603371	392.00 LB	Fuel blending
04/12/2001	30350	TXD077603371	732.00 LB	Fuel blending
07/13/2001	58591	TXD077603371	385.00 LB	Fuel blending

Waste Stream: Dripage from aerosol can puncturing- (satellite containment) **Source:** Painting

Waste Codes: D001 **CAS Codes:**

Form: Paint thinner or petroleum distillates

Reported: 8.00 LB = 3.63 KG **Managed Onsite:** 0.00 KG

Shipments:

2000	SQG	3	2.0534965	01/05/2001	02/07/2001

Waste Stream: Spent paint thinner - hazardous waste liquid **Source:** Painting

Waste Codes: D001, F003, F005 **CAS Codes:**

Form: Paint thinner or petroleum distillates

Reported: 2830.00 LB = 1283.40 KG **Managed Onsite:** 0.00 KG

Shipments:

03/10/2000	581203	TXD077003371	742.00 LB	Fuel blending
06/02/2000	297957	TXD077603371	732.00 LB	Fuel blending
08/31/2000	340139	TXD077003371	366.00 LB	Fuel blending
10/27/2000	445092	TXD077603371	366.00 LB	Fuel blending
12/20/2000	460718	TXD077603371	366.00 LB	Fuel blending

Waste Stream: Paint booth filters - waste paint related materials **Source:** Painting
Waste Codes: D001 **CAS Codes:**
Form: Spent solid filters or adsorbents
Reported: 830.00 LB = 376.00 KG **Managed Onsite:** 0.00 KG

Shipments:				
08/31/2000	044992	TXD077603371	415.00 LB	Fuel blending
12/20/2000	460718	TXD077603371	415.00 LB	Fuel blending

Waste Stream: Paint waste - hazardous waste solid **Source:** Painting
Waste Codes: D007 **CAS Codes:**
Form: Organic paint, ink, lacquer, or varnish
Reported: 869.00 LB = 394.09 KG **Managed Onsite:** 0.00 KG

Shipments:				
03/10/2000	581203	TXD077603371	446.00 LB	Fuel blending
06/02/2000	297957	TXD077603371	233.00 LB	Fuel blending
10/27/2000	445092	TXD077603371	100.00 LB	Fuel blending

1999	SQG	3	2.317	01/06/2000	01/13/2000

Waste Stream: Paint booth filters **Source:** Painting
Waste Codes: D007 **CAS Codes:**
Form: Spent solid filters or adsorbents
Reported: 446.00 LB = 202.00 KG **Managed Onsite:** 0.00 KG

Shipments:				
04/06/1999	43258	ILD980613913	223.00 LB	Fuel blending
12/30/1999	35935	ILD980613913	223.00 LB	Fuel blending

Waste Stream: Liquid paint waste thinner **Source:** Painting
Waste Codes: D001, D035, F003, F005 **CAS Codes:**
Form: Paint thinner or petroleum distillates
Reported: 3249.00 LB = 1473.00 KG **Managed Onsite:** 0.00 KG

Shipments:				
01/15/1999	72677	ILD980613913	389.00 LB	Fuel blending
04/06/1999	43258	ILD980613913	281.00 LB	Fuel blending
05/29/1999	74547	ILD980613913	734.00 LB	Fuel blending
10/01/1999	86829	ILD980613913	732.00 LB	Fuel blending
12/30/1999	35935	ILD980613913	1113.00 LB	Fuel blending

Waste Stream: Solid paint waste **Source:** Painting
Waste Codes: D001, D035, F003, F005 **CAS Codes:**
Form: Organic paint, ink, lacquer, or varnish
Reported: 1416.00 LB = 642.00 KG **Managed Onsite:** 0.00 KG

Shipments:				
04/06/1999	43315	ILD980613913	1134.00 LB	Fuel blending
12/30/1999	35935	ILD980613913	282.00 LB	Fuel blending

1998	SQG	3	1.356	01/15/1999	02/08/1999

Waste Stream: Spray booth filters **Source:** Painting
Waste Codes: D007 **CAS Codes:**

Form: Spent solid filters or adsorbents

Reported: 458.00 LB = 208.00 KG Managed Onsite: 0.00 KG

Shipments:				
11/09/1998	98004	ILD980613913	229.00 LB	Fuel blending
05/18/1998	98004	ILD980613913	229.00 LB	Fuel blending

Waste Stream: Liquid paint waste thinner Source: Painting

Waste Codes: D001, D035, F003, F005 CAS Codes:

Form: Paint thinner or petroleum distillates

Reported: 1945.00 LB = 882.00 KG Managed Onsite: 0.00 KG

Shipments:				
02/05/1998	80178	TXD077603371	389.00 LB	Fuel blending
05/18/1998	39130	TXD077603371	389.00 LB	Fuel blending
08/21/1998	84694	TXD077603371	778.00 LB	Fuel blending
11/09/1998	98004	TXD077603371	389.00 LB	Fuel blending

Waste Stream: Solid paint waste Source: Painting

Waste Codes: D001, D035, F003, F005 CAS Codes:

Form: Organic paint, ink, lacquer, or varnish

Reported: 586.00 LB = 266.00 KG Managed Onsite: 0.00 KG

Shipments:				
02/05/1998	80178	TXD077603371	293.00 LB	Fuel blending
08/21/1998	84694	TXD077603371	293.00 LB	Fuel blending

1997	SQG	3	1.843	12/29/1997	01/02/1998

Waste Stream: Waste paint thinner Source: Painting

Waste Codes: D001, D035, F003, F005 CAS Codes:

Form: Paint thinner or petroleum distillates

Reported: 2723.00 LB = 1235.00 KG Managed Onsite: 0.00 KG

Shipments:				
01/21/1997	23695	TXD077603371	778.00 LB	Fuel blending
03/25/1997	91633	TXD077603371	389.00 LB	Fuel blending
06/13/1997	86308	TXD077603371	389.00 LB	Fuel blending
07/10/1997	79943	TXD077603371	389.00 LB	Fuel blending
10/06/1997	89482	TXD077603371	778.00 LB	Fuel blending

Waste Stream: Waste paint solid Source: Painting

Waste Codes: D006, D007, D008, D010 CAS Codes:

Form: Organic paint, ink, lacquer, or varnish

Reported: 881.00 LB = 400.00 KG Managed Onsite: 0.00 KG

Shipments:				
03/25/1997	91633	TXD077603371	293.00 LB	Fuel blending
11/26/1997	96456	TXD077603371	586.00 LB	Fuel blending

Waste Stream: Spent paint booth filters Source: Painting

Waste Codes: D007 CAS Codes:

Form: Spent solid filters or adsorbents

Reported: 458.00 LB = 208.00 KG Managed Onsite: 0.00 KG

Shipments:	03/25/1997	91633	TXD077603371	229.00 LB	Fuel blending
	10/06/1997	89482	TXD077603371	229.00 LB	Fuel blending

1996	SQG	3	1.996	12/30/1996	02/10/1997

Waste Stream: Solid paint waste **Source:** Painting
Waste Codes: D006, D007, D008, D010 **CAS Codes:**
Form: Organic paint, ink, lacquer, or varnish
Reported: 748.00 LB = 339.00 KG **Managed Onsite:** 0.00 KG

Shipments:	05/03/1996	03766	TXD077603371	160.00 LB	Fuel blending
	09/20/1996	16293	TXD077603371	588.00 LB	Fuel blending

Waste Stream: Paint booth filters **Source:** Painting
Waste Codes: D007 **CAS Codes:**
Form: Spent solid filters or adsorbents
Reported: 687.00 LB = 312.00 KG **Managed Onsite:** 0.00 KG

Shipments:	01/12/1996	61016	TXD077603371	229.00 LB	Fuel blending
	05/03/1996	03766	TXD077603371	229.00 LB	Fuel blending
	10/02/1996	16291	TXD077603371	229.00 LB	Fuel blending

Waste Stream: Paint waste thinner **Source:** Painting
Waste Codes: D001, D035, F003, F005 **CAS Codes:**
Form: Paint thinner or petroleum distillates
Reported: 2724.00 LB = 1235.00 KG **Managed Onsite:** 0.00 KG

Shipments:	01/05/1996	70807	TXD077603371	779.00 LB	Fuel blending
	03/29/1996	07787	TXD077603371	389.00 LB	Fuel blending
	05/03/1996	03766	TXD077603371	389.00 LB	Fuel blending
	07/29/1996	13146	TXD077603371	389.00 LB	Fuel blending
	10/02/1996	16291	TXD077603371	389.00 LB	Fuel blending
	12/27/1996	47982	TXD077603371	389.00 LB	Fuel blending

1995	SQG	3	0.929	12/27/1995	02/29/1996

Waste Stream: Paint waste solid booth filters **Source:** Painting
Waste Codes: D007 **CAS Codes:**
Form: Spent solid filters or adsorbents
Reported: 449.00 LB = 204.00 KG **Managed Onsite:** 0.00 KG

Shipments:	05/05/1995	92566	TXD077603371	220.00 LB	Fuel blending
	06/30/1995	34352	TXD077603371	229.00 LB	Fuel blending

Waste Stream: Cleaning solvent **Source:** Other cleaning and degreasing
Waste Codes: D001, D039 **CAS Codes:**
Form: Paint thinner or petroleum distillates
Reported: 272.00 LB = 123.00 KG **Managed Onsite:** 0.00 KG

Shipments:	02/13/1995	45015	ORD000712067	24.00 LB	Energy recovery-sludges

06/09/1995	04780	ORD000712067	84.00 LB	Energy recovery-sludges
09/25/1995	10534	ORD000712067	104.00 LB	Energy recovery-sludges
12/29/1995	09712	ORD000712067	80.00 LB	Energy recovery-sludges

Waste Stream: Liquid paint waste **Source:** Painting

Waste Codes: D001, D035, F003, F005 **CAS Codes:**

Form: Paint thinner or petroleum distillates

Reported: 1327.00 LB = 602.00 KG **Managed Onsite:** 0.00 KG

Shipments:

03/24/1995	68078	TXD077603371	389.00 LB	Fuel blending
06/09/1995	68149	TXD077603371	389.00 LB	Fuel blending
09/12/1995	29759	TXD077603371	160.00 LB	Fuel blending
10/13/1995	29796	TXD077603371	389.00 LB	Fuel blending

1994	SQG	2	1.782	12/30/1994	03/20/1995

Waste Stream: Waste combustible liquid, N.O.S. cleaning solvent. **Source:** Other cleaning and degreasing

Waste Codes: D001, D039 **CAS Codes:**

Form: Aqueous waste with low solvents

Reported: 30.00 GAL = 114.00 KG **Managed Onsite:** 0.00 KG

Shipments:

10/24/1994	17693	ILD984908202	30.00 GAL	Incineration-liquids

Waste Stream: RQ waste paint related material from painting Sno-Cat frames and parts, ign **Source:** Painting

Waste Codes: D001, D035, F003, F005 **CAS Codes:**

Form: Other aqueous waste with low dissolved solids

Reported: 440.00 GAL = 1668.00 KG **Managed Onsite:** 0.00 KG

Shipments:

09/20/1994	903807	ILD984908202	110.00 GAL	Incineration-liquids
11/18/1994	975968	ILD984908202	55.00 GAL	Incineration-liquids
12/02/1994	949681	ILD984908202	55.00 GAL	Incineration-liquids
12/30/1994	949683	ILD984908202	55.00 GAL	Incineration-liquids
05/25/1994	1567	WAD991769110	165.00 GAL	Incineration-liquids

1993	CEG	0	12/30/1993	02/24/1994
1992	CEG	0	12/29/1992	09/24/1993
1991	CEG	0	11/01/1991	04/01/1992

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Facility Summary Report

Return to Site Listing Print Report

Maps

Facility / Site Information for Location 5464

Facility/Site Name:	COLVIN OIL COMPANY	**Latitude:**	42° 17' 38.04"
Address:	20 S STAGE RD	**Longitude:**	-122° 50' 44.88"
City State Zip:	MEDFORD OR 97501	**Location Accuracy:**	MEDIUM
		Last Updated:	5/1/2001 4:57:15 PM

Aliases

COLVIN OIL CO	LUST	COLVIN OIL CO HOT	LUST
Colvin Oil Company	TRAACS		

Geographic Features

Township:	T38S-R1W-S8	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Leaking Underground Storage Tanks (LUST)

Log Number	Received	Cleanup Initiated	Cleanup Complete	Type	Heating Oil Tank	UST Facility ID	Status	Detail Information[1]
15-97-0031		06/03/1997		REGULATED		4665	CLEANUP_STARTED	LUST Site Report
15-99-0077		01/03/2000		REGULATED		4665	CLEANUP_COMPLETED	LUST Site Report
15-99-0078				REGULATED		4665	REPORTED	LUST Site Report

Air Quality Permits (TRAACS)

Air Quality Permit	Start Date	Effective Date	Review Date	Closed Date	Status	Type	Sub Type	Detail Information[1]	EPA Number
15-0141-17-01	01/09/2002	03/24/1980	08/01/2011		Active	ACDP	General	AQ Report	OR02900141

SIC CODE	SIC Description	PRIMARY

5171	PETROLEUM BULK TERMINALS	Y

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location
Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

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Leaking Underground Storage Tanks (LUST) Site Information

(Use "Back" button on browser to return to previous search results)

Leaking Underground Storage Tank (LUST) Site Information

Basic Incident Information

Log Nbr: 15-99-0078
Site Name: COLVIN OIL CO HOT
Address: 20 S STAGE RD
City: MEDFORD
Site Type: Heating Oil Tank (HOT).
Zip Code: 97501
File Status:
Regulated Tank YES
Status: ACTIVE
Received Date: 12/14/1999
UST Facility Id: 4665
County: JACKSON

Assessment Information

15-99-0078

Cause: NOT REPORTED
Source: Tank
Discovery: DECOMMISSIONING

Media Effected
>Soil >GroundWater

Contaminants Released
>HeatingOil

Free Product Removed:
Delineate Groundwater:
Delineate Soil:
Free Vapor Removed:
Groundwater Delineated:
Soil Delineated:
Compliance Monitoring:
CAP Requested:
CAP Submitted:
CAP Approved:

Management Information

15-99-0078

Release Stopped Date: 12/13/1999
Cleanup Start Date:
Cleanup End Date:

Work Reported Information

15-99-0078

Work Reported
20 DAY REPORT

Reported By
Atlas Environmental Company

Reported Date
1/14/2000

This information may not reflect current status of site.
For further detail, refer to the DEQ Regional Office file.

This page last updated. January 9, 2006
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Leaking Underground Storage Tanks (LUST) Site Information

(Use "Back" button on browser to return to previous search results)

Leaking Underground Storage Tank (LUST) Site Information

Basic Incident Information

Log Nbr: **15-99-0077**
Site Name: COLVIN OIL CO
Address: 20 S STAGE RD
City: MEDFORD
Zip Code: 97501
Site Type: Soil Matrix Cleanup
File Status: No Further Action
Heating Oil Tank (HOT):
Regulated Tank: YES

Status: **CLOSED**
Received Date: 12/14/1999
UST Facility Id: 4865
County: JACKSON

Assessment Information

15-99-0077

Cause: OVERFILL
Source: Not Reported
Discovery: DECOMMISSIONING

Media Effected
>Soil >GroundWater

Contaminants Released
>Deisel

Free Product Removed:
Delineate Groundwater: YES
Delineate Soil: YES

Free Vapor Removed:
Groundwater Delineated: YES
Soil Delineated: YES
Compliance Monitoring:

CAP Requested:
CAP Submitted:
CAP Approved:

Management Information

15-99-0077

Release Stopped Date: 12/11/1999
Cleanup Start Date: 1/3/2000
Cleanup End Date: 9/28/2000

Work Reported Information

15-99-0077

Work Reported	Reported By	Reported Date
Site Assessment	Atlas Environmental Company	12/14/2000
20 DAY REPORT	Data Conversion 2006	1/19/2000
Tank Decommissioning	O.A.S. Excavating	12/12/1999

This information may not reflect current status of site.
For further detail, refer to the DEQ Regional Office file.

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Leaking Underground Storage Tanks (LUST) Site Information

(Use "Back" button on browser to return to previous search results)

Leaking Underground Storage Tank (LUST) Site Information

Basic Incident Information

Log Nbr: 15-97-0031
Site Name: COLVIN OIL CO
Address: 20 S STAGE RD
City: MEDFORD
Zip Code: 97501
Site Type: Groundwater
File Status:
Heating Oil Tank (HOT):
Regulated Tank: YES

Status: ACTIVE
Received Date: 6/3/1997
UST Facility Id: 4665
County: JACKSON

Assessment Information

15-97-0031

Cause: NOT REPORTED
Source: Tank
Discovery: DECOMMISSIONING

Media Effected
>Soil >GroundWater

Contaminants Released
>UnleadedGas >Deisel

Free Product Removed:
Delineate Groundwater: YES
Delineate Soil: YES

Free Vapor Removed:
Groundwater Delineated:
Soil Delineated:
Compliance Monitoring:

CAP Requested:
CAP Submitted:
CAP Approved:

Management Information

15-97-0031

Release Stopped Date: 6/3/1997
Cleanup Start Date: 6/3/1997
Cleanup End Date:

Work Reported Information

15-97-0031

Work Reported	Reported By	Reported Date
Other	Data Conversion 2006	10/30/1998
20 DAY REPORT	Data Conversion 2006	9/30/1998

This information may not reflect current status of site.
For further detail, refer to the DEQ Regional Office file.

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Facility Summary Report

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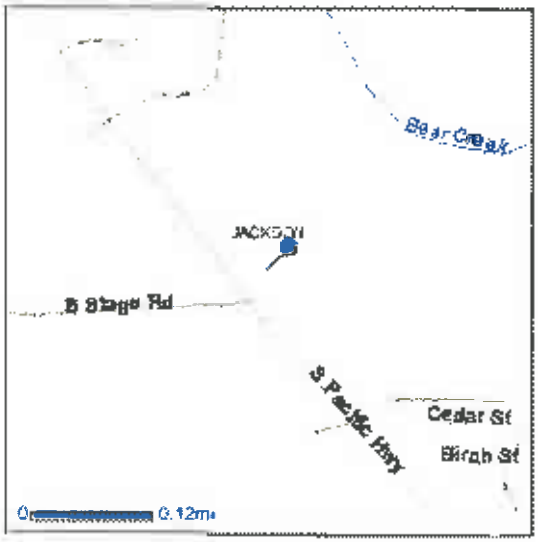

Facility / Site Information for Location 8021

Facility/Site Name:	MODOC ORCHARD CO	**Latitude:**	42° 17' 38.6199"
Address:	3050 S PACIFIC HWY	**Longitude:**	-122° 50' 25.073"
City State Zip:	MEDFORD OR 97501	**Location Accuracy:**	HIGH
		Last Updated:	12/12/2000 12:00:00 AM

Aliases

Modoc Orchard Co HazWaste

Geographic Features

Township:	T38S-R1W-S4	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and Industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	06	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Hazardous Waste (HazWaste)

Identifier	Start Date	Effective Date	Review Date	NFA Date	Type	Sub Type	Detail Information[1]	EPA Number
656	12/11/2000	05/21/2001		12/31/2000	Generator	SQG	HW Site Report	ORD987197845

SIC CODE	SIC Description	PRIMARY
179	FRUITS AND TREE NUTS, NEC	N

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
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Oregon DEQ Hazardous Waste Site Report

[Close Report]

EPA ID:	ORD987197845		*Inactive (12/31/2000)*
Common Name:	Modoc Orchard Co		
Employee count:	15	**Activity Start:**	12/11/2000
Location:	3050 S PACIFIC HWY MEDFORD OR 97501 JACKSON County		
Latitude:	42.2935 42° 17' 36.6199"	**Longitude:**	-122.8402 -122° 50' 25.0730"
SIC Codes:	179 - FRUITS AND TREE NUTS, NEC		

Facility is a Hazardous Waste Generator
Current Status: SQG as of 5/21/2001

Hazardous Waste Generation Reporting History

Report Year	Generator Status	Number of Waste Streams	Tons Generated	Sent Date	Received Date
2000	SQG	1	0.454	01/05/2001	05/21/2001

Waste Stream: Wood debris from pesticide shed containing lead and chlordane. **Source:** Other

Waste Codes: D008, D020 **CAS Codes:**

Form: Halogenated pesticide solid

Reported: 1000.00 LB = 454.00 KG **Managed Onsite:** 0.00 KG

Shipments: 12/11/2000 99996 ORD089452353 1000.00 LB Landfill

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Facility Summary Report

Return to Site Listing Print Report

Maps

Facility / Site Information for Location 24598

Facility/Site Name:	ARCO AM/PM	**Latitude:**	42° 17' 34.44"
Address:	3082 SAMIKE DR	**Longitude:**	-122° 50' 44.68"
City State Zip:	MEDFORD OR 97501-8700	**Location Accuracy:**	HIGH
		Last Updated:	11/5/2003 8:03:00 AM

Aliases

SOUTH PACIFIC SHELL UST

Geographic Features

Township:	T38S-R1W-S0	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and Industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Underground Storage Tanks (UST)

UST Facility ID	Permit Number	Installed	Content	Gallons	Status	Reg Cert NO
11839	BEEAK	02/16/1998	Gasoline	12000	Active	15-11839-2010-OPER
11839	BEEKH	02/16/1998	Gasoline	20000	Active	15-11839-2010-OPER
11839	BEEKJ	02/16/1998	Gasoline	10000	Active	15-11839-2010-OPER

SIC CODE	SIC Description	PRIMARY
5541	GASOLINE SERVICE STATIONS	N

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
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Oregon DEQ Facility Profiler 2.0

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Facility Summary Report

Return to Site Listing Print Report

Maps

Facility / Site Information for Location 101084

Facility/Site Name:		**Latitude:**	42° 17' 34.4"
Address:	17 S STAGE RD	**Longitude:**	-122° 50' 35.2"
City State Zip:	MEDFORD OR 97501-8729	**Location Accuracy:**	HIGH
		Last Updated:	2/13/2007 6:15:34 PM

Aliases

UAP Distribution Inc HazWaste

Geographic Features

Township:	T38S-R1W-S5	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and Industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	FREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Hazardous Waste (HazWaste)

Identifier	Start Date	Effective Date	Review Date	NFA Date	Type	Sub Type	Detail Information[1]	EPA Number
7043	02/07/2007	02/20/2008		02/20/2008	Generator	CEG	HW Site Report	ORQ000026416

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More information on this location

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Oregon DEQ Hazardous Waste Site Report

[Close Report]

EPA ID:	ORQ000026416		*Inactive (2/20/2008)*
Common Name:	UAP Distribution Inc		
Employee count:	4	**Activity Start:**	2/7/2007
Location:	17 S STAGE RD MEDFORD OR 97501-8729 JACKSON County		
Latitude:	42.2929 42° 17' 34.4000"	**Longitude:**	-122.8431 -122° 50' 35.2000"
SIC Codes:			

Facility is a Hazardous Waste Generator
Current Status: CEG as of 2/20/2008

Hazardous Waste Generation Reporting History

Report Year	Generator Status	Number of Waste Streams	Tons Generated	Sent Date	Received Date
2007	LQG	13	9.74412775	12/11/2007	02/20/2008

Waste Stream: agricultural liquids and sludges
Source: Other one-time or intermittent processes (specify in comments)
Waste Codes: D016
CAS Codes:
Form: Other organic liquid (specify in comments)
Reported: 12830.50 LB = 5818.63 KG
Managed Onsite: 0.00 KG

Shipments:

03/07/2007	33053-07	WAD991281787	12580.50 LB	Incineration - thermal destruction other than use as a fuel
12/20/2007	94306-07	WAD991281787	250.00 LB	Incineration - thermal destruction other than use as a fuel

Waste Stream: wax strip
Source: Stripping and acid or caustic cleaning
Waste Codes: D002
CAS Codes:
Form: Caustic aqueous waste without cyanides
Reported: 400.00 LB = 181.40 KG
Managed Onsite: 0.00 KG

Shipments:

03/07/2007	33053-07	WAD991281767	400.00 LB	Landfill or surface impoundment that will be closed as landfill

Waste Stream: SODIUM HYPOCHLORITE 12.5%
Source: Discarding off-specification or out-of-date chemicals or products
Waste Codes: D001, D002
CAS Codes:
Form: Caustic aqueous waste without cyanides
Reported: 150.00 LB = 68.03 KG
Managed 0.00 KG

				Onsite:	
Shipments:	03/07/2007	33053-07	WAD991281767	150.00 LB	Landfill or surface impoundment that will be closed as landfill

Waste Stream:	AGRICULTURAL LIQUIDS AND SLUDGES WITH CYANIDE	Source:	Other one-time or intermittent processes (specify in comments)
Waste Codes:	D003, D016	CAS Codes:	
Form:	Other organic liquid (specify in comments)		
Reported:	300.00 LB = 136.05 KG	Managed Onsite:	0.00 KG

Shipments:	03/07/2007	33053-07	WAD991281767	300.00 LB	Incineration - thermal destruction other then use as a fuel

Waste Stream:	CONSOLIDATED RODENT POISON	Source:	Discarding off-specification or out-of-date chemicals or products
Waste Codes:	U249	CAS Codes:	
Form:	Pesticide solids		
Reported:	1033.00 LB = 468.47 KG	Managed Onsite:	0.00 KG

Shipments:	12/20/2007	94308-07	WAD991281767	1033.00 LB	Incineration - thermal destruction other than use as a fuel

Waste Stream:	CONSOLIDATED RAT POISONS	Source:	Discarding off-specification or out-of-date chemicals or products
Waste Codes:	P108	CAS Codes:	
Form:	Other organic solids (specify in comments)		
Reported:	933.00 LB = 423.12 KG	Managed Onsite:	0.00 KG

Shipments:	12/20/2007	94308-07	WAD991281767	933.00 LB	Incineration - thermal destruction other than use as a fuel

Waste Stream:	OXIDIZER CLASS 5.1 LABPACK	Source:	Discarding off-specification or out-of-date chemicals or products
Waste Codes:	D001	CAS Codes:	
Form:	Lab packs with no acute hazardous waste		
Reported:	80.00 LB = 36.28 KG	Managed Onsite:	0.00 KG

Shipments:	12/20/2007	94308-07	WAD991281767	80.00 LB	Landfill or surface impoundment that will be closed as landfill

Waste Stream:	OXIDIZER CLASS 5.1 LABPACK	Source:	Discarding off-specification or out-of-date chemicals or products
Waste Codes:	D001, D002	CAS Codes:	

Form: Lab packs with no acute hazardous waste

Reported: 310.00 LB = 140.59 KG | Managed Onsite: 0.00 KG

Shipments:				
12/20/2007	94308-07	WAD991281767	310.00 LB	Landfill or surface impoundment that will be closed as landfill

Waste Stream: TOXICS CLASS 6.1 LABPACK | Source: Discarding off-specification or out-of-date chemicals or products

Waste Codes: D016 | CAS Codes:

Form: Lab packs with no acute hazardous waste

Reported: 850.00 LB = 385.48 KG | Managed Onsite: 0.00 KG

Shipments:				
03/07/2007	33053-07	WAD991281767	850.00 LB	Incineration - thermal destruction other than use as a fuel

Waste Stream: TOXICS CLASS 6.1 LABPACK | Source: Discarding off-specification or out-of-date chemicals or products

Waste Codes: D001, D016, D017 | CAS Codes:

Form: Lab packs with no acute hazardous waste

Reported: 2600.00 LB = 1179.10 KG | Managed Onsite: 0.00 KG

Shipments:				
12/20/2007	94308-07	WAD991281767	2600.00 LB	Incineration - thermal destruction other than use as a fuel

Waste Stream: CORROSIVE CLASS 8 LABPACK | Source: Discarding off-specification or out-of-date chemicals or products

Waste Codes: D002 | CAS Codes:

Form: Lab packs with no acute hazardous waste

Reported: 500.00 LB = 226.75 KG | Managed Onsite: 0.00 KG

Shipments:				
12/20/2007	94308-07	WAD991281767	500.00 LB	Accumulation prior to discharge to sewer/POTW or surface water under NPDES

Waste Stream: CAUSTIC CLASS 8 LABPACK | Source: Discarding off-specification or out-of-date chemicals or products

Waste Codes: D002 | CAS Codes:

Form: Lab packs with no acute hazardous waste

Reported: 700.00 LB = 317.45 KG | Managed Onsite: 0.00 KG

Shipments:				
12/20/2007	94308-07	WAD991281767	700.00 LB	Accumulation prior to discharge to sewer/POTW or surface water under NPDES

Waste Stream:	LOOSEPACK PAINT RELATED MATERIAL	**Source:**	Painting and coating
Waste Codes:	D001	**CAS Codes:**	
Form:	Paint, ink, lacquer, or varnish		
Reported:	800.00 LB = 362.80 KG	**Managed Onsite:**	0.00 KG
Shipments:	12/20/2007 94306-07 WAD991281767 800.00 LB Energy recovery or fuel blending		

Oregon DEQ Facility Profiler 2.0

[Help] [Close Window]

Facility Summary Report

Return to Site Listing Print Report

Maps

Facility / Site Information for Location 20740

Facility/Site Name:	WESTERN OIL & BURNER OF MEDFORD	**Latitude:**	42° 17' 34.23"
Address:	5 S STAGE RD	**Longitude:**	-122° 50' 26.51"
City State Zip:	MEDFORD OR 97501	**Location Accuracy:**	HIGH
		Last Updated:	1/23/2002 1:13:29 PM

Aliases

WESTERN OIL&BURNER MEDFORD/ RETER FRUIT	LUST

Geographic Features

Township:	T38S-R1W-S4	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and Industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	FREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Leaking Underground Storage Tanks (LUST)

Log Number	Received	Cleanup Initiated	Cleanup Complete	Type	Heating Oil Tank	UST Facility ID	Status	Detail Information[1]
15-98-0098		09/02/1998		REGULATED		4083	CLEANUP_STARTED	LUST Site Report

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

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Leaking Underground Storage Tanks (LUST) Site Information

Home > Programs >LUST Program Information > LUST Database

(Use "Back" button on browser to return to previous search results)

Leaking Underground Storage Tank (LUST) Site Information

Basic Incident Information

Log Nbr: 15-98-0088
Status: ACTIVE
Site Name: WESTERN OIL&BURNER MEDFORD/ RETER FRUIT
Received Date: 12/22/1998
Address: 5 S STAGE RD
UST Facility Id: 4083
City: MEDFORD
Zip Code: 97501
County: JACKSON
Site Type: Groundwater
File Status:
Heating Oil Tank (HOT):
Regulated Tank: YES

Assessment Information

15-98-0088

Cause: OVERFILL
Source: Not Reported
Discovery: SITE ASSESSMENT

Media Effected
>Soil >GroundWater

Contaminants Released
>MiscGas >Deisel

Free Product Removed:
Free Vapor Removed:
CAP Requested: YES
Delineate Groundwater: YES
Groundwater Delineated: YES
CAP Submitted: YES
Delineate Soil: YES
Soil Delineated: YES
CAP Approved:
Compliance Monitoring:

Management Information

15-98-0088

Release Stopped Date: 1/1/1986
Cleanup Start Date: 9/2/1998
Cleanup End Date:

Work Reported Information

15-98-0088

Work Reported	Reported By	Reported Date
Other	JBR Environmental Consultants, Inc.	4/24/2009
Corrective Action Plan	Data Conversion 2006	5/29/2008
Groundwater Monitoring	JBR Environmental Consultants, Inc.	11/17/2006
Risk Based Evaluation	JBR Environmental Consultants, Inc.	11/9/2006
Soil Treatment	Western States Environmental Services, Inc	6/26/2002
Groundwater Investigation	Data Conversion 2006	2/14/2002
Tank Decommissioning	Western States Environmental Services, Inc	5/14/2001
Site Assessment	Data Conversion 2006	1/29/1999
45 DAY REPORT	ATLAS ENVIRONMENTAL	1/29/1999
20 DAY REPORT	Data Conversion 2006	10/6/1998
Groundwater Investigation	Western Statas Environmental Services, Inc.	9/10/1998

Oregon DEQ Facility Profiler 2.0

[Help] [Close Window]

Facility Summary Report

Return to Site Listing Print Report

Maps

Facility / Site Information for Location 87290

Facility/Site Name:	GLENWOOD BUSINESS PARK FORMER MGP	**Latitude:**	42° 17' 16.1"
Address:	117 W. GLENWOOD RD.	**Longitude:**	-122° 50' 8.9"
City State Zip:	PHOENIX OR 97501	**Location Accuracy:**	HIGH
		Last Updated:	2/4/2005 4:08:48 PM

Aliases

Glenwood Business Park Former MGP ECSI MGP ECSI

Geographic Features

Township:	T38S-R1W-S0	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and Industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Environmental Cleanup (ECSI)

Operation ID	Start Date	NFA Date	Permit Type	Permit Sub Type	Status	Detail Information[1]	EPA Number
4333	02/03/2006	12/29/2006	Contaminated Site		No further action required	ECSI Site Report	

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

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Land Quality

Environmental Cleanup

Environmental Cleanup Site Information (ECSI) Database
Site Summary Report - Details for Site ID 4333, Glenwood Business Park Former MGP

This report shows data entered as of January 20, 2011 at 1:51:49 PM

This report contains site details, organized into the following sections: 1) Site Photos (appears only if the site has photos); 2) General Site Information; 3) Site Characteristics; 4) Substance Contamination Information; 5) Investigative, Remedial and Administrative Actions; and 6) Site Environmental Controls (i.e., institutional or engineering controls; appears only if DEQ has applied one or more such controls to the site). A key to certain acronyms and terms used in the report appears at the bottom of the page.

Go to DEQ's Facility Profiler to see a site map as well is information on what other DEQ programs may be active at this site.

General Site Information

Site ID: 4333	Site Name: Glenwood Business Park Former MGP		CERCLIS No:
Address:	117 W Glenwood Rd. Medford 97501		
	County: Jackson		Region: Western
Other location information:	Site is actually in Phoenix, OR, but has a Medford Post-Office address.		
Investigation Status:	No further action required		
	Brownfield Site: No	NPL Site: No	Orphan Site: No / Study Area: No
Property:	Twnshp/Range/Sect: 38S , 1W , 4		Tax Lots: 4300
	Latitude: 42.2878 deg.	Longitude: -122.8358 deg.	Site Size:
Other Site Names:	MGP		

Site Characteristics

General Site Description:

Site History: This site may be a former MGP, which was discovered in late 2004, when a concrete truck fell through the ground into an MGP waste-containing vault.

Contamination

Information:	
Manner and Time of Release:	
Hazardous Substances/Waste Types:	The constituents of interest at the site include benzene (204 ppm), naphthalene (4065 ppm), and other PAHs.
Pathways:	
Environmental/Health Threats:	
Status of Investigative or Remedial Action:	(2/3/05 GB/VCP) An undetermined quantity of MGP waste mixed with sawdust and soil resulting from cleanup efforts is currently stored at the site in a covered stockpile. The haz-mat determination is not complete at this time. The site will be entering DEQ's Voluntary Cleanup Program.
Data Sources:	

Substance Contamination Information

Substance	Media Contaminated	Concentration Level	Date Recorded
No information is available			

Investigative, Remedial and Administrative Actions

Action	Start Date	Compl. Date	Resp. Staff	Lead Pgm
NO FURTHER STATE ACTION REQUIRED (Primary Action)	12/29/2006	12/29/2006	Geoffrey Brown	VCP

View Full Report Showing Action History

Key to Certain Acronyms and Terms in this Report:

CERCLIS No.: The U.S. EPA's Hazardous Waste Site identification number, shown only if EPA has been involved at the site.
Region: DEQ divides the state into three regions, Eastern, Northwest, and Western; the regional office shown is responsible for site investigation/cleanup.
NPL Site: Is this site on EPA's National Priority List (i.e., a federal Superfund site)? (Y/N).
Orphan Site: Has DEQ's Orphan Program been active at this site? (Y/N). The Orphan Program uses state funds to clean up high-priority sites where owners and operators responsible for the contamination are absent, or are unable or unwilling to use their own resources for cleanup.
Study Area: Is this site a Study Area? (Y/N). Study Areas are groupings of individual ECSI sites that may be contributing to a larger, area-wide problem. ECSI assigns unique Site ID numbers to both individual sites and to Study Areas.
Pathways: A description of human or environmental resources that site contamination could affect.
Lead Pgm: This column refers to the Cleanup Program affiliation of the DEQ employee responsible for the action shown. SAS or SAP = Site Assessment; VCS or VCP = Voluntary Cleanup; ICP = Independent Cleanup; SRS or SRP = Site Response (enforcement cleanup); ORP = Orphan Program.

You may be able to obtain more information about this site by contacting Geoffrey Brown at the Western regional office or via email at brown.geoff@deq.state.or.us. If this does not work, you may contact Gil Wistar at (503) 229-5512, or via email at wistar.gil@deq.state.or.us or contact the Western regional office.

[print version]

Oregon DEQ Facility Profiler 2.0

[Help] [Close Window]

Facility Summary Report

Return to Site Listing Print Report

Maps

Facility / Site Information for Location 23480

Facility/Site Name:	BOYLAN, WILLIAM	**Latitude:**	42° 17' 11"
Address:	3628 S PACIFIC HWY	**Longitude:**	-122° 49' 55.6"
City State Zip:	MEDFORD OR 97501	**Location Accuracy:**	HIGH
		Last Updated:	8/19/2004 3:27:26 PM

Aliases

BOYLAN, WILLIAM LUST

Geographic Features

Township:	T38S-R1W-S0	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and Industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Leaking Underground Storage Tanks (LUST)

Log Number	Received	Cleanup Initiated	Cleanup Complete	Type	Heating Oil Tank	UST Facility ID	Status	Detail Information[1]
15-95-3028		01/29/2001		REGULATED		8067	CLEANUP_STARTED	LUST Site Report

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

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Leaking Underground Storage Tanks (LUST) Site Information

(Use "Back" button on browser to return to previous search results)

Leaking Underground Storage Tank (LUST) Site Information

Basic Incident Information

Log Nbr: 15-95-0028
Site Name: BOYLAN, WILLIAM
Address: 3628 S PACIFIC HWY
City: MEDFORD
Site Type:
Heating Oil Tank (HOT):

Zip Code: 97501
File Status:
Regulated Tank: YES

Status: ACTIVE
Received Date: 5/23/1995
UST Facility Id: 8087
County: JACKSON

Assessment Information

15-95-0028

Cause: NOT REPORTED
Source: Tank
Discovery: OTHER

Media Effected
>Soil

Contaminants Released
>MiscGas

Free Product Removed:
Delineate Groundwater: YES
Delineate Soil: YES

Free Vapor Removed:
Groundwater Delineated:
Soil Delineated:
Compliance Monitoring:

CAP Requested:
CAP Submitted:
CAP Approved:

Management Information

15-95-0028

Release Stopped Date 1/29/2001
Cleanup Start Date: 1/29/2001
Cleanup End Date:

No Work Reported Information For This Incident

15-95-0028

This information may not reflect current status of site.
For further detail, refer to the DEQ Regional Office file.

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Oregon DEQ Facility Profiler 2.0

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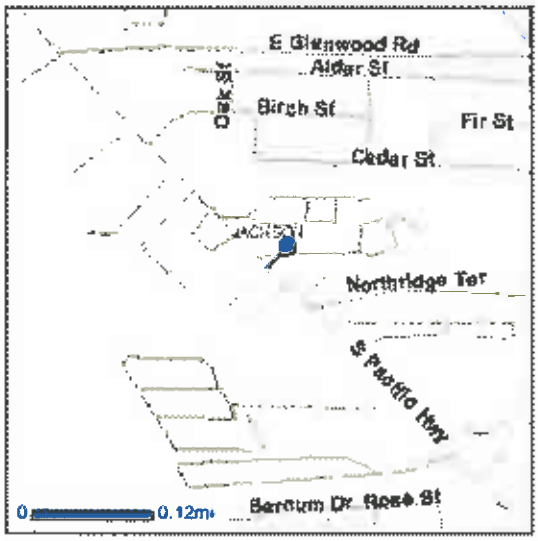
Facility Summary Report

Return to Site Listing Print Report

Maps



Facility / Site Information for Location 44469

Facility/Site Name:	ROTH PROPERTY	**Latitude:**	42° 17' 8.16"
Address:	3620 N PACIFIC HWY	**Longitude:**	-122° 49' 51.24"
City State Zip:	MEDFORD OR 97501	**Location Accuracy:**	HIGH
		Last Updated:	1/23/2003 8:16:00 AM

Aliases

ROTH PROPERTY LUST

Geographic Features

Township:	T38S-R1W-S0	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	06	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Leaking Underground Storage Tanks (LUST)

Log Number	Received	Cleanup Initiated	Cleanup Complete	Type	Heating Oil Tank	UST Facility ID	Status	Detail Information[1]
15-02-0008		02/02/2002		NON_REGULATED			CLEANUP_COMPLETED	LUST Site Report

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood Info (by region/county)
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Leaking Underground Storage Tanks (LUST) Site Information

(Use "Back" button on browser to return to previous search results)

Leaking Underground Storage Tank (LUST) Site Information

Basic Incident Information

Log Nbr: **15-02-0008**
Site Name: ROTH PROPERTY
Address: 3620 N PACIFIC HWY
City: MEDFORD
Zip Code: 97501
County: JACKSON
Site Type: Generic Remedy
File Status: No Further Action
Status: **CLOSED**
Received Date: 2/20/2002
Heating Oil Tank (HOT):
Regulated Tank:

Assessment Information

15-02-0008

Cause: UNKNOWN
Source: Not Reported
Discovery: SITE ASSESSMENT

Media Effected
>Soil >GroundWater

Contaminants Released
>MiscGas >Deisel

Free Product Removed:
Free Vapor Removed
CAP Requested:
Delineate Groundwater:
Groundwater Delineated:
CAP Submitted:
Delineate Soil:
Soil Delineated:
CAP Approved:
Compliance Monitoring:

Management Information

15-02-0008

Release Stopped Date: 2/20/2002
Cleanup Start Date: 2/2/2002
Cleanup End Date: 3/21/2002

No Work Reported Information For This Incident

15-02-0008

This information may not reflect current status of site.
For further detail, refer to the DEQ Regional Office file.

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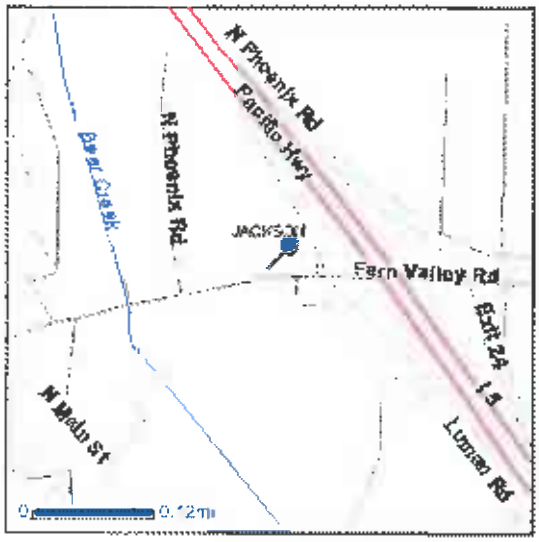
Facility Summary Report

Return to Site Listing Print Report

Maps



Facility / Site Information for Location 2350

Facility/Site Name:	DSU PETERBILT & GMC TRUCK	**Latitude:**	42° 16' 51.1775"
Address:	3727 N PHOENIX RD	**Longitude:**	-122° 49' 0.9365"
City State Zip:	MEDFORD OR 97504	**Location Accuracy:**	HIGH
		Last Updated:	3/31/1999 12:00:00 AM

Aliases

DSU Peterbilt & GMC Truck HazWaste

Geographic Features

Township:	T36S-R1W-S10	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Oak-Douglas fir-ponderosa pine-pasture-urban mosaic
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:	CITY OF GOLD HILL				

Oregon DEQ Program Information

Hazardous Waste (HazWaste)

Identifier	Start Date	Effective Date	Review Date	NFA Date	Type	Sub Type	Detail Information[1]	EPA Number
5821	01/22/1992	09/22/2008			Generator	CEG	HW Site Report	ORD987185105

SIC CODE	SIC Description	PRIMARY
3715	TRUCK TRAILERS	N

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

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Oregon DEQ Hazardous Waste Site Report

[Close Report]

EPA ID:	ORD987185105		*Active*
Common Name:	DSU Peterbilt & GMC Truck		
Employee count:	30	**Activity Start:**	1/22/1992
Location:	3727 N PHOENIX RD MEDFORD OR 97504 JACKSON County		
Latitude:	42.2808 42° 16' 51.1775"	**Longitude:**	-122.8188 -122° 49' 0.9365"
SIC Codes:	3715 - TRUCK TRAILERS		

Facility is a Hazardous Waste Generator
Current Status: CEG as of 9/22/2008

Hazardous Waste Generation Reporting History

Report Year	Generator Status	Number of Waste Streams	Tons Generated	Sent Date	Received Date
2003	CEG	0		12/24/2003	02/11/2004
2002	CEG	0		12/24/2002	03/17/2003
2001	CEG	0		12/26/2001	01/04/2002
2000	CEG	0		01/05/2001	01/12/2001
1999	CEG	0		01/06/2000	01/24/2000
1998	CEG	0		01/15/1999	02/08/1999
1997	CEG	0		12/29/1997	01/15/1998
1996	CEG	0		12/30/1996	01/06/1997
1995	CEG	0		12/27/1995	01/08/1996
1994	CEG	0		12/30/1994	01/30/1995
1993	CEG	0		12/30/1993	01/07/1994
1992	SQG	1	1.137	12/29/1992	01/13/1993

Waste Stream: Spent waste petroleum naphtha solvent from washing truck parts Hazard due t
Source: Flush rinsing

Waste Codes: D001
CAS Codes:

Form: Nonhalogenated solvent

Reported: 2502.00 LB = 1137.00 KG
Managed Onsite: 0.00 KG

Shipments:

12/28/1992	45076	ORD000712067	294.00 LB	Fractionation/distillation
11/20/1992	04192	ORD000712067	258.00 LB	Fractionation/distillation
10/05/1992	54331	ORD000712067	294.00 LB	Fractionation/distillation
08/28/1992	09355	ORD000712067	258.00 LB	Fractionation/distillation
07/16/1992	60584	ORD000712067	294.00 LB	Fractionation/distillation
06/09/1992	14907	ORD000712067	258.00 LB	Fractionation/distillation
04/21/1992	67684	ORD000712067	294.00 LB	Fractionation/distillation
03/03/1992	78621	ORD000712067	258.00 LB	Fractionation/distillation

01/28/1992	42035	ORD000712067	294.00 LB	Fractionation/distillation

1991	SQG	1	0.938	11/01/1991	01/22/1992

Waste Stream: SPENT WASTE PETROLEUM NAPHTHA (SOLVENT) FROM RINSING TRUCK PARTS. HAZARD DU

Source: Flush rinsing

Waste Codes: D001

CAS Codes:

Form: Nonhaloganated solvent

Reported: 2064.00 LB = 938.00 KG

Managed Onsite: 0.00 KG

Shipments:

12/16/1991	22174	ORD000712067	258.00 LB	Fractionation/distillation
11/01/1991	74220	ORD000712067	258.00 LB	Fractionation/distillation
09/27/1991	44112	ORD000712067	258.00 LB	Fractionation/distillation
08/12/1991	16055	ORD000712067	258.00 LB	Fractionation/distillation
07/01/1991	86601	ORD000712067	258.00 LB	Fractionation/distillation
05/20/1991	62555	ORD000712067	258.00 LB	Fractionation/distillation
04/08/1991	47869	ORD000712067	258.00 LB	Fractionation/distillation
02/28/1991	26533	ORD000712067	258.00 LB	Fractionation/distillation
01/15/1991	07933	ORD000712067	258.00 LB	Fractionation/distillation

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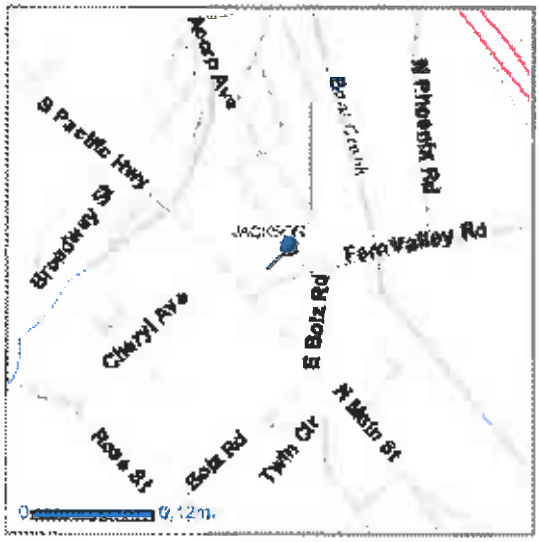
Facility Summary Report

Return to Site Listing Print Report

Maps



Facility / Site Information for Location 88742

Facility/Site Name:	PHOENIX EXXON #9290	**Latitude:**	42° 16' 48"
Address:	800 MAIN ST	**Longitude:**	-122° 49' 17.8"
City State Zip:	PHOENIX OR 97535-9628	**Location Accuracy:**	HIGH
		Last Updated:	11/7/2005 2:06:00 PM

Aliases

Phoenix Circle K/76 #182 UST

Geographic Features

Township:	T38S-R1W-S9	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Oak-Douglas fir-ponderosa pine-pasture-urban mosaic
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:	CITY OF GOLD HILL				

Oregon DEQ Program Information

Underground Storage Tanks (UST)

UST Facility ID	Permit Number	Installed	Content	Gallons	Status	Reg Cert NO
2430	BAGHA	05/24/1989	Gasoline	15000	Active	15-2430-2010-OPER
2430	BAGHB	05/24/1989	Gasoline	10000	Active	15-2430-2010-OPER
2430	BAGHC	05/24/1989	Gasoline	10000	Active	15-2430-2010-OPER

SIC CODE	SIC Description	PRIMARY
5541	GASOLINE SERVICE STATIONS	N

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

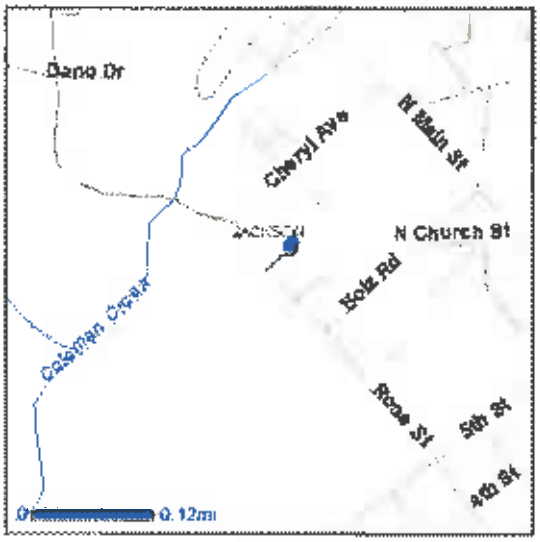
Oregon DEQ Facility Profiler 2.0

[Help] [Close Window]

Facility Summary Report

Return to Site Listing Print Report

Maps



Facility / Site Information for Location 6480

Facility/Site Name:	PHOENIX HIGH SCHOOL	**Latitude:**	42° 16' 36.6"
Address:	745 N ROSE ST	**Longitude:**	-122° 49' 28.2"
City State Zip:	PHOENIX OR 97535	**Location Accuracy:**	HIGH
		Last Updated:	8/27/2004 8:04:00 PM

Aliases

PHOENIX EXXON #9290 LUST

Geographic Features

Township:	T38S-R1W-S9	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and Industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Leaking Underground Storage Tanks (LUST)

Log Number	Received	Cleanup Initiated	Cleanup Complete	Type	Heating Oil Tank	UST Facility ID	Status	Detail Information[1]
15-89-0033		09/18/1989		REGULATED		2430	CLEANUP_COMPLETED	LUST Site Report

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood Info (by region/county)
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Leaking Underground Storage Tanks (LUST) Site Information

Home > Programs >LUST Program Information > LUST Database

(Use "Back" button on browser to return to previous search results)

Leaking Underground Storage Tank (LUST) Site Information

Basic Incident Information

Log Nbr: 15-89-0033
Site Name: PHOENIX EXXON #9290
Address: 800 N MAIN
City: PHOENIX
Zip Code: 97535
Site Type: Groundwater
File Status: No Further Action
Heating Oil Tank (HOT):
Regulated Tank: YES

Status: CLOSED
Received Date: 9/29/1989
UST Facility Id: 2430
County: JACKSON

Assessment Information

15-89-0033

Cause: OVERFILL
Source: Not Reported
Discovery: DECOMMISSIONING

Media Effected
>Soil >GroundWater

Contaminants Released
>MiscGas

Free Product Removed:
Free Vapor Removed.
CAP Requested:
Delineate Groundwater:
Groundwater Delineated: YES
CAP Submitted:
Delineate Soil:
Soil Delineated: YES
CAP Approved:
Compliance Monitoring:

Management Information

15-89-0033

Release Stopped Date: 9/18/1989
Cleanup Start Date: 9/18/1989
Cleanup End Date: 11/2/2001

No Work Reported Information For This Incident

15-89-0033

This information may not reflect current status of site.
For further detail, refer to the DEQ Regional Office file.

This page last updated: January 9, 2006
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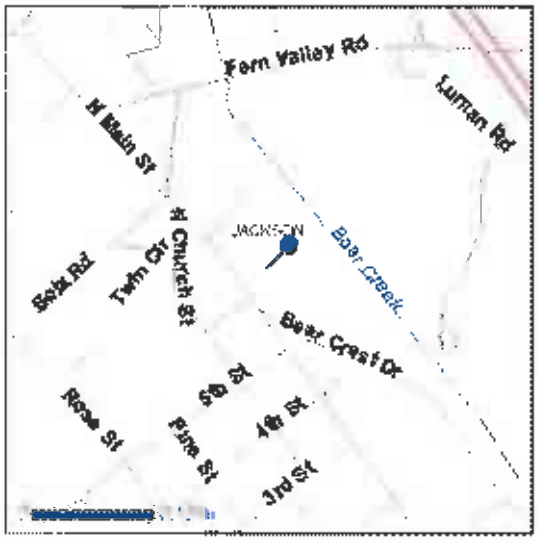
Oregon DEQ Facility Profiler 2.0

[Help] [Close Window]

Facility Summary Report

Return to Site Listing Print Report

Maps



Facility / Site Information for Location 20283

Facility/Site Name:	BI-MOR STATIONS, INC. #2	**Latitude:**	42° 16' 39.4"
Address:	608 N MAIN ST	**Longitude:**	-122° 49' 7.3"
City State Zip:	PHOENIX OR 97535	**Location Accuracy:**	HIGH
		Last Updated:	10/23/2003 4:42:00 PM

Aliases

BI-MOR STATIONS, INC. #2 (PHOENIX GAS) LUST PHOENIX GAS UST

Geographic Features

Township:	T38S-R1W-S10	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Oak-Douglas fir-ponderosa pine-pasture-urban mosaic
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PPEDOM IRR
Drinking Water Source:	CITY OF GOLD HILL				

Oregon DEQ Program Information

Leaking Underground Storage Tanks (LUST)

Log Number	Received	Cleanup Initiated	Cleanup Complete	Type	Heating Oil Tank	UST Facility ID	Status	Detail Information[1]
16-98-0082		12/07/1998		REGULATED		3409	CLEANUP_STARTED	LUST Site Report

Underground Storage Tanks (UST)

UST Facility ID	Permit Number	Installed	Content	Gallons	Status	Reg Cert ND
3409	BJFC	05/02/1974	Gasoline	8000	Active	
3409	BJFD	05/02/1974	Gasoline	6000	Active	
3409	BJFE	05/02/1974	Gasoline	8000	Active	

SIC CODE	SIC Description	PRIMARY
5541	GASOLINE SERVICE STATIONS	N

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

Leaking Underground Storage Tanks (LUST) Site Information

(Use "Back" button on browser to return to previous search results)

Leaking Underground Storage Tank (LUST) Site Information

Basic Incident Information

Log Nbr: 15-98-0082
Status: ACTIVE
Site Name BI-MOR STATIONS, INC. #2 (PHOENIX GAS)
Received Date: 12/7/1998
Address: 608 N MAIN ST
UST Facility Id: 3409
City PHOENIX
Zip Code: 97535
County JACKSON
Site Type:
File Status:
Heating Oil Tank (HOT):
Regulated Tank: YES

Assessment Information

15-98-0082

Cause: OVERFILL
Source: Not Reported
Discovery: OTHER

Media Effected
>Soil

Contaminants Released
>MiscGas

Free Product Removed:
Free Vapor Removed:
CAP Requested:
Delineate Groundwater:
Groundwater Delineated:
CAP Submitted:
Delineate Soil: YES
Soil Delineated:
CAP Approved:
Compliance Monitoring:

Management Information

15-98-0082

Release Stopped Date: 12/7/1998
Cleanup Start Date: 12/7/1998
Cleanup End Date:

Work Reported Information

15-98-0082

Work Reported	Reported By	Reported Date
Soil Matrix Cleanup	Data Conversion 2006	1/5/2000
20 DAY REPORT	Data Conversion 2006	12/29/1998
Soil Matrix Cleanup	Pump Pipe & Tank Services	12/7/1998

This information may not reflect current status of site.
For further detail, refer to the DEQ Regional Office file.

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Oregon DEQ Facility Profiler 2.0

[Help] [Close Window]

Facility Summary Report

Return to Site Listing Print Report

Maps

Facility / Site Information for Location 26908

Facility/Site Name:	PHOENIX ELEMENTARY SCHOOL HOT	**Latitude:**	42° 16' 16.37"
Address:	215 N ROSE	**Longitude:**	-122° 48' 57.22"
City State Zip:	PHEONIX OR 97535	**Location Accuracy:**	HIGH
		Last Updated:	12/22/1998 12:00:00 AM

Aliases

PHOENIX ELEMENTARY SCHOOL HOT LUST

Geographic Features

Township:	T38S-R1W-S10	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and Industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Leaking Underground Storage Tanks (LUST)

Log Number	Received	Cleanup Initiated	Cleanup Complete	Type	Heating Oil Tank	UST Facility ID	Status	Detail Information[1]
15-95-0025		05/13/1995		NON_REGULATED	HEATING_OIL_TANK		CLEANUP_STARTED	LUST Site Report

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

[DEQ's Privacy Notice] [Contact DEQ] [Application Feedback]

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Leaking Underground Storage Tanks (LUST) Site Information

(Use "Back" button on browser to return to previous search results)

Leaking Underground Storage Tank (LUST) Site Information

Basic Incident Information

Log Nbr: **15-95-0025**
Site Name: HEATING OIL TANK
Address: 215 N ROSE
City: PHEONIX
Zip Code: 97535
County: JACKSON
Site Type:
File Status:
Heating Oil Tank (HOT): YES
Regulated Tank:
Status: **ACTIVE**
Received Date: 5/15/1995

Assessment Information

15-95-0025

Cause: NOT REPORTED
Source: Tank
Discovery: DECOMMISSIONING

Media Effected
>Soil

Contaminants Released
>HeatingOil

Free Product Removed:
Free Vapor Removed:
CAP Requested:
Delineate Groundwater:
Groundwater Delineated:
CAP Submitted:
Delineate Soil:
Soil Delineated:
CAP Approved:
Compliance Monitoring:

Management Information

15-95-0025

Release Stopped Date: 5/13/1995
Cleanup Start Date: 5/13/1995
Cleanup End Date:

No Work Reported Information For This Incident

15-95-0025

This information may not reflect current status of site.
For further detail, refer to the DEQ Regional Office file.

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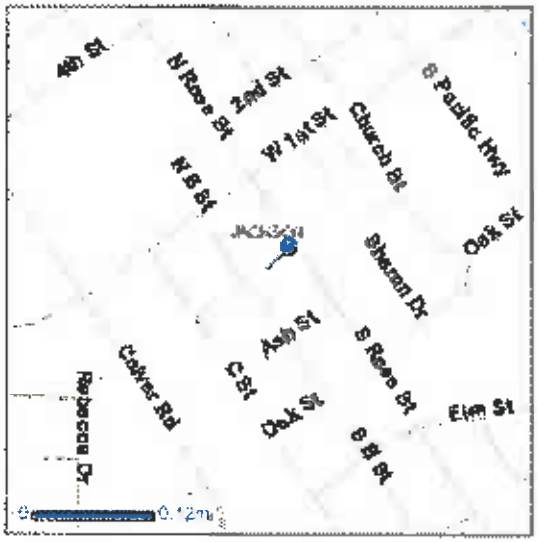
Facility Summary Report

Return to Site Listing Print Report

Maps



Facility / Site Information for Location 25494

Facility/Site Name:	VALLEY OF ROGUE BANK	**Latitude:**	42° 18' 14.66"
Address:	48TH & MAIN	**Longitude:**	-122° 49' 5.16"
City State Zip:	PHOENIX OR 97535	**Location Accuracy:**	
		Last Updated:	4/28/2008 4:35:00 PM

Aliases

VALLEY OF ROGUE BANK LUST

Geographic Features

Township:	T38S-R1W-S10	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Leaking Underground Storage Tanks (LUST)

Log Number	Received	Cleanup Initiated	Cleanup Complete	Type	Heating Oil Tank	UST Facility ID	Status	Detail Information[1]
15-91-0089		09/09/1991		NON_REGULATED			CLEANUP_COMPLETED	LUST Site Report

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

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Leaking Underground Storage Tanks (LUST) Site Information

(Use "Back" button on browser to return to previous search results)

Leaking Underground Storage Tank (LUST) Site Information

Basic Incident Information

Log Nbr: 15-91-0089
Status: CLOSED
Site Name: VALLEY OF ROGUE BANK
Received Date: 7/1/1991
Address: 48TH & MAIN
City: PHOENIX
Zip Code: 97535
County: JACKSON
Site Type:
File Status: No Further Action
Heating Oil Tank (HOT):
Regulated Tank:

Assessment Information

15-91-0089

Cause: UNKNOWN
Source: Not Reported
Discovery: SITE ASSESSMENT

Media Effected
>Soil >GroundWater

Contaminants Released
>MiscGas >Deisel

Free Product Removed:
Free Vapor Removed:
CAP Requested:
Delineate Groundwater:
Groundwater Delineated:
CAP Submitted:
Delineate Soil:
Soil Delineated:
CAP Approved:
Compliance Monitoring:

Management Information

15-91-0089

Release Stopped Date:
Cleanup Start Date: 9/9/1991
Cleanup End Date: 10/25/1991

No Work Reported Information For This Incident

15-91-0089

This information may not reflect current status of site.
For further detail, refer to the DEQ Regional Office file.

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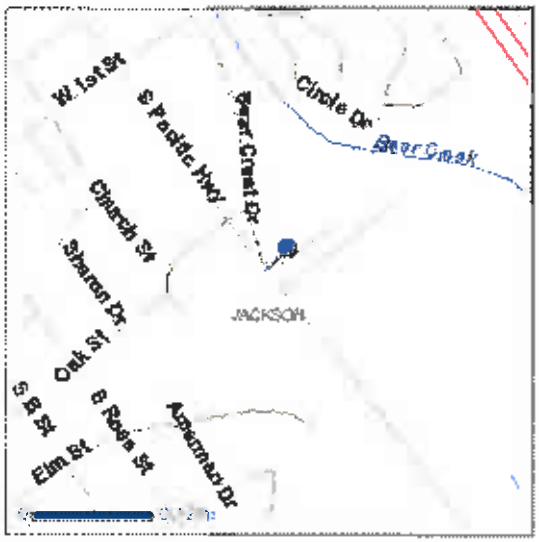
[Help] [Close Window]

Facility Summary Report

Return to Site Listing Print Report

Maps



Facility / Site information for Location 16319

Facility/Site Name:	OREGON ROOF SAVERS	**Latitude:**	42° 16' 15.6"
Address:	3629 S PACIFIC HWY	**Longitude:**	-122° 48' 45"
City State Zip:	PHOENIX OR 97535	**Location Accuracy:**	HIGH
		Last Updated:	3/21/2002 4:35:00 PM

Aliases

OREGON ROOF SAVERS LUST

Geographic Features

Township:	T38S-R1W-S10	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Oak-Douglas fir-ponderosa pine-pasture-urban mosaic
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	FREDOM IRR
Drinking Water Source:	CITY OF GOLD HILL				

Oregon DEQ Program Information

Leaking Underground Storage Tanks (LUST)

Log Number	Received	Cleanup Initiated	Cleanup Complete	Type	Heating Oil Tank	UST Facility ID	Status	Detail Information[1]
15-92-0023		03/16/1992		REGULATED		10986	CLEANUP_COMPLETED	LUST Site Report

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

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Leaking Underground Storage Tanks (LUST) Site Information

(Use "Back" button on browser to return to previous search results)

Leaking Underground Storage Tank (LUST) Site Information

Basic Incident Information

Log Nbr: **15-92-0023**
Site Name: OREGON ROOF SAVERS
Address: 3629 S PACIFIC HWY
City: PHOENIX
Zip Code: 97535
Site Type: Heating Oil Tank (HOT)
File Status: No Further Action
Regulated Tank: YES
Status: **CLOSED**
Received Date: 3/16/1992
UST Facility Id: 10985
County: JACKSON

Assessment Information

15-92-0023

Cause: UNKNOWN
Source: Not Reported
Discovery: DECOMMISSIONING

Media Effected
>Soil >GroundWater

Contaminants Released
>MiscGas

Free Product Removed:
Free Vapor Removed:
CAP Requested:
Delineate Groundwater:
Groundwater Delineated:
CAP Submitted:
Delineate Soil:
Soil Delineated:
CAP Approved:
Compliance Monitoring:

Management Information

15-92-0023

Release Stopped Date: 3/16/1992
Cleanup Start Date: 3/16/1992
Cleanup End Date: 3/30/1992

No Work Reported Information For This Incident

15-92-0023

This information may not reflect current status of site.
For further detail, refer to the DEQ Regional Office file.

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Facility Summary Report

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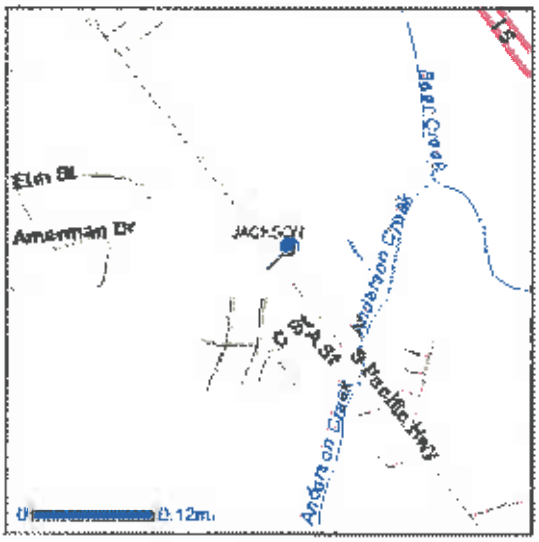
Maps



Facility / Site Information for Location 9217

Facility/Site Name:	PETE'S AUTOMATIC TRANSMISSION	**Latitude:**	42° 18' 4.1"
Address:	4588 S PACIFIC HWY	**Longitude:**	-122° 48' 33.5"
City State Zip:	PHOENIX OR 97534	**Location Accuracy:**	HIGH
		Last Updated:	8/13/2003 2:17:00 PM

Aliases

Pete's Automatic Transmission ECSI

Geographic Features

Township:	T38S-R1W-S10	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	FREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Environmental Cleanup (ECSI)

Operation ID	Start Date	NFA Date	Permit Type	Permit SubType	Status	Detail Information[1]	EPA Number
336	08/23/1986		Contaminated Site		Suspect site requiring further investigation	ECSI Site Report	

ISIC CODE	SIC Description	PRIMARY
7537	AUTO TRANSMISSION REPAIR	Y

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

Land Quality

Environmental Cleanup

DEQ Home > Land Quality > Environmental Cleanup > ECSI > Site Summary

Environmental Cleanup Site Information (ECSI) Database
Site Summary Report - Details for Site ID 336, Pete's Automatic Transmission

This report shows data entered as of January 20, 2011 at 11:26:02 AM

This report contains site details, organized into the following sections: 1) Site Photos (appears only if the site has photos); 2) General Site Information; 3) Site Characteristics; 4) Substance Contamination Information; 5) Investigative, Remedial and Administrative Actions; and 6) Site Environmental Controls (i.e., institutional or engineering controls; appears only if DEQ has applied one or more such controls to the site). A key to certain acronyms and terms used in the report appears at the bottom of the page.

Go to DEQ's Facility Profiler to see a site map as well is information on what other DEQ programs may be active at this site.

General Site Information

Site ID: 336	Site Name: Pete's Automatic Transmission		CERCLIS No:
Address:	4586 - 4590 S Pacific Hwy. Phoenix 97535		
	County: Jackson		Region: Western
Other location information:			
Investigation Status:	Suspect site requiring further investigation		
	Brownfield Site: No	NPL Site: No	Orphan Site: No / Study Area: No
Property:	Twnshp/Range/Sect: 38S , 1W , 10		Tax Lots: 2924
	Latitude: 42.2678 deg.	Longitude: -122.8093 deg.	Site Size:
Other Site Names:			

Site Characteristics

General Site Description:	
Site History:	
Contamination Information:	Responding to a complaint, DEQ personnel discovered both lots at 4586 and 4590 S Pacific Hwy had soil contamination. NOVs were issued to both owner and operator at this site. The complaint and follow-up inspections occurred in early 1987.

Manner and Time of Release:	Operating practice - time of release unknown.
Hazardous Substances/Waste Types:	petroleum
Pathways:	
Environmental/Health Threats:	
Status of Investigative or Remedial Action:	Further investigation required.
Data Sources:	Complaint File Program, SW Region (Medford); Notice of Violation Letter

Substance Contamination Information

Substance	Media Contaminated	Concentration Level	Date Recorded
No information is available			

Investigative, Remedial and Administrative Actions

Action	Start Date	Compl. Date	Resp. Staff	Lead Pgm
Site Screening recommended (EV) (Primary Action)	02/11/1994	02/11/1994	Daniel Crouse	SAS

View Full Report Showing Action History

Key to Certain Acronyms and Terms in this Report:

CERCLIS No.: The U.S. EPA's Hazardous Waste Site identification number, shown only if EPA has been involved at the site.
Region: DEQ divides the state into three regions, Eastern, Northwest, and Western; the regional office shown is responsible for site investigation/cleanup.
NPL Site: Is this site on EPA's National Priority List (i.e., a federal Superfund site)? (Y/N).
Orphan Site: Has DEQ's Orphan Program been active at this site? (Y/N). The Orphan Program uses state funds to clean up high-priority sites where owners and operators responsible for the contamination are absent, or are unable or unwilling to use their own resources for cleanup.
Study Area: Is this site a Study Area? (Y/N). Study Areas are groupings of individual ECSI sites that may be contributing to a larger, area-wide problem. ECSI assigns unique Site ID numbers to both individual sites and to Study Areas.
Pathways: A description of human or environmental resources that site contamination could affect.
Lead Pgm: This column refers to the Cleanup Program affiliation of the DEQ employee responsible for the action shown. SAS or SAP = Site Assessment; VCS or VCP = Voluntary Cleanup; ICP = Independent Cleanup; SRS or SRP = Site Response (enforcement cleanup); ORP = Orphan Program.

You may be able to obtain more information about this site by contacting Daniel Crouse at the Western regional office or via email at crouse.dan@deq.state.or.us. If this does not work, you may contact Gil Wistar at (503) 229-5512, or via email at wistar.gil@deq.state.or.us or contact the Western regional office.

[print version]

For more information about **ECSI** call Gil Wistar at 503-229-5512 or email.

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[Help] [Close Window]

Facility Summary Report

Return to Site Listing Print Report

Maps

Facility / Site Information for Location 40726

Facility/Site Name:	LINDVIG MACHINE SHOP	**Latitude:**	42° 18' 2.8"
Address:	4612 S PACIFIC HWY	**Longitude:**	-122° 48' 31.7"
City State Zip:	PHOENIX OR 97535	**Location Accuracy:**	HIGH
		Last Updated:	8/29/2007 9:10:25 AM

Aliases

Lindvig Machine Shop ECSI

Geographic Features

Township:	T38S-R1W-S10	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Environmental Cleanup (ECSI)

Operation ID	Start Date	NFA Date	Permit Type	Permit SubType	Status	Detail Information[1]	EPA Number
2286	11/30/1998		Contaminated Site		Suspect site requiring further investigation	ECSI Site Report	

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

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Land Quality

Environmental Cleanup

DEQ Home > Land Quality > Environmental Cleanup > ECSI > Site Summary

Environmental Cleanup Site Information (ECSI) Database
Site Summary Report - Details for Site ID 2286, Lindvig Machine Shop

This report shows data entered as of January 20, 2011 at 11:27:42 AM

This report contains site details, organized into the following sections: 1) Site Photos (appears only if the site has photos); 2) General Site Information; 3) Site Characteristics; 4) Substance Contamination Information; 5) Investigative, Remedial and Administrative Actions; and 6) Site Environmental Controls (i.e., institutional or engineering controls; appears only if DEQ has applied one or more such controls to the site). A key to certain acronyms and terms used in the report appears at the bottom of the page.

Go to DEQ's Facility Profiler to see a site map as well is information on what other DEQ programs may be active at this site.

General Site Information

Site ID: 2286	Site Name: Lindvig Machine Shop		CERCLIS No:
Address:	4612 S Pacific Hwy. Phoenix 97535		
	County: Jackson		Region: Western
Other location Information:			
Investigation Status:	Suspect site requiring further investigation		
	Brownfield Site: No	NPL Site: No	Orphan Site: No / Study Area: No
Property:	Twnshp/Range/Sect: 38S , 1W , 15		Tax Lots: TL 2900
	Latitude: 42.2674 deg.	Longitude: -122.8088 deg.	Site Size: 1.72 acres
Other Site Names:			

Site Charecteristics

General Site Description:	
Site History:	
Contamination Information:	Oily wastewaters allowed to discharge to on-site soils. Sludges from oil/water separator contain PAHs, VOCs, and metals.
Manner and Time of Release:	Parts cleaning activities over last 13 years of operation. Oily wastewaters directed to oil/water separator with direct discharge to on-site soils via perforated drain line.

Hazardous Substances/Waste Types:	
Pathways:	Primary pathway of concern is direct contact. Impacts via the groundwater and surface water pathways are not anticipated.
Environmental/Health Threats:	
Status of Investigative or Remedial Action:	Site screening recommending XPA with medium priority.
Data Sources:	

Substance Contamination Information

Substance	Media Contaminated	Concentration Level	Date Recorded
No information is available			

Investigative, Remedial and Administrative Actions

Action	Start Date	Compl. Date	Resp. Staff	Lead Pgm
State Expanded Preliminary Assessment recommended (XPA) (Primary Action)	02/02/1999	02/02/1999	Steven Nichols	SAS

View Full Report Showing Action History

Key to Certain Acronyms and Terms in this Report:

CERCLIS No.: The U.S. EPA's Hazardous Waste Site Identification number, shown only if EPA has been involved at the site.
Region: DEQ divides the state into three regions, Eastern, Northwest, and Western; the regional office shown is responsible for site investigation/cleanup.
NPL Site: Is this site on EPA's National Priority List (i.e., a federal Superfund site)? (Y/N).
Orphan Site: Has DEQ's Orphan Program been active at this site? (Y/N). The Orphan Program uses state funds to clean up high-priority sites where owners and operators responsible for the contamination are absent, or are unable or unwilling to use their own resources for cleanup.
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Pathways: A description of human or environmental resources that site contamination could affect.
Lead Pgm: This column refers to the Cleanup Program affiliation of the DEQ employee responsible for the action shown. SAS or SAP = Site Assessment; VCS or VCP = Voluntary Cleanup; ICP = Independent Cleanup; SRS or SRP = Site Response (enforcement cleanup); ORP = Orphan Program.

You may be able to obtain more information about this site by contacting Steven Nichols at the Western regional office or via email at nichols.steve@deq.state.or.us. If this does not work, you may contact Gil Wistar at (503) 229-5512, or via email at wistar.gil@deq.state.or.us or contact the Western regional office.

[print version]

For more information about **ECSI** call Gil Wistar at 503-229-5512 or email.

For more information about **DEQ's Land Quality Division and its programs**, see the contact page.

Oregon Department of Environmental Quality
Headquarters: 811 Sixth Ave., Portland, OR 97204-1390

Oregon DEQ Facility Profiler 2.0

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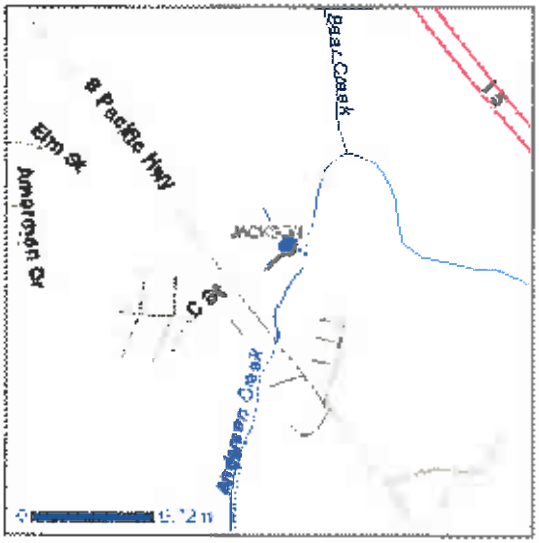
Facility Summary Report

Return to Site Listing Print Report

Maps



Facility / Site Information for Location 348

Facility/Site Name:	BERRYS AUTO BODY	**Latitude:**	42° 16' 2.64"
Address:	4594 S PACIFIC HWY	**Longitude:**	-122° 48' 27.72"
City State Zip:	PHOENIX OR 97535	**Location Accuracy:**	HIGH
		Last Updated:	3/31/1999 12:00:00 AM

Aliases

Berrys Auto Body HazWaste

Geographic Features

Township:	T38S-R1W-S10	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM :RR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Hazardous Waste (HazWaste)

Identifier	Start Date	Effective Date	Review Date	NFA Date	Type	Sub Type	Detail Information[1]	EPA Number
6561	04/01/1992	12/31/2007			Generator	CEG	HW Site Report	ORD107962938

SIC CODE	SIC Description	PRIMARY
7532	TOP, BODY, UPHOLSTERY REPAIR	N

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

[DEQ's Privacy Notice] [Contact DEQ] [Application Feedback]

Oregon DEQ Hazardous Waste Site Report

[Close Report]

EPA ID:	ORD107962938		*Active*
Common Name:	Berrys Auto Body		
Employee count:	10	**Activity Start:**	4/1/1992
Location:	4594 S PACIFIC HWY PHOENIX OR 97535 JACKSON County		
Latitude:	42.2674 42° 16' 2.6400"	**Longitude:**	-122.8077 -122° 48' 27.7200"
SIC Codes:	7532 - TOP, BODY, UPHOLSTERY REPAIR		

Facility is a Hazardous Waste Generator
Current Status: CEG as of 12/31/2003

Hazardous Waste Generation Reporting History

Report Year	Generator Status	Number of Waste Streams	Tons Generated	Sent Date	Received Date
2003	CEG	0		12/24/2003	06/24/2004
2002	CEG	0		12/24/2002	02/10/2003
2001		0		12/26/2001	03/04/2002
2001	CEG	0		12/26/2001	03/04/2002
2000	CEG	0		01/05/2001	01/11/2001
1999	CEG	0		01/06/2000	01/14/2000
1998	CEG	0		01/15/1999	02/01/1999
1997	CEG	0		12/29/1997	03/23/1996
1996	CEG	0		12/30/1996	02/03/1997
1995	CEG	0		12/27/1995	01/18/1996
1994	CEG	0		12/30/1994	03/06/1995
1993	SQG	1	0.473	12/30/1993	05/25/1994

Waste Stream: Waste paint related material Paints and paint thinners **Source:** Painting

Waste Codes: D001, D008, F003, F005 **CAS Codes:**

Form: Paint thinner or petroleum distillates

Reported: 1041.00 LB = 473.00 KG **Managed Onsite:** 0.00 KG

Shipments:

10/01/1993	83155	ORD981766124	768.00 LB	Thin film evaporation
11/02/1993	88337	ORD981766124	123.00 LB	Thin film evaporation
11/24/1993	12223	ORD981766124	27.00 LB	Thin film evaporation
12/21/1993	66866	ORD981766124	123.00 LB	Thin film evaporation

1992	CEG	0		12/29/1992	01/22/1993
1991	CEG	0		11/01/1991	04/01/1992

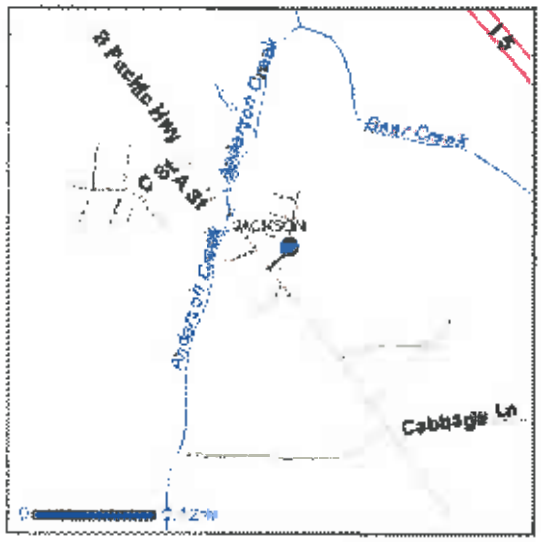
Oregon DEQ Facility Profiler 2.0

[Help] [Close Window]

Facility Summary Report

Return to Site Listing Print Report

Maps



Facility / Site Information for Location 47428

Facility/Site Name:	SUMMIT FORREST INC	**Latitude:**	42° 15' 56"
Address:	5065 S PACIFIC HWY	**Longitude:**	-122° 48' 24.12"
City State Zip:	PHOENIX OR 97535-8805	**Location Accuracy:**	HIGH
		Last Updated:	8/19/2004 3:27:26 PM

Aliases

Summit Forrest Inc HazWaste

Geographic Features

Township:	T38S-R1W-S14	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Hazardous Waste (HazWaste)

Identifier	Start Date	Effective Date	Review Date	NFA Date	Type	Sub Type	Detail Information[1]	EPA Number
349	11/05/2002	06/05/2003		12/31/2002	Generator	CEG	HW Site Report	ORQ000021634

SIC CODE	SIC Description	PRIMARY
811	TIMBER TRACTS	N

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
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Oregon DEQ Hazardous Waste Site Report

[Close Report]

EPA ID:	ORQ000021634		*Inactive (12/31/2002)*
Common Name:	Summit Forrest Inc		
Employee count:	1	**Activity Start:**	11/5/2002
Location:	5065 S PACIFIC HWY PHOENIX OR 97535 JACKSON County		
Latitude:	42.2657 42° 15' 56.0000"	**Longitude:**	-122.8067 -122° 48' 24.1200"
SIC Codes:	811 - TIMBER TRACTS		

Facility is a Hazardous Waste Generator
Current Status: CEG as of 6/5/2003

Hazardous Waste Generation Reporting History

Report Year	Generator Status	Number of Waste Streams	Tons Generated	Sent Date	Received Date
2002	CEG	0		12/24/2002	06/05/2003

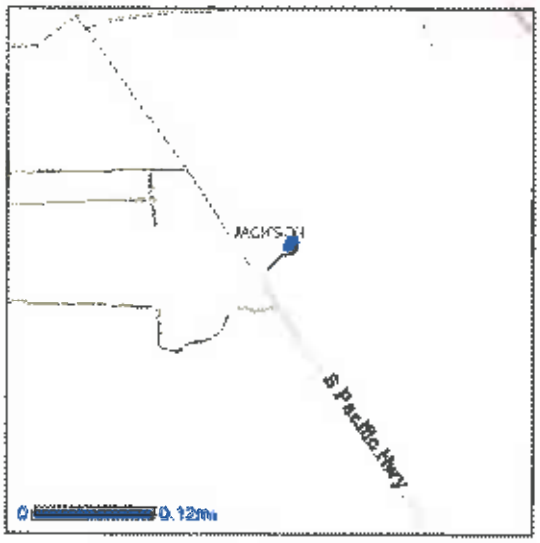
Oregon DEQ Facility Profiler 2.0

[Help] [Close Window]

Facility Summary Report

Return to Site Listing Print Report

Maps



Facility / Site Information for Location 1473

Facility/Site Name:	US WEST COMMUNICATIONS, INC.	**Latitude:**	42° 15' 36.4"
Address:	5143 S PACIFIC HWY	**Longitude:**	-122° 48' 2.5"
City State Zip:	PHOENIX OR 97535-8808	**Location Accuracy:**	HIGH
		Last Updated:	3/8/2006 1:06:00 PM

Aliases

QWEST - PHOENIX CO (R00202)	UST	USWCOM Phoenix CO 202	HazWaste
USWEST -PHOENIX C O - 010202	LUST		

Geographic Features

Township:	T38S-R1W-S14	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Leaking Underground Storage Tanks (LUST)

Log Number	Received	Cleanup Initiated	Cleanup Complete	Type	Heating Oil Tank	UST Facility ID	Status	Detail Information[1]
15-96-0059		10/22/1996		REGULATED		6035	CLEANUP_COMPLETED	LUST Site Report

Underground Storage Tanks (UST)

UST Facility ID	Permit Number	Installed	Content	Gallons	Status	Reg Cert NO
6035	BDHFK	02/17/1997	Diesel	1000	Active	15-6035-2010-OPER

SIC CODE	SIC Description	PRIMARY
4813	PHONE COMM, EXCEPT RADIOTELEPHN	

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

Leaking Underground Storage Tanks (LUST) Site Information

(Use "Back" button on browser to return to previous search results)

Leaking Undarground Storage Tank (LUST) Site Information

Basic Incident Information

Log Nbr: **15-96-0059**
Status: **CLOSED**
Site Name: USWEST - PHOENIX C O - 010202
Received Date: 10/23/1996
Address: 5143 PACIFIC HWY S
UST Facility Id: 6035
City: PHOENIX
Zip Code: 97535
County: JACKSON
Site Type:
File Status: No Further Action
Heating Oil Tank (HOT):
Regulated Tank: YES

Assessment Information

15-96-0059

Cause: OTHER
Source: Not Reported
Discovery: DECOMMISSIONING

Media Effected
>Soil >GroundWater

Contaminants Released
>Deisel

Free Product Removed:
Free Vapor Removed:
CAP Requested:
Delineate Groundwater:
Groundwater Delineated:
CAP Submitted:
Delineate Soil:
Soil Delineated:
CAP Approved:
Compliance Monitoring:

Management Information

15-96-0059

Release Stopped Date: 10/22/1996
Cleanup Start Date: 10/22/1996
Cleanup End Date: 7/28/1997

No Work Reported Information For This Incident

15-96-0059

This information may not reflect current status of site.
For further detail, refer to the DEQ Regional Office file.

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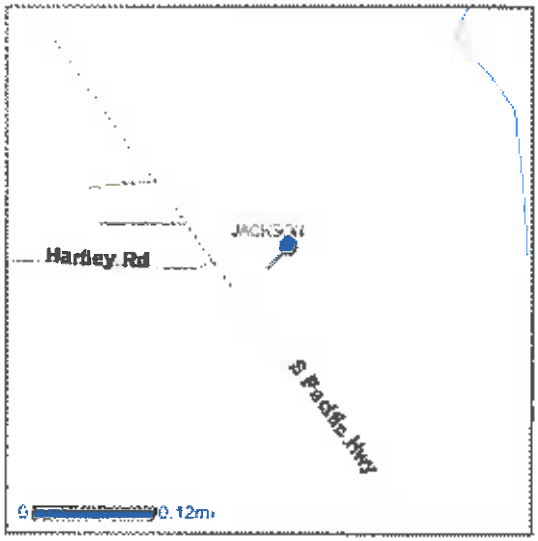
Facility Summary Report

Return to Site Listing Print Report

Maps



Facility / Site Information for Location 23804

Facility/Site Name:	JACKSON CNTY DPW, PHOENIX TALENT SHOP	**Latitude:**	42° 15' 15.1"
Address:	5595 S PACIFIC HWY	**Longitude:**	-122° 47' 39.1"
City State Zip:	PHOENIX OR 97535	**Location Accuracy:**	HIGH
		Last Updated:	9/20/2004 12:52:00 PM

Aliases

JACKSON CNTY DPW, PHOENIX TALENT SHOP UST

Geographic Features

Township:	T38S-R1W-S23	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Underground Storage Tanks (UST)

UST Facility ID	Permit Number	Installed	Content	Gallons	Status	Reg Cert NO
8564	ADKGA	11/23/1987	Diesel	5000	Active	15-8564-2010-OPER
8564	ADKGB	11/23/1987	Gasoline	2500	Active	15-8564-2010-OPER

SIC CODE	SIC Description	PRIMARY
9199	OTHER GENERAL GOVERNMENT	N

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

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Oregon DEQ Facility Profiler 2.0

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Facility Summary Report

Return to Site Listing Print Report

Maps

Facility / Site Information for Location 16507

Facility/Site Name:	YATES, DEAN	**Latitude:**	42° 15' 1.44"
Address:	5800 S PACIFIC HWY	**Longitude:**	-122° 47' 30.12"
City State Zip:	PHOENIX OR 97535	**Location Accuracy:**	HIGH
		Last Updated:	1/23/2003 8:10:00 AM

Aliases

YATES, DEAN LUST

Geographic Features

Township:	T38S-R1W-S23	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and Industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Leaking Underground Storage Tanks (LUST)

Log Number	Received	Cleanup Initiated	Cleanup Complete	Type	Heating Oil Tank	UST Facility ID	Status	Detail Information[1]
15-93-0105		10/21/1993		REGULATED		10747	CLEANUP_STARTED	LUST Site Report

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More information on this location

Oregon DEQ Neighborhood info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
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Leaking Underground Storage Tanks (LUST) Site Information

(Use "Back" button on browser to return to previous search results)

Leaking Underground Storage Tank (LUST) Site Information

Basic Incident Information

Log Nbr: **15-93-0105**
Site Name YATES, **DEAN**
Address: **5800 S** PACIFIC HWY
City: TALENT
Site Type:
Heating Oil Tank (HOT):

Zip Code: 97540
File Status:
Regulated Tank: YES

Status: **ACTIVE**
Received Date: 10/21/1993
UST Facility Id: 10747
County: JACKSON

Assessment Information

15-93-0105

Cause: NOT REPORTED
Source: Piping
Discovery: DECOMMISSIONING

Media Effected
>Soil >GroundWater

Contaminants Released
>MiscGas

Free Product Removed:
Delineate Groundwater:
Delineate Soil:

Free Vapor Removed:
Groundwater Delineated:
Soil Delineated:
Compliance Monitoring:

CAP Requested:
CAP Submitted:
CAP Approved:

Management Information

15-93-0105

Release Stopped Date: 10/21/1993
Cleanup Start Date: 10/21/1993
Cleanup End Date:

No Work Reported Information For This Incident

15-93-0105

This information may not reflect current status of site.
For further detail, refer to the DEQ Regional Office file.

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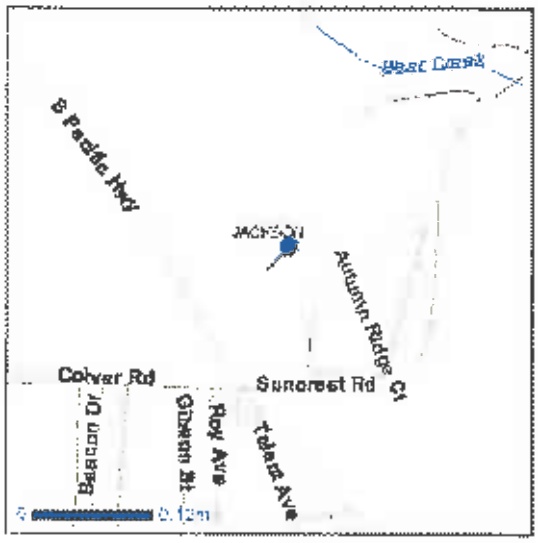
Facility Summary Report

Return to Site Listing Print Report

Maps



Facility / Site Information for Location 4482

Facility/Site Name:	ASSOCIATED FRUIT CO.	**Latitude:**	42° 15' 0"
Address:	2518 S PACIFIC HWY	**Longitude:**	-122° 47' 20.0399"
City State Zip:	TALENT OR 97540	**Location Accuracy:**	MEDIUM
		Last Updated:	4/24/2000 12:00:00 AM

Aliases

Bear Creek Orchard Comp Fac TERMINATED SWIFT

Geographic Features

Township:	T38S-R1W-S23	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Solid Waste (SWIFT)

File Number	Permit Number	Start Date	Issued Date	Expiration Date	Activity Closed	Type	Class	Status	Detail Information[1]
111985	1249	03/25/2003	10/07/2002	03/31/2008	08/11/2004	Compost General	Compost	Terminated	SWIFT Detail Report

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
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[Help] [Close Window]

Facility Summary Report

Return to Site Listing Print Report

Maps

Facility / Site Information for Location 20833

Facility/Site Name:	TALENT GAS-4-LESS #9400	**Latitude:**	42° 14' 52.1"
Address:	21 TALENT AVE	**Longitude:**	-122° 47' 19"
City State Zip:	TALENT OR 97540	**Location Accuracy:**	HIGH
		Last Updated:	2/11/2010 3:51:26 PM

Aliases

Talent 76 #183	UST	TALENT EXXON/GAS "4" LESS	LUST
TALENT GAS-4-LESS #9400	LUST		

Geographic Features

Township:	T38S-R1W-S0	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and Industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:					

Oregon DEQ Program Information

Leaking Underground Storage Tanks (LUST)

Log Number	Received	Cleanup Initiated	Cleanup Complete	Type	Heating Oil Tank	UST Facility ID	Status	Detail Information[1]
15-91-0013		03/08/1991		REGULATED		4234	CLEANUP_COMPLETED	LUST Site Report
15-93-0043		08/03/1997		REGULATED		4234	CLEANUP_COMPLETED	LUST Site Report

Underground Storage Tanks (UST)

UST Facility ID	Permit Number	Installed	Content	Gallons	Status	Reg Cert NO
4234	BCFFJ	05/15/1993	Gasoline	15000	Active	15-4234-2010-OPER
4234	BCFGA	05/15/1993	Diesel	8000	Active	15-4234-2010-OPER
4234	BCFGK	05/15/1993	Gasoline	8000	Active	15-4234-2010-OPER

SIC CODE	SIC Description	PRIMARY

Leaking Underground Storage Tanks (LUST) Site Information

(Use "Back" button on browser to return to previous search results)

Leaking Underground Storage Tank (LUST) Site Information

Basic Incident Information

Log Nbr: 15-91-0013
Status: CLOSED
Site Name: TALENT EXXON/GAS "4" LESS
Received Date: 3/8/1991
Address: 21 TALENT AVE
UST Facility Id: 4234
City: TALENT
Zip Code: 97540
County: JACKSON
Site Type:
File Status: No Further Action
Heating Oil Tank (HOT):
Regulated Tank: YES

Assessment Information

15-91-0013

Cause: OVERFILL
Source: Not Reported
Discovery: DECOMMISSIONING

Media Effected
>Soil

Contaminants Released
>Waste Oil

Free Product Removed:
Free Vapor Removed:
CAP Requested:
Delineate Groundwater:
Groundwater Delineated:
CAP Submitted:
Delineate Soil:
Soil Delineated:
CAP Approved:
Compliance Monitoring:

Management Information

15-91-0013

Release Stopped Date: 3/8/1991
Cleanup Start Date: 3/8/1991
Cleanup End Date: 9/15/1993

No Work Reported Information For This Incident

15-91-0013

This information may not reflect current status of site.
For further detail, refer to the DEQ Regional Office file.

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Leaking Underground Storage Tanks (LUST) Site Information

Home > Programs >LUST Program Information > LUST Database

(Use "Back" button on browser to return to previous search results)

Leaking Underground Storage Tank (LUST) Site Information

Basic Incident Information

Log Nbr: 15-93-0043
Status: CLOSED
Site Name: TALENT GAS-4-LESS #9400
Received Date: 5/19/1993
Address: 21 TALENT AVE
UST Facility Id: 4234
City: TALENT
Zip Code: 97540
County: JACKSON
Site Type:
File Status: No Further Action
Heating Oil Tank (HOT):
Regulated Tank: YES

Assessment Information

15-93-0043

Cause: UNKNOWN
Source: Not Reported
Discovery: DECOMMISSIONING

Media Effected
>Soil >GroundWater

Contaminants Released
>Unknown

Free Product Removed:
Free Vapor Removed:
CAP Requested:
Delineate Groundwater:
Groundwater Delineated:
CAP Submitted:
Delineate Soil:
Soil Delineated:
CAP Approved:
Compliance Monitoring:

Management Information

15-93-0043

Release Stopped Date:
Cleanup Start Date: 8/1/1997
Cleanup End Date: 5/19/1998

No Work Reported Information For This Incident

15-93-0043

This information may not reflect current status of site.
For further detail, refer to the DEQ Regional Office file.

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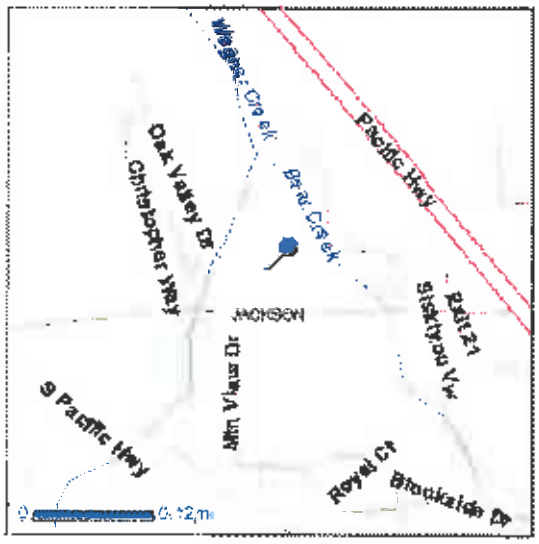
[Help] [Close Window]

Facility Summary Report

Return to Site Listing Print Report

Maps



Facility / Site Information for Location 45938

Facility/Site Name:	TALENT TRUCK STOP INC	**Latitude:**	42° 14' 46"
Address:	251 VALLEY VIEW RD	**Longitude:**	-122° 46' 43.7"
City State Zip:	TALENT OR 97540	**Location Accuracy:**	HIGH
		Last Updated:	8/28/2007 1:47:07 PM

Aliases

B&H Truck Wash	ECSI	Talent Truck Stop, Inc.	ECSI

Geographic Features

Township:	T38S-R1W-S23	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and Industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Environmental Cleanup (ECSI)

Operation ID	Start Date	NFA Date	Permit Type	Permit SubType	Status	Detail Information[1]	EPA Number
3378	06/25/2002		Contaminated Site		Suspect site requiring further investigation	ECSI Site Report	

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood Info (by region/county)
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Land Quality

Environmental Cleanup

Environmental Cleanup Site Information (ECSI) Database
Site Summary Report - Details for Site ID 3378, Talent Truck Stop, Inc.

This report shows data entered as of January 21, 2011 at 7:11:07 AM

This report contains site details, organized into the following sections: 1) Site Photos (appears only if the site has photos); 2) General Site Information; 3) Site Characteristics; 4) Substance Contamination Information; 5) Investigative, Remedial and Administrative Actions; and 6) Site Environmental Controls (i.e., institutional or engineering controls; appears only if DEQ has applied one or more such controls to the site). A key to certain acronyms and terms used in the report appears at the bottom of the page.

Go to DEQ's Facility Profiler to see a site map as well is information on what other DEQ programs may be active at this site.

General Site Information

Site ID: 3378	Site Name: Talent Truck Stop, Inc.		CERCLIS No:
Address:	251 Valley View Rd. Talent 97540		
	County: Jackson		Region: Western
Other location Information:			
Investigation Status:	Suspect site requiring further investigation		
	Brownfield Site: No	NPL Site: No	Orphan Site: No / Study Area: No
Property:	Twnshp/Range/Sect: 38S , 1W , 23		Tax Lots:
	Latitude: 42.2461 deg.	Longitude: -122.7788 deg.	Site Size:
Other Site Names:	B&H Truck Wash		

Site Characteristics

General Site Description:	
Site History:	
Contamination Information:	The fire department responded to a sheen that smelled like diesel on Bear Creek. Booms were discovered in the water. While excavating, pipelines from Talent Truck Stop's above-ground storage tanks were also found.

Manner and Time of Release:	Leaking pipe(s) from above-ground storage tank.
Hazardous Substances/Waste Types:	Diesel fuel
Pathways:	Groundwater and surface water are the pathways of greatest concern.
Environmental/Health Threats:	
Status of Investigative or Remedial Action:	Pipe pressure tests on 6/18/02 and 6/21/02 failed. Site has been referred from spills to cleanup. (11/18/02 CPJ) Approximately 2000 gallons of diesel was collected from on-site trenches between June 2002 and Sept. 2002. (6/24/05 PSR/SAS) The responsible party worked with DEQ in 2002 to mitigate the spill. Work stopped around the end of 2002, however. Site status currently unknown. DEQ recommends a site screening to determine the priority for further state action. (2/2/06 M2C/SAS) After reviewing information available for the Talent Truck Stop, Inc. site, DEQ finds that further action is required to assess the full extent and impact of hazardous substances present and potentially present at the Site. At this time the full extent of contamination is not known. DEQ has no records of soil or groundwater samples collected from the spill site and analyzed for diesel and diesel constituents. Thus the significance of the environmental impact is uncertain. Further and more comprehensive assessment is required in the following areas: 1. Underground piping. Subsurface soils and groundwater have not been evaluated for contaminants associated with diesel including, TPH, PAHs, and BTEX. 2. Wagner Creek and Bear Creek. Creek sediments have not been evaluated for contaminants associated with diesel. 3. Other areas of potential concern. Evaluate other areas where diesel spillage could have occurred including areas of product off-loading and fuel dispensing. Based on potential human health and environmental impacts, the priority for further DEQ action is considered a medium. (2/24/06 DEH/SAS) DEQ received notification from Talent Truck Stop that they will conduct further environmental work independent of DEQ oversight. There is no agreement for DEQ oversight in place. DEQ may further evaluate the site in the future as priorities and staffing allow.
Data Sources:	

Substance Contamination Information

Substance	Media Contaminated	Concentration Level	Date Recorded
DIESEL - FUEL OIL	Surface Water	6/25/02 - 3600 ppm	
GASOLINE	Surface Water	6/25/02 - 160 ppm	

Investigative, Remedial and Administrative Actions

Action	Start Date	Compl. Date	Resp. Staff	Lead Pgm

State Basic Preliminary Assessment recommended (PA) (Primary Action)	02/08/2006 02/08/2006	Mary Camarata	SAS

View Full Report Showing Action History

Key to Certain Acronyms and Terms in this Report:

CERCLIS No.: The U.S. EPA's Hazardous Waste Site identification number, shown only if EPA has been involved at the site.
Region: DEQ divides the state into three regions, Eastern, Northwest, and Western; the regional office shown is responsible for site investigation/cleanup.
NPL Site: Is this site on EPA's National Priority List (i.e., a federal Superfund site)? (Y/N).
Orphan Site: Has DEQ's Orphan Program been active at this site? (Y/N). The Orphan Program uses state funds to clean up high-priority sites where owners and operators responsible for the contamination are absent, or are unable or unwilling to use their own resources for cleanup.
Study Area: Is this site a Study Area? (Y/N). Study Areas are groupings of individual ECSI sites that may be contributing to a larger, area-wide problem. ECSI assigns unique Site ID numbers to both individual sites and to Study Areas.
Pathways: A description of human or environmental resources that site contamination could affect.
Lead Pgm: This column refers to the Cleanup Program affiliation of the DEQ employee responsible for the action shown. SAS or SAP = Site Assessment; VCS or VCP = Voluntary Cleanup; ICP = Independent Cleanup; SRS or SRP = Site Response (enforcement cleanup); ORP = Orphan Program.

You may be able to obtain more information about this site by contacting Mary Camarata at the Western regional office or via email at camarata.mary@deq.state.or.us. If this does not work, you may contact Gil Wistar at (503) 229-5512, or via email at wistar.gil@deq.state.or.us or contact the Western regional office.

[print version]

For more information about **ECSI** call Gil Wistar at 503-229-5512 or email.

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Oregon Department of Environmental Quality
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Oregon DEQ Facility Profiler 2.0

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Facility Summary Report

Return to Site Listing Print Report

Maps

Facility / Site information for Location 24055

Facility/Site Name:	TALENT MAIN STREET MARKET	**Latitude:**	42° 14' 44.5"
Address:	102 TALENT AVE	**Longitude:**	-122° 47' 16.4"
City State Zip:	TALENT OR 97540	**Location Accuracy:**	HIGH
		Last Updated:	11/16/2006 10:44:00 AM

Aliases

TALENT MAIN STREET MARKET LUST

Geographic Features

Township:	T38S-R1W-S0	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and Industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Leaking Underground Storage Tanks (LUST)

Log Number	Received	Cleanup Initiated	Cleanup Complete	Type	Heating Oil Tank	UST Facility ID	Status	Detail Information[1]
15-92-0087		10/08/1992		REGULATED		8926	CLEANUP_COMPLETED	LUST Site Report

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

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Leaking Underground Storage Tanks (LUST) Site Information

(Use "Back" button on browser to return to previous search results)

Leaking Underground Storage Tank (LUST) Site Information

Basic Incident Information

Log Nbr: 15-92-0067
Status: CLOSED
Site Name: TALENT MAIN STREET MARKET
Received Date: 10/9/1992
Address: 102 TALENT AVENUE
UST Facility Id: 8926
City: TALENT
Zip Code: 97540
County: JACKSON
Site Type:
File Status: No Further Action
Heating Oil Tank (HOT):
Regulated Tank: YES

Assessment Information

15-92-0067

Cause: OTHER
Source: Not Reported
Discovery: DECOMMISSIONING

Media Effected
>Soil

Contaminants Released
>MiscGas

Free Product Removed:
Free Vapor Removed:
CAP Requested:
Delineate Groundwater:
Groundwater Delineated:
CAP Submitted:
Delineate Soil:
Soil Delineated:
CAP Approved:
Compliance Monitoring:

Management Information

15-92-0067

Release Stopped Date 10/8/1992
Cleanup Start Date: 10/8/1992
Cleanup End Date: 2/10/1997

No Work Reported Information For This Incident

15-92-0067

This information may not reflect current status of site.
For further detail, refer to the DEQ Regional Office file.

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Facility Summary Report

Return to Site Listing Print Report

Maps

Facility / Site Information for Location 9834

Facility/Site Name:	ARCO PRODUCTS CO FAC 5959	**Latitude:**	42° 14' 45.2"
Address:	301 VALLEYVIEW RD W	**Longitude:**	-122° 46' 39"
City State Zip:	TALENT OR 97540	**Location Accuracy:**	HIGH
		Last Updated:	2/12/2010 7:47:11 AM

Aliases

ARCO Products Co 5959 HazWaste TALENT #2 UST

Geographic Features

Township:	T38S-R1W-S23	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and Industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:					

Oregon DEQ Program Information

Underground Storage Tanks (UST)

UST Facility ID	Permit Number	Installed	Content	Gallons	Status	Reg Cert NO
11421	BDAFC	11/18/1994	Gasoline	10000	Active	15-11421-2010-OPER
11421	BDAFD	11/18/1994	Gasoline	10000	Active	15-11421-2010-OPER
11421	BDAFE	11/18/1994	Gasoline	10000	Active	15-11421-2010-OPER
11421	BDAFF	11/18/1994	Diesel	10000	Active	15-11421-2010-OPER

SIC CODE	SIC Description	PRIMARY
5411	GROCERY STORES	N

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

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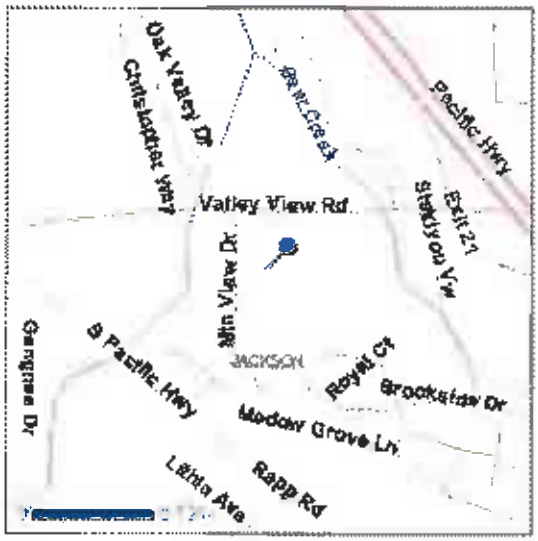
Facility Summary Report

Return to Site Listing Print Report

Maps



Facility / Site Information for Location 3420

Facility/Site Name:	WALMART STORES INC	**Latitude:**	42° 14' 40.9"
Address:	300 W VALLEY VIEW RD	**Longitude:**	-122° 46' 43.3"
City State Zip:	TALENT OR 97540	**Location Accuracy:**	HIGH
		Last Updated:	4/21/2004 2:33:00 PM

Aliases

Wal-Mart Store #2069	HazWaste	WalMart 2069	HazWaste
Walmart Store #2069	HazWaste	WalMart Store 2069	HazWaste

Geographic Features

Township:	T38S-R1W-S0	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and Industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Hazardous Waste (HazWaste)

Identifier	Start Date	Effective Date	Review Date	NFA Date	Type	Sub Type	Detail Information[1]	EPA Number
1580	08/26/1993	09/29/2010			Generator	SQG	HW Site Report	ORD987202355

SIC CODE	SIC Description	PRIMARY
5399	MISC GENERAL MERCHANDISE	N

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

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Oregon DEQ Hazardous Waste Site Report

[Close Report]

EPA ID:	ORD987202355		*Active*
Common Name:	Walmart Store #2089		
Employee count:	156	**Activity Start:**	8/26/1993
Location:	300 W VALLEY VIEW RD TALENT OR 97540 JACKSON County		
Latitude:	42.2447 42° 14' 40.9000"	**Longitude:**	-122.7787 -122° 46' 43.3000"
SIC Codes:	5399 - MISC GENERAL MERCHANDISE		

Facility is a Hazardous Waste Generator
Current Status: SQG as of 9/29/2010

Hazardous Waste Generation Reporting History

Report Year	Generator Status	Number of Waste Streams	Tons Generated	Sent Date	Received Date
2009	CEG	0		12/10/2009	02/25/2010
2008	CEG	0		12/17/2008	02/27/2009
2007	CEG	0			02/27/2008
2002	CEG	0		12/24/2002	06/04/2003
2001	CEG	0		12/26/2001	07/03/2002
2000	CEG	0		01/05/2001	03/12/2001
1999	CEG	0		01/06/2000	02/01/2000
1998	CEG	0		01/15/1999	04/16/1999
1997	CEG	0		12/29/1997	02/24/1998
1996	CEG	0		12/30/1996	02/12/1997
1995	CEG	0		12/27/1995	01/19/1996
1994	CEG	0		12/30/1994	06/16/1995
1993	CEG	0		12/30/1993	01/18/1994

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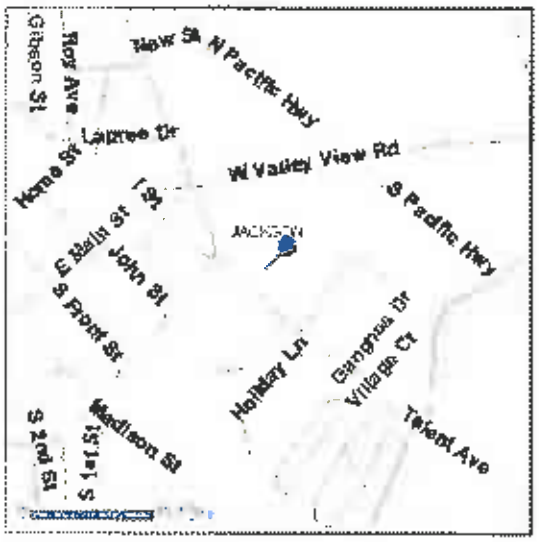
Facility Summary Report

Return to Site Listing Print Report

Maps



Facility / Site Information for Location 14564

Facility/Site Name:	STARK, JERRY	**Latitude:**	42° 14' 36"
Address:	200 TALENT AVE	**Longitude:**	-122° 47' 8.88"
City State Zip:	TALENT OR 97540	**Location Accuracy:**	HIGH
		Last Updated:	8/19/2004 3:27:28 PM

Aliases

TRW/MY THREE SONS LUST

Geographic Features

Township:	T38S-R1W-S28	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Urban and industrial
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:		CITY OF GOLD HILL			

Oregon DEQ Program Information

Leaking Underground Storage Tanks (LUST)

Log Number	Received	Cleanup Initiated	Cleanup Complete	Type	Heating Oil Tank	UST Facility ID	Status	Detail Information[1]
15-93-0072		08/31/1993		REGULATED		10551	CLEANUP_STARTED	UST Site Report

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
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Leaking Underground Storage Tanks (LUST) Site Information

(Use "Back" button on browser to return to previous search results)

Leaking Underground Storage Tank (LUST) Site Information

Log Nbr: 15-93-0072
Site Name: TRW/MY THREE SONS
Address: 200 TALENT AVE
City: TALENT
Site Type:
Heating Oil Tank (HOT):

Basic Incident Information

Zip Code: 97540
File Status:
Regulated Tank: YES

Status: ACTIVE
Received Date: 8/12/1993
UST Facility Id: 10551
County: JACKSON

Assessment Information

15-93-0072

Cause: UNKNOWN
Source: Not Reported
Discovery: DECOMMISSIONING

Media Effected
>Soil >GroundWater

Contaminants Released
>MiscGas

Free Product Removed:
Delineate Groundwater: YES
Delineate Soil: YES

Free Vapor Removed:
Groundwater Delineated:
Soil Delineated:
Compliance Monitoring:

CAP Requested:
CAP Submitted:
CAP Approved:

Management Information

15-93-0072

Release Stopped Date: 8/12/1993
Cleanup Start Date: 8/31/1993
Cleanup End Date:

No Work Reported Information For This Incident 15-93-0072

This information may not reflect current status of site.
For further detail, refer to the DEQ Regional Office file.

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Oregon DEQ Facility Profiler 2.0

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Facility Summary Report

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Maps

Facility / Site Information for Location 86716

Facility/Site Name:	GREEN'S WRECKING YARD	**Latitude:**	42° 14' 15"
Address:	1007 S PACIFIC HWY	**Longitude:**	-122° 46' 9.5"
City State Zip:	TALENT OR 97540-8644	**Location Accuracy:**	HIGH
		Last Updated:	8/13/2007 9:14:59 AM

Aliases

Green's Wrecking Yard ECSI

Geographic Features

Township:	T38S-R1W-S0	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Oak-Douglas fir-ponderosa pine-pasture-urban mosaic
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:	CITY OF GOLD HILL				

Oregon DEQ Program Information

Environmental Cleanup (ECSI)

Operation ID	Start Date	NFA Date	Permit Type	Permit SubType	Status	Detail Information[1]	EPA Number
4289	11/22/2004	03/14/2006	Contaminated Site		No further action required	ECSI Site Report	

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
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Land Quality

Environmental Cleanup

DEQ Home > Land Quality > Environmental Cleanup > ECSI > Site Summary

Environmental Cleanup Site Information (ECSI) Database
Site Summary Report - Details for Site ID 4289, Green's Wrecking Yard

This report shows data entered as of January 20, 2011 at 1:13:31 PM

This report contains site details, organized into the following sections: 1) Site Photos (appears only if the site has photos); 2) General Site Information; 3) Site Characteristics; 4) Substance Contamination Information; 5) Investigative, Remedial and Administrative Actions; and 6) Site Environmental Controls (i.e., institutional or engineering controls; appears only if DEQ has applied one or more such controls to the site). A key to certain acronyms and terms used in the report appears at the bottom of the page.

Go to DEQ's Facility Profiler to see a site map as well is information on what other DEQ programs may be active at this site.

General Site Information

Site ID: 4289	Site Name: Green's Wrecking Yard	CERCLIS No:
Address:	1007 S. Pacific Hwy. Talent 97540	
	County: Jackson	Region: Western
Other location Information:		
Investigation Status:	No further action required	
	Brownfield Site: Yes NPL Site: No	Orphan Site: No Study Area: No
Property:	Twnshp/Range/Sect: 38S , 1W , 25	Tax Lots: 1200
	Latitude: 42.2375 deg. Longitude: -122.7693 deg.	Site Size: 0.67 acres
Other Site Names:		

Site Characteristics

General Site Description:	
Site History:	A wrecking yard was established on the site in 1942 by placing a Camp White building on a concrete slab foundation. General auto repairs were performed in the shop building, with a specialty of transmission work, until 1992.
Contamination	A Phase I Environmental Site Assessment (ESA) was conducted on the

Information:	property during March 2005 by Coleman Creek Consulting. During the ESA, discolored soil was noted south of the former shop area, along the drive from the entrance to the shop, and along a fence bottom adjacent to the former location of an above ground waste oil tank, near the entrance to the property.
Manner and Time of Release:	
Hazardous Substances/Waste Types:	TPH-Oil, lead
Pathways:	Surface Water: The Surface Water pathway is potentially complete. Bear Creek is located approximately 500 feet northeast of the site. Surface water drains north, towards Bear Creek. Soils along the spill pathway will absorb petroleum to varying degrees through capillary action. Absorbed petroleum will travel vertically downward through soil until reaching a less pervious strata or groundwater. No surface water or sediment samples were collected from Bear Creek to confirm that it is not impacted by waste oil. However, the highest levels of TPH-O and lead were located at the southern part of the site, 500 feet south of the Bear Creek. Given the contaminant properties of waste oil and site geology, it is unlikely to have migrated from the spill area to Bear Creek. Furthermore, the bulk of the oily contamination has been removed and properly disposed of, significantly reducing the threat to surface water run off. Groundwater: Subsurface soil contamination at the site was caused by waste oil spilled from the waste oil tank. Soils along the spill pathway will absorb petroleum to varying degrees through capillary action. Absorbed petroleum will travel vertically downward through soil until reaching a less pervious strata or groundwater. If petroleum migrates to groundwater, it can form an immiscible layer above the groundwater surface. Groundwater flow direction beneath the site is expected to be north, toward Bear Creek. Shallow groundwater (less than 50 feet) does not appear to be used for beneficial purposes in the vicinity of the site. Groundwater is used for beneficial uses for surrounding properties. Based on information from well logs in the area, a layer of sandstone and claystone hard pan extends from approximately 4 to 200 feet below ground surface. These materials generally have very low permeability, and would not be impacted by contaminants. Explorations conducted by Ferrero found that oil in the shallow soils was trapped above this hard pan layer. Investigations at the waste oil tank found that the hard pan layer effectively acted as a retardant to downward contaminant migration. Water bearing zones for the beneficial use aquifer range from 60 to 236 feet bgs based on notations on the Water Well Reports. Wells adjacent to the site first encountered water at 145 feet bgs when they were drilled. Investigation of groundwater was not warranted as no groundwater was encountered in the excavations and confirmation samples indicate that almost all of the waste oil contaminated soil was removed from the site. The hard pan that exists beneath the site appears to have effectively captured most of the contamination, significantly reducing the downward

migration of contaminants to the regional aquifer. It appears unlikely that the shallow contamination from the site would adversely impact the beneficial use aquifer and private water wells in the vicinity of the site.

Soil: The soil pathway was potentially complete. The most contaminated soil has been excavated from the site, and confirmation samples collected from edges of the excavations and soil piles indicate that there are no contaminants above applicable cleanup standards.
Currently, there are no generic risk based concentrations available for TPH-oil in soil, therefore TPH-o soil results were compared to soil matrix values. Metal results in soil were compared to EPA Region 9 Preliminary Remediation Goals for lead in industrial soil, due to the current and potentially likely future land use.

Air: The air pathway was potentially complete due to exposure to contaminants entrained in dust from the site. However, the soil excavations removed the contaminants to below risk based concentrations. Therefore, this pathway is no longer considered complete.

Environmental/Health Threats:

Status of Investigative or Remedial Action: (11/22/04 MME/SAS) Site was discovered through complaints received during January and July 2004. Site is a high priority for screening.

(3/14/06 MME/ICP) Soil removals were conducted during June, August, and September 2005. Confirmation samples are below soil matrix levels for TPH and RBCs for lead. DEQ recommended a No Further Action determination for this site based on the information that was reviewed for this assessment, and completed the NFA in March 2006.

Data Sources:

Substance Contamination Information

Substance	Media Contaminated	Concentration Level	Date Recorded
No information is available			

Investigative, Remedial and Administrative Actions

Action	Start Date	Compl. Date	Resp. Staff	Lead Pgm
NO FURTHER STATE ACTION REQUIRED (Primary Action)	03/14/2006	03/14/2006	Mindi English	ICP

View Full Report Showing Action History

Key to Certain Acronyms and Terms in this Report:

CERCLIS No.: The U.S. EPA's Hazardous Waste Site Identification number, shown only if EPA has been involved at the site.
Region: DEQ divides the state into three regions, Eastern, Northwest, and Western; the regional office shown is responsible for site investigation/cleanup.
NPL Site: Is this site on EPA's National Priority List (i.e., a federal Superfund site)? (Y/N).
Orphan Site: Has DEQ's Orphan Program been active at this site? (Y/N). The Orphan Program uses state funds to clean up high-priority sites where owners and operators responsible for the contamination are absent, or are unable or unwilling to use their own resources for cleanup.
Study Area: Is this site a Study Area? (Y/N). Study Areas are groupings of individual ECSI

sites that may be contributing to a larger, area-wide problem. ECSI assigns unique Site ID numbers to both individual sites and to Study Areas.
Pathways: A description of human or environmental resources that site contamination could affect.
Lead Pgm: This column refers to the Cleanup Program affiliation of the DEQ employee responsible for the action shown. SAS or SAP = Site Assessment; VCS or VCP = Voluntary Cleanup; ICP = Independent Cleanup; SRS or SRP = Site Response (enforcement cleanup); ORP = Orphan Program.

You may be able to obtain more information about this site by contacting Mindi English at the Western regional office or via email at english.mindi@deq.state.or.us. If this does not work, you may contact Gil Wistar at (503) 229-5512, or via email at wistar.gil@deq.state.or.us or contact the Western regional office.

[print version]

For more information about **ECSI** call Gil Wistar at 503-229-5512 or email.

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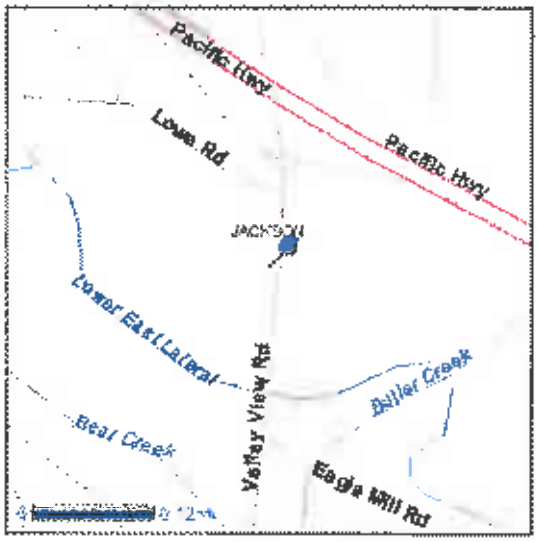
Facility Summary Report

Return to Site Listing Print Report

Maps



Facility / Site Information for Location 18856

Facility/Site Name:	ROGUE VALLEY STATION	**Latitude:**	42° 13' 31.4"
Address:	461 VALLEY VIEW RD	**Longitude:**	-122° 44' 26.5"
City State Zip:	ASHLAND OR 97520	**Location Accuracy:**	HIGH
		Last Updated:	8/28/2007 8:49:37 AM

Aliases

ROGUE VALLEY STATION	LUST	ROGUE VALLEY STATION	UST

Geographic Featuree

Township:	T38S-R1E-S32	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Oak-Douglas fir-ponderosa pine-pasture-urban mosaic
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:	CITY OF GOLD HILL				

Oregon DEQ Program Information

Leaking Underground Storage Tanks (LUST)

Log Number	Received	Cleanup Initiated	Cleanup Complete	Type	Heating Oil Tank	UST Facility ID	Status	Detail Information[1]
15-90-0144		07/03/1999		REGULATED		1372	CLEANUP_COMPLETED	LUST Site Report

Underground Storage Tanks (UST)

UST Facility ID	Permit Number	Installed	Content	Gallons	Status	Reg Cert NO
1372	AGHBE	05/06/1966	Diesel	3000	Active	15-1372-2010-OPER
1372	AGHBF	05/06/1966	Gasoline	7500	Active	15-1372-2010-OPER
1372	AGHBG	05/06/1966	Gasoline	7500	Active	15-1372-2010-OPER

SIC CODE	SIC Description	PRIMARY
5541	GASOLINE SERVICE STATIONS	N

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

Leaking Underground Storage Tanks (LUST) Site Information

(Use "Back" button on browser to return to previous search results)

Leaking Underground Storage Tank (LUST) Site Information

Basic Incident Information

Log Nbr: **15-90-0144**
Site Name: ROGUE VALLEY STATION
Address: 461 VALLEY VIEW RD
City: ASHLAND
Zip Code 97520
Site Type POCKET
File Status: No Further Action
Heating Oil Tank (HOT).
Regulated Tank: YES
Status: CLOSED
Received Date. 8/3/1990
UST Facility Id: 1372
County: JACKSON

Assessment Information

15-90-0144

Cause UNKNOWN
Source: Not Reported
Discovery: SITE ASSESSMENT

Media Effected
>Soil

Contaminants Released
>MiscGas

Free Product Removed:
Free Vapor Removed:
CAP Requested:
Delineate Groundwater:
Groundwater Delineated:
CAP Submitted:
Delineate Soil:
Soil Delineated: YES
CAP Approved:
Compliance Monitoring:

Management Information

15-90-0144

Release Stopped Date.
Cleanup Start Date: 7/3/1999
Cleanup End Date: 6/10/2003

No Work Reported Information For This Incident

15-90-0144

This Information may not reflect current status of site.
For further detail, refer to the DEQ Regional Office file.

This page last updated: January 8, 2006
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Oregon DEQ Facility Profiler 2.0

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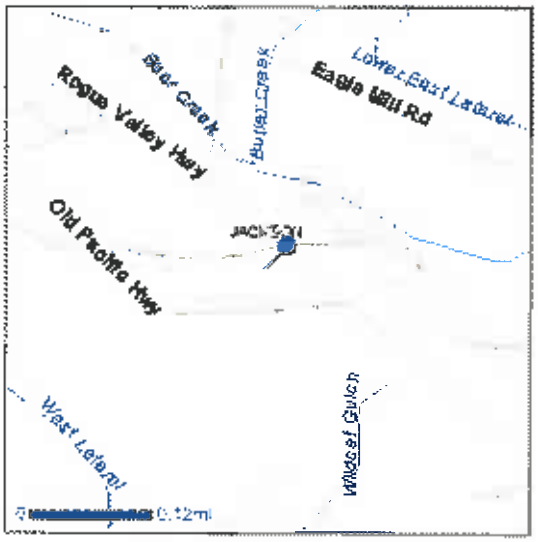
Facility Summary Report

Return to Site Listing Print Report

Maps



Facility / Site Information for Location 632

Facility/Site Name:	BUTLER FORD INC	**Latitude:**	42° 13' 16"
Address:	1977 HWY 99 N	**Longitude:**	-122° 44' 23"
City State Zip:	ASHLAND OR 97520	**Location Accuracy:**	HIGH
		Last Updated:	4/8/2004 11:37:00 AM

Aliases

BUTLER FORD	WQSIS	Butler Ford Inc	HazWaste
BUTLER FORD INC	LUST	BUTLER FORD, INC	WQSIS

Geographic Features

Township:	T38S-R1E-S32	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Oak-Pacific madrone forest and woodland
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:	CITY OF GOLD HILL				

Oregon DEQ Program Information

Leaking Underground Storage Tanks (LUST)

Log Number	Received	Cleanup Initiated	Cleanup Complete	Type	Heating Oil Tank	UST Facility ID	Status	Detail Information[1]
15-88-0013		09/13/1988		REGULATED		10749	CLEANUP_COMPLETED	LUST Site Report

Hazardous Waste (HazWaste)

Identifier	Start Date	Effective Date	Review Date	NFA Date	Type	Sub Type	Detail Information[1]	EPA Number
2424	04/01/1991	12/31/2004			Generator	CEG	HW Site Report	ORD060585114

SIC CODE	SIC Description	PRIMARY
5511	CAR DEALERS (NEW & USED)	N
7532	TOP, BODY, UPHOLSTERY REPAIR	N
7538	GENERAL AUTOMOTIVE REPAIR SHOP	N

Water Quality Permits (WQ515)

File Number	Permit Number	Start date	Effective Date	Review Date	Permit Type	Permit SubType	Comments	Status	Detail Information[1]	Permit Status
101507	11271	06/10/1993	03/02/2000	01/31/2003	INDUSTRIAL MINOR	NPDES General Permit - Industriel wastewater discharges	GEN17A NPDES-Vehicle & equipment wash water	Active Admin extended	SIS Detail Report	Permit Status
101507	11272	06/10/1993	06/22/1993	12/31/1997	INDUSTRIAL MINOR	NPDES General Permit - Industriel wastewater discharges	GEN17 Wash Water	Inactive Renew no eff mod		

SIC CODE	SIC Description	PRIMARY
5511	CAR DEALERS (NEW & USED)	Y

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More Information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

[DEQ's Privacy Notice] [Contact DEQ] [Application Feedback]

Disclaimer: *This product is for informational purposes, and may not be suitable for legal, engineering or surveying purposes. This information or data is provided with the understanding that conclusions drawn from such information are the responsibility of the user.*

Leaking Underground Storage Tanks (LUST) Site Information

(Use "Back" button on browser to return to previous search results)

Leaking Underground Storage Tank (LUST) Site Information

Basic Incident Information

Log Nbr: **15-88-0013**
Site Name: BUTLER FORD INC
Address: 1977 HWY 99
City: ASHLAND
Site Type
Heating Oil Tank (HOT):

Zip Code: 97520
File Status: No Further Action
Regulated Tank: YES

Status: **CLOSED**
Received Date: 9/13/1988
UST Facility Id: 10749
County: JACKSON

Assessment Information

15-88-0013

Cause: NOT REPORTED
Source: Tank
Discovery: DECOMMISSIONING

Media Effected
>Soil

Contaminants Released
>UnleadedGas

Free Product Removed:
Delineate Groundwater:
Delineate Soil:

Free Vapor Removed:
Groundwater Delineated:
Soil Delineated:
Compliance Monitoring:

CAP Requested:
CAP Submitted:
CAP Approved:

Management Information

15-88-0013

Release Stopped Date: 9/13/1988
Cleanup Start Date: 9/13/1988
Cleanup End Date: 9/14/1988

No Work Reported Information For This Incident

15-88-0013

This information may not reflect current status of site.
For further detail, refer to the DEQ Regional Office file.

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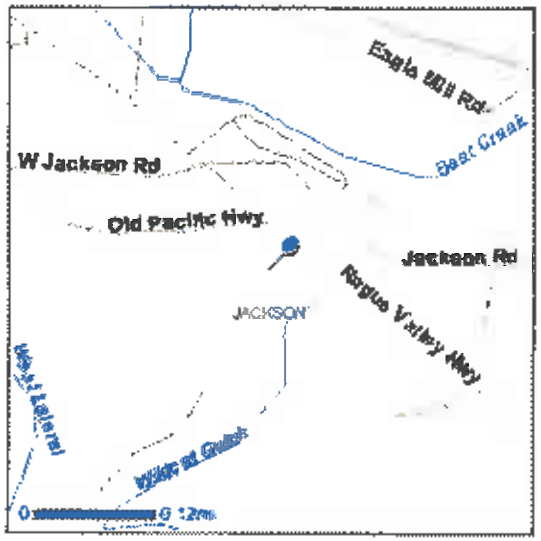
Facility Summary Report

Return to Site Listing Print Report

Maps



Facility / Site Information for Location 1000

Facility/Site Name:	TOWN & COUNTRY CHEVROLET OLDSMOBILE	**Latitude:**	42° 13' 6.6"
Address:	2045 HWY 99 N	**Longitude:**	-122° 44' 17.9"
City State Zip:	ASHLAND OR 97520	**Location Accuracy:**	HIGH
		Last Updated:	1/29/2002 6:30:00 PM

Aliases

Town & Country Chevrolet Oldsmobile HazWaste

Geographic Features

Township:	T38S-R1E-S32	**Congress Dist:**	2	**Forest Type:**	
County:	JACKSON	**OR Senate Dist:**	03	**Vegetation:**	Oak-Pacific madrone forest and woodland
Watershed:	MIDDLE ROGUE	**OR House Dist:**	05	**Agricultural Land:**	PREDOM IRR
Drinking Water Source:	CITY OF GOLD HILL				

Oregon DEQ Program Information

Hazardous Waste (HazWaste)

Identifier	Start Date	Effective Date	Review Date	NFA Date	Type	Sub Type	Detail Information[1]	EPA Number
1146	03/02/1992	12/31/2003			Generator	CEG	HW Site Report	ORD027597012

SIC CODE	SIC Description	PRIMARY
5511	CAR DEALERS (NEW & USED)	N

[1] Linked reports may be unavailable from 9:00pm to 7:00am PST due to system maintenance.
[2] DEQ does not maintain air discharge permit information for Lane County.

More information on this location

Oregon DEQ Neighborhood Info (by region/county)
See wells in the same Township Range Section from the Oregon Water Resources Department Well logs Application
See county's scanned assessor maps through ORMAP

[DEQ's Privacy Notice] [Contact DEQ] [Application Feedback]

Oregon DEQ Hazardous Waste Site Report

[Close Report]

EPA ID:	ORD027597012		*Active*
Common Name:	Town & Country Chevrolet Oldsmobile		
Employee count:	49	**Activity Start:**	3/2/1992
Location:	2045 HWY 99 N ASHLAND OR 97520 JACKSON County		
Latitude:	42.2185 42° 13' 6.6000"	**Longitude:**	-122.7383 -122° 44' 17.9000"
SIC Codes:	5511 - CAR DEALERS (NEW & USED)		

Facility is a Hazardous Waste Generator
Current Status: CEG as of 12/31/2003

Hazardous Waste Generation Reporting History

Report Year	Generator Status	Number of Waste Streams	Tons Generated	Sent Date	Received Date
2003	CEG	0		12/24/2003	02/25/2004
2002	CEG	0		12/24/2002	12/30/2002
2001	CEG	0		12/26/2001	02/19/2002
2000	CEG	0		01/05/2001	01/19/2001
1999	CEG	0		01/06/2000	02/29/2000
1998	CEG	0		01/15/1999	03/04/1999
1997	CEG	0		12/29/1997	02/25/1998
1996	CEG	0		12/30/1996	02/18/1997
1995	CEG	0		12/27/1995	02/26/1996
1994		0		12/30/1994	01/26/1995
1993	CEG	0		12/30/1993	02/28/1994
1992	CEG	0		12/29/1992	02/22/1993
1991	SQG	3	0.91754	11/01/1991	03/02/1992

Waste Stream: SPENT SOLVENT FOR CLEANING AND DEGREASING AUTO PARTS **Source:** Flush rinsing

Waste Codes: D001, D039 **CAS Codes:**

Form: Halogenated/nonhalogenated solvent mixture

Reported: 1400.00 LB = 636.00 KG **Managed Onsite:** 0.00 KG

Shipments:

01/15/1991	07987	ORD000712067	180.00 LB	Fractionation/distillation
01/15/1991	07987	ORD000712067	27.00 LB	Fractionation/distillation
01/30/1991	00799	ORD000712067	180.00 LB	Fractionation/distillation
04/12/1991	47911	ORD000712067	36.00 LB	Fractionation/distillation
05/10/1991	91572	ORD000712067	176.00 LB	Fractionation/distillation
07/01/1991	86646	ORD000712067	180.00 LB	Fractionation/distillation
07/01/1991	86646	ORD000712067	27.00 LB	Fractionation/distillation

08/26/1991	91023	ORD000712067	180.00 LB	Fractionation/distillation
09/27/1991	44149	ORD000712067	27.00 LB	Fractionation/distillation
10/21/1991	74150	ORD000712067	180.00 LB	Fractionation/distillation
12/16/1991	22210	ORD000712067	180.00 LB	Fractionation/distillation
12/16/1991	22210	ORD000712067	27.00 LB	Fractionation/distillation

Waste Stream: RQ WASTE COMPOUND, CLEANING LIQUID FOR CLEANING AND DEGREASING AUTO PARTS, **Source:** Flush rinsing

Waste Codes: D006, D007, D018, D039 **CAS Codes:**

Form: Caustic solution with metals but no cyanides

Reported: 180.00 LB = 82.00 KG **Managed Onsite:** 0.00 KG

Shipments:

01/15/1991	07987	ORD000712067	45.00 LB	Acid regeneration
04/12/1991	47911	ORD000712067	27.00 LB	Acid regeneration
07/01/1991	86846	ORD000712067	36.00 LB	Acid regeneration
09/27/1991	44149	ORD000712067	36.00 LB	Acid regeneration
12/16/1991	22210	ORD000712067	36.00 LB	Acid regeneration

Waste Stream: USED AUTOMOBILE ANTIFREEZE REMOVED FOR ON SITE RECYCLING **Source:** Other pollution control or waste treatment

Waste Codes: D008, D009 **CAS Codes:**

Form: Other aqueous waste with low dissolved solids

Reported: 55.00 GAL = 199.54 KG **Managed Onsite:** 1596.32 KG

Shipments:

Appendix B – Socioeconomic and Environmental Justice Analysis Report

OR 99 Title VI

Technical Memorandum #2:
Socioeconomic and Environmental Justice Analysis

Prepared for

Oregon Department of Transportation, Region 3
3500 NW Stewart Parkway
Roseburg, Oregon 97470

Prepared by

David Evans and Associates, Inc.
2100 SW River Parkway
Portland, Oregon

September 2010

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1. BACKGROUND AND INTRODUCTION

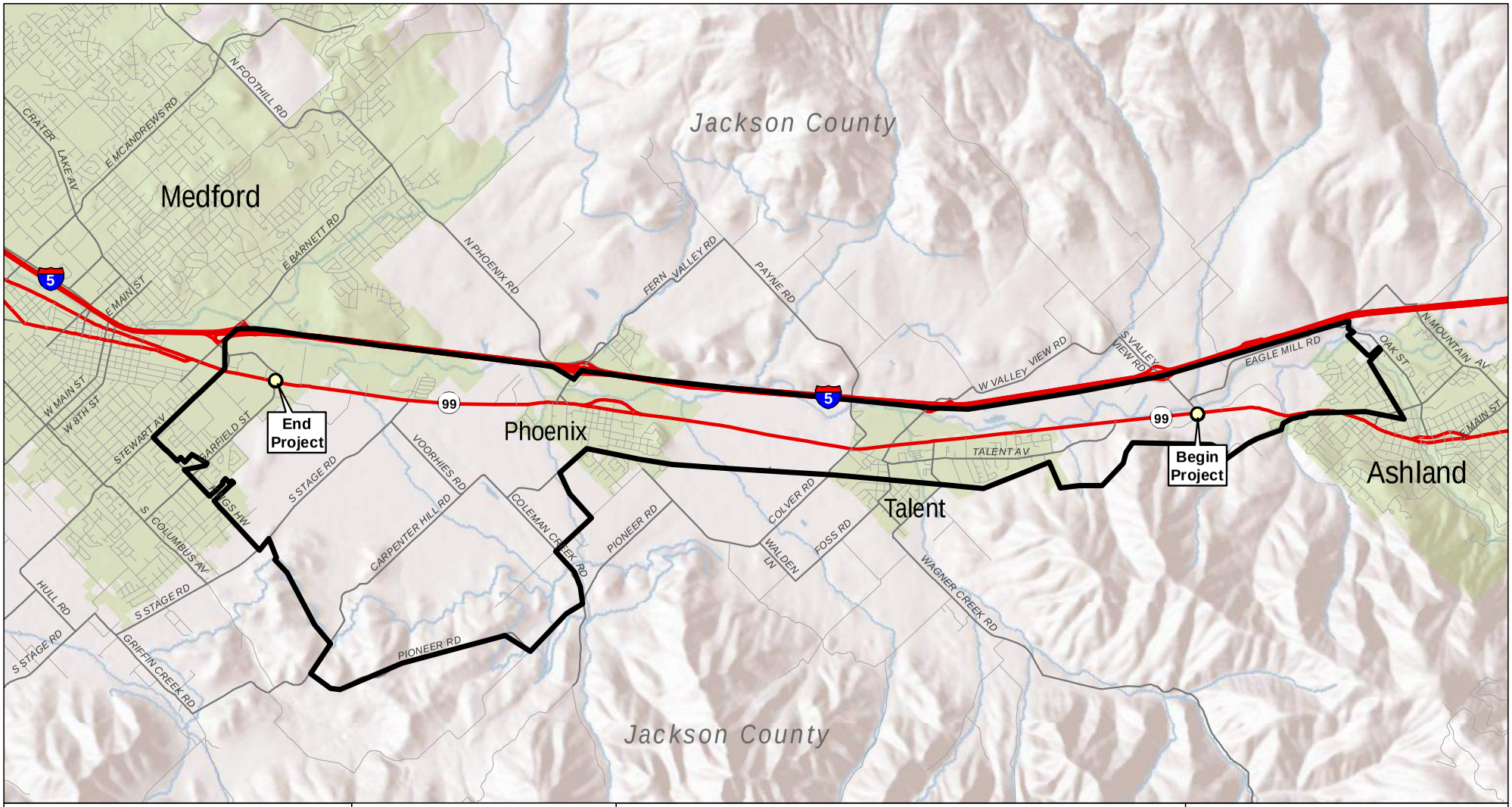
Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations of February 11, 1994, requires agencies undertaking federal projects to identify low-income and minority populations; assess whether high and adverse human health or environmental impacts would result from the alternatives; and ensure participation of low-income and minority populations in the transportation decision making process. The Federal Highway Administration (FHWA) defines a disproportionately high and adverse impact on minority and low-income populations as one that:

- Is predominantly borne by a minority population and/or a low-income population; or
- Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

EO 12898 states that agencies must consider whether human health effects, in terms of risks and rates, are significant or above accepted norms.

The purpose of the OR 99 Title VI Project (the Project) is to document areas in the vicinity of the OR 99 Corridor (the Corridor) that may have socioeconomic and Environmental Justice constraints and could affect proposed transportation improvements in the Corridor. The study area is shown on Figure 1. This memorandum provides the following:

- **Data Analysis**: Examines socioeconomic data for the study area by population and community, minorities, income and employment.
- **Local Organizations**: Identifies the results of the interviews with local outreach organizations and community groups that were contacted which have connections to potential Environmental Justice populations within the projects area.
- **Outreach Strategy and Recommendations**: Provides recommendations and a proposed outreach plan for engaging protected populations.
- **References**: Provides the references used to compile this memorandum.



4,500 0 4,500 Feet

Source Data: Jackson County, ESRI, Oregon GEO

OR 99 Corridor Plan

Figure 1

Study Area

September 2010

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2. DATA ANALYSIS

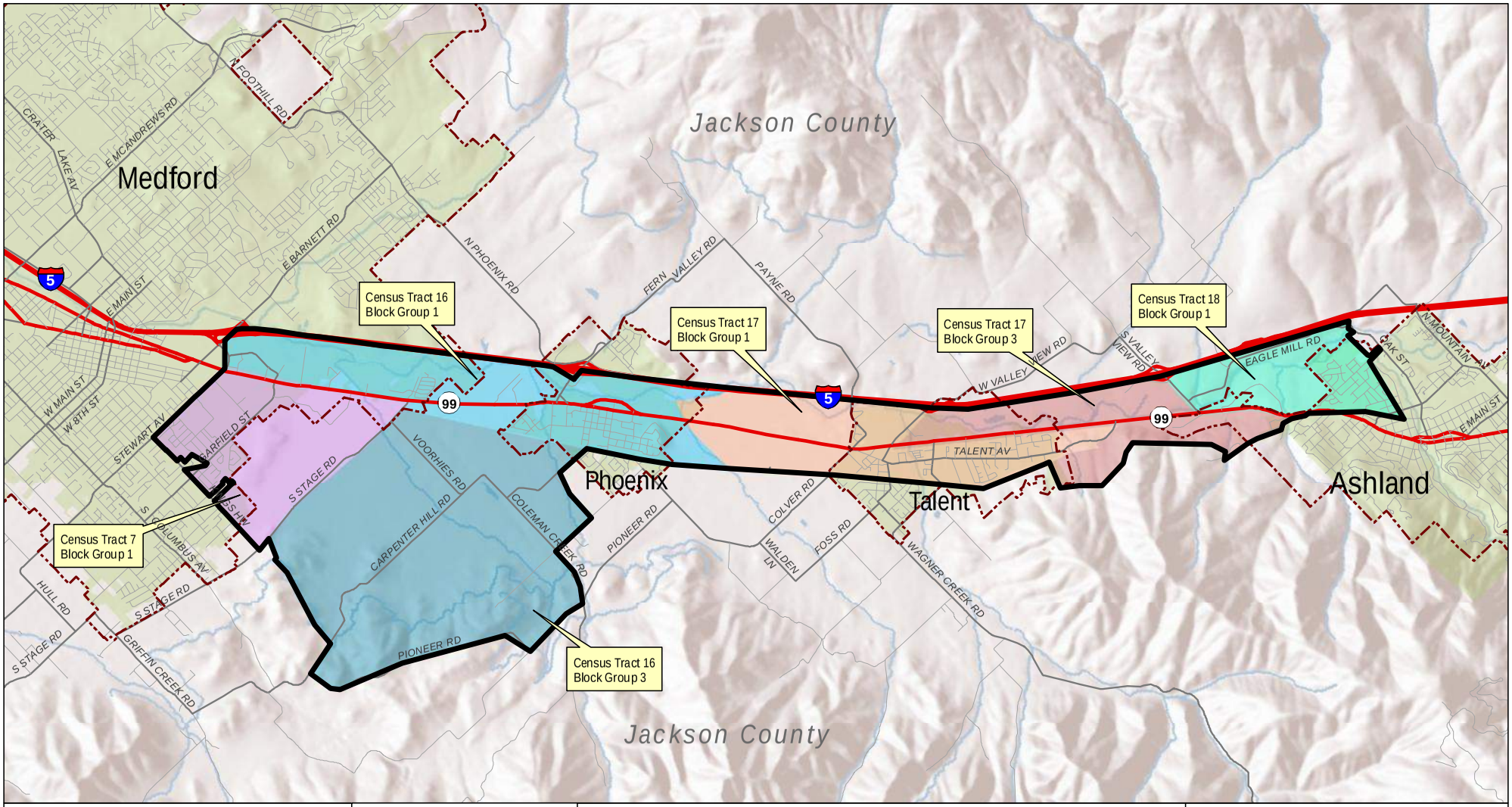
The data analysis examines socioeconomic data for the study area by population and community, minorities, income and employment. Sources and methodologies are described followed by documentation of the affected groups within the project area.

Data Sources and Methods

Socioeconomic data was drawn primarily from the U.S. Census Survey of 2000 and the American Community Survey (ACS) 2008. The Census provides the smallest geographical unit of data available. Although some data from the Census is available by block (which is the smallest geographical unit available), not all data is available at the block level. Most data applicable to this memorandum is not available at the block level; thus, the block group (BG) is the smallest geographical unit used in this analysis. The block groups in the study area contain the following areas (Figure 2):

- Block group 1, census tract 7 represents a southeastern portion of Medford and a portion of unincorporated Jackson County the boundaries for the BG being approximately Stewart Avenue to the north, South Stage Road to the south, OR 99 to the east, and Kings Highway to the west.
- Block group 1, census tract 16 represents a corridor of southern Medford between I-5 and OR 99 and Phoenix with I-5 as the eastern border.
- Block group 3, census tract 16 represents a small north eastern portion of Phoenix, east of OR 99 and unincorporated Jackson County.
- Block group 1, census tract 17 represents the area between Phoenix and Talent (unincorporated Jackson County) and the northern and western portion of Talent.
- Block group 3, census tract 17 represents the area between Talent and Ashland mostly in unincorporated Jackson County.
- Block group 1, census tract 18 represents an area north of Ashland in unincorporated Jackson County and a small portion of northern Ashland.

Because the latest data is the 2000 U.S. Census and because of the fluctuations in the economy that have occurred in the decade since then, the data from the U.S. Census may not reflect current conditions. Where available, ACS survey data and local demographic information supplement the 2000 Census. ACS data is not available by BG or census tract (CT). Therefore, some analysis is done only at the state level, county level, and city of 50,000 (Medford) level. The Medford Metropolitan Statistical Area (MSA) referenced in the ACS has the same boundaries as Jackson County. Additional data, sources, and reports were used in completing this socioeconomic and Environmental Justice analysis and are referenced in Section 5.



4,500 0 4,500 Feet

Source Data: Jackson County, ESRI, Oregon GEO

Legend

- Project Area
- Urban Growth Boundary (UGB)
- City Limits

Census Tracts and Block Groups

- Census Tract 7, Block Group 1
- Census Tract 16, Block Group 1
- Census Tract 16, Block Group 3
- Census Tract 17, Block Group 1
- Census Tract 17, Block Group 3
- Census Tract 18, Block Group 1

OR 99 Corridor Plan

Figure 2

Census Tracts and Block Groups

September 2010

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Affected Groups

By reviewing the study area by population and community, minorities, income and employment, affected groups can be identified.

Population and Community

The ACS documented a 14.2 percent population increase within the Medford MSA between 2000 and 2009, compared to 11.8 percent increase for the state as a whole. As Table 1 suggests, the Medford region has consistently grown at a faster rate than the rest of Oregon. Closer examination, however, reveals that the region's growth rate is dependent more upon net migration into the area and less upon natural increase (deaths subtracted from births). Less than 10 percent of the Medford area's population growth is attributed to natural increase, compared with 36 percent for Oregon. As Table 2 demonstrates, over 90 percent of the area's growth is a direct result of new arrivals from outside the region.

The region has a higher percentage of older residents than the state average (Table 3). The proportion of school age residents (ages 0-17) are roughly equal between Jackson County and the state, although the gap starts to widen when comparing the working age populations (ages 17-64), and it widens even further between the county and the state when comparing the retirement age population (ages 65 and older).

These conclusions parallel those found by the project team involved with the Bear Creek Valley Regional Problem Solving (RPS) Project, which cited, for example, that residents over 50 years old represent a greater share of the total population than in the rest of Oregon. It also concludes that the Bear Creek Valley has comparatively fewer residents between 20 and 49, while the smallest population increase came from residents under 5 years old. The RPS also surmises that the region has become a destination of choice for retirees, primarily from western states, and especially from California.

According to U.S. Census 2000 data, half of the BGs in the study area have a higher percentage of people over the age of 65 than Jackson County and half have a lower percentage (see Table 4). CT 17, BG 3 (51.5 percent) has a significantly larger percentage of populations over the age of 65 while CT16 BG3 has significantly lower (8.1 percent).

Table 1. Population Estimates for Oregon and Its Counties and Incorporated Cities: April 1, 1990 to July 1, 2009

Geography	Census Population, April 1											
	2009	2008	2007	2006	2005	2004	2003	2002	2001	% change 2000-2009	2000	1990
Oregon	3,823,465	3,791,075	3,745,455	3,690,505	3,631,440	3,582,600	3,541,500	3,504,700	3,471,700	11.8%	3,421,399	2,842,321
Counties												
Jackson	207,010	205,305	202,310	198,615	194,515	191,200	189,100	187,600	184,700	14.2%	181,269	146,389
Ashland	21,505	21,485	21,630	21,430	20,880	20,590	20,430	20,130	19,770	10.2%	19,522	16,252
Medford	77,240	76,850	75,675	73,960	70,855	69,220	68,080	66,090	64,730	21.3%	63,687	47,021
Phoenix	4,855	4,855	4,845	4,740	4,660	4,570	4,510	4,420	4,270	19.6%	4,060	3,239
Talent	6,680	6,635	6,525	6,415	6,255	5,890	5,700	5,520	5,580	19.5%	5,589	3,274

Source: Prepared by Population Research Center, Portland State University (PSU), March 2010. Data not available by the Census Tract or Block Group.

Table 2. Components of Population Change for Oregon and Jackson County: April 1, 2000 to July 1, 2009

Geography	July 1, 2009 Population Estimate	April 1, 2000 Census Population	Population Change 2000-2009	% Change 2000-2009	Births 2000-2009	Deaths 2000-2009	Natural Increase 2000-2009	Net Migration 2000-2009
Oregon	3,823,465	3,421,399	402,066	11.8%	432,005	284,265	147,740	254,326 (63.3%)
Jackson County	207,010	181,269	25,741	14.2%	20,511	18,035	2,476	23,265 (90.4%)

Source: Prepared by Population Research Center, PSU, March 2010. Data not available by the Census Tract or Block Group.

Table 3. Population by Age Groups (Less than 18 Years, 18-64 Years, and 65 Years and Older)

Geography	Ages 0-17		Ages 18-64		Ages 65 and Older		Total Population
	Population	% of Total Population	Population	% of Total Population	Population	% of Total Population	
Oregon	885,516	23.2%	2,432,125	63.6%	505,824	13.2%	3,823,465
Jackson County	46,294	22.4%	126,794	61.2%	33,923	16.4%	207,010

Source: Prepared by Population Research Center, PSU, March 2010. Data not available by the Census Tract or Block Group.

Table 4. Population by Age Group

Geography	% Population 0-16 Years	% Population 17-34 Years	% Population 35-49 Years	% Population 50-64 Years	% Population 65 Years and Older
Oregon	23.3%	24.6%	23.5%	15.8%	12.8%
Jackson County, Oregon	23.0%	21.2%	22.5%	17.3%	16.0%
City					
Ashland	17.3%	30.0%	21.2%	16.6%	14.9%
Medford	23.9%	23.1%	21.5%	14.8%	16.6%
Phoenix	19.6%	21.0%	22.1%	14.9%	22.5%
Talent	23.1%	27.3%	19.5%	12.7%	17.3%
Census Tract 7					
Entire Census Tract 7	25.8%	23.7%	21.3%	16.1%	13.0%
Block Group 1	27.4%	26.0%	15.3%	16.8%	14.4%
Census Tract 16					
Entire Census Tract 16	20.2%	19.1%	21.7%	18.7%	20.2%
Block Group 1	19.5%	19.8%	19.7%	16.6%	24.4%
Block Group 3	18.6%	18.3%	26.3%	28.7%	8.1%
Census Tract 17					
Entire Census Tract 17	22.6%	26.2%	21.3%	13.1%	16.8%
Block Group 1	21.7%	27.7%	19.9%	14.4%	16.4%
Block Group 3	1.6%	12.0%	22.3%	12.7%	51.5%
Census Tract 18					
Entire Census Tract 18	20.7%	23.9%	23.1%	14.9%	17.4%
Block Group 1	24.4%	19.5%	27.2%	16.5%	12.4%

Source: Prepared by US 2000 Census.

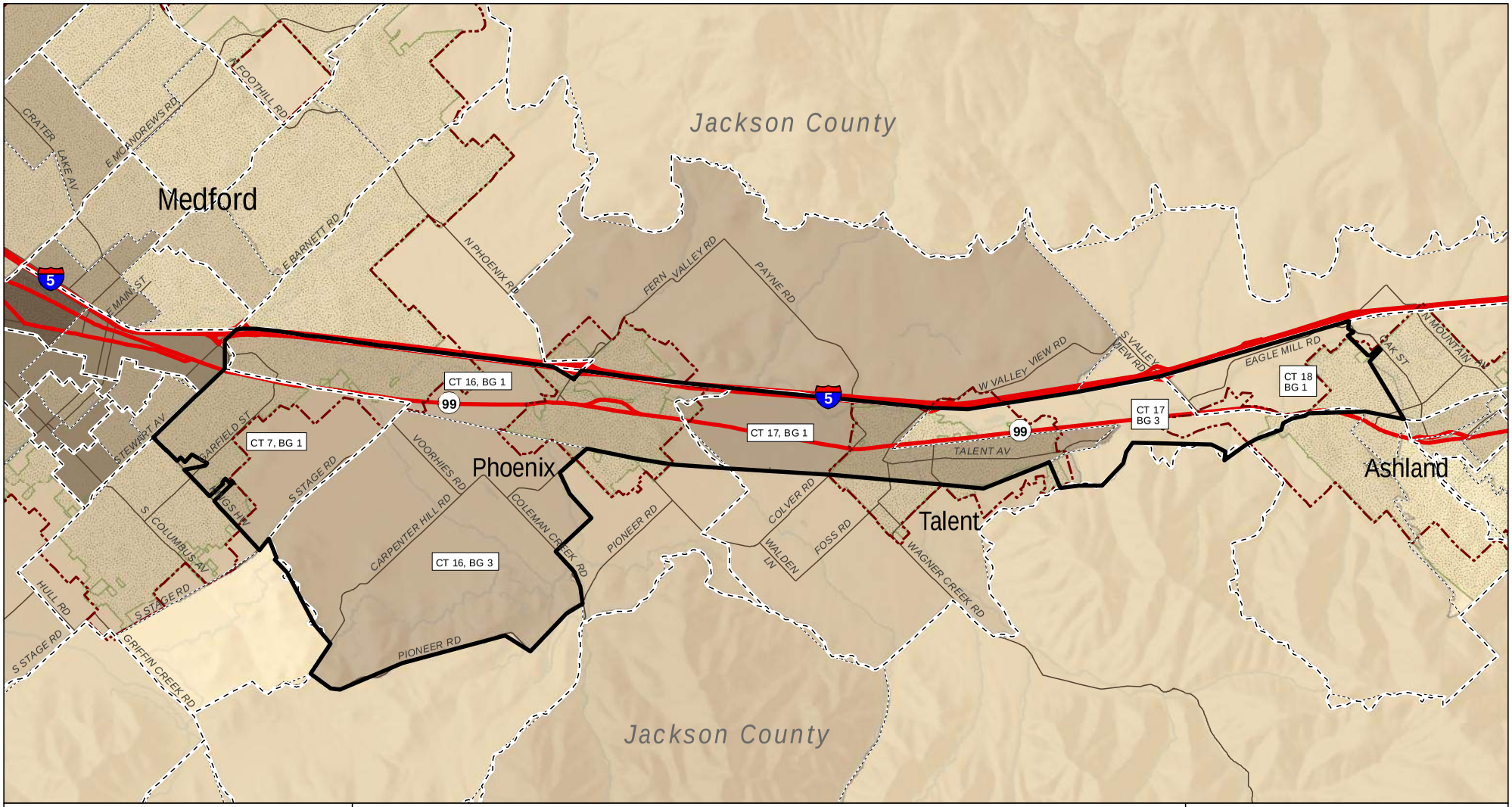
Minorities

The U.S. Bureau of Census identifies minorities as individuals who are members of the population groups including Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian and other Pacific Islander, other race, two or more races, and of Hispanic origin.

Based on U.S. Census 2000 data by block group, the study area, except for the southern portion, is more diverse than Jackson County, but less so than the state. However, Jackson County and the cities of Medford, Phoenix, Talent, and Ashland, all the census tracts, and all but one of the block groups in the study area have a higher percentage of white residents than the state as a whole (Table 5). The percentage of residents identifying themselves as Hispanic or Latino varies significantly by block group within the study area. CT 17, BG 1 (15.9%) and CT 16, BG 1 (10.2%) have a substantially higher percentage of populations who identify themselves as Hispanic than Jackson County (6.7%). There are significantly lower percentages of Black or African American population in the study area compared to the state or county, except for CT 17, BG 3 (1.1%), which has a substantially higher percentage of Black or African American population than Jackson County (0.4%) but still less than the state. Census tract 16, block group 3, (5.1%) has a higher percentage of American Indian and Alaska Native populations than the state (1.3%) and Jackson County (1.1%). Two BGs, BG 3, CT 17 (1.4%) and BG 1, CT 18 (2.0%) have larger populations of Asians than Jackson County. One BG, BG 1, CT 16 (.6%), has a larger Native Hawaiian and Other Pacific Islander population than Jackson County (.2%). The biggest pockets of some other race alone are in BG 1, CT 16 (5.6%) and BG 1, CT 17 (9.5%), which is higher than the county (2.9%). The biggest clusters of two or more races are in CT 16, BG 3 (6.4%) and CT 17, BG 1, (3.5%).

The 2008 ACS data is not available by Census Tract or Block Group or for cities with a population of less than 50,000 (including Ashland, Talent, and Phoenix). Population percentages between 2000 and 2008 generally stayed the same for the Medford MSA (Jackson County) and the state for the following racial groups: white, black, American Indian and Alaska Native, Asian, Native Hawaiian and other Pacific Islander, and two or more races. The most significant fluctuation in percentages of ethnicity was a 24 percent increase in the Hispanic or Latino population between 2000 and 2008 for the Medford MSA. The trend in Oregon between 2000 and 2008 was also an increase in this population.

Figure 3 utilizes the Diversity Index, based on 2008 (ESRI) data, to summarize racial and ethnic diversity in the study area. The index shows the likelihood that two persons, chosen at random from the same area, belong to different racial or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity). For example, the diversity score for the United States is 60, indicating that there is a 60 percent probability that two people randomly chosen from the U.S. population would belong to different racial or ethnic groups. Jackson County has a composite Diversity Index of 32.7 percent. Generally, Medford features the highest Diversity Index score, with Ashland having the lowest score. The minority population in all of the categories, including all minority races combined in the study area, is higher than the county in most block groups.



OR 99 Corridor Plan
Figure 3

Ethnic Diversity Index

September 2010

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Table 5. Race and Ethnicity

	Race														Ethnicity			
	White		Black or African American		American Indian and Alaska Native		Asian		Native Hawaiian and Other Pacific Islander		Some Other Race		Two or More Races		Not Hispanic or Latino		Hispanic or Latino	
Geography	**2000**	**2008**	**2000**	**2008**	**2000**	**2008**	**2000**	**2008**	**2000**	**2008**	**2000**	**2008**	**2000**	**2008**	**2000**	**2008**	**2000**	**2008**
Oregon	86.4%	86.2%	1.6%	1.7%	1.3%	1.8%	2.9%	3.5%	0.2%	.3%	4.3%	3.2%	3.3%	3.3%	92.0%	89.4%	8.0%	10.6%
Jackson County	91.6%	92.6%	0.4%	.5%	1.1%	.9%	0.8%	1.3%	0.2%	.1%	2.9%	1.4%	3.1%	3.2%	93.3%	91.2%	6.7%	8.8%
City																		
Ashland	90.9%		0.6%		1.7%		1.7%		0.2%		2.0%		3.0%		96.8%		3.2%	
Medford	89.5%	90.8%	0.5%	0.6%	1.2%	1.7%	1.0%	2.1%	0.2%	.1%	3.8%	1.3%	3.8%	3.5%	90.6%	88.8%	9.4%	11.2%
Phoenix	92.3%		0.2%		0.2%		0.5%		0.8%		5.5%		0.5%		89.3%		10.7%	
Talent	87.8%		0.3%		0.4%		0.7%		0.0%		8.0%		2.7%		86.8%		13.2%	
Census Tract 7																		
Entire Tract	92.3%		0.0%		1.0%		1.2%		0.3%		1.8%		3.5%		93.9%		6.1%	
Block Group 1	91.1%		0.0%		0.6%		2.6%		1.3%		0.3%		4.1%		93.3%		6.7%	
Census Tract 16																		
Entire Tract	91.4%		0.4%		0.7%		0.8%		0.4%		4.1%		2.2%		92.3%		7.7%	
Block Group 1	89.6%		0.3%		0.4%		1.1%		0.6%		5.6%		2.4%		89.8%		10.2%	
Block Group 3	88.5%		0.0%		5.1%		0.0%		0.0%		0.0%		6.4%		96.5%		3.5%	
Census Tract 17																		
Entire Tract	89.0%		0.5%		0.6%		0.7%		0.0%		6.5%		2.6%		88.6%		11.4%	
Block Group 1	86.3%		0.3%		0.0%		0.4%		0.0%		9.5%		3.5%		84.1%		15.9%	
Block Group 3	97.5%		1.1%		0.0%		1.4%		0.0%		0.0%		0.0%		100.0%		0.0%	
Census Tract 18																		
Entire Tract	92.7%		0.1%		1.8%		1.8%		0.1%		0.9%		2.6%		97.0%		3.0%	
Block Group 1	96.4%		0.0%		0.0%		2.0%		0.0%		0.4%		1.2%		95.8%		4.2%	

Source: U.S. Bureau of the Census. Census 2000 Summary File (SF-1). American Community Survey 2006-2008.

Poverty, Income, and Employment

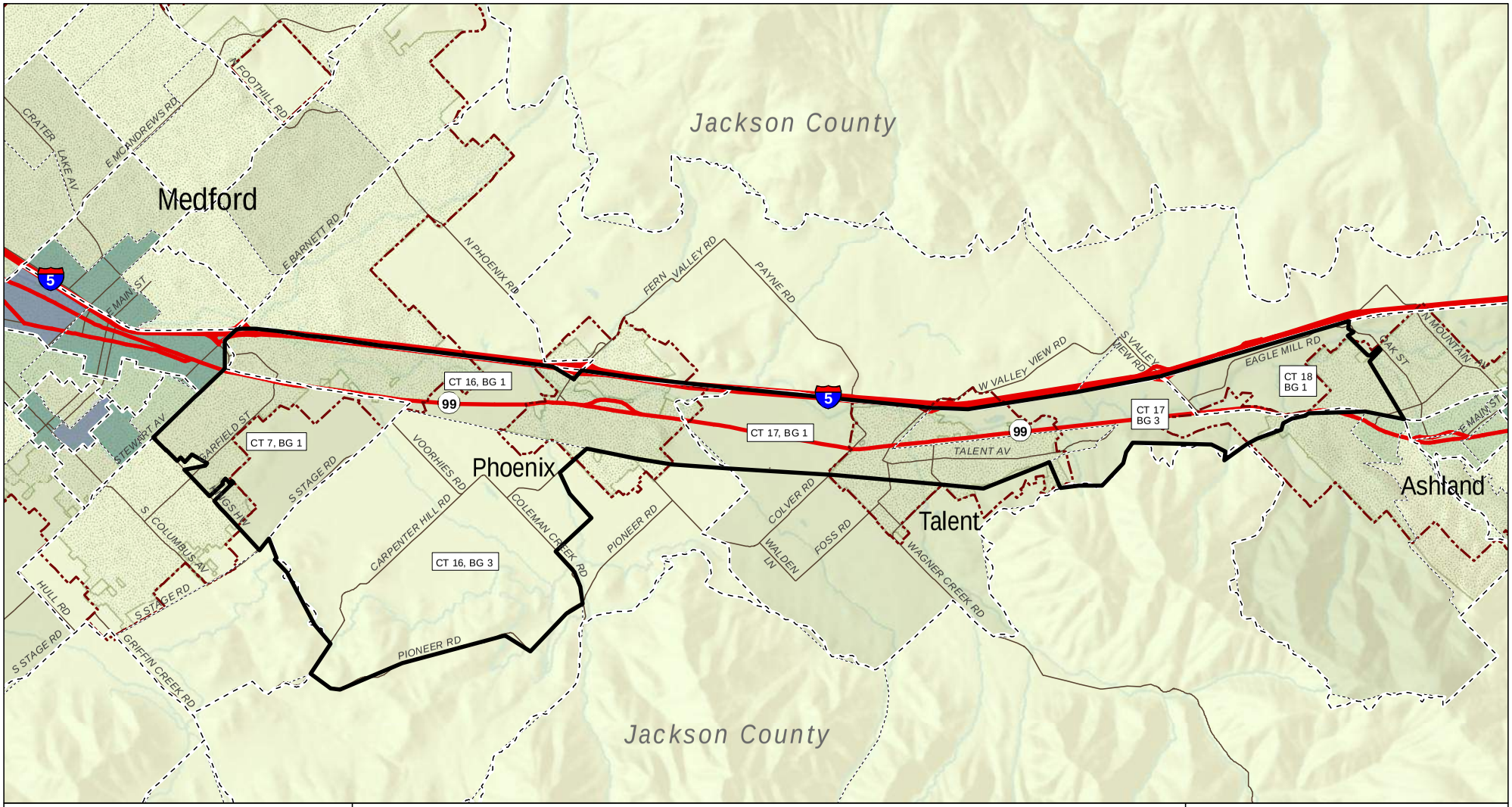
In determining the poverty status of families and unrelated individuals, the Census Bureau used income earned in the previous 12 months (1999) and based income threshold on family size, presence and number of children, and age. Persons are in poverty status when income earned is less than the income threshold. The percent of population in poverty for the study area is shown in Table 6. As shown on Figure 4, adjacent to and north of the study area in Central Medford, the percentage of population in poverty is significantly higher than the study area.

Table 6. Percent of Individuals Below Poverty Level in 1999 and 2008

Geography	All Individuals (1999)	0 to 17 Years (1999)	18 to 64 Years (1999)	65 to 74 Years (1999)	75 Years and Older (1999)	All Individuals 2008
Oregon	11.6%	3.6%	7.0%	0.4%	0.5%	13.4%
Jackson County	12.5%	4.1%	7.3%	0.5%	0.6%	13.5%
City						
Ashland	19.6%	4.5%	13.8%	0.4%	0.9%	
Medford	13.9%	5.2%	7.6%	0.4%	0.7%	14.9%
Phoenix	11.6%	3.9%	6.7%	0.7%	0.3%	
Talent	15.4%	5.5%	8.4%	0.4%	1.1%	
Census Tract 7						
Entire Tract	6.4%	1.9%	3.5%	0.3%	0.7%	
Block Group 1	11.6%	5.8%	5.0%	0.4%	0.4%	
Census Tract 16						
Entire Tract	11.4%	3.7%	6.2%	0.8%	0.6%	
Block Group 1	13.5%	4.4%	7.2%	1.1%	0.8%	
Block Group 3	2.9%	0.0%	2.9%	0.0%	0.0%	
Census Tract 17						
Entire Tract	14.8%	4.9%	8.7%	0.3%	0.9%	
Block Group 1	17.9%	5.8%	10.7%	0.5%	0.8%	
Block Group 3	10.9%	0.0%	6.2%	0.0%	4.7%	
Census Tract 18						
Entire Tract	20.7%	5.0%	14.0%	0.6%	1.1%	
Block Group 1	13.0%	3.1%	9.9%	0.0%	0.0%	

Source: Census 2000 Summary File (SF-3).

Median household income (MHI) is shown in Table 7. The MHI for Jackson County is 11 percent less than that for the state. Data from the 2000 Census shows that, when comparing individual BGs within the study area, there are substantial differences in MHI and poverty rates. Specifically, CT 16, BG 1, CT 17, BG 1, and CT 17, BG 3 all have MHIs below $29,000, whereas CT 16, BG 3 has an MHI of almost $60,000.



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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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Table 7. Household Size, Median Household Income, and Percent of Households Below Poverty Level

Geography	Household Size	Median Household Income	% Households Below Poverty Level Based on 1999 Income
Oregon	2.59	40,916	10.8%
Jackson County	2.51	36,461	11.9%
City			
Ashland	2.48	32,670	18.8%
Medford	2.71	36,481	12.4%
Phoenix	2.27	31,701	9.1%
Talent	2.40	29,063	15.7%
Census Tract 7			
Entire Tract	2.22	41,015	6.4%
Block Group 1	2.71	40,987	9.1%
Census Tract 16			
Entire Tract	2.67	31,899	10.3%
Block Group 1	2.27	28,375	11.7%
Block Group 3	2.12	59,167	2.8%
Census Tract 17			
Entire Tract	2.57	30,232	14.7%
Block Group 1	2.40	26,162	17.6%
Block Group 3	2.36	27,083	10.5%
Census Tract 18			
Entire Tract	1.87	32,479	19.5%
Block Group 1	2.22	43,750	9.9%

Source: Census 2000 Summary File (SF-3).

Based on the *Economic Opportunities Analysis* drafted by ECONorthwest for the Bear Creek RPS Project, nearly 60 percent of Jackson County households recorded less than $50,000 annual income, compared to 54 percent in the state as a whole. Annual per capita income in Jackson County was $33,516 in 2007, compared to $35,143 for all of Oregon. Oregon's per capita personal income is consistently lower than the U.S. personal income, and Jackson County, in turn, consistently ranks lower in per capital personal income than Oregon.

Between 2000 and 2008, Medford MSA unemployment rates have ranged from 5.8 percent to 7.8 percent, trending slightly lower than the state average. The 2009 global recession impacted the region and state with double-digit unemployment rates: 13.0 percent unemployment for Jackson County and 11.6 percent unemployment for the state. As of June 2010, the Oregon Employment Department recorded unemployment rates almost a full percentage below the rates from the previous year, with 12.1 percent unemployment for the county and 10.5 percent for the state (Oregon Employment Department 2010).

3. SUMMARY OF LOCAL ORGANIZATION RESEARCH

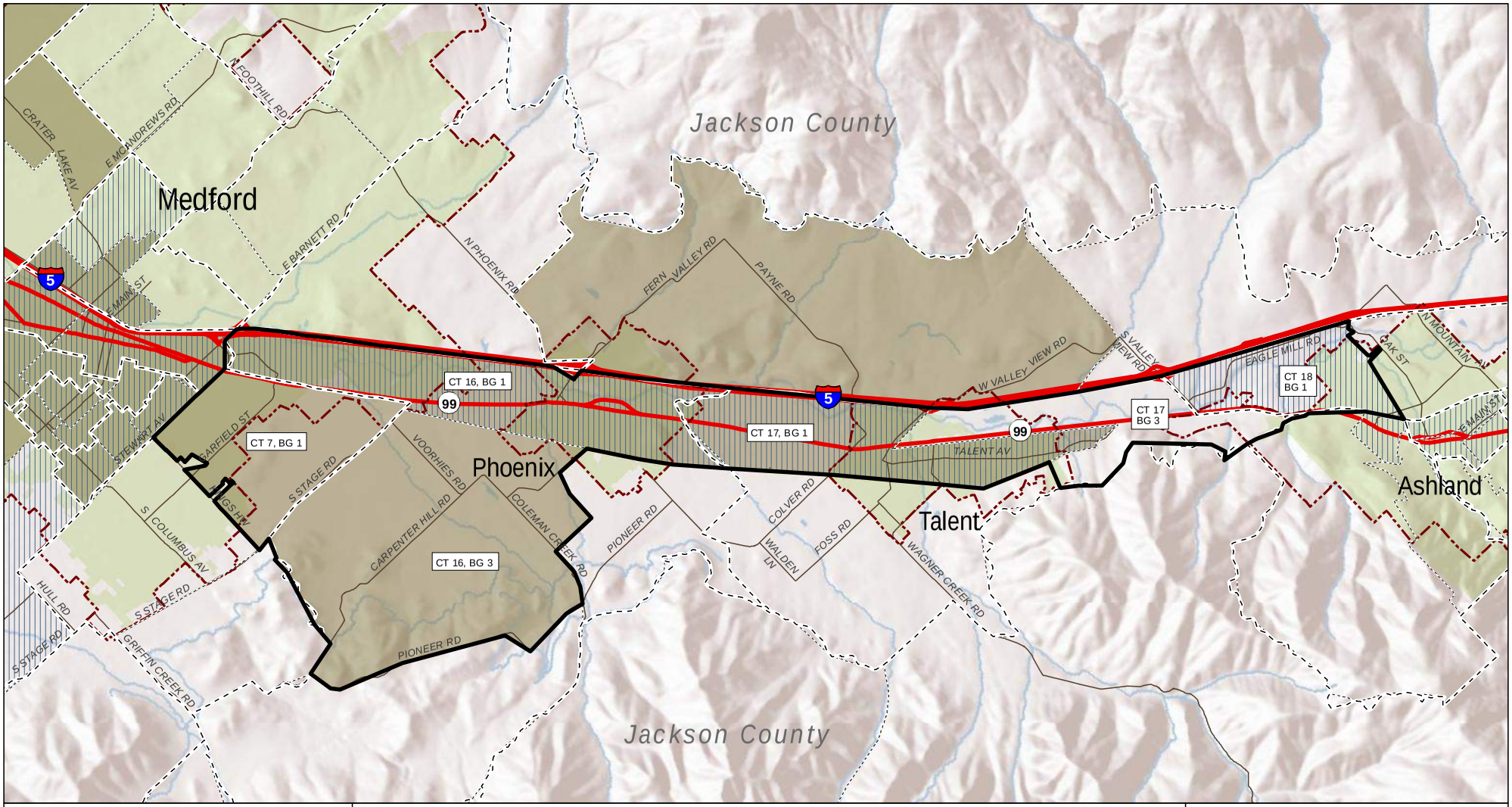
As referenced in the previous section and displayed Figure 4, both minority (primarily Hispanic) and low-income populations are documented predominantly between Southern Medford and Talent in the study area. Figure 5 identifies where, by Block Group, Environmental Justice concerns exist for the study area in relation to the surrounding region.

Based on telephone interviews with representatives from several different organizations in the area, Environmental Justice populations have been known to live between OR 99 and I-5 along Bear Creek (Sayre 2010). It has also been acknowledged that these populations may cluster together in mobile home parks and apartment complexes by race (Sayre 2010), often with extended families living in the same complex or community and a growing number of families and extended families living in the same unit or dwelling.

Three large orchards near the study area employ large numbers of Hispanic workers (Lamoreaux 2010 and Sayre 2010). The Talent-Phoenix School District serves most of the study area and includes a small portion of Southern Medford. In the school district for elementary schools, Phoenix has the highest percentage of Hispanics, almost a third of the student body; the Talent Elementary student body is between 23 percent and 27 percent Hispanic; and the Southern Medford (Orchard Hill) student body is 10 percent to 13 percent Hispanic.

The current recession has increased homelessness in and near the study area. There are documented increases in the number of people seeking refuge in shelters such as the Salvation Army (in Medford outside of the study area), living permanently in local RV campgrounds that are intended for short-term stays, and “couch surfing” with family members or friends. The Talent-Phoenix School District had a jump from 34 families reporting themselves as homeless in 2008 to 82 in 2009 (Sayre 2010). Transient camps have also been documented near some of the I-5 interchanges between Ashland and Medford (Bogdanove 2010). Although transient youth typically congregate in Medford and Ashland where more support services are available to them, some transient youth travel the OR 99 Corridor within the study area to attend school (Knepp 2010).

The recession has put more pressure on low-income populations to seek outside assistance for emergency food, food and clothing vouchers, utility and rent assistance, prescription assistance, and general household supply assistance. The Salvation Army, which serves low-income populations for all of Jackson County, has seen an increase of approximately 1,000 in individuals served through its family services each year since 2007 (approximately 4,900 served in 2007, 5,325 in 2008, and 6,304 in 2009), with the largest and most dramatic increase in July of 2008 (Agee 2010).



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

Legend

- Project Area
- Urban Growth Boundary (UGB)
- City Limits
- Census Tracts
- Block Groups
- Higher Percentage of Residence below Poverty than Jackson County *(Jackson County Poverty Level 12.5%)*
- Higher and/or Comparable Diversity Index* to Jackson County *(Jackson County Diversity Index* 32.7%)*

** The 2008 Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity). For example, the diversity score for the U.S. is 60 which means there is a 60 percent probability that two people randomly chosen from the U.S. population would belong to different race or ethnic groups.*

OR 99 Corridor Plan

Figure 5

Environmental Justice Areas of Concern

September 2010

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The Talent-Phoenix School District tracks the socioeconomic composition of its students partly through the Free and Reduced Lunch Program. The Talent-Phoenix School District saw a big jump in the number of students requesting the Free and Reduced Lunch Program in the fall of 2009 in its elementary schools. In the 2009/2010 school year, Phoenix Elementary School had an almost 75 percent of its students receive the Free and Reduced Lunch Program, up from approximately 60 percent the year before; Talent Elementary had approximately 64 percent of its student body participate in the program; and Southern Medford (Orchard Hill Elementary) had 50 percent participation (Sayre 2010). As shown in Table 8, Student Poverty Rate, Free and Reduced Lunch Enrollment and the number of Hispanic Students for the Phoenix-Talent District are higher than the state as a whole and the surrounding districts.

Table 8. Phoenix-Talent, Medford and Ashland School Districts Poverty and Hispanic Statistics

Geography	Student Poverty Rate (2008)[1]	Free and Reduced Price Lunch Enrollment (2008)[2]	Hispanic Students (2008)[3]
Oregon	15.7%	41.7%	16.8%
Phoenix-Talent School District	22.0%	49.8%	22.4%
Medford School District	20.3%	42.6%	17.4%
Ashland School District	19.8%	25.6%	5.0%

Notes:

1. Percent of children in a district ages 5 to 17 living beneath the Census Bureau's poverty line. In 2008, the poverty income threshold for a family of four was $21,834.
2. Percent of students in the district certified to receive free or reduced price lunches based on family incomes or participation in Food Stamp or Temporary Assistance for Needy Families programs.
3. Percent of students enrolled in public education in the district that are categorized as Hispanic.

According to the 2008 Report on Poverty by the Oregon Housing and Community Services, ACCESS, Inc., the Community Action Agency for Jackson County, identified the following as the primary needs for the low-income population of Jackson County:

- Medical care
- Housing resources and assistance, including permanent affordable housing, rental assistance programs, and housing rehabilitation programs
- Energy assistance programs, especially for vulnerable populations
- Housing maintenance, weatherization, and preservation of existing housing
- Alcohol-free and drug-free housing
- Support for seniors and people with disabilities so they can live independently in their own homes, improving their overall quality of life
- Food and nutrition programs, including emergency food boxes
- Employment opportunities and living-wage jobs
- Workforce education/training programs, including life skills
- Emergency cash assistance and information and referral to other community resources
- Transportation services

The organizations that were interviewed all saw rises in people requesting assistance from 2008 to 2009. The organizations connected with low-income populations through various means, such as community canvassing, identifiable name (e.g. Salvation Army), referrals from other organizations, and family liaisons. Assistance programs and services are mostly located in Medford, and there are some in Ashland. Churches in the Talent-Phoenix area offer some free meal services, most regularly during the winter months. Most organizations cited transportation as a one of the key needs of the groups they assist.

4. OUTREACH STRATEGY AND RECOMMENDATIONS

The demographic analysis indicates that Hispanics and low-income residents are present in the study area at levels above county-wide averages. Therefore, this outreach strategy was prepared in an effort to provide recommendations for how to best reach these populations as well as the community as whole. The outreach strategy focuses on using existing community resources for the basis and refinement of the approach. The benefits of this approach are that it:

- Uses existing networks and empowers community members;
- Engages individuals and organizations in the area that are trusted by Environmental Justice populations; and
- Provides additional resources to identify geographic areas and populations that may need special attention and may not be identified through the demographic analysis.

Targeted Outreach Strategy

Create a Community Outreach Advisory Committee

Building a grass roots public involvement strategy is critical to accessing area residents. The local support organizations interviewed stated that they already work together and refer recipients to each other for particular resources or when they are at maximum capacity. Together, these organizations are an extremely valuable resource in reaching low-income and minority populations in the study area, especially some who may live in the study area but have no permanent address.

The project should develop a Community Outreach Advisory Committee (COAC) that would be charged with helping to identify target populations that the members work with, provide access to the existing outreach mechanisms they have, and provide recommendations to the project team for public involvement with low-income and minority groups.

The COAC should include representatives from the area such as:

- Phoenix-Talent School District
- Local high school student(s)
- Ashland School District
- Salvation Army
- St. Vincent de Paul
- Access, Inc.
- Maslow Project
- Northwest Seasonal Workers Association
- Church organizations

The committee should be established as one of the first tasks of the corridor project. Establishing the COAC early in the process will help establish contacts with the target

populations, and the COAC should be organized and meet in the very beginning stages of the corridor project to help the project team establish the outreach plan as well as identify groups that may not be identified through the demographic analysis. The COAC should continue to meet periodically throughout the project, but would be most focused during outreach events.

Identify Clusters of Target Populations

The first part of this memorandum identifies areas where high percentages of Hispanics and Latinos live, as well as temporary housing for migrant workers, such as between Phoenix and Talent along Bear Creek (between OR 99 and I-5). It is likely that the COAC will also identify groups that may not be formally identified as an Environmental Justice population, but that could be affected and may not respond to traditional outreach. The COAC, as one of its first tasks, should identify existing local outreach where project information can be included such as:

- Local newspapers serving the project area
- Church newsletters
- School newspapers
- Neighborhood bulletins and newsletters

As needed, the project team should develop information pieces targeted to the specific recipients of the newsletter/mailer. Newsletters should also be posted throughout the community, including local schools, libraries, coffee shops, and on message boards in RV parks, apartment complexes, and mobile home parks.

Interviews with local outreach and social service organizations stated that an effective way to reach individuals is through existing materials they may already receive, but that some people may have limited electricity, so project information should be provided in a variety of formats. Project information should be posted in both English and Spanish.

Contact Target Groups/Individuals Directly

Interviewees stated that direct and persistent outreach is often the most effective. With COAC guidance, the project team should do targeted “door knocking” in areas with Environmental Justice populations and/or transient populations before any large public events or in areas where local meetings regarding the project will occur. When contact can be made, specific project information can be provided and the project can be discussed. When no one is available, project information can be left at the door. Direct contact is labor intensive and should be done only where there are high concentrations of the target populations. Interviewees identified the following areas where door-to-door canvassing should occur:

- Shady Brooke and Totem Pole apartment complexes
- Mobile home parks
- Farmworker housing

Interviewees also stated that individual meetings on-site may also be appropriate for these groups in addition to larger public meetings. Door-to-door canvassing can help identify the most appropriate venue for these meetings to occur.

Provide All Materials in Spanish and English

There are a high percentage of temporary and permanent residents in the corridor who may not speak English. Public meeting announcements should be provided in both Spanish and English and posted in areas where they can be easily accessed. Translation services should be provided during all public meetings.

The public involvement specialist should be bilingual or should make arrangements to have translation available for mailings, meetings, handouts, and responses to comments.

Non-Targeted Approaches

The strategy identified above is geared towards engaging populations that may not typically be involved public planning processes. The following methods provide more general information to a larger audience.

Stakeholder Working Group

A stakeholder working group should be organized that represents the primary parties affected by the project. Such a stakeholder working group would include people who represent a larger community or interest group rather than those with only individual interests in how the project affects them. The stakeholder working group should try to encompass a varied group of affected parties. Examples of potential stakeholder working group candidates representing Environmental Justice populations include migrant farmworkers associations and social services non-profit organizations, as referenced above.

Newsletters

Newsletters may be appropriate during the key milestone portions of the corridor study to provide information about the project and identify opportunities for involvement and for comments on the project. Given the targeted Environmental Justice populations in the area, Spanish versions of the newsletters should be provided. The newsletters could provide information about the corridor planning process, such as the trade-offs associated with the corridor options, and invite participation in the determination of which corridor options will move forward. The newsletters would include maps showing various corridor choices. Newsletters should also be posted throughout the community, including at laundromats and coffee shops, and at message boards where they exist in RV parks, apartment complexes, and mobile home parks.

Project Website

Use of a project website is an efficient way for community members and interested parties to keep up-to-date on the project and can be an effective way to provide information, answer frequently asked questions, and receive input.

A project website can include project background material and maps, purpose and need statements, meeting agendas and summaries, and community updates. If warranted, the website can also host an on-line survey that would be promoted through emails to networks of people through workplaces, advocacy groups, and community organizations included on the grassroots communications list.

Community Open Houses

Community open houses provide an opportunity for the public to review project progress and, depending on how they are organized, can provide an opportunity for the public to provide feedback. However, although community open houses do provide an opportunity for the public to stay involved, they often miss key populations. Open houses can be effective if they are coupled with targeted outreach to specific populations, particularly Environmental Justice populations. Posting open house notifications well in advance of the date of the open house at such places as coffee shops, laundromats, and on message boards where they exist in RV parks, apartment complexes, and mobile home parks can help reach Environmental Justice populations. Likewise, notification to the communities through the COAC could also help reach protected populations. Open houses should be held within the community, and there should be easy access to the open houses for affected populations.

Community Group Briefings

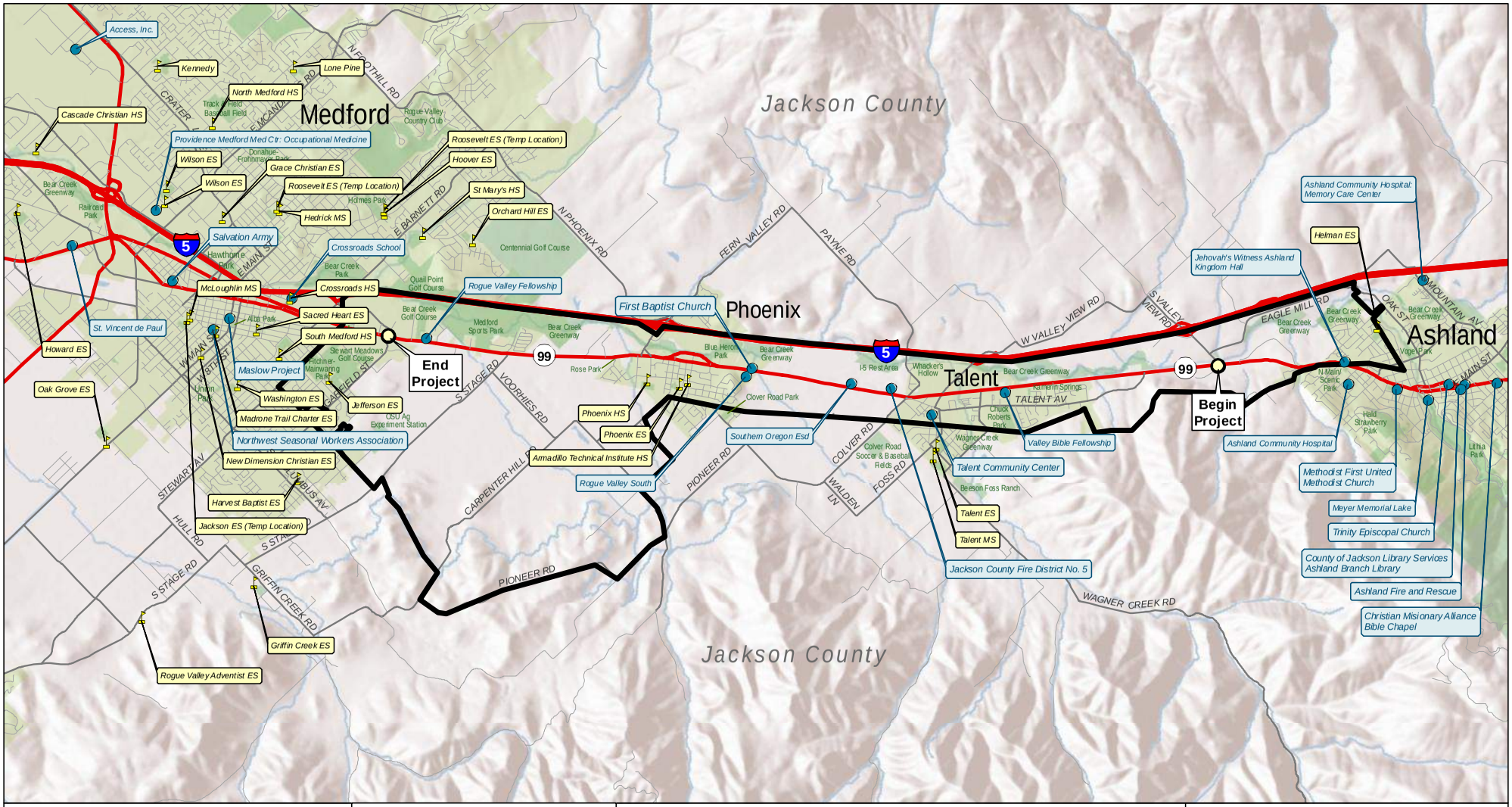
As the project progresses to alternative assessment and evaluation, specific issues, such as traffic, environmental or socioeconomic impacts, may arise that require one-on-one or small group meetings with stakeholders. Community group briefings can be an effective tool for engaging citizen groups and/or neighborhood organizations such as civic organizations, interest groups, business associations, and chambers of commerce that have an interest in the area. Community group briefings are smaller than open houses, can focus on specific issues, and also lend themselves to groups or specific populations that may not attend larger open houses, such as those who do not speak English.

Potential groups to be briefed include:

- Hispanic groups in Spanish speaking meetings
- Business associations
- Local school districts

Key community locations for outreach opportunities include (more community features shown on Figure 6):

- Talent Community Center, E Main Street, Talent, Oregon 97540
- Local schools and, during the summer, parks



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Source Data: Jackson County, ESRI, Oregon GEO

Legend

- Project Area
- Parks & Open Space
- Community Features
- Schools

OR 99 Corridor Plan

Figure 6

Community Features

September 2010

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Knepp, Mary, Program Coordinator, Maslow Project. 2010 (August 20). Telephone communication.

Lamoreaux, Alex, Operations Manager, Northwest Seasonal Workers Association. 2010 (August 23). Telephone communication.

Sayre, Theresa, Director of Instructional Services, Phoenix-Talent School District #4. 2010 (August 24). Telephone communication.

Appendix C – Historic Resources List

Oregon 99 Corridor Plan
Historical Resources

Property Name	Address		Construction Date	Eligibilty Evaluation	National Register status	Primary Original Use	Primary Style
Block House, Clover Hall	Hwy 99	Phoenix	1855	EC		Single Dwelling	Bungalow (Type)
Emigrant Landmark	1st & Hwy 99	Phoenix	1921	EC		Monument/Marker	
First Presbyterian Church	121 W 2nd St	Phoenix	1925	EC		Religious Facility	Bungalow (Type)
Malgren, Dr, Building	W 2nd & N Church	Phoenix	1910	EC		COMMERCIAL	General
Malgren, Dr, House	203 W 2nd	Phoenix	1906	EC		Single Dwelling	Colonial Revival
McManus, Patrick F, House	117 W 1st St	Phoenix	1855	ES	NRI	Single Dwelling	Classical Revival: other
Petch, Thomas, House	3654 S Hwy 99	Phoenix	1922	EC		Single Dwelling	Bungalow (Type)
Phoenix City Jail Cell	Phoenix City Park	Phoenix	1950	EC		Monument/Marker	
Phoenix City Jail Cell	Phoenix City Park	Phoenix	1950	EC		Monument Marker	n/a
Phoenix Grange Hall	N Main & 2nd Sts	Phoenix	1880	EC		Meeting Hall	Vernacular
Towne, William Francis, House	120 W 2nd	Phoenix	1881	EC		Single Dwelling	Craftsman
Alford, Albert & Katherine, House	200 Main St W	Talent	1911	EC		Single Dwelling	Craftsman
Bahr-Brown House	202 Main St E	Talent	1902	EC		Single Dwelling	Vernacular
Barclay-Wolters House	110 Wagner St E	Talent	1894	EC		Single Dwelling	Vernacular
Barrett, Jonas & Minnie, House	234 Gibson St	Talent	1912	EC		Single Dwelling	Bungalow (Type)
Bates Service Station	200 Talent Ave	Talent	1930	EC		Sepcility Store	Vernacular
Bell, T J "Jeff", House	231 Gibson St	Talent	1914	EC		Single Dwelling	Bungalow (Type)
Bell, Thomas Jefferson, House	104 S I St	Talent	1897	EC		Single Dwelling	Vernacular
Burgan-Wells House	227 Talent Ave	Talent	1895	EC		Single Dwelling	Vernacular
Burnett-Davidson House	209 Gibson St	Talent	1912	EC		Single Dwelling	Craftsman
Campbell, James W, Rental #1	232 Gibson St	Talent	1913	EC		Single Dwelling	Bungalow (Type)
Campbell, James W, Rental #2	230 Gibson St	Talent	1913	EC		Single Dwelling	Bungalow (Type)
Carey-Alford House	104 Main St W	Talent	1910	EC		Single Dwelling	Craftsman
Carl, Marcus & Margaret, House	206 Talent Ave	Talent	1894	EC		Single Dwelling	Vernacular
Centers, Elizabeth & F M, House	236 Talent Ave	Talent	1915	EC		Single Dwelling	Vernacular
Christian Church	207 Wagner St	Talent	1912	EC		Religious Facility	Vernacular
Church & Brethern Cemetery	S Hwy 99	Talent	1888	EC		Cemetary	
Church & Brethern Cemetery	S Hwy 99The cemetery is located along Highway 99 in the city of Talent, Jackson County, OR. The cemetery is on the left side of Highway 99. The cemetery and it's sign can't be seen from the highway. From Talent, take Highway 99 north. Go approximately 2 tenths of a mile past the Colver Rd - Highway 99 intersection. Turn left into the driveway at #5800 Highway 99, a business without a sign. To the right side of the property, follow the little dirt road. The cemetery is behind the large shop building. The Business at #5800 Highway 99 is right across the highway from the new Talent fire department building.	Talent	1888	EC			
Clark-Hayman House	205 Main St W	Talent	1935	EC		Single Dwelling	Rustic

Oregon 99 Corridor Plan
Historical Resources

Property Name	Address		Construction Date	Eligibilty Evaluation	National Register status	Primary Original Use	Primary Style
Clayton House	109 Wagner St W	Talent	1922	EC		unknown	vernacular
Cochran, Edith, Building	114 Talent Ave	Talent	1925	EC		Restaurant	Commerical
Crosby, W R, House	216 Gibson St	Talent	1914	EC		Single Dwelling	Craftsman
Dickey, Anna, House	209 Main St E	Talent	1940	EC		Single Dwelling	Vernacular
End Gable Cottage #1	303 Main St W	Talent	1940	EC		Single Dwelling	Bungalow (Type)
End Gable Cottage #2	305 Main St W	Talent	1942	EC		Single Dwelling	Bungalow (Type)
Estes, Charles & Martha, House	221 Talent Ave	Talent	1930	EC		Single Dwelling	Bungalow (Type)
Gedlick-Kirkpatrick House	205 Main St E	Talent	1935	EC		Single Dwelling	Bungalow (Type)
Hanscom Hall	201 Talent Ave	Talent	1906	ES	NRI	Musuem	Vernacular
Hart, Benjamin & Ethel, House	102 Main St W	Talent	1940	EC		Single Dwelling	Bungalow (Type)
Hartley-Rush House	219 Talent Ave	Talent	1920	EC		Single Dwelling	Vernacular
Hazen, Clarence A, House	223 Gibson St	Talent	1912	EC		Single Dwelling	Bungalow (Type)
Helms-Hanson House	109 John St	Talent	1896	EC		Single Dwelling	Vernacular
Hill-Stearns Building	106 Talent Ave	Talent	1923	EC		Department Store	Commerical
Jones, Robert H, House	238 Gibson St	Talent	1911	EC		Single Dwelling	Bungalow (Type)
Malmgren Garage	111 Talent Ave	Talent	1925	EC		Sepcility Store	Vernacular
Manning-Nyswaner House	207 Talent Ave	Talent	1906	EC		Single Dwelling	Vernacular
McMahan-Foxall House	226 Talent Ave	Talent	1909	EC		Single Dwelling	Craftsman
Netherland-Sowash House	102 Home St	Talent	1890	EC		Single Dwelling	Vernacular
Nininger-Norman House	108 I St	Talent	1909	EC		Single Dwelling	Vernacular
Nye, S A, House	5626 S Hwy 99	Talent	1915	EC		Single Dwelling	Craftsman
Nyswaner-Furrer House	105 Main St W	Talent	1914	EC		Single Dwelling	Vernacular
Oatman, F B & Nida, House	201 Madison St	Talent	1910	EC		Single Dwelling	Bungalow (Type)
Overholser, L B & P, House	240 Gibson St	Talent	1911	EC		Single Dwelling	Bungalow (Type)
Pellett-Malster House	104 Wagner St E	Talent	1910	EC		Single Dwelling	Bungalow (Type)
Reynolds, Alfred B, House	235 Gibson St	Talent	1913	EC		Single Dwelling	Bungalow (Type)
Rhodes, L M, House	213 Talent Ave	Talent	1913	EC		Single Dwelling	Bungalow (Type)
Roberts, Emma, House	233 Gibson St	Talent	1925	EC		Single Dwelling	Bungalow (Type)
Root-Ager House	0 Home St	Talent	1890	EC		Single Dwelling	Vernacular
Sleppy-Withrow House	104 N I St	Talent	1910	EC		Single Dwelling	Vernacular
Spitzer, J S, House	201 Main St W	Talent	1906	EC		Single Dwelling	Vernacular
Talent Baptist Church	303 Main St E	Talent	1871	EC		Religious Facility	Vernacular
Talent Elementary School	204 Main St E	Talent	1899	EC		School	Vernacular
Talent Hotel	101 Main St W	Talent	1910	EC		hotel	Vernacular
Way-Mitchell House	211 Gibson St	Talent	1913	EC		Single Dwelling	Vernacular
Weidner, Andreas, House	361 Main St W	Talent	1904	EC		Single Dwelling	Vernacular
Wolters Rental House	204 Talent Ave	Talent	1910	EC		Single Dwelling	Vernacular
Wolters, C W & Amanda, House	202 Talent Ave	Talent	1911	EC		Single Dwelling	Vernacular
Works, Mary E, House	215 Talent Ave	Talent	1914	EC		Single Dwelling	Craftsman
	219 Gibson St	Talent	1911	EC		Single Dwelling	Vernacular

OR 99 Rogue Valley Corridor Plan

Garfield Road to South Valley View Road

Technical Memorandum #3

Existing Transportation Facilities Inventory and Analysis

Prepared for

Oregon Department of Transportation, Region 3
3500 NW Stewart Parkway
Roseburg, Oregon 97470

Prepared by

David Evans and Associates, Inc.
2100 SW River Parkway
Portland, Oregon

September 2014

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3. EXISTING CONDITIONS ANALYSIS

This memorandum provides a summary of the existing transportation system and traffic conditions through the OR 99 corridor.

3.1. Existing Transportation System Inventory

The OR 99 corridor serves local and regional vehicular and freight traffic as well as transit, bicycles and pedestrians. Through the study area, OR 99 parallels Interstate 5 (I-5) to the west with occasional connections between the two facilities. Table 3-1 presents a summary of the OR 99 corridor roadway characteristics and classifications. Additionally, the function of the OR 99 corridor will be influenced by the Phoenix Special Transportation Area (STA) which is bounded to the north by 5th Street, south by Oak Street, east by Bear Creek Drive, and west by Church Street.

The OR 99 corridor has four connections to I-5 in the study area:

1. I-5 Exit 27 (South Medford) is an urban interchange that serves the entire southern part of Medford and connects I-5 with the city's commercial core and OR 99. The interchange is a Single Point Urban Interchange that brings the I-5 northbound and southbound ramps to a single Intersection with Highland Drive.

2. I-5 Exit 24 (Fern Valley) provides access to the City of Phoenix via signalized intersections on Fern Valley Road. The interchange is a standard diamond interchange with frontage roads on both sides of the freeway. Construction of a diverging diamond interchange configuration is underway. Improvements associated with the interchange upgrade extend to OR 99 and the Fern Valley Road and Bolz Road intersection will be reconstructed.
3. I-5 Exit 21 (W. Valley View) provides access to the City of Talent via STOP-controlled intersections on W. Valley View Road. The interchange has a gull wing configuration for the northbound freeway ramp terminals and a half-diamond configuration for the southbound terminals.
4. I-5 Exit19 (North Ashland) provides the main link between the I-5 corridor and the northern end of Ashland via OR-99, which intersects S. Valley View Road approximately 2,500 feet south of the interchange. Currently a two-lane facility, S. Valley View Road carries high volumes because of significant intraregional trips between Ashland and Medford. In addition to the heavy movement of intraregional trips, the interchange also serves local residents and businesses in the interchange vicinity. S. Valley View Road is planned for expansion into a five-lane facility between the interchange and the OR 99 intersection.

Table 3-1. OR 99 Roadway Characteristics

Roadway/ Highway Name	ODOT[1]/Federal[2] Functional Classification	Posted Speed (mph)	No. of Lanes	Direction of Travel
South Medford Segment				
Garfield St through S. Stage Rd	District Highway/ Principal Arterial	45	5	NB/SB
Medford to Phoenix Transition				
S. Stage Road to Coleman Creek	District Highway/ Principal Arterial	45	5	NB/SB
Phoenix Segment				
Coleman Creek to Downtown Couplet	District Highway/ Principal Arterial	30	4-5	NB/SB
Bear Creek Drive *(Downtown Couplet)*	District Highway & Special Transportation Area/ Principal Arterial	35	2	NB
Main Street *(Downtown Couplet)*		30	2	SB
Downtown Couplet to Phoenix S. City Limits	District Highway/ Principal Arterial	35	4	NB/SB
Phoenix to Talent Transition				
Phoenix S. City Limits to Cabbage Lane	District Highway/ Principal Arterial	50	4	NB/SB
Cabbage Lane to Colver/ Suncrest Road	District Highway/ Principal Arterial	55	4	NB/SB
Talent Segment				
Colver/Suncrest Road to Wagner Creek	District Highway/ Principal Arterial	40	5	NB/SB
Wagner Creek to Rapp Road	District Highway/ Principal Arterial	45	5	NB/SB
Rapp Road to Talent S. City Limits	District Highway/ Principal Arterial	45	4	NB/SB
Talent to Ashland Transition				
Talent S. City Limits to S. Valley View Road	District Highway/ Principal Arterial	55	4	NB/SB

Notes:
1. Oregon Highway Plan, 1999
2. ODOT Transportation Maps, http://www.oregon.gov/ODOT/TD/TDATA/Pages/gis/citymaps.aspx

3.1.1. Pedestrian and Bicycle Facilities Inventory

The bicycle and pedestrian facilities along OR 99 are limited throughout the corridor area. The Bear Creek Greenway trail is a regional bicycle and pedestrian facility that generally parallels I-5. With recent completion of a segment of the greenway in the vicinity of Interchange 27 as part of the South Medford Interchange project, the multi-use trail is now a continuous 21-mile path between I-5 Exit 35 north of Central Point to Oak Street in Ashland. Table 3-2 provides more detail regarding other pedestrian and bicycle facilities along OR 99.

Table 3-2. Corridor Pedestrian and Bicycle Inventory

Pedestrian Facilities	Bicycle Facilities
All Segments	
▪ Access to Bear Creek Greenway northeast of OR 99	▪ Access to Bear Creek Greenway northeast of OR 99
South Medford Segment *(Garfield Street to S. Stage Road)*	
▪ Occasional marked crosswalks ▪ Sidewalk on the northeastern side	▪ Present in both directions
Medford to Phoenix Transition *(S. Stage Road to Cheryl Lane)*	
▪ No sidewalks present	▪ Inadequate shoulders
Phoenix Segment *(Cheryl Lane to Phoenix S. City Limits)*	
North of Couplet: ▪ Continuous sidewalks on west side, sporadic sidewalks on east side of OR 99 ▪ Crosswalks at Fern Valley Road and Bolz Road	▪ No on-street bike facilities
Bear Creek/N. Main Couplet ▪ Continuous sidewalk on both sides of N. Main Street ▪ No sidewalks along Bear Creek Drive ▪ Crosswalk at 3rd Street and Main Street	
South of Couplet: ▪ No sidewalks present	
Phoenix to Talent Transition *(Phoenix S. City Limits to Colver/Suncrest Road)*	
▪ No sidewalks present	▪ Inadequate shoulders
Talent Segment *(Colver/Suncrest Road Talent S. City Limits)*	
Colver/Suncrest Road to Rapp Road ▪ Continuous sidewalks on southwest side ▪ Incomplete sidewalks on northeast side ▪ Crosswalks at Colver/Suncrest Road, W. Valley View Road, and Rapp Road	*Colver/Suncrest Road to Rapp Road* ▪ Continuous bike lanes on both sides to south of Rapp Road
South of Rapp Road ▪ No sidewalks present	*South of Rapp Road* ▪ No on-street bike facilities
Talent to Ashland Transition *(Talent S. City Limits to S. Valley View Road)*	
▪ No sidewalks present	▪ Inadequate shoulders

3.1.2. Transit Inventory

Rogue Valley Transportation District (RVTD) operates one transit route through the study area: Route 10. Route 10 travels the entire length of the corridor Monday through Friday, twice each hour, between the hours of 5:00 am and 6:30 pm. The route runs along OR 99 in the study area except in Talent, where it runs along Talent Avenue. More than 30 stops are located within the study area.

3.1.3. Highway Freight Inventory

Although not a designated freight route, OR 99 is part of the NHS and must provide freight access according to federal regulations. Historically, oversize or overweight trucks are

occasionally routed along OR 99 and must be accommodated in the future as well. More information regarding the truck distribution throughout the study area can be found in the Freight Traffic discussion under the Traffic Conditions of this report.

3.1.4. Intelligent Transportation Systems (ITS) Inventory

The Rogue Valley region has a sizeable amount of ITS infrastructure currently in place[1]. Along the OR 99 corridor the predominant ITS systems are Automatic Traffic Recorders (ATRs) and Closed-Circuit Television (CCTV) Cameras. Additional ATRs and CCTV Cameras are planned in the next 20 years, four and two, respectively. Three of the ATRs are planned for the 6-10 year horizon, while the remaining one is planned for the 11-20 year horizon. The two new CCTV Cameras are also planned for the 11-20 year horizon.

Closed-Circuit Television Cameras

ODOT currently controls six CCTV cameras to monitor traffic on I-5 within the Corridor Plan area, concentrated primarily along the viaduct through Medford. Video signals from the cameras are transmitted to ODOT TOC. Three cameras on the viaduct communicate via wireless to the weather station site located at Jackson Street (MP 28.94). From the weather station, the video is transmitted to the TOC. The City of Medford operates two cameras that are transmitted via copper twisted-pair cable to Medford City Hall for monitoring. However, the information is not currently posted to a website. Additional cameras are planned in conjunction with the South Medford Interchange project.

Automatic Traffic Recorders

Used to collect traffic volume, speed, and occupancy data at a given location, ATRs are typically located upstream from a signalized intersection but are occasionally placed on freeway mainlines as well. Within the Corridor Plan area, ODOT operates three ATRs—one on OR 62 (MP 1.09), one on OR-99 in Talent (MP 15.82), and one on the I-5 Medford viaduct at MP 28.33.

The City of Medford, meanwhile, controls six ATRs—two are positioned on East McAndrews Road east and west of the Royal Avenue intersection, two are on Barnett Road east and west of Black Oak Drive, and two are on North Phoenix Road north and south of the Barnett Road intersection.

3.1.5. Rail Inventory

The Rogue Valley region is served by two railroad lines. The Central Oregon and Pacific Railroad (reporting mark "CORP") is a short line railroad owned by RailAmerica, Inc., which is based in Jacksonville, Florida. The WCTU Railway Company, a short line railroad on 14 miles of track accessing an industrial area in White City, Oregon, is part of RailService, Inc., which is based in Atlanta, Georgia. Currently, both railroad lines are exclusively freight lines with 90 percent of

[1] I-5 Rogue Valley Corridor Study Technical Memorandum #2 Data Collection and Review of Existing Plans Figure 9-1. David Evans and Associates, Inc. August 2009

their delivery consisting of forest products. The CORP line runs parallel to the OR 99 corridor throughout the study area.

No passenger rail service is available in the Rogue Valley; the closest available is AMTRAK located in Eugene, Oregon. The Federal Railroad Administration (FRA) establishes nine classes of track and safety standards that prescribe the maximum speed of operation for both freight and passenger trains. CORP trackage is maintained to FRA Class 1 and 2 conditions, which limits maximum speeds to 10 mph for Class 1 or 25 mph for Class 2. Hence, improvements necessary to provide a competitive passenger rail service south to Medford and beyond would require substantial reconstruction.

Central Oregon and Pacific Railroad (CORP)

CORP, headquartered in Roseburg, Oregon, is a Class II railroad operating between Black Butte (Weed) in Northern California and Eugene, Oregon. From Eugene, the line continues west to Coos Bay, Oregon. A Class II railroad is defined as a mid-sized freight-hauling railroad with operating revenues greater than $20.5 million but less than $277.7 million for at least three consecutive years.
Traffic on the CORP consists of about 38,000 cars that primarily haul forest commodities such as lumber, logs, and plywood. Remaining shipments consist of liquid petroleum gas, corn, and grain. A large wood products operation in the Roseburg vicinity contributes the bulk of the traffic on the northern end, while shippers south of Grants Pass are the major source of business on the southern end of the line.

Although the CORP operates trackage into northern California, based on a phone conversation with John Bullion, CORP Assistant General Manager, no rail traffic currently occurs south of the City of Ashland. Therefore, all railroad traffic north of Ashland must currently go through Eugene. As a result, Oregon freight shipments destined to go south into California via rail must go north through Eugene and then divert onto the Union Pacific Railroad (UP) route from Eugene to Klamath Falls, Oregon, and the Cascade Summit.

3.2. Traffic Conditions

The assessment of traffic conditions includes development of existing traffic volumes, traffic operations evaluation, and a review of historical crash patterns.

3.2.1. Traffic Counts

Traffic volume data collected for this project consist of a mix of turning movement counts and detailed classification counts. Table 3-3 below provides a list of all intersection count locations and includes the type of count.

Table 3-3. Vehicle Count Locations and Types

Location	Type of Count	Count Date
Medford Segment		
1. OR 99 @ Garfield Street (Signalized)	16 hr Turning Movement Classification	7/12/2010
2. OR 99 @ Lowry Lane (Signalized)	16 hr Turning Movement Classification	7/12/2010
3. OR 99 @ Bear Creek Corp Drive (Signalized)	16 hr Turning Movement Classification	7/13/2010
4. OR 99 @ S. Stage Road (Signalized)	16 hr Turning Movement Classification	7/15/2010
Phoenix Segment		
5. OR 99 @ Fern Valley Road (Signalized)	24 hr Turning Movement	7/14/2010
6. OR 99 @ Bolz Road	16 hr Turning Movement Classification	7/14/2010
7. SB OR 99 (Main St) @ 4th Street	3 hr PM Turning Movement Classification	9/22/2010
8. NB OR 99 (Bear Creek Drive) @ 4th Street	3 hr PM Turning Movement Classification	9/23/2010
9. SB OR 99 (Main St) @ 1st Street	3 hr PM Turning Movement Classification	9/21/2010
10. NB OR 99 (Bear Creek Drive) @ 1st Street	3 hr PM Turning Movement Classification	9/28/2010
11. SB OR 99 (Main St) @ Oak Street	3 hr PM Turning Movement Classification	9/16/2010
12. NB OR 99 (Bear Creek Drive) @ Oak Street	3 hr PM Turning Movement Classification	9/16/2010
Talent Segment		
13. OR 99 @ Colver/Suncrest Road (Signalized)	16 hr Turning Movement Classification	7/15/2010
14. OR 99 @ W. Valley View Road (Signalized)	16 hr Turning Movement Classification	7/15/2010
15. OR 99 @ Rapp Road (Signalized)	16 hr Turning Movement Classification	8/2/2010
16. OR 99 @ Arnos Road	3 hr PM Turning Movement Classification	7/1/2010
17. OR 99 @ Creel Road	3 hr PM Turning Movement Classification	7/6/2010
Talent to Ashland Transition		
18. OR 99 @ Talent Avenue/Old Pacific Hwy	16 hr Turning Movement Classification	8/3/2010
19. OR 99 @ S. Valley View Road (Signalized)	16 hr Turning Movement Classification	10/6/2009

The traffic volume data were examined to determine a common peak hour among the intersections, which is the one-hour period when the sum of volumes entering at all corridor intersections is highest. The common peak hour for the corridor intersections was found to occur between 4:30 and 5:30 PM. The peak hour at each intersection may or may not correspond to the common peak hour but all peaks are generally overlap at least have of the common hour.

3.2.2. Design Hourly Volumes

ODOT generally requires that transportation facilities be analyzed under design hourly volumes (DHVs), known as 30th highest hour volumes. The 30th highest hour volumes are used in traffic operations analysis so that results are valid for all but a few hours of the year. The procedure

for determining 30th highest hour volumes is specified in ODOT's Analysis Procedures Manual (APM)[2] and briefly described below.

The 30th highest hour traffic volumes are calculated by multiplying the peak hour volumes by a seasonal factor. The seasonal factor is determined from automatic traffic recorders (ATR), which are electronic counting sites on roadways that count vehicles continuously. It is desirable to obtain data from ATRs that (1) are within the corridor area, (2) are on similar roadway types or within similar area types, or (3) have similar seasonal trend characteristics. The seasonal factors for the corridor area use a combination of ATR and seasonal trend data. The seasonal trend data averages the commuter and summer trends to represent the travel characteristics for the area. The data used in calculating the seasonal factors is included in Appendix A.

Peak hour count data was seasonally adjusted, and volumes were balanced to achieve a uniform dataset for analysis. Because the counts were collected in 2010 (the baseline analysis year), an annual growth adjustment was not applied. Figure 3-1 shows the existing balanced PM peak hour volumes developed for this project.

3.2.3. Freight Traffic

Trucks are an important component of traffic for any corridor. According to the classification breakdown for ATR 15-014 (Talent), trucks comprise less than 4% of the total average annual daily traffic in the area. The intersection traffic counts also show relatively low truck percentages. However, this corridor is home to a major agricultural and manufacturing plant, Bear Creek Corporation (also known as Harry and David). Bear Creek Corporation is located between Medford and Phoenix. While it may bring in produce from a variety of sources, it also utilizes the agricultural land located in the Phoenix/Talent area. At harvest time (generally late summer/early fall) truck traffic between the crop sites and manufacturing facility peaks.

3.2.4. Operational Criteria

Transportation engineers have established various methods for measuring traffic operations of roadways and intersections. Most jurisdictions use either volume-to-capacity (v/c) ratio or level of service (LOS) to establish performance criteria. Both the LOS and v/c ratio concepts require consideration of factors that include traffic demand, capacity of the intersection or roadway, delay, frequency of interruptions in traffic flow, relative freedom for traffic maneuvers, driving comfort, convenience, and operating cost.

Volume-to-Capacity (V/C) Ratio

A comparison of traffic volume demand to intersection capacity is one method of evaluating how well an intersection is operating. This comparison is presented as a v/c ratio. A v/c ratio of less than 1.00 indicates that the volume is less than capacity. When it is closer to zero, traffic

[2] Analysis Procedures Manual, Oregon Department of Transportation, Transportation Development Division Planning Section, Transportation Planning and Analysis Unit, Salem, Oregon, April, 2006, Section 4.3.

conditions are generally good, with little congestion and low delays for most intersection movements. As the v/c ratio approaches 1.00, traffic becomes more congested and unstable, with longer delays.

Level of Service (LOS)

Level of service is also a widely recognized and accepted measure and descriptor of traffic operations. At both stop-controlled and signalized intersections, LOS is a function of control delay, which includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Six standards have been established, ranging from LOS A, where there is little or no delay, to LOS F, where there is delay of more than 50 seconds at unsignalized intersections, or more than 80 seconds at signalized intersections.

It should be noted that, although delays can sometimes be long for some movements at a STOP-controlled intersection, the v/c ratio may indicate that there is adequate capacity to process the demand for that movement. Similarly at signalized intersections, some movements, particularly side street approaches or left turns onto side streets, may experience longer delays because they receive only a small portion of the green time during a signal cycle, but their v/c ratio may be relatively low. For these reasons, it is important to examine both v/c ratio and LOS when evaluating overall intersection operations. Both are reported in the following section.

95th Percentile Queues

In addition to the operational criteria that measure intersection performance, it is also important to examine queuing and where demand may exceed available storage. Queues that spill out of storage bays and into adjacent travel lanes impair intersection performance by reducing capacity and creating potential safety concerns. Queues may also extend from one intersection through another upstream intersection which also impairs performance. The 95th percentile queue length (meaning 95 percent of all queues will be shorter) is used for this analysis.

3.2.5. Operational Standards

The Oregon Highway Plan (OHP)[3] has established several policies that enforce general objectives and approaches for maintaining highway mobility. Of these policies, the Highway Mobility Standards (Policy 1F) establish maximum v/c ratio targets for peak hour operating conditions for all highways in Oregon based on the location and classification of the highway segment being examined. The OHP policy also specifies that the v/c ratio targets be maintained for ODOT facilities through a 20-year horizon.

Both Medford and Phoenix have also established performance standards. Medford uses performance standards based on LOS while Phoenix standards are based on v/c ratio. These

[3] Table 6: Maximum Volume to Capacity Ratio Targets for Peak Hour Operating Conditions, 1999 Oregon Highway Plan, OHP Policy 1F Revisions, Adopted December 21, 2011, Oregon Department of Transportation, website: http://www.oregon.gov/ODOT/TD/TP/docs/ohp11/policyadopted.pdf.

standards are outlined in their corresponding TSPs. Although the corridor resides within Jackson County, none of the study intersections are maintained by the county. The County TSP language states that "where one or more approaches is maintained by a city or ODOT, the more restrictive of the County's or other agency's performance standards will be applied." This same approach of applying the most restrictive standard is applicable for Medford and Phoenix. The city of Talent does not have mobility standards, but instead defers to the OHP standards. Applicable mobility standards are shown in Table 3-4, in the existing conditions section.

3.2.6. Traffic Operations Analysis Procedures

All operations were evaluated using the methodology outlined in the *2000 Highway Capacity Manual* (HCM) along with the procedures outlined in ODOT's Analysis Procedures Manual (APM). The Synchro/SimTraffic analysis software was selected to perform the intersection analysis since it can provide the v/c ratio and LOS output of an HCM analysis and consider the systematic interaction of the intersections with regard to queuing and delays.

Synchro is a macroscopic model similar to the Highway Capacity Software (HCS), and like the HCS, is based on the 2000 HCM. The Synchro model explicitly evaluates traffic operations under coordinated and uncoordinated systems of signalized and unsignalized intersections. The v/c ratios and LOS presented in this report are based on the Synchro model output.

SimTraffic animates traffic flow based on input volumes and signal timing and allows viewing of traffic flow under saturated traffic conditions where traffic may spill over from one intersection to another. It is particularly effective at evaluating closely spaced intersections. The SimTraffic model was run multiple times using different arrival patterns to determine how sensitive traffic operations are with subtle variations in traffic flows. The 95th percentile queues from the SimTraffic model are also considered in this report.

As noted above, the results from both Synchro and SimTraffic were considered in this document. Because these programs evaluate operations using different methodologies, the analysis results sometimes vary; however, the differences are generally minor unless saturated or congested conditions are present. Under saturated conditions, SimTraffic queuing and delays present results that reflect how congested intersections impact each other, while Synchro represents intersection performance in isolation and may reflect better performance results.

3.2.7. Existing Traffic Operations

Traffic operations were evaluated at the 19 corridor intersections. Operations are described in the following sections and the detailed analysis worksheets are presented in Appendix B.

Intersection Operations

Table 3-4 summarizes the results of the traffic operations analysis and Figure 3-2 presents the v/c ratios and LOS performance, delay, and queuing by lane group for the corridor

intersections. These findings reflect the 2010 signal timing plans implemented by ODOT at all signalized corridor intersections.

Table 3-4. Existing (2010) Design Hour Intersection Operations

Intersection	Critical[1] Movement	2010 PM Peak Hour			Operational Standards[3]	
		V/C Ratio[2]	LOS[2]	Delay[2] (sec.)	OHP	City
Medford Segment						
1. OR 99 @ Garfield Street (Signalized)	Overall	0.53	C	21	0.95	D
2. OR 99 @ Lowry Lane (Signalized)	Overall	0.47	A	8	0.95	D
3. OR 99 @ Bear Creek Corp Drive (Signalized)	Overall	0.35	A	6	0.95	D
4. OR 99 @ South Stage Rd (Signalized)	Overall	0.53	B	13	0.95	D
Phoenix Segment						
5. OR 99 @ Fern Valley Road (Signalized)	Overall	0.63	C	38	0.95	0.90
6. OR 99 @ Bolz Road	SB T/R	0.28	A	2	0.95	0.90
7. SB OR 99 (Main Street) @ 4th Street	EB T/R	0.32	C	10	1.0	0.95
8. NB OR 99 (Bear Creek Drive) @ 4th Street	NB L/T	0.25	A	1	1.0	0.95
9. SB OR 99 (Main Street) @ 1st Street	EB T/R	0.40	C	9	1.0	0.95
10. NB OR 99 (Bear Creek Drive) @ 1st Street	EB L	0.27	B	8	1.0	0.95
11. SB OR 99 (Main Street) @ Oak Street	SB T/R	0.19	A	1	1.0	0.95
12. NB OR 99 (Bear Creek Drive) @ Oak St	NB L/T	0.22	A	2	1.0	0.95
Talent Segment						
13. OR 99 @ Colver/Suncrest Road (Signalized)	Overall	0.41	A	8	0.95	-
14. OR 99 @ W. Valley View Rd (Signalized)	Overall	0.56	B	16	0.95	-
15. OR 99 @ Rapp Road (Signalized)	Overall	0.44	B	9	0.95	-
16. OR 99 @ Arnos Road	NB L/T	0.23	A	4	0.95	-
17. OR 99 @ Creel Road	NB L/T	0.24	A	5	0.95	-
Talent to Ashland Transition						
18. OR 99 @ Talent Avenue/Old Pacific Hwy	NB L/T	0.25	A	8	0.95	-
19. OR 99 @ S. Valley View Road (Signalized)	Overall	0.76	C	26	0.95	-

Acronyms: For intersection approaches NB = northbound, SB = southbound, EB = eastbound, and WB = westbound. At the intersection approach L = left-turn movement, T = through movement, and R right-turn movement. Some approaches have shared lanes where two or more travel movements may be permitted as indicated with a slash.

Notes:
1. The critical movement at a signalized intersection is the overall operation of the intersection. The critical movement at an unsignalized intersection is the movement with the worst v/c ratio.
2. The v/c ratio and LOS are provided from Synchro HCM Intersection Analysis Reports, while delay and queuing values are from SimTraffic.
3. Mobility standards are drawn from Table 6 of the 1999 OHP and corresponding TSPs. All study area intersections are within the UGB and MPO.

Shaded results indicate where mobility standards are not met

Traffic operations are acceptable under existing conditions throughout the corridor. The highest overall or critical movement v/c ratio throughout the corridor is 0.76, and the worst LOS is C. Furthermore, none of the study intersections currently exceed applicable mobility standards.

Only two intersections, OR 99 at Fern Valley Road and at South Valley View Road, have queuing that either exceeds available storage or extend past the nearest upstream intersection. Table 3-5 summarizes the intersection movements these queues exist.

Table 3-5. Existing (2010) 95th Percentile Queues Exceeding Available Storage

Intersection	Approach & Movement	95th Percentile Queue (ft.)	Available Storage (ft.)	Percent Time Blocked[1]
5. OR 99 @ Fern Valley Rd (Signalized)	WB L	175	125[2]	9%
	WB T/R	250	350	1%
	SB L	400	300[3]	40%
	SB T/R	800	150[2]	-
19. OR 99 @ S. Valley View Road (Signalized)	NB T	300	200[1]	6%
	NB R	200	150	-

Acronyms: For intersection approaches NB = northbound, SB = southbound, EB = eastbound, and WB = westbound. At the intersection approach L = left-turn movement, T = through movement, and R right-turn movement. Some approaches have shared lanes where two or more travel movements may be permitted as indicated with a slash.

Notes:

1. Percent time block reflects the percentage of time when the queue either extends out of a storage bay and interferes with the adjacent through travel lane or extends past the next upstream intersection.
2. Storage distance reflects spacing to the next public access point.
3. Storage distance reflects length of travel lane or turn bay.

3.2.8. Crash Analysis

A crash analysis was conducted to determine whether any significant, documented safety issues exist within the corridor and to identify measures at specific locations or general strategies for improving overall safety. As part of the crash analysis, historical crash data were reviewed, intersection and segment crash rates were calculated, and the state's Safety Priority Index System (SPIS) was examined.

Crash Rates

Crash rates were calculated for the study area intersections and corridor segments. At intersections, the crash rate is calculated as the number of crashes per million vehicles entering the intersection. Intersections with a crash rate greater than 1.0 crashes per million entering vehicles (crashes/mev) generally warrant closer investigation but are not necessarily indicative of safety concern. For segments, the crash rate is calculated as the number of crashes per million vehicle miles traveled (crashes/mvm). This rate is compared with the 2009 urban, non-freeway crash rate of 2.04[4]. Although portions of the corridor lie outside any city limits, the entire corridor lies within a major metropolitan planning area; thus, the analysis assumes the entire corridor is best described as urban.

[4] 2009 Oregon State Highway Crash Rate Tables, p. 5, ODOT, August 2010.

The overall crash rate for the corridor is estimated at 1.75 crashes/mvm which is below the statewide average of 2.04 for urban highways (non-freeway).

Crash History

The crash analysis included a review of crash history data supplied by the ODOT Crash Analysis and Reporting Unit for the period between January 1, 2005, and December 31, 2009, which were the five most recent full years for which crash data were available at the time of the analysis. The data is summarized in Table 3-6 and the reports are contained in Appendix C.

The ODOT database includes records for 294 crashes in the corridor. Of these crashes, none resulted in a fatality, approximately 4 percent resulted in an incapacitating injury (Type A), 50 percent resulted in minor injuries, and the remaining 46 percent resulted in property damage only. The majority of reported crashes (over 80 percent) occurred in dry conditions. Turning-related collisions (36 percent) and rear-end collisions (36 percent) were the most common types, followed by angle (7 percent) and sideswipe overtaking (7 percent), fixed-object (6 percent) collisions. Rear-end collisions commonly occur at signalized intersections because so many vehicles are required to stop with signalized traffic control. However, they may also occur on segments where there are numerous unsignalized intersections and frequent access points. Turning collisions also occur at both signalized and unsignalized intersections.

The intersections with the greatest number of reported collisions were the signalized connections with Fern Valley Road (23), Garfield Street (21) and W. Valley View Road (21). With all three of these locations, rear-end collisions were the most frequent occurrence. At both Fern Valley Road and W. Valley View Road, turning collisions were next most common while at Garfield Road, angle collisions were next most common. Although there were no fatalities, the Garfield Road and Fern Valley Road intersections each had two crashes that resulted in severe injuries.

Two unsignalized intersections with higher crash rates were Rose Street (14) and Northridge Terrace (10). Both of these intersections are located on the stretch of OR 99 between two signals (S. Stage Road and Fern Valley Road) where 49 crashes occurred at unsignalized intersections and driveways. More than 60 percent of these crashes were turning collisions and most occurred under daylight conditions. The posted speed on OR 99 is 45 mph and the surrounding land uses include some commercial but also streets and driveways serving single family residential and mobile home parks.

Another unsignalized intersection of concern is the 1st Street connection with Main Street (southbound OR 99) in downtown Phoenix. Most of the crashes at this intersection involved one southbound vehicle on OR 99 and a vehicle on 1st Street either crossing or turning onto the highway.

Table 3-6. Summary of Collision Types (January 1, 2005 through December 31, 2009)

Study Location, Along Hwy OR 99	Collision Type													Total Crashes by Location	Severity			Crash Rate
	Rear End	Angle	Other	Backing	Turning	Sideswipe Overtaking	Sideswipe Meeting	Fixed Object	Parking	Head On	Non Collision	Bicycle	Pedestrian		Fatal & Injury A	Injury (B-C)	PDO	
Garfield Street (Signal)	14	6	1	0	0	0	0	0	0	0	0	0	0	21	2	10	9	0.48
Between Garfield & Lowry	4	0	0	1	8	2	0	0	0	0	0	0	0	15	1	8	6	1.20
Lowry Lane (Signal)	6	0	0	0	2	0	0	0	0	0	0	0	0	8	0	4	4	0.26
Between Lowry & Bear Creek Corp	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0.36
Bear Creek Corp Drive (Signal)	2	0	0	0	1	0	0	0	0	0	0	0	0	3	0	1	2	0.11
Between Bear Creek Corp & S. Stage	3	0	0	0	2	2	0	1	0	0	0	0	0	8	0	2	6	0.82
South Stage Road (Signal)	8	2	0	0	5	1	0	0	0	0	0	0	0	16	2	4	10	0.49
Between S. Stage& Northridge	4	0	0	0	4	0	0	0	0	0	0	0	0	8	0	4	4	0.46
Northridge Terrace	2	0	0	0	7	0	1	0	0	0	0	0	0	10	0	5	5	0.38
Between Northridge & Rose	3	0	0	0	5	1	0	0	0	0	0	0	0	9	1	8	0	1.84
Rose Street	0	1	0	0	12	1	0	0	0	0	0	0	0	14	0	8	6	0.50
Between Rose & Fern Valley	3	0	0	0	3	1	0	0	0	0	0	0	1	8	0	6	2	1.46
Fern Valley Road (Signal)	11	2	0	0	9	1	0	0	0	0	0	0	0	23	2	15	6	0.70
Between Fern Valley & Bolz	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
Bolz Road	2	0	0	0	1	0	0	0	0	0	0	1	0	4	0	4	0	0.15
Between Bolz & 4th	0	0	0	0	1	1	0	1	0	0	0	0	0	3	0	2	1	0.82
SB OR 99 (Main) at 4th Street	1	2	0	0	2	1	0	0	0	0	1	0	1	8	1	5	2	0.53
SB Between 4th & 1st	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0.92
NB OR 99 (Bear Creek) at 4th Street	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	1	2	0.22
NB Between 4th & 1st	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1.03
SB OR 99 (Main) at 1st Street	1	4	0	0	5	1	0	0	0	0	0	0	0	11	0	5	6	0.73
SB Between 1st & Oak	2	0	0	0	0	0	0	0	1	0	0	0	0	3	0	2	1	4.60
NB OR 99 (Bear Creek) at 1st Street	0	0	0	0	4	0	0	0	0	0	0	0	0	4	0	1	3	0.33
NB Between 1st & Oak	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
SB OR 99 (Main) at Oak Street	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0.10
NB OR 99 (Bear Creek) at Oak Street	0	0	0	0	1	1	0	0	0	0	0	0	1	3	0	3	0	0.30
Between Oak & Cabbage	1	0	0	0	1	1	0	5	2	0	0	0	0	10	0	3	7	0.89
Cabbage Lane	2	0	0	0	1	0	0	0	0	0	0	0	0	3	0	2	1	0.18
Between Cabbage & Colver	4	0	1	0	1	2	0	2	0	1	1	0	0	12	1	5	6	0.64
Colver/Suncrest Road (Signal)	2	1	1	0	4	0	0	1	0	0	0	0	0	9	0	4	5	0.39
Between Colver & W. Valley View	4	0	0	0	2	0	0	1	0	0	0	0	0	7	0	5	2	1.74
W. Valley View Road (Signal)	9	3	0	0	7	2	0	0	0	0	0	0	0	21	0	11	10	0.62
Between W. Valley View & Rapp	0	0	0	0	3	0	0	0	0	0	0	0	0	3	1	0	2	0.62
Rapp Road (Signal)	4	1	0	0	2	0	0	0	0	0	0	0	0	7	0	5	2	0.32
Between Rapp & Arnos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
Arnos Road	5	0	0	0	2	0	0	0	0	0	0	0	0	7	0	3	4	0.35
Between Arnos & Creel	0	0	1	0	1	0	0	2	0	0	0	0	0	4	1	1	2	0.79
Creel Road	1	0	0	0	3	0	0	1	0	0	0	1	0	6	1	1	4	0.31
Between Creel & Talent/Old Pacific	0	0	1	0	0	0	0	1	0	0	0	0	0	2	0	0	2	0.16
Talent Avenue/Old Pacific Hwy	2	0	0	0	0	0	0	1	0	0	0	0	0	3	0	2	1	0.15
Between Talent & S. Valley View	2	0	0	0	1	0	0	1	0	0	0	0	0	4	0	1	3	0.38
S. Valley View Road (Signal)	3	0	2	0	4	0	0	0	0	0	0	0	1	10	0	6	4	0.27
Totals	105	22	7	1	107	20	1	19	3	1	2	2	4	294	13	147	134	1.72
% Crashes by Type	36%	7%	2%	<1%	36%	7%	<1%	6%	1%	<1%	1%	1%	1%		4%	50%	46%	

Note: Crashes listed in this table include all reported collisions within 265' of the listed facility along side streets.

Source: ODOT Crash Analysis and Reporting Unit, January 1, 2005 through December 31, 2009.

Serious injury crashes were reported at 10 different locations throughout the corridor. There were three locations where more than one reported fatal or serious injury crash: Garfield Street S. Stage Road, and Fern Valley Road.

The corridor had four crashes involving pedestrians and two involving bicycles during the five-year analysis period. Three pedestrian and one bicycle crash occurred within the Phoenix city limits where the posted speed is 30 miles per hour. One bicycle collision occurred at the Creel Road intersection in Talent where the posted speed is 45 mph. One pedestrian collision occurred at S. Valley View Road, where the posted speed is 45 mph.

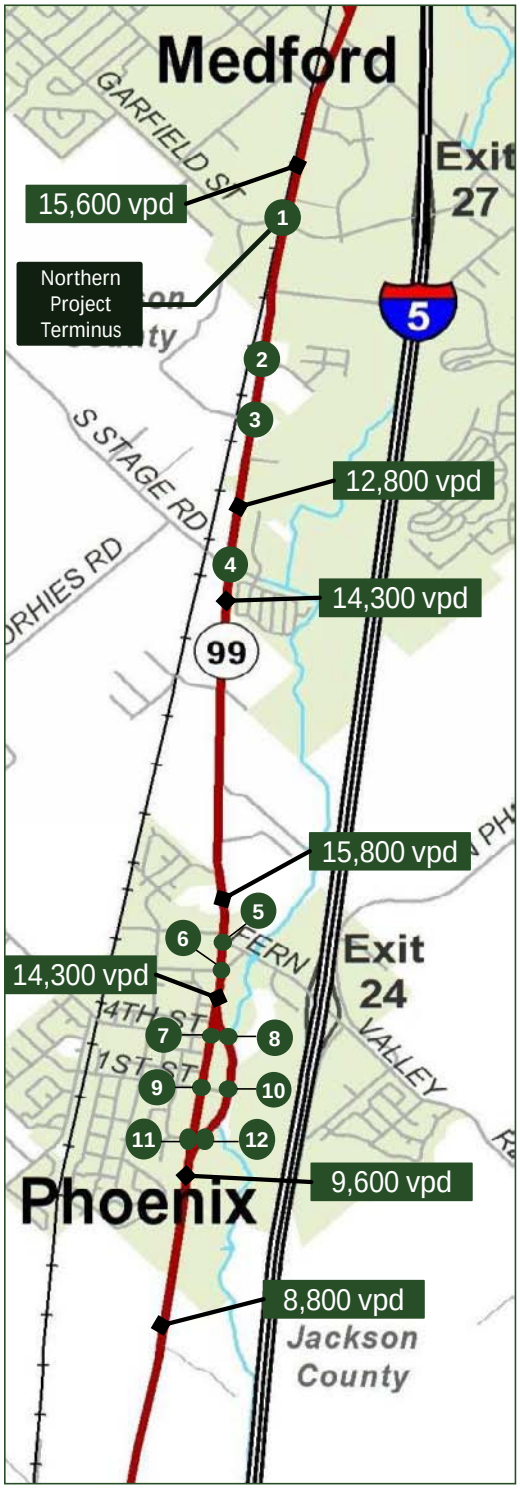
Safety Priority Index System (SPIS)

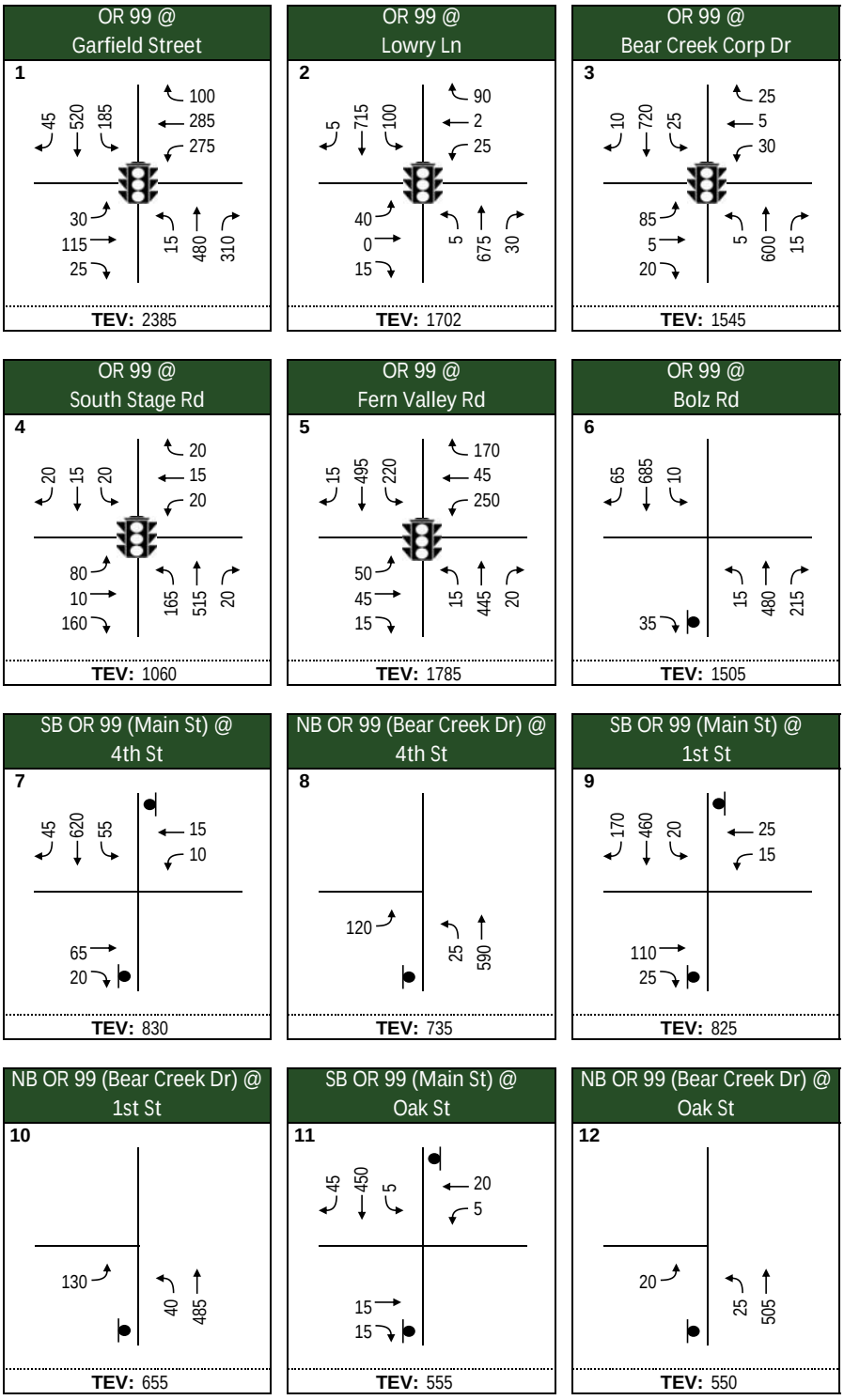
The SPIS is a method used in Oregon to identify safety problem areas along state highways. Highways are evaluated in approximately one-tenth mile increments (often grouped into larger segments). Each year these segments are ranked by assigning a SPIS score based on the frequency and severity crashes observed, while taking traffic volume into account. When a segment is ranked in the top 10% of the index, a crash analysis is typically warranted and corrective actions are considered. There are no segments identified in the top 10% of the most recent (2010) SPIS rankings within the corridor.

Attachments:

Figure 3-1. Existing (2010) Traffic Volumes
Figure 3-2. Existing (2010) PM Peak Hour Traffic Operations

Appendix A. Seasonal Adjustment Factors
Appendix B. Traffic Operations Worksheets
Appendix C. ODOT Crash Analysis Reports (January 1, 2005 through December 31, 2009)





OR 99 Rogue Valley Corridor Plan

Legend

→ Turning Movement

PM Peak Hour Volume

TEV Total Entering Volume

Intersection Number

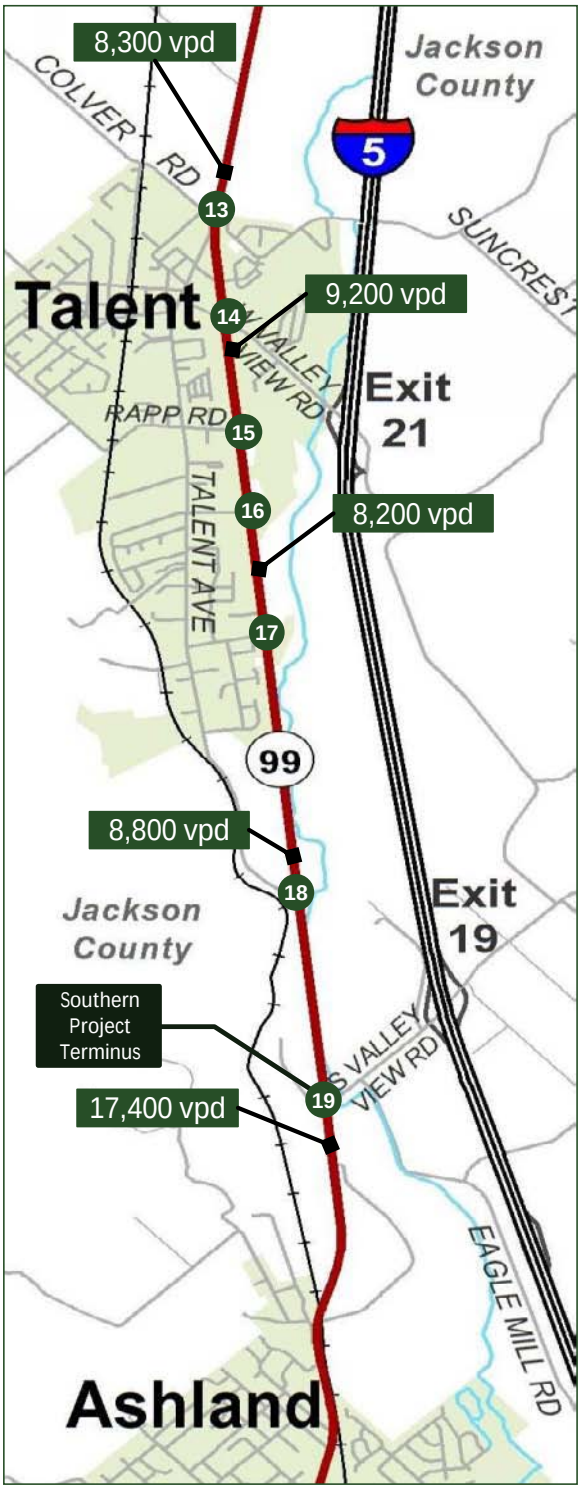
Signalized Intersection

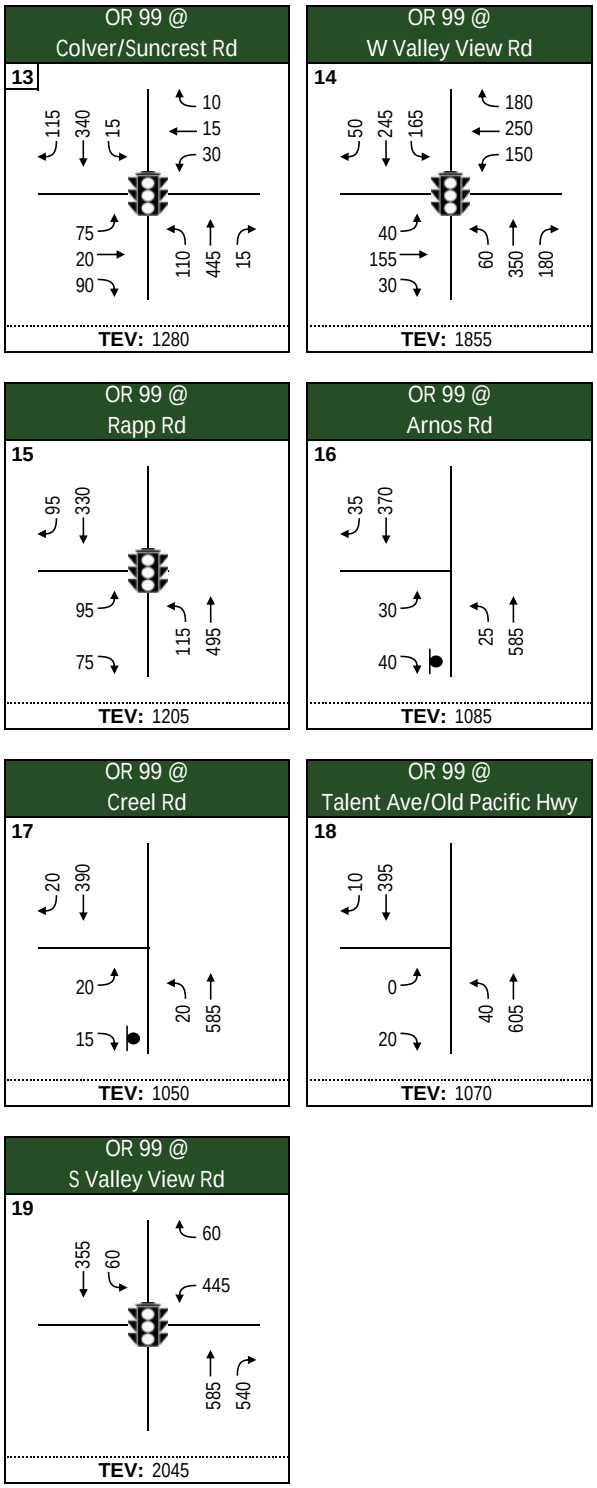
STOP Controlled Intersection

#,### vpd Average Daily Traffic Volume
vpd = vehicles per day

Figure 3-1

Existing (2010) Traffic Volumes
North Section





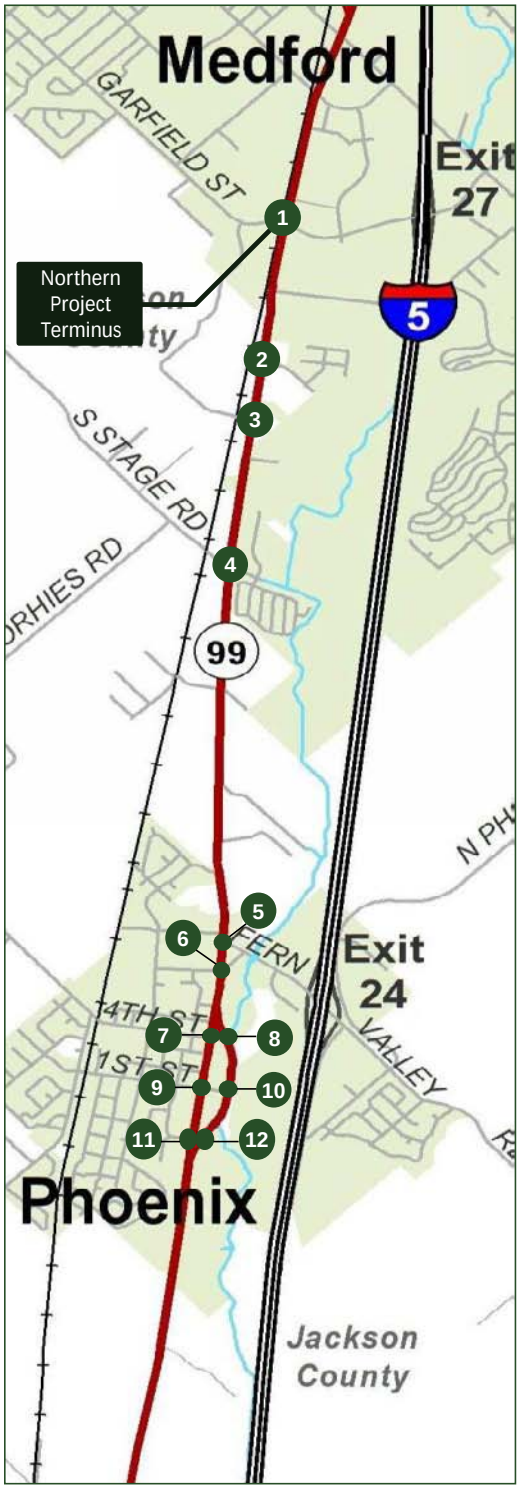
OR 99 Rogue Valley Corridor Plan

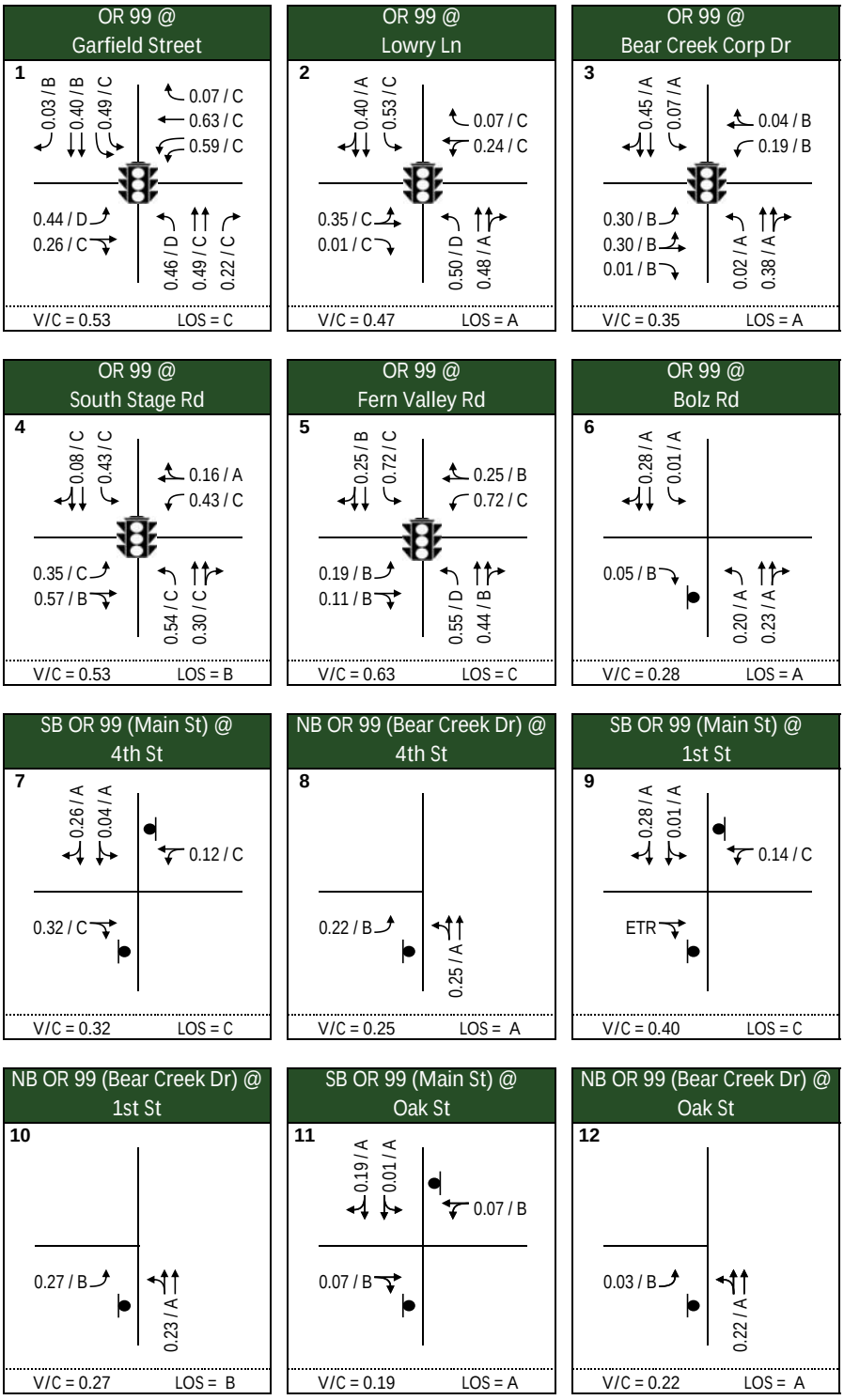
Legend

- Turning Movement
- ### PM Peak Hour Volume
- TEV Total Entering Volume
- # Intersection Number
- Signalized Intersection
- STOP Controlled Intersection
- #,### vpd Average Daily Traffic Volume vpd = vehicles per day

Figure 3-1

Existing (2010) Traffic Volumes South Section





OR 99 Rogue Valley Corridor Plan

Legend

→ Turning Movement

V/C Volume-to-Capacity Ratio

LOS Level of Service

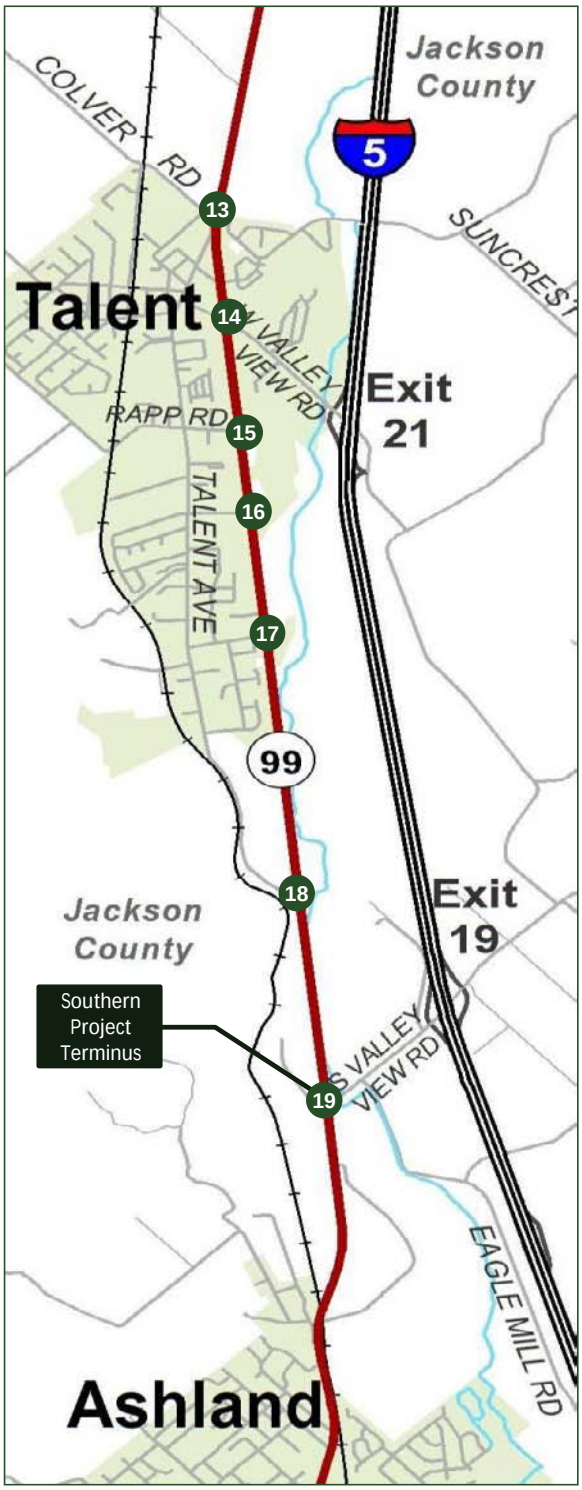
Intersection Number

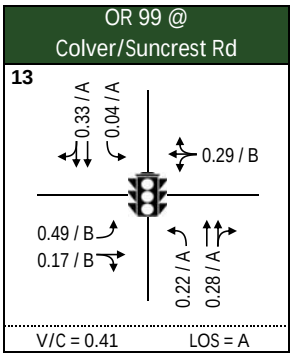
Signalized Intersection

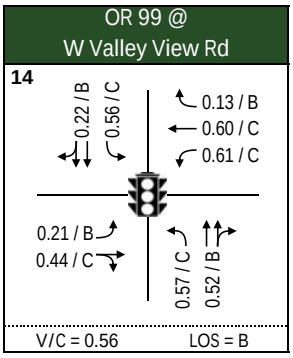
STOP Controlled Intersection

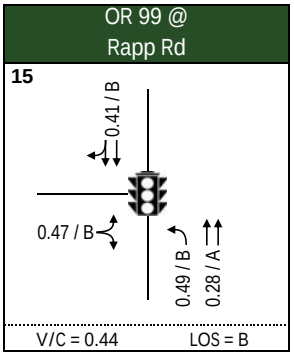
Figure 3-2

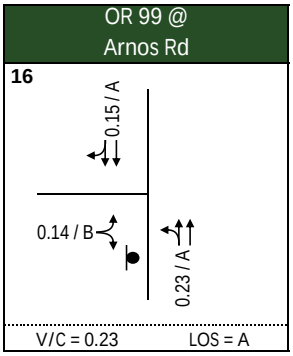
Existing (2010)
PM Peak Hour
Traffic Operations
North Section

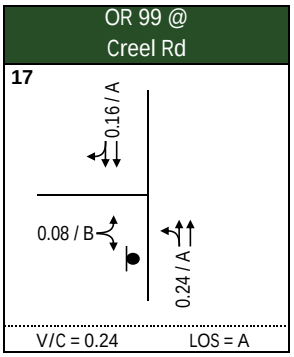


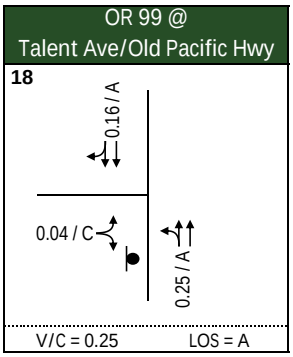


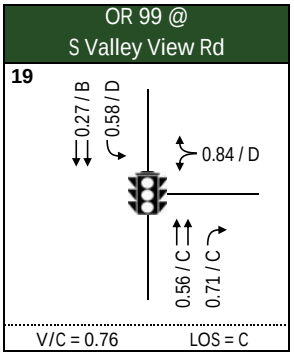












OR 99 Rogue Valley Corridor Plan

Legend

- Lane Configuration
- V/C Volume-to-Capacity Ratio
- LOS Level of Service
- # Intersection Number
- Signalized Intersection
- STOP Controlled Intersection

Figure 3-2

Existing (2010) PM Peak Hour Traffic Operations
South Section

Appendix A. Seasonal Adjustment Factors

SEASONAL FACTOR CALCULATIONS

Project Title: OR 99 Corridor Plan
Project No. ODOT0000-0711

1. On-site ATRs
2. ATR Characteristic Table
3. ATR Seasonal Trend Table

																						Talent Ave			
						S.Stage		Fern Valley		Bolz		4th		Oak		CL of Phoenix/C Suncrest		W. Valley View	CL of Talent/Ant		15.92	Valley View			
			MP			9.74		9.81		11.13		11.27		11.47		11.51		11.87		12.37		13.76		14.4	
Avg. Study Area AADT (No. 63, MP : 9.74-17.04)		**13531**				14700		16300		17500		17000		16700		14900		11700		9800		9700		10700	
	10%	12178	14884																						

SEGMENT: Medford SCL - Oak St & W Valley View Dr-Ashland NCL				SEGMENT: Oak St - W Valley View Dr	
Proposed Seasonal Trend Adjustment Factors	1	15		Proposed ATR Seasonal Adjustment Factors:	
July Seasonal Adjustment:	1.02	1.00	Average of Commuter and Summer Seasonal Trends	July Seasonal Factor =	1.10
August Seasonal Adjustment:	1.00	1.01	Average of Commuter and Summer Seasonal Trends	August Seasonal Factor =	1.13
September Seasonal Adjustment:	1.04	1.06	Average of Commuter and Summer Seasonal Trends	September Seasaonl Factor=	1.13
October Seasonal Adjustment:	1.09	1.12	Average of Commuter and Summer Seasonal Trends	October Seasonal Factor=	1.12

ATR 15-014: Talent (0.33m nw of Talent Ave)
9048

July	**AWT**	**% of ADT**
2009	10098	112
2008	9861	113
2007	10121	109
2006	9806	~~105~~
2005	11926	~~114~~
Average=	10362	111

August	**AWT**	**% of ADT**
2009	9756	108
2008	9546	109
2007	10206	~~110~~
2006	9656	~~104~~
2005	11191	107
Average=	10071	108

September	**AWT**	**% of ADT**
2009	9800	108
2008	9441	108
2007	10512	~~113~~
2006	10078	108
2005	10614	~~101~~
Average=	10089	108

October	**AWT**	**% of ADT**
2009	9900	109
2008	9566	109
2007	10952	~~118~~
2006	10128	109
2005	10488	~~100~~
Average=	10207	109

Peak Mo.		**AWT**	**% of ADT**
April	2009	10520	116
Jul	2008	9861	~~113~~
Oct	2007	10952	118
May	2006	12388	133
April	2005	13971	~~133~~
	Average=	11538	122

July Seasonal Factor =	1.113	1.099
August Seasonal Factor =	1.146	1.133
September Seasaonl Factor=	1.146	1.133
October Seasonal Factor=	1.130	1.122

SEGMENT: Medford SCL - Oak St & S Valley View Dr-Ashland NCL

1 Garfield St
2 Charlette Anne Road
3 Lowry Ln
4 Bear Creek Corp.
5 S Stage Rd
6 Alder St
7 Walnut Way
8 Fern Valley
9 Bolz
10 NB 99/4
11 SB 99/4
12 NB 99/1
13 SB 99/1
14 NB 99/Oak
15 SB 99/Oak

4 Rapp Rd
5 Arnos Rd
6 Creel Rd
7 Talent Av
17 S Valley View Rd

move these 4 intersections to the other segment

SEGMENT: Oak St - S Valley View Dr

1 Creekside Estates
2 Colver/Suncrest
3 W Valley View

pear, apple

Application:

--ATR 15-014 factors: TPAU (Peter) reviewed and OK (email 10-4-10)

--Seasonal Trends Factors: TPAU (Peter) reviewed and OK (email 10-4-10)

--Apply the seasonal factors in the following way:
SEGMENT 1 (Medford SCL-Oak St): Seasonal Trend Factor
SEGMENT 2 (S. of Oak St.-Talent Av): ATR seasonal factor---this segment includes lots of truck traffic for the seasonal/fall fruit
SEGMENT 3 (S Valley View Rd only): Seasonal Trend Factor

	# Intersection	
Medford to Oak	15	Smooth between Oak and Creekside Estates? Use an average of the seasonal factors? Will need to balance between intersections.
Oak to Talent Ave	6	
Talent Ave to Ashland	2	Smooth between Creel and Talent Av? Use an average of the seasonal factors? Will need to balance between intersections.

SEASONAL TREND FACTORS		1	15	Avg 1	Avg 15
July	Commuter	1.00	1.00	1.02	1.00
	Summer	1.03	1.00		
August	Commuter	1.00	1.00	1.00	1.01
	Summer	1.01	1.02		
Sept	Commuter	1.01	1.03	1.04	1.06
	Summer	1.06	1.10		
Oct	Commuter	1.03	1.04	1.09	1.12
	Summer	1.15	1.19		

Hwy 99 at Garfield Street		
Hwy 99 at Lowry Ln	7/12/2010	1.0035
Hwy 99 at Bear Creek Corp Dr	7/13/2010	1.0023
Hwy 99 at South Stage Rd	7/15/2010	1.00
Hwy 99 at Fern Valley Rd	7/14/2010	1.0012
Hwy 99 at Bolz Rd	7/14/2010	1.0012
SB Hwy 99 (N Main St) at 4th St	9/22/2010	1.0752648
NB Hwy 99 (Bear Creek Dr) at 4th St	9/23/2010	1.07708775
SB Hwy 99 (N Main St) at 1st St	9/21/2010	1.07344186
NB Hwy 99 (Bear Creek Dr) at 1st St	9/28/2010	1.08620247
SB Hwy 99 (N Main St) at Oak St	9/16/2010	1.06432714
NB Hwy 99 (Bear Creek Dr) at Oak St	9/16/2010	1.06432714
Hwy 99 at Colver/Suncrest Rd	7/15/2010	1.10
Hwy 99 at W Valley View Rd	7/15/2010	1.10
Hwy 99 at Rapp Rd	8/2/2010	1.13
Hwy 99 at Arnos Rd	7/1/2010	1.10
Hwy 99 at Creel Rd	7/6/2010	1.10
Hwy 99 at Talent Ave	8/3/2010	1.13
Hwy 99 at S Valley View Rd	10/6/2009	1.10076384

2010 SEASONAL TREND TABLE (Printed: 07/07/10)																										Peak
TREND	**1-Jan**	**15-Jan**	**1-Feb**	**15-Feb**	**1-Mar**	**15-Mar**	**1-Apr**	**15-Apr**	**1-May**	**15-May**	**1-Jun**	**15-Jun**	**1-Jul**	**15-Jul**	**1-Aug**	**15-Aug**	**1-Sep**	**15-Sep**	**1-Oct**	**15-Oct**	**1-Nov**	**15-Nov**	**1-Dec**	**15-Dec**	**Period**
INTERSTATE URBANIZED	1.00	1.01	0.99	0.97	0.96	0.95	0.94	0.93	0.94	0.94	0.93	0.91	0.91	0.91	0.91	0.91	0.93	0.94	0.95	0.95	0.96	0.98	0.98	0.99	0.91
INTERSTATE NONURBANIZED	1.26	1.33	1.28	1.23	1.16	1.10	1.08	1.06	1.03	1.00	0.95	0.91	0.88	0.84	0.85	0.85	0.90	0.94	0.99	1.04	1.05	1.06	1.12	1.18	0.84
COMMUTER	1.01	1.02	1.01	0.99	0.98	0.98	0.95	0.93	0.93	0.93	0.92	0.90	0.90	0.90	0.90	0.90	0.91	0.93	0.93	0.94	0.96	0.99	1.00	1.01	0.90
COASTAL DESTINATION	1.20	1.22	1.20	1.18	1.14	1.09	1.09	1.08	1.06	1.04	0.99	0.94	0.88	0.82	0.82	0.83	0.88	0.94	1.01	1.07	1.12	1.16	1.17	1.18	0.82
COASTAL DESTINATION ROU	1.46	1.53	1.49	1.44	1.36	1.28	1.24	1.20	1.15	1.09	1.03	0.96	0.86	0.76	0.77	0.77	0.85	0.93	1.06	1.18	1.25	1.32	1.36	1.39	0.76
AGRICULTURE	1.16	1.18	1.15	1.13	1.11	1.08	1.04	0.99	0.96	0.94	0.92	0.90	0.89	0.88	0.87	0.87	0.89	0.91	0.92	0.93	0.97	1.01	1.07	1.14	0.87
RECREATIONAL SUMMER	1.82	1.95	1.90	1.84	1.73	1.63	1.51	1.40	1.22	1.03	0.95	0.87	0.80	0.74	0.75	0.77	0.82	0.88	1.00	1.11	1.30	1.48	1.59	1.69	0.74
RECREATIONAL SUMMER WI	1.22	1.35	1.35	1.35	1.36	1.37	1.53	1.69	1.64	1.60	1.35	1.09	0.97	0.85	0.91	0.96	1.11	1.27	1.61	1.96	1.74	1.51	1.30	1.08	0.85
RECREATIONAL WINTER	0.98	1.07	1.16	1.25	1.07	0.89	1.30	1.72	2.26	2.80	2.23	1.66	1.42	1.19	1.27	1.35	1.48	1.61	2.05	2.49	2.10	1.71	1.31	0.90	0.89
SUMMER	1.19	1.23	1.20	1.17	1.14	1.12	1.07	1.02	0.99	0.95	0.92	0.89	0.86	0.83	0.84	0.84	0.88	0.91	0.95	0.99	1.04	1.09	1.12	1.16	0.83
SUMMER < 2500	1.34	1.41	1.37	1.33	1.25	1.18	1.10	1.03	0.96	0.90	0.87	0.83	0.81	0.80	0.81	0.82	0.83	0.84	0.89	0.93	1.01	1.08	1.18	1.27	0.80

***Seasonal Trend Table factors are based on previous year ATR data and the table is updated yearly.**

SEASONAL FACTOR CALCULATIONS

Project Title: OR 99 Rogue Valley Corridor Study
Project No. ODOT0000-0711

Other

April Seasonal Factor =	1.084	(Average of Commuter ATR 03-017, ATR 27-006 and Interstate ATR 15-001, ATR 15-019)
May Seasonal Factor =	1.080	(Average of Commuter ATR 03-017, ATR 27-006 and Interstate ATR 15-001, ATR 15-019)

I-5

Mainline (Mar/Apr) =	1.131	(Interstate Urbanized Seasonal Trend)
Ramps (May) =	1.105	(Average of East Pine Street Factor & Mainline Factor)

~~ATR 15-017: NORTH MEDFORD (OR 62)~~

~~April~~	~~AWT~~	~~% of ADT~~
~~2009~~	~~42787~~	~~102~~
~~2008~~	~~44646~~	~~105~~
~~2007~~	~~46000~~	~~104~~
~~2006~~	~~39500~~	~~103~~
~~2005~~	~~39900~~	~~104~~
~~Average=~~	~~42567~~	~~104~~

~~May~~	~~AWT~~	~~% of ADT~~
~~2009~~	~~43254~~	~~103~~
~~2008~~	~~44884~~	~~106~~
~~2007~~	~~46866~~	~~106~~
~~2006~~	~~39500~~	~~103~~
~~2005~~	~~39800~~	~~103~~
~~Average=~~	~~42861~~	~~104~~

~~Peak Mo.~~		~~AWT~~	~~% of ADT~~
~~Jul~~	~~2009~~	~~45638~~	~~109~~
~~Jul~~	~~2008~~	~~46085~~	~~109~~
~~Aug~~	~~2007~~	~~48649~~	~~110~~
~~Aug~~	~~2006~~	~~41600~~	~~108~~
~~Aug~~	~~2005~~	~~41900~~	~~109~~
~~Average=~~		~~44774~~	~~109~~

~~pril Seasonal Factor =~~	~~1.052~~	~~1.052~~
~~/ay Seasonal Factor =~~	~~1.045~~	~~1.046~~

ATR 03-017: CLACKAMAS (OR 212/214)

April	AWT	% of ADT
2009	34564	108
2008	35240	110
2007	35955	107
Average=	35253	108

May	AWT	% of ADT
2009	34287	107
2008	34802	108
2007	36098	108
Average=	35062	108

Peak Mo.		AWT	% of ADT
Jul	2009	36535	114
Jul	2008	36436	113
Aug	2007	37900	113
Average=		36957	113

April Seasonal Factor =	1.048	1.046
May Seasonal Factor =	1.054	1.053

ATR 27-006: OAK KNOLL (OR 22)

April	AWT	% of ADT
2009	27280	104
2008	27284	106
2007	28976	105
2006	29156	104
2005	27921	102
Average=	28123	104

May	AWT	% of ADT
2009	27362	104
2008	27506	107
2007	28713	104
2006	28323	101
2005	28189	103
Average=	28019	104

Peak Mo.		AWT	% of ADT
Jul	2009	28998	110
Aug	2008	28176	109
Aug	2007	30383	110
Aug	2006	29978	107
Aug	2005	29380	107
Average=		29383	109

April Seasonal Factor =	1.045	1.042
May Seasonal Factor =	1.049	1.046

ATR 15-001: Gold Hill

March	AWT	% of ADT
2009	31847	96
2008	33922	105
2007	35263	100
2006	34861	98
2005	35925	101
Average=	34364	100

April	AWT	% of ADT
2009	33361	101
2008	33516	104
2007	35997	102
2006	36133	102
2005	35290	100
Average=	34859	102

May	AWT	% of ADT
2009	34234	103
2008	34170	106
2007	36244	103
2006	36182	102
2005	35252	100
Average=	35216	103

Peak Mo.			
Jul	2009	38768	117
Jul	2008	37467	116
Aug	2007	41322	118
Aug	2006	40868	115
Jul	2005	41100	116
Average=		39905	116

March/April Seasonal Factor =	1.153	1.154
April Seasonal Factor =	1.145	1.143
May Seasonal Factor =	1.133	1.132

ATR 15-019: Medford Viaduct

March	AWT	% of ADT
2009	47000	101
2008	48638	106
2007	49609	103
2006	48000	100
2005	50511	107
Average=	48752	103

April	AWT	% of ADT
2009	48000	101
2008	49100	107
2007	50482	105
2006	50140	104
2005	49031	104
Average=	49351	104

May	AWT	% of ADT
2009	48600	108
2008	49622	108
2007	51126	106
2006	49785	103
2005	49223	104
Average=	49671	106

Peak Mo.			
Aug	2009	53400	116
Aug	2008	52206	114
Aug	2007	55312	115
Aug	2006	55791	116
Jun	2005	53904	114
Average=		54123	115

March/April Seasonal Factor =	1.103	1.108
April Seasonal Factor =	1.097	1.104
May Seasonal Factor =	1.090	1.087

~~Commuter Trend~~

~~Late April Seasonal Factor =~~	~~1.029~~
~~Early May Seasonal Factor =~~	~~1.029~~

Summer Seasonal Trend

Late April Seasonal Factor =	1.236
Early May Seasonal Factor =	1.192

Interstate Urbanized Trend

Late April Seasonal Factor =	1.025
Early May Seasonal Factor =	1.033

2010 SEASONAL TREND TABLE (Printed: 07/07/10)

TREND	1-Jan	15-Jan	1-Feb	15-Feb	1-Mar	15-Mar	1-Apr	15-Apr	1-May	15-May	1-Jun	15-Jun	1-Jul	15-Jul	1-Aug	15-Aug	1-Sep	15-Sep	1-Oct	15-Oct	1-Nov	15-Nov	1-Dec	15-Dec	Peak Period
INTERSTATE URBAN	1.00	1.01	0.99	0.97	0.96	0.95	0.94	0.93	0.94	0.94	0.93	0.91	0.91	0.91	0.91	0.91	0.93	0.94	0.95	0.95	0.96	0.98	0.98	0.99	0.91
INTERSTATE NONUR	1.26	1.33	1.28	1.23	1.16	1.10	1.08	1.06	1.03	1.00	0.95	0.91	0.88	0.84	0.85	0.85	0.90	0.94	0.99	1.04	1.05	1.06	1.12	1.18	0.84
COMMUTER	1.01	1.02	1.01	0.99	0.98	0.98	0.95	0.93	0.93	0.93	0.92	0.90	0.90	0.90	0.90	0.90	0.91	0.93	0.93	0.94	0.96	0.99	1.00	1.01	0.90
COASTAL DESTINAT	1.20	1.22	1.20	1.18	1.14	1.09	1.09	1.08	1.06	1.04	0.99	0.94	0.88	0.82	0.82	0.83	0.88	0.94	1.01	1.07	1.12	1.16	1.17	1.18	0.82
COASTAL DESTINAT	1.46	1.53	1.49	1.44	1.36	1.28	1.24	1.20	1.15	1.09	1.03	0.96	0.86	0.76	0.77	0.77	0.85	0.93	1.06	1.18	1.25	1.32	1.36	1.39	0.76
AGRICULTURE	1.16	1.18	1.15	1.13	1.11	1.08	1.04	0.99	0.96	0.94	0.92	0.90	0.89	0.88	0.87	0.87	0.89	0.91	0.92	0.93	0.97	1.01	1.07	1.14	0.87
RECREATIONAL SUI	1.82	1.95	1.90	1.84	1.73	1.63	1.51	1.40	1.22	1.03	0.95	0.87	0.80	0.74	0.75	0.77	0.82	0.88	1.00	1.11	1.30	1.48	1.59	1.69	0.74
RECREATIONAL SUI	1.22	1.35	1.35	1.35	1.36	1.37	1.53	1.69	1.64	1.60	1.35	1.09	0.97	0.85	0.91	0.96	1.11	1.27	1.61	1.96	1.74	1.51	1.30	1.08	0.85
RECREATIONAL WIN	0.98	1.07	1.16	1.25	1.07	0.89	1.30	1.72	2.26	2.80	2.23	1.66	1.42	1.19	1.27	1.35	1.48	1.61	2.05	2.49	2.10	1.71	1.31	0.90	0.89
SUMMER	1.19	1.23	1.20	1.17	1.14	1.12	1.07	1.02	0.99	0.95	0.92	0.89	0.86	0.83	0.84	0.84	0.88	0.91	0.95	0.99	1.04	1.09	1.12	1.16	0.83
SUMMER < 2500	1.34	1.41	1.37	1.33	1.25	1.18	1.10	1.03	0.96	0.90	0.87	0.83	0.81	0.80	0.81	0.82	0.83	0.84	0.89	0.93	1.01	1.08	1.18	1.27	0.80

***Seasonal Trend Table factors are based on previous year ATR data and the table is updated yearly.**

Appendix B. Traffic Operations Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	115	25	275	285	100	15	480	310	185	520	45
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	6.0	6.0	4.5	6.0	6.0
Lane Util. Factor	1.00	0.95		0.97	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1662	3208		3193	1733	1488	1583	3292	1488	3225	3292	1473
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1662	3208		3193	1733	1488	1583	3292	1488	3225	3292	1473
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	32	122	27	293	303	106	16	511	330	197	553	48
RTOR Reduction (vph)	0	13	0	0	0	77	0	0	225	0	0	28
Lane Group Flow (vph)	32	136	0	293	303	29	16	511	105	197	553	20
Heavy Vehicles (%)	0%	1%	0%	1%	1%	0%	5%	1%	0%	0%	1%	1%
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases						4			6			2
Actuated Green, G (s)	4.1	14.1		13.2	23.2	23.2	2.3	26.8	26.8	10.7	35.2	35.2
Effective Green, g (s)	3.6	13.6		12.7	22.7	22.7	1.8	26.3	26.3	10.2	34.7	34.7
Actuated g/C Ratio	0.04	0.17		0.15	0.28	0.28	0.02	0.32	0.32	0.12	0.42	0.42
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	5.5	5.5	4.0	5.5	5.5
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.8	4.8	2.5	4.8	4.8
Lane Grp Cap (vph)	73	530		493	478	410	35	1052	476	400	1388	621
v/s Ratio Prot	0.02	0.04		c0.09	c0.17		0.01	c0.16		c0.06	0.17	
v/s Ratio Perm						0.02			0.07			0.01
v/c Ratio	0.44	0.26		0.59	0.63	0.07	0.46	0.49	0.22	0.49	0.40	0.03
Uniform Delay, d1	38.4	29.9		32.4	26.2	22.0	39.8	22.6	20.5	33.6	16.5	14.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.0	0.2		1.6	2.4	0.1	6.7	0.7	0.5	0.7	0.4	0.0
Delay (s)	41.4	30.1		34.0	28.6	22.1	46.5	23.2	21.0	34.3	16.9	14.0
Level of Service	D	C		C	C	C	D	C	C	C	B	B
Approach Delay (s)		32.1			29.9			22.8			21.0	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	24.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	82.3	Sum of lost time (s)	15.0
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	0	15	25	2	90	5	675	30	100	715	5
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.5	4.5		4.5	4.5	4.5	5.5		4.5	5.5	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected		0.95	1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1662	1488		1672	1488	1662	3268		1662	3289	
Flt Permitted		0.75	1.00		0.73	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1321	1488		1277	1488	1662	3268		1662	3289	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	45	0	17	28	2	102	6	767	34	114	812	6
RTOR Reduction (vph)	0	0	15	0	0	92	0	2	0	0	0	0
Lane Group Flow (vph)	0	45	2	0	30	10	6	799	0	114	818	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Turn Type	Perm		Perm	Perm		Perm	Prot			Prot		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4		4						
Actuated Green, G (s)		5.8	5.8		5.8	5.8	0.9	28.1		7.5	34.7	
Effective Green, g (s)		5.3	5.3		5.3	5.3	0.4	27.6		7.0	34.2	
Actuated g/C Ratio		0.10	0.10		0.10	0.10	0.01	0.51		0.13	0.63	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	5.0		4.0	5.0	
Vehicle Extension (s)		2.5	2.5		4.0	4.0	2.5	5.2		2.5	5.2	
Lane Grp Cap (vph)		129	145		124	145	12	1658		214	2068	
v/s Ratio Prot							0.00	c0.24		c0.07	0.25	
v/s Ratio Perm		c0.03	0.00		0.02	0.01						
v/c Ratio		0.35	0.01		0.24	0.07	0.50	0.48		0.53	0.40	
Uniform Delay, d1		22.9	22.2		22.7	22.3	26.9	8.7		22.2	5.0	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.2	0.0		1.4	0.3	21.9	0.5		2.0	0.3	
Delay (s)		24.1	22.2		24.1	22.6	48.8	9.2		24.1	5.3	
Level of Service		C	C		C	C	D	A		C	A	
Approach Delay (s)		23.6			22.9			9.5			7.6	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	10.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	54.4	Sum of lost time (s)	14.5
Intersection Capacity Utilization	48.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	5	20	30	5	25	5	600	15	25	720	10
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	5.5		4.5	5.5	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.87		1.00	1.00		1.00	1.00	
Flt Protected	0.95	0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1579	1591	1417	1662	1529		1662	3313		1662	3318	
Flt Permitted	0.74	0.73	1.00	0.72	1.00		0.35	1.00		0.40	1.00	
Satd. Flow (perm)	1224	1206	1417	1268	1529		614	3313		703	3318	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	90	5	21	32	5	27	5	638	16	27	766	11
RTOR Reduction (vph)	0	0	18	0	23	0	0	1	0	0	1	0
Lane Group Flow (vph)	48	47	3	32	9	0	5	653	0	27	776	0
Heavy Vehicles (%)	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm		Perm	custom			pm+pt			pm+pt		
Protected Phases		8					1	6		5	2	
Permitted Phases	8		8	4	4		6			2		
Actuated Green, G (s)	6.1	6.1	6.1	6.1	6.1		23.4	22.6		23.6	22.7	
Effective Green, g (s)	5.6	5.6	5.6	5.6	5.6		22.4	22.1		22.6	22.2	
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.13		0.53	0.52		0.53	0.52	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5		2.5	5.2		2.5	5.2	
Lane Grp Cap (vph)	161	159	186	167	201		330	1719		382	1729	
v/s Ratio Prot							0.00	0.20		c0.00	c0.23	
v/s Ratio Perm	c0.04	0.04	0.00	0.03	0.01		0.01			0.04		
v/c Ratio	0.30	0.30	0.01	0.19	0.04		0.02	0.38		0.07	0.45	
Uniform Delay, d1	16.7	16.7	16.1	16.5	16.2		4.8	6.1		4.8	6.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.0	1.0	0.0	0.4	0.1		0.0	0.3		0.1	0.4	
Delay (s)	17.8	17.8	16.1	16.9	16.2		4.8	6.5		4.8	6.8	
Level of Service	B	B	B	B	B		A	A		A	A	
Approach Delay (s)		17.5			16.6			6.4			6.7	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM Average Control Delay	7.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	42.6	Sum of lost time (s)	9.0
Intersection Capacity Utilization	42.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	10	160	20	15	20	165	515	20	20	600	150
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	5.0		4.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.86		1.00	0.91		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	1503		1662	1598		1662	3274		1662	3193	
Flt Permitted	0.73	1.00		0.52	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1282	1503		907	1598		1662	3274		1662	3193	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	11	172	22	16	22	177	554	22	22	645	161
RTOR Reduction (vph)	0	145	0	0	19	0	0	2	0	0	20	0
Lane Group Flow (vph)	86	38	0	22	19	0	177	574	0	22	786	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	1%
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								
Actuated Green, G (s)	9.6	9.6		9.6	9.6		12.1	36.4		2.3	26.6	
Effective Green, g (s)	9.6	9.6		9.6	9.6		12.1	36.4		2.3	26.6	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.20	0.59		0.04	0.43	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	5.2		2.5	5.2	
Lane Grp Cap (vph)	201	235		142	250		328	1944		62	1386	
v/s Ratio Prot		0.03			0.01		c0.11	0.18		0.01	c0.25	
v/s Ratio Perm	c0.07			0.02								
v/c Ratio	0.43	0.16		0.15	0.08		0.54	0.30		0.35	0.57	
Uniform Delay, d1	23.4	22.4		22.3	22.1		22.1	6.1		28.8	13.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	0.2		0.4	0.1		1.3	0.2		2.5	0.9	
Delay (s)	24.4	22.6		22.7	22.2		23.4	6.3		31.3	14.0	
Level of Service	C	C		C	C		C	A		C	B	
Approach Delay (s)		23.2			22.4			10.3			14.4	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	14.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	61.3	Sum of lost time (s)	13.0
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	45	15	250	45	170	15	445	20	220	495	15
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.96		1.00	0.88		1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	1684		1662	1543		1630	3239		1630	3245	
Flt Permitted	0.54	1.00		0.72	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	936	1684		1252	1543		1630	3239		1630	3245	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	53	48	16	266	48	181	16	473	21	234	527	16
RTOR Reduction (vph)	0	11	0	0	117	0	0	3	0	0	2	0
Lane Group Flow (vph)	53	53	0	266	112	0	16	491	0	234	541	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								
Actuated Green, G (s)	18.2	18.2		18.2	18.2		1.1	21.4		10.4	30.7	
Effective Green, g (s)	18.2	18.2		18.2	18.2		1.1	21.4		10.4	30.7	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.02	0.35		0.17	0.50	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.5	2.5		3.0	3.0		2.5	6.1		2.5	6.1	
Lane Grp Cap (vph)	275	494		368	453		29	1118		273	1607	
v/s Ratio Prot		0.03			0.07		0.01	c0.15		c0.14	0.17	
v/s Ratio Perm	0.06			c0.21								
v/c Ratio	0.19	0.11		0.72	0.25		0.55	0.44		0.86	0.34	
Uniform Delay, d1	16.4	16.0		19.6	16.7		30.2	15.7		25.1	9.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.1		6.9	0.3		16.9	0.8		22.1	0.4	
Delay (s)	16.6	16.0		26.5	17.0		47.1	16.5		47.2	9.8	
Level of Service	B	B		C	B		D	B		D	A	
Approach Delay (s)		16.3			22.1			17.4			21.1	
Approach LOS		B			C			B			C	

Intersection Summary			
HCM Average Control Delay	20.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	62.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	35	0	0	0	15	480	215	10	685	65
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	0	36	0	0	0	16	500	224	10	714	68
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											519	
pX, platoon unblocked	0.95	0.95	0.95	0.95	0.95		0.95					
vC, conflicting volume	1049	1523	391	1057	1445	362	781			724		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	944	1443	249	952	1361	362	661			724		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	95	100	100	100	98			99		
cM capacity (veh/h)	204	123	718	191	138	641	889			888		

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	36	16	333	391	10	476	306
Volume Left	0	16	0	0	10	0	0
Volume Right	36	0	0	224	0	0	68
cSH	718	889	1700	1700	888	1700	1700
Volume to Capacity	0.05	0.02	0.20	0.23	0.01	0.28	0.18
Queue Length 95th (ft)	4	1	0	0	1	0	0
Control Delay (s)	10.3	9.1	0.0	0.0	9.1	0.0	0.0
Lane LOS	B	A			A		
Approach Delay (s)	10.3	0.2			0.1		
Approach LOS	B						

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	33.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	65	20	10	15	0	0	0	0	55	620	45
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	0	80	25	12	19	0	0	0	0	68	765	56
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	938	929	410	583	957	0	821			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	938	929	410	583	957	0	821			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	69	96	96	93	100	100			96		
cM capacity (veh/h)	203	258	596	282	249	1091	817			1636		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	105	31	451	438
Volume Left	0	12	68	0
Volume Right	25	0	0	56
cSH	298	261	1636	1700
Volume to Capacity	0.35	0.12	0.04	0.26
Queue Length 95th (ft)	38	10	3	0
Control Delay (s)	23.5	20.6	1.4	0.0
Lane LOS	C	C	A	
Approach Delay (s)	23.5	20.6	0.7	
Approach LOS	C	C		

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	37.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	120	0	25	590	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	132	0	27	648	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	379	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	379	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	78	100	98			
cM capacity (veh/h)	591	1091	1636			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	132	244	432
Volume Left	132	27	0
Volume Right	0	0	0
cSH	591	1636	1700
Volume to Capacity	0.22	0.02	0.25
Queue Length 95th (ft)	21	1	0
Control Delay (s)	12.8	0.9	0.0
Lane LOS	B	A	
Approach Delay (s)	12.8	0.3	
Approach LOS	B		

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	33.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	110	25	15	25	0	0	0	0	20	460	170
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	129	29	18	29	0	0	0	0	24	541	200
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	703	688	371	412	788	0	741			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	703	688	371	412	788	0	741			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	64	95	95	91	100	100			99		
cM capacity (veh/h)	302	362	632	358	317	1084	875			1636		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	159	47	294	471
Volume Left	0	18	24	0
Volume Right	29	0	0	200
cSH	393	331	1636	1700
Volume to Capacity	0.40	0.14	0.01	0.28
Queue Length 95th (ft)	48	12	1	0
Control Delay (s)	20.2	17.7	0.7	0.0
Lane LOS	C	C	A	
Approach Delay (s)	20.2	17.7	0.3	
Approach LOS	C	C		

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	130	0	40	485	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	157	0	48	584	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	389	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	389	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	73	100	97			
cM capacity (veh/h)	575	1091	1636			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	157	243	390
Volume Left	157	48	0
Volume Right	0	0	0
cSH	575	1636	1700
Volume to Capacity	0.27	0.03	0.23
Queue Length 95th (ft)	27	2	0
Control Delay (s)	13.6	1.6	0.0
Lane LOS	B	A	
Approach Delay (s)	13.6	0.6	
Approach LOS	B		

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	31.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	15	15	5	20	0	0	0	0	5	450	45
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	18	18	6	24	0	0	0	0	6	536	54
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								387				
pX, platoon unblocked												
vC, conflicting volume	586	574	295	307	601	0	589			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	586	574	295	307	601	0	589			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	96	97	99	94	100	100			100		
cM capacity (veh/h)	379	430	708	591	415	1091	996			1636		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	36	30	274	321
Volume Left	0	6	6	0
Volume Right	18	0	0	54
cSH	535	441	1636	1700
Volume to Capacity	0.07	0.07	0.00	0.19
Queue Length 95th (ft)	5	5	0	0
Control Delay (s)	12.2	13.7	0.2	0.0
Lane LOS	B	B	A	
Approach Delay (s)	12.2	13.7	0.1	
Approach LOS	B	B		

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	28.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	20	0	25	505	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	0	27	549	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				396		
pX, platoon unblocked						
vC, conflicting volume	329	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	329	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	100	98			
cM capacity (veh/h)	635	1091	1636			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	22	210	366
Volume Left	22	27	0
Volume Right	0	0	0
cSH	635	1636	1700
Volume to Capacity	0.03	0.02	0.22
Queue Length 95th (ft)	3	1	0
Control Delay (s)	10.9	1.1	0.0
Lane LOS	B	A	
Approach Delay (s)	10.9	0.4	
Approach LOS	B		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	26.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	75	20	90	30	15	10	110	445	15	15	340	115
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5			4.5		4.5	5.5		4.5	5.5	
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.88			0.97		1.00	1.00		1.00	0.96	
Flt Protected	0.95	1.00			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	1535			1661		1662	3309		1662	3176	
Flt Permitted	0.72	1.00			0.77		0.39	1.00		0.47	1.00	
Satd. Flow (perm)	1257	1535			1310		682	3309		829	3176	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	80	21	96	32	16	11	117	473	16	16	362	122
RTOR Reduction (vph)	0	83	0	0	10	0	0	2	0	0	30	0
Lane Group Flow (vph)	80	34	0	0	49	0	117	487	0	16	454	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)	6.2	6.2			6.2		28.5	23.6		20.3	19.4	
Effective Green, g (s)	5.7	5.7			5.7		27.7	23.1		19.3	18.9	
Actuated g/C Ratio	0.13	0.13			0.13		0.63	0.53		0.44	0.43	
Clearance Time (s)	4.0	4.0			4.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)	2.5	2.5			2.5		2.5	4.8		2.5	4.8	
Lane Grp Cap (vph)	164	200			171		535	1749		374	1374	
v/s Ratio Prot		0.02					c0.02	0.15		0.00	c0.14	
v/s Ratio Perm	c0.06				0.04		0.12			0.02		
v/c Ratio	0.49	0.17			0.29		0.22	0.28		0.04	0.33	
Uniform Delay, d1	17.6	16.9			17.2		3.4	5.7		6.9	8.2	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.7	0.3			0.7		0.2	0.2		0.0	0.3	
Delay (s)	19.3	17.2			17.9		3.5	5.9		6.9	8.5	
Level of Service	B	B			B		A	A		A	A	
Approach Delay (s)		18.0			17.9			5.4			8.4	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM Average Control Delay	8.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	43.7	Sum of lost time (s)	19.0
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	155	30	150	250	180	60	350	180	165	245	50
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	6.5		4.5	6.5	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.95		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	1707		1662	1750	1488	1662	3135		1662	3214	
Flt Permitted	0.46	1.00		0.58	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	805	1707		1020	1750	1488	1662	3135		1662	3214	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	43	165	32	160	266	191	64	372	191	176	261	53
RTOR Reduction (vph)	0	7	0	0	0	142	0	61	0	0	13	0
Lane Group Flow (vph)	43	190	0	160	266	49	64	502	0	176	301	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						
Actuated Green, G (s)	16.7	16.7		16.7	16.7	16.7	4.8	20.2		12.5	27.9	
Effective Green, g (s)	16.2	16.2		16.2	16.2	16.2	4.3	19.7		12.0	27.4	
Actuated g/C Ratio	0.26	0.26		0.26	0.26	0.26	0.07	0.31		0.19	0.43	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	6.0		4.0	6.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.8		2.5	4.8	
Lane Grp Cap (vph)	206	436		261	447	380	113	974		315	1389	
v/s Ratio Prot		0.11			0.15		0.04	c0.16		c0.11	0.09	
v/s Ratio Perm	0.05			c0.16		0.03						
v/c Ratio	0.21	0.44		0.61	0.60	0.13	0.57	0.52		0.56	0.22	
Uniform Delay, d1	18.6	19.8		20.8	20.7	18.2	28.6	17.9		23.3	11.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.5		3.6	1.8	0.1	5.2	0.9		1.7	0.2	
Delay (s)	18.9	20.3		24.5	22.5	18.3	33.8	18.8		25.0	11.4	
Level of Service	B	C		C	C	B	C	B		C	B	
Approach Delay (s)		20.0			21.7			20.3			16.3	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM Average Control Delay	19.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	63.4	Sum of lost time (s)	15.5
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	95	75	115	495	330	95
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5		4.5	5.5	5.5	
Lane Util. Factor	1.00		1.00	0.95	0.95	
Frt	0.94		1.00	1.00	0.97	
Flt Protected	0.97		0.95	1.00	1.00	
Satd. Flow (prot)	1592		1662	3292	3189	
Flt Permitted	0.97		0.95	1.00	1.00	
Satd. Flow (perm)	1592		1662	3292	3189	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	100	79	121	521	347	100
RTOR Reduction (vph)	29	0	0	0	28	0
Lane Group Flow (vph)	150	0	121	521	419	0
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Turn Type			Prot			
Protected Phases	8		1	6	2	
Permitted Phases						
Actuated Green, G (s)	9.5		7.1	25.9	14.8	
Effective Green, g (s)	9.0		6.6	25.4	14.3	
Actuated g/C Ratio	0.20		0.15	0.57	0.32	
Clearance Time (s)	4.0		4.0	5.0	5.0	
Vehicle Extension (s)	2.5		2.5	4.8	4.8	
Lane Grp Cap (vph)	323		247	1883	1027	
v/s Ratio Prot	c0.09		c0.07	0.16	c0.13	
v/s Ratio Perm						
v/c Ratio	0.47		0.49	0.28	0.41	
Uniform Delay, d1	15.6		17.4	4.8	11.7	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.8		1.1	0.2	0.5	
Delay (s)	16.4		18.5	5.0	12.3	
Level of Service	B		B	A	B	
Approach Delay (s)	16.4			7.5	12.3	
Approach LOS	B			A	B	

Intersection Summary			
HCM Average Control Delay	10.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	44.4	Sum of lost time (s)	14.5
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	30	40	25	580	370	35
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	31	41	26	592	378	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	742	207	413			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	742	207	413			
tC, single (s)	6.9	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	95	98			
cM capacity (veh/h)	339	806	1157			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	71	223	395	252	162
Volume Left	31	26	0	0	0
Volume Right	41	0	0	0	36
cSH	507	1157	1700	1700	1700
Volume to Capacity	0.14	0.02	0.23	0.15	0.10
Queue Length 95th (ft)	12	2	0	0	0
Control Delay (s)	13.3	1.1	0.0	0.0	0.0
Lane LOS	B	A			
Approach Delay (s)	13.3	0.4		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	20	15	20	585	390	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	21	16	21	609	406	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	763	214	427			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	763	214	427			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	98	98			
cM capacity (veh/h)	338	798	1143			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	36	224	406	271	156
Volume Left	21	21	0	0	0
Volume Right	16	0	0	0	21
cSH	449	1143	1700	1700	1700
Volume to Capacity	0.08	0.02	0.24	0.16	0.09
Queue Length 95th (ft)	7	1	0	0	0
Control Delay (s)	13.7	0.9	0.0	0.0	0.0
Lane LOS	B	A			
Approach Delay (s)	13.7	0.3		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	44.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	20	40	605	395	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	21	43	644	420	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		1				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	832	215	431			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	832	215	431			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	96			
cM capacity (veh/h)	300	796	1139			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	21	257	429	280	151
Volume Left	0	43	0	0	0
Volume Right	21	0	0	0	11
cSH	597	1139	1700	1700	1700
Volume to Capacity	0.04	0.04	0.25	0.16	0.09
Queue Length 95th (ft)	3	3	0	0	0
Control Delay (s)	11.3	1.7	0.0	0.0	0.0
Lane LOS	B	A			
Approach Delay (s)	11.3	0.6		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	39.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	445	60	585	540	60	355
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		0.95	1.00	1.00	0.95
Frpb, ped/bikes	1.00		1.00	0.97	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.98		1.00	0.85	1.00	1.00
Flt Protected	0.96		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1608		3167	1350	1409	3023
Flt Permitted	0.96		1.00	1.00	0.95	1.00
Satd. Flow (perm)	1608		3167	1350	1409	3023
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	506	68	665	614	68	403
RTOR Reduction (vph)	3	0	0	253	0	0
Lane Group Flow (vph)	571	0	665	361	68	403
Confl. Peds. (#/hr)				5		
Heavy Vehicles (%)	1%	14%	5%	7%	18%	10%
Turn Type				Perm	Prot	
Protected Phases	8		2		1	6
Permitted Phases	8			2		
Actuated Green, G (s)	40.8		36.6	36.6	8.3	48.9
Effective Green, g (s)	42.3		37.6	37.6	8.3	49.9
Actuated g/C Ratio	0.42		0.38	0.38	0.08	0.50
Clearance Time (s)	5.5		5.0	5.0	4.0	5.0
Vehicle Extension (s)	3.5		5.2	5.2	2.5	5.2
Lane Grp Cap (vph)	679		1188	507	117	1505
v/s Ratio Prot	c0.35		0.21		c0.05	0.13
v/s Ratio Perm				c0.27		
v/c Ratio	0.84		0.56	0.71	0.58	0.27
Uniform Delay, d1	25.9		24.8	26.7	44.3	14.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	9.4		1.0	6.0	6.0	0.2
Delay (s)	35.3		25.8	32.7	50.2	14.8
Level of Service	D		C	C	D	B
Approach Delay (s)	35.3		29.1			19.9
Approach LOS	D		C			B

Intersection Summary			
HCM Average Control Delay	28.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	100.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

1: Garfield St & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	39.9	34.0	17.8	31.0	30.3	5.6	43.3	18.0	8.3	38.3	13.9	6.0

1: Garfield St & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	20.8

2: Lowry Ln & OR 99 Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	28.1	5.5	29.2	27.9	11.8	27.5	7.0	6.0	26.3	3.3	2.2	7.6

3: Bear Creek Corporation Dr & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	24.8	25.5	7.1	23.5	20.8	6.0	9.4	5.2	4.8	6.3	3.8	3.7

3: Bear Creek Corporation Dr & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	6.0

4: S Stage Rd & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	26.6	22.4	9.0	26.9	22.6	8.1	30.6	5.9	4.0	35.2	12.7	10.5

4: S Stage Rd & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	12.9

5: Fern Valley Rd & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	26.2	21.4	7.9	24.9	16.5	9.1	40.1	15.6	16.9	196.8	14.1	10.3

5: Fern Valley Rd & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	37.8

6: Bolz Rd & OR 99 Performance by movement

Movement	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	6.6	5.6	1.3	1.4	6.6	1.5	1.7	1.6

7: 4th St & SB OR 99 (N Main St) Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	10.2	7.1	5.8	7.5	2.4	1.1	1.5	2.2

8: 4th St & NB OR 99 (Bear Creek Dr) Performance by movement

Movement	EBL	EBT	NBL	NBT	All
Delay / Veh (s)	7.1	1.2	1.1	0.8	1.8

9: 1st St & SB OR 99 (N Main St) Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	8.7	6.7	5.8	8.2	2.1	1.0	1.3	2.5

10: 1st St & NB OR 99 (Bear Creek Dr) Performance by movement

Movement	EBL	EBT	NBL	NBT	All
Delay / Veh (s)	8.3	2.4	1.3	0.9	2.3

11: Oak St & SB OR 99 (N Main St) Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	7.6	5.4	4.8	6.7	1.7	0.7	0.9	1.3

12: Oak St & NB OR 99 (Bear Creek Dr) Performance by movement

Movement	EBL	EBT	NBL	NBT	All
Delay / Veh (s)	5.8		2.3	1.1	1.3

13: Colver/Suncrest Rd & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	19.1	13.5	5.2	20.8	20.0	9.2	9.8	5.4	5.4	6.9	7.9	5.2

13: Colver/Suncrest Rd & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	7.8

14: W Valley View Rd & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	23.1	12.8	5.7	22.5	14.2	5.0	24.8	23.2	7.0	24.1	16.0	11.6

14: W Valley View Rd & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	16.3

15: Rapp Rd & OR 99 Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	21.1	11.0	24.3	4.1	7.1	4.5	8.7

16: Arnos Rd & OR 99 Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	10.4	5.8	4.0	2.2	2.2	2.1	2.5

17: Creel Rd & OR 99 Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	8.2	4.7	5.2	4.2	1.0	0.6	3.1

18: Talent Av (Old Pacific Hwy) & OR 99 Performance by movement

Movement	EBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	7.4	8.3	7.4	1.9	1.8	5.4

19: S Valley View Rd & OR 99 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Delay / Veh (s)	46.3	44.4	25.8	17.5	52.3	12.2	26.4

Total Zone Performance

Delay / Veh (s)	801.3

Intersection: 1: Garfield St & OR 99

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	L	T	R	L	T	T	R	L
Maximum Queue (ft)	85	95	100	144	171	384	68	60	175	213	206	134
Average Queue (ft)	27	35	51	67	73	139	14	12	80	100	65	53
95th Queue (ft)	62	73	89	118	140	291	40	39	145	166	127	100
Link Distance (ft)		498	498			760	760		1153	1153		
Upstream Blk Time (%)						0						
Queuing Penalty (veh)						0						
Storage Bay Dist (ft)	250			300	300			250			350	275
Storage Blk Time (%)						1						
Queuing Penalty (veh)						2						

Intersection: 1: Garfield St & OR 99

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	136	192	202	22
Average Queue (ft)	64	76	88	1
95th Queue (ft)	107	134	149	16
Link Distance (ft)		2347	2347	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	275			600
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Lowry Ln & OR 99

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	67	38	72	75	34	125	155	114	103	109
Average Queue (ft)	34	14	23	36	5	41	65	55	19	32
95th Queue (ft)	69	40	61	59	21	99	132	100	60	81
Link Distance (ft)	102	102	728			978	978		1286	1286
Upstream Blk Time (%)	0									
Queuing Penalty (veh)	0									
Storage Bay Dist (ft)				200	200			200		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: Bear Creek Corporation Dr & OR 99

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	52	77	58	61	44	25	76	110	30	62	98
Average Queue (ft)	14	36	11	20	17	3	22	36	10	18	37
95th Queue (ft)	42	66	35	49	40	18	59	82	29	50	82
Link Distance (ft)		666	666		142		2624	2624		978	978
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	150			50		250			250		
Storage Blk Time (%)				2	0						
Queuing Penalty (veh)				1	0						

Intersection: 4: S Stage Rd & OR 99

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	118	158	69	72	181	100	133	60	208	250
Average Queue (ft)	53	62	19	24	99	35	55	18	77	107
95th Queue (ft)	102	116	53	59	161	83	108	48	162	202
Link Distance (ft)		1181		431		1686	1686		2624	2624
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	125		200		250			250		
Storage Blk Time (%)	1	1							0	
Queuing Penalty (veh)	1	0							0	

Intersection: 5: Fern Valley Rd & OR 99

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	82	72	150	328	56	162	188	324	697	626
Average Queue (ft)	33	27	113	101	12	77	99	248	338	237
95th Queue (ft)	70	59	168	241	39	140	161	404	873	669
Link Distance (ft)	67	67		318		417	417		1823	1823
Upstream Blk Time (%)	1	1		0						
Queuing Penalty (veh)	0	0		1						
Storage Bay Dist (ft)			125		200			300		
Storage Blk Time (%)			9	1		0		40		
Queuing Penalty (veh)			18	2		0		99		

Intersection: 6: Bolz Rd & OR 99

Movement	EB	NB	NB	SB
Directions Served	R	L	TR	L
Maximum Queue (ft)	54	33	6	33
Average Queue (ft)	23	7	0	4
95th Queue (ft)	50	26	3	20
Link Distance (ft)	314		598	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		200		100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: 4th St & SB OR 99 (N Main St)

Movement	EB	WB	SB
Directions Served	TR	LT	LT
Maximum Queue (ft)	82	42	13
Average Queue (ft)	40	20	1
95th Queue (ft)	69	47	10
Link Distance (ft)	216	233	549
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: 4th St & NB OR 99 (Bear Creek Dr)

Movement	EB
Directions Served	L
Maximum Queue (ft)	73
Average Queue (ft)	31
95th Queue (ft)	54
Link Distance (ft)	233
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: 1st St & SB OR 99 (N Main St)

Movement	EB	WB	SB	SB
Directions Served	TR	LT	LT	TR
Maximum Queue (ft)	82	52	6	4
Average Queue (ft)	44	28	0	0
95th Queue (ft)	69	53	4	3
Link Distance (ft)	318	425	898	898
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: 1st St & NB OR 99 (Bear Creek Dr)

Movement	EB
Directions Served	L
Maximum Queue (ft)	77
Average Queue (ft)	40
95th Queue (ft)	63
Link Distance (ft)	425
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: Oak St & SB OR 99 (N Main St)

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	37	52
Average Queue (ft)	21	18
95th Queue (ft)	45	46
Link Distance (ft)	288	125
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: Oak St & NB OR 99 (Bear Creek Dr)

Movement	EB
Directions Served	L
Maximum Queue (ft)	35
Average Queue (ft)	16
95th Queue (ft)	42
Link Distance (ft)	125
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Colver/Suncrest Rd & OR 99

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	100	81	75	103	66	108	23	97	106
Average Queue (ft)	42	40	22	28	10	32	6	28	40
95th Queue (ft)	84	76	54	69	39	77	20	73	86
Link Distance (ft)	90	90	771		1732	1732		6514	6514
Upstream Blk Time (%)	1	0							
Queuing Penalty (veh)	0	0							
Storage Bay Dist (ft)				325			300		
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 14: W Valley View Rd & OR 99

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	48	104	121	170	72	80	170	225	168	120	141
Average Queue (ft)	18	37	57	70	18	24	79	100	71	34	66
95th Queue (ft)	41	86	103	135	48	59	147	183	138	76	108
Link Distance (ft)		619		1090	1090		1013	1013		1732	1732
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	300		200			350			325		
Storage Blk Time (%)				0							
Queuing Penalty (veh)				0							

Intersection: 15: Rapp Rd & OR 99

Movement	EB	NB	NB	NB	SB	SB
Directions Served	LR	L	T	T	T	TR
Maximum Queue (ft)	172	148	104	121	97	120
Average Queue (ft)	79	70	23	38	35	59
95th Queue (ft)	136	125	69	87	79	104
Link Distance (ft)	375		1471	1471	895	895
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		275				
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 16: Arnos Rd & OR 99

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	73	58
Average Queue (ft)	34	9
95th Queue (ft)	59	35
Link Distance (ft)	567	2216
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Creel Rd & OR 99

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	47	52
Average Queue (ft)	21	6
95th Queue (ft)	43	30
Link Distance (ft)	441	4766
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Talent Av (Old Pacific Hwy) & OR 99

Movement	EB	EB	NB	NB
Directions Served	L	R	LT	T
Maximum Queue (ft)	11	43	66	14
Average Queue (ft)	0	17	11	0
95th Queue (ft)	8	48	42	10
Link Distance (ft)	1677		3888	3888
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)		3		
Queuing Penalty (veh)		0		

Intersection: 19: S Valley View Rd & OR 99

Movement	WB	NB	NB	NB	SB	SB	SB
Directions Served	LR	T	T	R	L	T	T
Maximum Queue (ft)	683	315	364	175	157	144	164
Average Queue (ft)	360	142	159	106	57	52	82
95th Queue (ft)	611	253	304	193	120	117	144
Link Distance (ft)	896	2160	2160			3888	3888
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)				150	200		
Storage Blk Time (%)			6	1	0	0	
Queuing Penalty (veh)			31	3	0	0	

Zone Summary

Zone wide Queuing Penalty: 159

Appendix C. ODOT Crash Analysis Reports (January 1, 2005 through December 31, 2009)

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

001 PACIFIC

Rogue Valley Hwy (OR 99/ Hwy 063) MP 8.50 to 9.75 plus 265 feet on each leg
January 1, 2005 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUGS	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01810	N	N	N			09/25/2009	JACKSON	1	17	3	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE						Fri	MEDFORD	6	0	GARFIELD ST	NE		TRF SIGNAL	N	DRY	REAR		PRVTE	NE SW									000		00
						10A	MEDFORD UA	26.76		ROGUE VALLEY HY	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	41	M	OR-Y	026		038		07
																									OR<25					
																	02	NONE	STOP									012		00
																		PRVTE	NE SW									000		00
																		PSNGR CAR		01	DRVR	INJC	55	F	OR-Y	000		000		00
																									OR<25					
02437	Y	N	N	N	N	12/12/2009	JACKSON	1	16	3	STRGHT		N	Y	SLT	FIX OBJ	01	NONE	STRGHT										088,124	01
CITY						Sat	MEDFORD	6	0	GARFIELD ST	NE	(NONE)	NONE	N	ICE	FIX		PRVTE	NE SW									000	088,124	00
						5A	MEDFORD UA	26.77		ROGUE VALLEY HY	08			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	52	F	OR-Y	047,081		017		01
												(04)													OR<25					

063 ROGUE VALLEY

Rogue Valley Hwy (OR 99/ Hwy 063) MP 8.50 to 9.75 plus 265 feet on each leg
January 1, 2005 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00731	N	N	N			04/05/2006	JACKSON	1	14		STRGHT		Y	N	RAIN	S-STRGHT	01	NONE 0	STRGHT											07
NO RPT						Wed	MEDFORD	0	0	ROGUE VALLEY HY	NW	(NONE)	UNKNOWN	N	WET	REAR		PRVTE	NW SE									000		00
						3P	MEDFORD UA	8.55		GARFIELD RD	04			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	74	F	OR-Y		042	088		07
												(04)													OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	NW SE									006		00
																		PSNGR CAR		01	DRVR	NONE	79	F	OR-Y		000	000		00
																									OR<25					
01426	N	N	N			07/04/2007	JACKSON	1	14		STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT											07,27
NO RPT						Wed	MEDFORD	0	0	ROGUE VALLEY HY	NW	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	SE NW									000		00
						10P	MEDFORD UA	8.55		GARFIELD ST	05			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	M	OR-Y		026	038		07
												(04)													OR<25					
																	02	NONE	STRGHT											
																		PRVTE	SE NW									000		00
																		PSNGR CAR		01	DRVR	NONE	31	M	OR-Y		000	000		00
																									OR<25					
02028	N	N	N	N	N	10/11/2009	JACKSON	1	14		INTER		N	N	CLR	OVERTURN	01	NONE 0	STRGHT										010	33
CITY						Sun	MEDFORD	0	0	GARFIELD ST	SE		TRF SIGNAL	N	DRY	OTH		PRVTE	NW SE									000	010	00
						5P	MEDFORD UA	8.56		ROGUE VALLEY HY	05	1		N	DAY	INJ		MTRCYCLE		01	DRVR	INJB	35	M	OR-Y		051	000		33
																									OR<25					
																				02	PSNG	INJB	20	F			000	000		00
91103	N	N	N			05/10/2006	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-1TURN	01	NONE	STRGHT											07
CITY						Wed	MEDFORD	0	0	BELKNAP RD	SE		TRF SIGNAL	N	DRY	REAR		PRVTE	SE NW									000		00
						3P	MEDFORD UA	8.56		ROGUE VALLEY HY	06	0		N	DAY	INJ		MTRCYCLE		01	DRVR	INJA	79	M	OR-Y		043	000	001	07
																									OR<25					
																	02	NONE	TURN-R											
																		PRVTE	SE NE									013		00
																		PSNGR CAR		01	DRVR	NONE	56	F	OR-Y		000	000		00
																									OR<25					
00237	Y	N	N			01/16/2007	JACKSON	1	14		INTER	CROSS	N	N	SNOW	S-1STOP	01	NONE	STRGHT										124	01
NONE						Tue	MEDFORD	0	0	BELKNAP RD	SE		TRF SIGNAL	N	ICE	REAR		PRVTE	SE NW									000	124	00
						12P	MEDFORD UA	8.56		ROGUE VALLEY HY	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	63	F	OR-Y		047,026	000		01
																									OR<25					
																	02	NONE	STOP											
																		PRVTE	SE NW									011		00
																		PSNGR CAR		01	DRVR	NONE	20	M	OTH-Y		000	000		00
																									N-RES					
01809	N	N	N			10/13/2008	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-1TURN	01	NONE	STRGHT											07
NONE						Mon	MEDFORD	0	0	GARFIELD ST	SE		L-GRN-SIG	N	DRY	REAR		PRVTE	SE NW									000		00
						10A	MEDFORD UA	8.56		ROGUE VALLEY HY	06	0		N	DAY	PDO		TRUCK		01	DRVR	NONE	50	M	OR-Y		026	000		07
																									OR<25					

063 ROGUE VALLEY

Rogue Valley Hwy (OR 99/ Hwy 063) MP 8.50 to 9.75 plus 265 feet on each leg
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A	R U C S	S H L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE PRVTE PSNGR CAR	TURN-L SE SW									000	00
																				01	DRVR	NONE	00	U	UNK UNK		000	000	00
01978	Y	N	N	N	N	11/16/2008	JACKSON	1	14		INTER	CROSS	N	N	FOG	S-1STOP	01	NONE	STRGHT											01,07
CITY						Sun	MEDFORD	0	0	GARFIELD ST	NW		TRF SIGNAL	N	WET	REAR		PRVTE	NW SE									000	00
						8A	MEDFORD UA	8.56		ROGUE VALLEY HY	06	0		N	DAWN	INJ		PSNGR CAR		01	DRVR	INJC	22	M	OR-Y OR<25	047,043	000		01,07
																	02	NONE PRVTE PSNGR CAR	STOP NW SE									011	00
																				01	DRVR	NONE	46	M	OR-Y OR<25	000	000		00
01666	N	N	N			08/26/2005	JACKSON	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0 PRVTE	STRGHT SE NW											04
NO RPT						Fri	MEDFORD	0	0	BELKNAP RD	CN		TRF SIGNAL	N	DRY	ANGL		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y OR<25	020	000		00
						6A	MEDFORD UA	8.56		ROGUE VALLEY HY	01	0		N	DAY	INJ													04
																	02	NONE 0 PRVTE PSNGR CAR	TURN-L NE SE									000	00
																				01	DRVR	INJA	51	F	OR-Y OR<25	000	000		00
00016	N	N	N	N	N	01/01/2009	JACKSON	1	14		INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE 0 PRVTE	STRGHT NW SE											04
CITY						Thu	MEDFORD	0	0	GARFIELD RD	CN		TRF SIGNAL	N	WET	ANGL		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y OR<25	020	000		00
						3P	MEDFORD UA	8.56		ROGUE VALLEY HY	01	1		N	DAY	INJ													04
																				02	PSNG	INJC	17	F		000	000		00
																	02	NONE 0 PRVTE PSNGR CAR	STRGHT NE SW									000	00
																				01	DRVR	INJB	21	M	OR-Y OR<25	000	000		00
01983	N	N	N	N	N	10/10/2009	JACKSON	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0 PRVTE	STRGHT NW SE											32,04
CITY						Sat	MEDFORD	0	0	GARFIELD ST	CN		TRF SIGNAL	N	DRY	ANGL		PSNGR CAR		01	DRVR	INJB	18	M	OR-Y OR<25	052,020	000		00
						12A	MEDFORD UA	8.56		ROGUE VALLEY HY	01	0		N	DLIT	INJ													32,04
																				02	PSNG	INJB	18	M		000	000		00
																	02	NONE 1 PRVTE SEMI TOW	STRGHT NE SW									000	00
																				01	DRVR	NONE	39	M	OTH-Y N-RES	000	000		00
00081	N	N	N	N	N	01/22/2008	JACKSON	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE PRVTE PSNGR CAR	STRGHT SW NE									000	04
CITY						Tue	MEDFORD	0	0	GARFIELD ST	CN		TRF SIGNAL	N	DRY	ANGL													00
						9P	MEDFORD UA	8.56		ROGUE VALLEY HY	02	0		N	DLIT	INJ				01	DRVR	NONE	18	M	OR-Y OR<25	000	000		00

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Rogue Valley Hwy (OR 99/ Hwy 063) MP 8.50 to 9.75 plus 265 feet on each leg
January 1, 2005 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	RSLT	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																		02	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	INJB	83	M	OR-Y OR<25	020	000	000	00 04
																					02	PSNG	INJB	84	F		000	000		00
00671 NO RPT	N	N	N				04/01/2008 Tue 7A	JACKSON MEDFORD MEDFORD UA	1 14 0 0 8.56		GARFIELD ST ROGUE VALLEY HY	INTER CN 02	CROSS 0	N TRF SIGNAL	N N N	CLR DRY DAY	ANGL-OTH ANGL PDO	01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	39	F	OR-Y OR<25	020	000	000	04 00 04
																		02	NONE PRVTE PSNGR CAR	STRGHT SW NE	01	DRVR	NONE	41	F	OR-Y OR<25	000	000	000	00 00
01589 CITY	N	N	N	N	N		08/21/2009 Fri 7P	JACKSON MEDFORD MEDFORD UA	1 14 0 0 8.56		GARFIELD ST ROGUE VALLEY HY	INTER CN 02	CROSS 0	N TRF SIGNAL	N N N	CLR DRY DAY	S-STRGHT REAR INJ	01	NONE 0 PRVTE PSNGR CAR	TURN-R NE NW	01	DRVR	NONE	20	M	OR-Y OR<25	026	000	000	07 00 07
																		02	NONE 0 PRVTE PSNGR CAR	TURN-R NE NW	01	DRVR	INJC	60	F	OR-Y OR<25	000	000	000	00 00
01286 CITY	N	N	N	N	N		06/14/2006 Wed 12P	JACKSON MEDFORD MEDFORD UA	1 14 0 0 8.56		BELKNAP RD ROGUE VALLEY HY	INTER CN 03	CROSS 0	N TRF SIGNAL	N N N	CLR DRY DAY	ANGL-OTH ANGL INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT NE SW	01	DRVR	NONE	68	F	OR-Y OR<25	020	000	000	04 00 04
																		02	NONE 0 PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	INJC	18	F	OR-Y OR<25	000	000	000	00 00
00724 CITY	N	N	N				04/04/2006 Tue 4P	JACKSON MEDFORD UA	1 14 0 0 8.57			STRGHT UN 04	(NONE) (04)	N UNKNOWN	N N N	CLR DRY DAY	S-1STOP REAR INJ	01	NONE 1 PRVTE SEMI TOW	STRGHT S N	01	DRVR	NONE	54	M	OR-Y OR<25	026	000	000	07 00 07
																		02	NONE 0 PRVTE PSNGR CAR	STOP S N	01	DRVR	INJC	24	F	OR-Y OR<25	000	011	000	00 00
01523 NO RPT	N	N	N				08/02/2009 Sun 3P	JACKSON MEDFORD MEDFORD UA	1 14 0 0 8.57		GARFIELD ST ROGUE VALLEY HY	INTER NW 06	CROSS 0	N TRF SIGNAL	N N N	CLR DRY DAY	S-1STOP REAR PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	00	M	OR-Y OR<25	026	000	000	07 00 07

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Rogue Valley Hwy (OR 99/ Hwy 063) MP 8.50 to 9.75 plus 265 feet on each leg
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	ALC R	DUS H	RSL W	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																02	NONE 0	STOP											
																	PRVTE	NW SE								011			00
																	PSNGR CAR		01	DRVR	NONE	57	M	OR-Y	000	000			00
																								OR<25					
02756	N	N	N		12/04/2006	JACKSON	1	14		STRGHT		N		N	CLR	S-1STOP	01	NONE	STRGHT											07,27
NONE					Mon		0	0		UN	(NONE)	TRF SIGNAL		N	DRY	REAR		PRVTE	S N								000			00
					3P	MEDFORD UA	8.58			06				N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	23	F	OR-Y	026	038			07
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	S N								011			00
																	PSNGR CAR		01	DRVR	NONE	58	F	OR-Y	000	000			00
																								OR<25					
00737	Y	N	N		04/03/2007	JACKSON	1	14		STRGHT		N		N	CLR	S-STRGHT	01	NONE	STRGHT											01
NO RPT					Tue		0	0		UN	(NONE)	UNKNOWN		N	DRY	REAR		PRVTE	N S								000			00
					6P	MEDFORD UA	8.59			04				N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	48	F	OR-Y	042	000			01
											(04)													OR<25					
																02	NONE	STRGHT											
																	PRVTE	N S								006			00
																	PSNGR CAR		01	DRVR	NONE	54	F	OR-Y	000	000			00
																								OR<25					
00750	N	N	N		04/22/2005	JACKSON	1	14		STRGHT		N		N	CLD	S-STRGHT	01	NONE 0	STRGHT											07
COUNTY					Fri		0	0		UN	(NONE)	UNKNOWN		N	DRY	REAR		PRVTE	S N								000			00
					8P	MEDFORD UA	8.60			06				N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y	042	000			07
											(04)													OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	S N								000			00
																	PSNGR CAR		01	DRVR	NONE	16	M	OR-Y	000	000			00
																								OR<25					
01985	N	N	N		09/01/2005	JACKSON	1	14		STRGHT		N		N	CLR	S-1STOP	01	NONE	STRGHT									013		07
STATE					Thu		0	0		UN	(NONE)	UNKNOWN		N	DRY	REAR		PRVTE	N S								000			00
					12P	MEDFORD UA	8.62			04				Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	24	M	OR-Y	043	000			07
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	N S								011	013		00
																	PSNGR CAR		01	DRVR	NONE	41	M	OR-Y	000	000			00
																								OR<25					
																03	NONE	STOP											
																	PRVTE	N S								011			00
																	PSNGR CAR		01	DRVR	NONE	82	M	OR-Y	000	000			00
																								OR<25					
02033	N	N	N		09/07/2005	JACKSON	1	14		ALLEY		N		N	CLR	ANGL-OTH	01	NONE	STRGHT									040		10
STATE					Wed		0	0		UN	(NONE)	UNKNOWN		N	DRY	BACK		PRVTE	S N								088	040		00
					8P	MEDFORD UA	8.62			07				N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	16	M	OR-Y	000	000			00
											(05)													OR<25					

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SER# INVEST	S P E D	A L C	R U S L	S C H	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																02	NONE	BACK											
																	PRVTE	E S								018			00
																	PSNGR CAR		01	DRVR	NONE	25	F	OR-Y	011	000			10
																								OR<25					
00138	N	N	N			01/29/2005	JACKSON	1 14		ALLEY		N		N CLR	S-1TURN	01	NONE	STRGHT											08
NO RPT						Sat		0 0		UN	(NONE)	UNKNOWN		N DRY	TURN		PRVTE	S N								000			00
						1P	MEDFORD UA	8.79		06				N DAY	INJ		PSNGR CAR		01	DRVR	NONE	41	M	OR-Y	000	000			00
											(05)													OR<25					
																			02	PSNG	INJC	82	F		000	000			00
																02	NONE	TURN-L											
																	PRVTE	S W								019			00
																	PSNGR CAR		01	DRVR	NONE	55	M	OR-Y	006	000			08
																								OR<25					
02135	N	N	N			10/10/2006	JACKSON	1 14		STRGHT		N		N CLR	S-1STOP	01	NONE	STRGHT										013	07,32
STATE						Tue		0 0		UN	(NONE)	UNKNOWN		N DRY	REAR		PRVTE	S N								000			00
						1P	MEDFORD UA	8.80		05				N DAY	INJ		PSNGR CAR		01	DRVR	NONE	16	M	OR-Y	043,052	000			07,32
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	S N								011	013		00
																	PSNGR CAR		01	DRVR	NONE	16	M	OR-Y	000	000			00
																								OR<25					
																03	NONE	STOP											
																	PRVTE	S N								011			00
																	PSNGR CAR		01	DRVR	INJC	56	F	OR-Y	000	000			00
																								OR<25					
02646	N	N	N	N	N	12/25/2007	JACKSON	1 14		INTER	3-LEG	N		N SNOW	ANGL-OTH	01	NONE	TURN-L											02
STATE						Tue		0 0		CN		ONE-WAY		N ICE	TURN		PRVTE	E S								015			00
						9P	MEDFORD UA	8.81		01	0			N DARK	PDO		PSNGR CAR		01	DRVR	NONE	55	M	OR-Y	028	000			02
																								OR<25					
																02	NONE	STRGHT											
																	PRVTE	N S								000			00
																	PSNGR CAR		01	DRVR	NONE	21	M	OR-Y	000	000			00
																								OR>25					
																			02	PSNG	NO<5	02	F		000	000			00
01274	N	N	N			06/12/2006	JACKSON	1 14		INTER	3-LEG	N		N RAIN	ANGL-OTH	01	NONE 0	STRGHT										082	02
STATE						Mon		0 0		CN		UNKNOWN		N WET	TURN		PRVTE	S N								000			00
						12P	MEDFORD UA	8.81		02	0			N DAY	INJ		PSNGR CAR		01	DRVR	INJB	87	F	OR-Y	000	000			00
																								OR<25					
																02	NONE 0	TURN-L											
																	PRVTE	E S								000			00
																	PSNGR CAR		01	DRVR	NONE	77	F	OR-Y	028	000	082		02
																								OR<25					

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SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02014	N	N	N			09/01/2006	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	TURN-L										010,001	02
STATE						Fri		0	0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	W N								018		00
						1P	MEDFORD UA	8.83			04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	53	F	OR-Y	028	000		02
												(04)													OR<25				
																	02	NONE	STRGHT											
																		PRVTE	N S								007	010	00
																		MTRCYCLE		01	DRVR	INJA	33	M	OR-Y	000	000	001	00
																									OR<25				
02164	N	N	N			11/17/2009	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	TURN-R											02
NONE						Tue		0	0	02107	S	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	E N								018		00
						8P	MEDFORD UA	8.83		00190	06			N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y	028	000		02
												(04)													OR<25				
																	02	NONE 0	STRGHT											
																		PRVTE	S N								000		00
																		PSNGR CAR		01	DRVR	INJC	29	F	OR-Y	000	000		00
																									OR<25				
01836	N	N	N	N	N	09/02/2009	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	STRGHT										083	02
CITY						Wed	MEDFORD	0	0	ROGUE VALLEY HY	SE	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	SE NW								000		00
						9P	MEDFORD UA	8.88		GARFIELD ST	06			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	49	F	OR-Y	000	000		00
												(04)													OR<25				
																	02	NONE	TURN-L											
																		PRVTE	NE SE								018		00
																		PSNGR CAR		01	DRVR	NONE	80	M	OR-Y	028	000	083	02
																									OR<25				
01192	N	N	N			06/10/2005	JACKSON	1	14		ALLEY		N	N	CLR	S-STRGHT	01	NONE	STRGHT											07
STATE						Fri		0	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	N S								000		00
						5P	MEDFORD UA	8.89			04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	28	M	OR-Y	043,042	000		07
												(05)													OR<25				
																	02	NONE	STRGHT											
																		PRVTE	N S								006		00
																		PSNGR CAR		01	DRVR	INJC	54	F	OR-Y	000	000		00
																									OR<25				
																				02	PSNG	INJC	10	M		000	000		00
02269	N	N	N			10/30/2006	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02
STATE						Mon		0	0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	S N								000		00
						3P	MEDFORD UA	8.89			05			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	48	M	OR-Y	000	000		00
												(04)													OR<25				
																	02	NONE	TURN-L											
																		PRVTE	E S								018		00
																		PSNGR CAR		01	DRVR	INJC	34	F	OR-Y	028	000		02
																									OR<25				

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SER# INVEST	SPE D	ALC R	DSL S	WOR W	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02003	N	N	N		09/03/2006	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	TURN-L											02
STATE					Sun		0	0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	E S									018		00
					9P	MEDFORD UA	8.89			06			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	53	M	OR-Y	028		000		02
											(04)													OR<25					
																02	NONE	STRGHT											
																	PRVTE	S N									000		00
																	PSNGR CAR		01	DRVR	NONE	51	M	OR-Y	000		000		00
																								OR<25					
01425	N	N	N		07/04/2007	JACKSON	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NO RPT					Wed		0	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N									000		00
					9P	MEDFORD UA	8.90			06			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y	026		000		07
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	S N									011		00
																	PSNGR CAR		01	DRVR	NONE	20	F	OR-Y	000		000		00
																								OR<25					
02443	N	N	N		11/15/2005	JACKSON	1	14		STRGHT		N	N	CLR	S-STRGHT	01	NONE 0	STRGHT											10
NO RPT					Tue		0	0		UN	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	S N									000		00
					4P	MEDFORD UA	8.97			05			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	62	M	OR-Y	045		000		10
											(04)													OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	S N									000		00
																	PSNGR CAR		01	DRVR	NONE	69	F	OR-Y	000		000		00
																								OR<25					
01516	N	N	N	Y	07/27/2007	JACKSON	1	14		TRANS		N	N	CLR	S-STRGHT	01	NONE	STRGHT											13
STATE					Fri		0	0		UN	(NONE)	L-TURN REF	N	DRY	SS-O		PRVTE	S N									000		00
					12P	MEDFORD UA	9.00			05			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	33	F	SUSP	045		000		13
											(03)													OR<25					
																02	NONE	STRGHT											
																	PRVTE	S N									000		00
																	PSNGR CAR		01	DRVR	NONE	62	F	OR-Y	000		000		00
																								OR<25					
01010	N	N	N		05/21/2007	JACKSON	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE					Mon		0	0		UN	(NONE)	TRF SIGNAL	N	UNK	REAR		PRVTE	N S									000		00
					5P	MEDFORD UA	9.03			03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	UNK	026		000		07
											(04)													UNK					
																02	NONE	STOP											
																	PRVTE	N S									011		00
																	PSNGR CAR		01	DRVR	NONE	45	M	OR-Y	000		000		00
																								OR<25					
00753	N	N	N		04/12/2006	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NO RPT					Wed		0	0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	N S									000		00
					1P	MEDFORD UA	9.05			03			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	23	F	OR-Y	000		000		00
											(04)													OR<25					

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Rogue Valley Hwy (OR 99/ Hwy 063) MP 8.50 to 9.75 plus 265 feet on each leg
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	ALC	DRSUGHL	CWOR	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																			02	PSNG	NO<5	02	M			000	000		00
																02	NONE 0	TURN-L											
																	PRVTE	E S									018		00
																	OTHER		01	DRVR	NONE	69	M	OR-Y	028	000			02
																								OR<25					
02529	N	N	N		11/22/2005	JACKSON	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT										013	07,27
STATE					Tue		0	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N								000			00
					3P	MEDFORD UA	9.05			06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	36	M	OR-Y	043	038			07
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	S N								011	013		00
																	PSNGR CAR		01	DRVR	NONE	79	M	OR-Y	000	000			00
																								OR<25					
																03	NONE	STOP											
																	PRVTE	S N								011	013		00
																	PSNGR CAR		01	DRVR	NONE	50	F	OR-Y	000	000			00
																								OR>25					
																04	NONE	STOP											
																	PRVTE	S N								011			00
																	PSNGR CAR		01	DRVR	NONE	50	M	OR-Y	000	000			00
																								OR<25					
00470	N	N	N		03/05/2005	JACKSON	1	14		STRGHT		Y	N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE					Sat		0	0		UN	(NONE)	TRF SIGNAL	N	DRY	REAR		PRVTE	N S								000			00
					2P	MEDFORD UA	9.06			03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	61	F	OR-Y	026	000			07
											(05)													OR<25					
																02	NONE	STOP											
																	PRVTE	N S								011			00
																	PSNGR CAR		01	DRVR	INJC	28	F	OR-Y	000	000			00
																								OR<25					
																			02	PSNG	INJC	35	M		000	000			00
01855	N	N	N		09/20/2005	JACKSON	1	14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE	STRGHT											07
STATE					Tue		0	0		S		TRF SIGNAL	N	DRY	REAR		PRVTE	S N								000			00
					2P	MEDFORD UA	9.07			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	36	M	OR-Y	043	000			07
																								OR<25					
																02	NONE	STOP											
																	PRVTE	S N								011			00
																	PSNGR CAR		01	DRVR	INJC	37	M	OR-Y	000	000			00
																								OR<25					
00684	N	N	N	N	N 04/09/2009	JACKSON	1	14		INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE	STRGHT											04
CITY					Thu	MEDFORD	0	0	LOWERY LN	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	SE NW								000			00
					1P	MEDFORD UA	9.07		ROGUE VALLEY HY	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	82	F	OR-Y	020	000			04
																								OR<25					

063 ROGUE VALLEY

Rogue Valley Hwy (OR 99/ Hwy 063) MP 8.50 to 9.75 plus 265 feet on each leg
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	ALC	DRSLG	SWOHK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																02	NONE PRVTE PSNGR CAR	TURN-L NE SE									000		00
																			01	DRVR	NONE	81	M	OR-Y OR<25		000	000		00
00742 CITY	N	N	N	N	N 04/24/2009 Fri 4P	JACKSON MEDFORD MEDFORD UA	1 14 0 0 9.08		ROGUE VALLEY HY LOWERY LN	STRGHT SE 05	(NONE) (04)	N UNKNOWN	N	N CLR N DRY N DAY	S-1STOP REAR INJ	01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	26	M	OR-Y OR<25		014,026	000 038		07 00 07
																02	NONE PRVTE PSNGR CAR	STOP SE NW	01	DRVR	INJB	60	F	OR-Y OR<25		000	011 000		00 00
00986 CITY	N	N	N	N	N 06/08/2009 Mon 12P	JACKSON MEDFORD UA	1 14 0 0 9.11			STRGHT UN 03	(NONE) (04)	N UNKNOWN	N	N CLR N DRY N DAY	S-1STOP REAR PDO	01	NONE PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	45	M	OR-Y OR<25		043	000		07 00 07
																02	NONE PRVTE PSNGR CAR	STOP N S	01	DRVR	NONE	69	F	OR-Y OR<25		000	011 000		00 00
00622 STATE	N	N	N		03/17/2007 Sat 7A	JACKSON MEDFORD UA	1 14 0 0 9.13			STRGHT UN 08	(NONE) (04)	N UNKNOWN	N	Y CLR N DRY N DAWN	FIX OBJ FIX PDO	01	NONE PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	30	M	NONE OR<25		081	088 025	040,061,053 040,061,053	16 00 16
00929 NO RPT	N	N	N	Y	05/06/2005 Fri 1P	JACKSON MEDFORD UA	1 14 0 0 9.23			STRGHT UN 07	(NONE) (05)	N UNKNOWN	N	N CLR N DRY N DAY	S-1STOP REAR INJ	01	NONE PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	25	F	OR-Y OR<25		026	000 038	013	07,27 00 10
																02	NONE PRVTE PSNGR CAR	STOP S N	01	DRVR	INJC	56	F	OR-Y OR<25		000	011 000	013	00 00
																03	NONE PRVTE PSNGR CAR	STOP S N	01	DRVR	INJC	33	F	OR-Y OR<25		000	011 000		00 00
																			02	PSNG	INJC	44	M			000	000		00
01886 NONE	N	N	N		09/15/2005 Thu 4P	JACKSON MEDFORD UA	1 14 0 0 9.27			INTER S 06	CROSS 0	N TRF SIGNAL	N	N CLR N DRY N DAY	S-1STOP REAR PDO	01	NONE PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	00	M	OR-Y OR<25		026	000		07 00 07

063 ROGUE VALLEY

Rogue Valley Hwy (OR 99/ Hwy 063) MP 8.50 to 9.75 plus 265 feet on each leg
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A	R U C S	S G H L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE PRVTE PSNGR CAR	STOP S N	01	DRVR	NONE	36	M	OR-Y OR<25	000	011 000		00 00
01952 STATE	N	N	N			09/20/2006 Wed 10A	JACKSON MEDFORD UA	1 14 0 0 9.27			INTER CN 04	CROSS 0	N TRF SIGNAL	N N	CLR DRY DAY	ANGL-OTH TURN PDO	01	NONE PRVTE PSNGR CAR	TURN-R E N	01	DRVR	NONE	76	F	OR-Y OR<25	000	000		04 00 00
																	02	NONE PUBLC OTH BUS	STRGHT S N	01	DRVR	NONE	47	M	OR-Y OR<25	020	000 000		00 04
02640 NONE	N	N	N			12/24/2007 Mon 12P	JACKSON MEDFORD UA	1 14 0 0 9.38			STRGHT NW 06	(NONE) (04)	N UNKNOWN	N N	RAIN WET DAY	S-1STOP REAR PDO	01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	49	M	OR-Y OR<25	026	000		07 00 07
																	02	NONE PRVTE PSNGR CAR	STOP SE NW	01	DRVR	NONE	84	M	OR-Y OR<25	000	011 000		00 00
02398 NONE	N	N	N			11/08/2006 Wed 1P	JACKSON MEDFORD UA	1 14 0 0 9.40			ALLEY UN 06	(NONE) (04)	N UNKNOWN	N N	RAIN WET DAY	ANGL-OTH TURN INJ	01	NONE PRVTE PSNGR CAR	TURN-L W N	01	DRVR	NONE	55	F	OR-Y OR<25	028	018 000		02 00 02
																	02	NONE PRVTE PSNGR CAR	STRGHT S N	01	DRVR	INJC	51	F	OTH-Y N-RES	000	000 000		00 00
																				02	PSNG	INJC	22	F		000	000		00
00457 CITY	N	N	N	N	N	02/26/2007 Mon 1P	JACKSON MEDFORD UA	1 14 0 0 9.40			INTER NE 06	3-LEG 0	N STOP SIGN	Y N	CLR DRY DAY	FIX OBJ FIX PDO	01	NONE 1 PRVTE SEMI TOW	TURN-R NE NW	01	DRVR	NONE	47	M	OR-Y OR>25	002	007 000	057,053,092 057,053,092	08,26 26 08
01714 STATE	N	N	N			08/19/2005 Fri 4P	JACKSON MEDFORD UA	1 14 0 0 9.54			ALLEY UN 03	(NONE) (05)	N UNKNOWN	N N	CLR DRY DAY	ANGL-OTH TURN INJ	01	NONE 0 PRVTE PSNGR CAR	TURN-L S W	01	DRVR	INJB	60	F	OR-Y OR<25	028	019 000		02 00 02
																	02	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	INJB	26	M	OR-Y OR<25	000	000 000		00 00

063 ROGUE VALLEY

Rogue Valley Hwy (OR 99/ Hwy 063) MP 8.50 to 9.75 plus 265 feet on each leg
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U C S L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02599	N	N	N	N	12/19/2007	JACKSON	1	14		STRGHT		N		N RAIN	S-STRGHT	01	NONE	STRGHT											13
COUNTY					Wed		0	0		UN	(RSDMD)	UNKNOWN		N WET	SS-O		PRVTE	N S									001		00
					5P	MEDFORD UA	9.59			03				N DLIT	PDO		PSNGR CAR		01	DRVR	NONE	45	F	OR-Y	045		000		13
											(04)													OR<25					
																02	NONE	STRGHT											
																	PRVTE	N S									000		00
																	PSNGR CAR		01	DRVR	NONE	29	F	OR-Y	000		000		00
																								OR<25					
02722	N	N	N		12/27/2005	JACKSON	1	14		STRGHT		N		N RAIN	S-STRGHT	01	NONE	STRGHT										092	13,26
NONE					Tue		0	0		UN	(NONE)	UNKNOWN		N WET	SS-O		PRVTE	S N									007	092	26
					5P	MEDFORD UA	9.61			05				N DLIT	PDO		PSNGR CAR		01	DRVR	NONE	29	M	OR-Y	045		000		13
											(04)													OR<25					
																02	NONE	STRGHT											
																	PRVTE	S N									000		00
																	PSNGR CAR		01	DRVR	NONE	21	F	OR-Y	000		000		00
																								OR<25					
01173	Y	Y	N		06/02/2007	JACKSON	1	14		STRGHT		N		N CLR	S-STRGHT	01	NONE	STRGHT											01
CITY					Sat		0	0		UN	(NONE)	UNKNOWN		N DRY	REAR		PRVTE	N S									000		00
					12P	MEDFORD UA	9.69			03				N DAY	PDO		PSNGR CAR		01	DRVR	NONE	50	M	OR-Y	042		000		01
											(04)													OR<25					
																02	NONE	STRGHT											
																	PRVTE	N S									000		00
																	PSNGR CAR		01	DRVR	NONE	51	F	OR-Y	000		000		00
																								OR<25					
02020	N	N	N		11/13/2008	JACKSON	1	14		STRGHT		N		N CLR	S-1STOP	01	NONE	STRGHT											07
NO RPT					Thu		0	0		UN	(NONE)	UNKNOWN		N DRY	REAR		PRVTE	N S									000		00
					1P	MEDFORD UA	9.69			04				N DAY	PDO		PSNGR CAR		01	DRVR	NONE	73	M	OR-Y	026		000		07
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	N S									011		00
																	PSNGR CAR		01	DRVR	NONE	00	F	UNK	000		000		00
																								UNK					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF MEDFORD, JACKSON COUNTY

Rogue Valley Hwy (OR 99/ Hwy 063) MP 8.50 to 9.75 plus 265 feet on each leg
January 1, 2005 through December 31, 2009

SER# INVEST	SPEEL	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02088	N	N	N			09/29/2006	16	BELKNAP RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT										093	07,27
NONE						Fri	0	ROGUE VALLEY HY	NE		L-GRN-SIG	N	DRY	REAR		PRVTE	NE SW									000		00
						10A			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	58	F	OR-Y		016,014,026	038	093	07
																							OR<25					
															02	NONE	STOP											
																PRVTE	NE SW									012		00
																PSNGR CAR		01	DRVR	INJC	39	F	OR-Y		000	000		00
																							OR<25					
00662	N	N	N			04/02/2008	16	BELKNAP RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE						Wed	0	ROGUE VALLEY HY	NE		TRF SIGNAL	N	DRY	REAR		PRVTE	NE SW									000		00
						3P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	82	M	OR-Y		014,026	000		07
																							OR<25					
															02	NONE	STOP											
																PRVTE	NE SW									012		00
																PSNGR CAR		01	DRVR	INJC	83	F	OR-Y		000	000		00
																							OR<25					

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

063 ROGUE VALLEY

OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U G H S L	C O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02520	N	N	N		12/04/2007	JACKSON	1 14		STRGHT		N	N	CLD	S-STRGHT	01	NONE	STRGHT										040	27
NO RPT					Tue		0 0		UN	(NONE)	UNKNOWN	N	WET	SS-O		PRVTE	N S									088	040	00
					5P	MEDFORD UA	9.77		04			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	56	F	OR-Y	016,045		038		27
										(04)													OR<25					
															02	NONE	STOP											
																PRVTE	N S									011		00
																PSNGR CAR		01	DRVR	NONE	58	F	OR-Y	000		000		00
																							OR<25					
															03	NONE	STOP											
																PRVTE	N S									022		00
																PSNGR CAR		01	DRVR	INJC	28	F	OR-Y	000		000		00
																							OR<25					
00106	N	N	N		01/07/2007	JACKSON	1 14		STRGHT		Y	N	CLD	S-1STOP	01	NONE	STRGHT											07
NONE					Sun		0 0		UN	(NONE)	TRF SIGNAL	N	WET	REAR		PRVTE	N S									000		00
					2P	MEDFORD UA	9.78		03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	33	F	OR-Y	026		000		07
										(04)													OR<25					
															02	NONE	STOP											
																PRVTE	N S									011		00
																PSNGR CAR		01	DRVR	NONE	00	F	UNK	000		000		00
																							UNK					
00688	N	N	N		04/08/2005	JACKSON	1 14		STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NONE					Fri		0 0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N									000		00
					4P	MEDFORD UA	9.78		06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	41	F	OR-Y	026		000		07
										(04)													OR<25					
															02	NONE 0	STOP											
																PRVTE	S N									011		00
																PSNGR CAR		01	DRVR	NONE	41	F	OR-Y	000		000		00
																							OR<25					
01341	N	N	N		08/19/2008	JACKSON	1 14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE					Tue		0 0		N	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	N S									000		00
					12P	MEDFORD UA	9.78		03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	25	F	OR-Y	026		000		07
										(04)													OR<25					
															02	NONE	STOP											
																PRVTE	N S									011		00
																PSNGR CAR		01	DRVR	INJC	32	F	OR-Y	000		000		00
																							OR<25					
																		02	PSNG	NO<5	02	M		000		000		00
																		03	PSNG	NO<5	04	M		000		000		00
00031	N	N	N		01/04/2005	JACKSON	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE					Tue		0 0		N		TRF SIGNAL	N	DRY	REAR		PRVTE	NW SE									000		00
					4P	MEDFORD UA	9.79		06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	23	M	OR-Y	026		000		07
																							OR<25					

063 ROGUE VALLEY

OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A	R U C	S G H	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																02	NONE PRVTE PSNGR CAR	STOP NW SE									011	00
																			01	DRVR	NONE	80	M	OR-Y OR<25		000	000	00
01591	N	N	N			08/02/2005 Tue 3P	JACKSON MEDFORD UA	1 14 0 0 9.79		INTER N 06	CROSS 0	N TRF SIGNAL	N DRY N DAY	CLR REAR INJ	S-1STOP	01	NONE PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	18	M	OR-Y OR<25	045	088 000		13,22 22 13
																02	NONE PRVTE PSNGR CAR	STOP N S	01	DRVR	NONE	58	F	OR-Y OR<25	000	011 000		00 00
																03	NONE PRVTE PSNGR CAR	STOP N S	01	DRVR	INJB	76	F	OR-Y OR<25	000	011 000		00 00
																			02	PSNG	INJA	92	M		000	000		00
01880	N	N	N			09/28/2007 Fri 5P	JACKSON MEDFORD UA	1 14 0 0 9.79		INTER N 06	CROSS 0	N TRF SIGNAL	N CLD N WET N DAY	S-1STOP REAR PDO		01	NONE PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	37	F	OR-Y OR<25	026	000 000		07 00 07
																02	NONE PRVTE PSNGR CAR	STOP N S	01	DRVR	NONE	57	F	OR-Y OR<25	000	011 000		00 00
01038	N	N	N			05/23/2006 Tue 4P	JACKSON MEDFORD MEDFORD UA	1 14 0 0 9.79	ROGUE VALLEY HY SOUTH STAGE RD	INTER SE 06	CROSS 0	N TRF SIGNAL	N CLR N DRY N DAY	S-1STOP REAR INJ		01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	40	M	OR-Y OR<25	043	000 038		07,27 00 07
																02	NONE PRVTE PSNGR CAR	STOP SE NW	01	DRVR	INJC	21	M	OR-Y OR<25	000	011 000		00 00
																			02	PSNG	INJC	24	M		000	000		00
01034	N	N	N			06/14/2008 Sat 7P	JACKSON MEDFORD UA	1 14 0 0 9.79		INTER SE 06	CROSS 0	N TRF SIGNAL	N CLR N DRY N DAY	S-1STOP REAR INJ		01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	18	F	OR-Y OR<25	026	000 000		07 00 07
																02	NONE PRVTE PSNGR CAR	STOP SE NW	01	DRVR	INJC	62	F	OR-Y OR<25	000	011 000		00 00

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U C S L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00431	N	N	N	N	03/10/2008	JACKSON	1 14		INTER	CROSS	N	N	CLR	O-OTHER	01	NONE	TURN-L											08
STATE					Mon		0 0		S		TRF SIGNAL	N	DRY	TURN		PRVTE	E S									000		00
					5P	MEDFORD UA	9.79		05	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	52	M	OR-Y	007	000			08
																							OR<25					
															02	NONE	TURN-R											
																PRVTE	W S									000		00
																PSNGR CAR		01	DRVR	NONE	25	F	OR-Y	000	000			00
																							OR<25					
01249	N	N	N		06/05/2006	JACKSON	1 14		INTER	CROSS	N	N	CLR	S-1TURN	01	NONE	STRGHT											08
NO RPT					Mon		0 0		CN		TRF SIGNAL	N	DRY	TURN		PRVTE	N S									000		00
					6P	MEDFORD UA	9.79		01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	18	F	OTH-Y	000	000			00
																							N-RES					
															02	NONE	TURN-R											
																PRVTE	N W									000		00
																PSNGR CAR		01	DRVR	NONE	27	F	OR-Y	006	000			08
																							OR<25					
00389	N	N	N		02/17/2007	JACKSON	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											04
STATE					Sat		0 0		CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	S N									000		00
					4P	MEDFORD UA	9.79		02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	61	F	OR-Y	020	026			04
																							OR<25					
															02	NONE	STRGHT											
																PRVTE	E W									000		00
																PSNGR CAR		01	DRVR	NONE	54	M	OR-Y	000	000			00
																							OR<25					
01773	N	N	N		08/28/2006	JACKSON	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02
NONE					Mon		0 0		CN		TRF SIGNAL	N	DRY	TURN		PRVTE	N S									000		00
					3P	MEDFORD UA	9.79		03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	59	F	OR-Y	000	000			00
																							OR<25					
															02	NONE	TURN-R											
																PRVTE	W S									016		00
																PSNGR CAR		01	DRVR	NONE	15	M	OR-Y	028	000			02
																							OR<25					
02282	N	Y	N	N	11/03/2007	JACKSON	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT										053	04,33,00
CITY					Sat		0 0		CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	W E									000		00
					11P	MEDFORD UA	9.79		03	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJB	18	M	OR-Y	020,051	038			04,33
																							OR<25					
																		02	PSNG	INJB	20	M		000	000			00
															02	NONE	STRGHT											
																PRVTE	N S									000	053	00
																PSNGR CAR		01	DRVR	INJA	21	F	OR-Y	000	000			00
																							OR<25					
																		02	PSNG	INJA	22	M		000	000			00
																		03	PSNG	INJC	01	M		000	000			00

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
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SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01049	N	N	N	N	N	06/13/2009	JACKSON	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											04
CITY						Sat		0	0		CN		TRF SIGNAL	N	DRY	TURN		PRVTE	N S									000		00
						12P	MEDFORD UA	9.79			03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	88	M	OR-Y		020	000		04
																									OR<25					
																	02	NONE	TURN-L											
																		PRVTE	W N									000		00
																		PSNGR CAR		01	DRVR	NONE	48	F	OR-Y		000	000		00
																									OR<25					
01295	N	N	N			06/20/2005	JACKSON	1	14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	STRGHT											04
STATE						Mon		0	0		CN		L-GRN-SIG	N	DRY	TURN		PRVTE	S N									000		00
						9A	MEDFORD UA	9.79			04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	33	M	OR-Y		020,028	088		04
																									OR<25					
																	02	NONE 0	TURN-L											
																		PRVTE	N E									000		00
																		PSNGR CAR		01	DRVR	NONE	16	M	OR-Y		000	000		00
																									OR<25					
																				02	PSNG	NO<5	02	M			000	000		00
02345	N	N	N	N	N	12/13/2008	JACKSON	1	14		STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT										092	07,10,26
STATE						Sat		0	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N									007	092	26
						1P	MEDFORD UA	10.00			06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	60	M	OR-Y		043	000		07
												(04)													OR<25					
																	02	NONE	STRGHT											
																		PRVTE	S N									006		00
																		PSNGR CAR		01	DRVR	NONE	58	F	OR-Y		049	000		10
																									OR<25					
01822	N	N	N			10/26/2008	JACKSON	1	14		ALLEY		N	N	CLR	S-1TURN	01	NONE	STRGHT											07
NONE						Sun		0	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	N S									000		00
						2P	MEDFORD UA	10.16			03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	63	F	OR-Y		026	000		07
												(04)													OR<25					
																	02	NONE	TURN-R											
																		PRVTE	N W									019		00
																		PSNGR CAR		01	DRVR	INJC	17	F	OR-Y		000	000		00
																									OR<25					
02572	N	N	N			11/27/2005	JACKSON	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
STATE						Sun		0	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	N S									088		00
						2P	MEDFORD UA	10.20			03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	32	M	OR-Y		043	000		07
												(05)													OR<25					
																	02	NONE	STOP											
																		PRVTE	N S									011		00
																		PSNGR CAR		01	DRVR	NONE	21	M	OR-Y		000	000		00
																									OR<25					

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DAEC	RSLG	SWOK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00157	N	N	N		01/25/2006	JACKSON	1	14		INTER	3-LEG	N		N	CLR	ANGL-OTH	01	NONE	TURN-L										02
STATE					Wed		0	0		CN		STOP SIGN		N	DRY	TURN		PRVTE	W N								015		00
					10A	MEDFORD UA	10.24			03	0			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	24	M	OR-Y	028	000		02
																									OR<25				
																	02	NONE	STRGHT										
																		PRVTE	N S								000		00
																		PSNGR CAR		01	DRVR	INJC	25	F	OR-Y	000	000		00
																									OR<25				
																				02	PSNG	NO<5	03	F		000	000		00
02640	N	N	N	N	12/31/2009	JACKSON	1	14		STRGHT		N		N	RAIN	S-1STOP	01	NONE	0 STRGHT									004	07
STATE					Thu		0	0		UN	(NONE)	UNKNOWN		N	WET	REAR		PRVTE	NW SE								000		00
					3P	MEDFORD UA	10.25			06				N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	20	M	OR-Y	043	000		07
											(04)														OR<25				
																	02	NONE	0 STOP										
																		PRVTE	NW SE								011		00
																		PSNGR CAR		01	DRVR	NONE	31	F	OR-Y	000	000		00
																									OR-?				
00460	Y	N	N		03/04/2005	JACKSON	1	14		ALLEY		N		N	CLR	ANGL-OTH	01	NONE	STRGHT										01,02
STATE					Fri		0	0		UN	(NONE)	UNKNOWN		N	DRY	TURN		PRVTE	S N								000		00
					1P	MEDFORD UA	10.40			07				N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y	047	000		01
											(05)														OR<25				
																				02	PSNG	INJC	16	F		000	000		00
																	02	NONE	TURN-L										
																		PRVTE	E S								018		00
																		PSNGR CAR		01	DRVR	INJB	37	F	OR-Y	028	000		02
																									OR<25				
00853	N	N	N		04/12/2007	JACKSON	1	14		ALLEY		N		N	CLR	O-1TURN	01	NONE	STRGHT										02
STATE					Thu		0	0		UN	(NONE)	UNKNOWN		N	DRY	TURN		PRVTE	S N								000		00
					4P	MEDFORD UA	10.45			06				N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	54	M	OR-Y	000	000		00
											(04)														OR<25				
																	02	NONE	TURN-L										
																		PRVTE	N E								000		00
																		PSNGR CAR		01	DRVR	NONE	83	M	OR-Y	004,028	000		02
																									OR<25				
02019	N	N	N	N	10/10/2007	JACKSON	1	14		ALLEY		N		N	RAIN	O-1TURN	01	NONE	STRGHT										02
CITY					Wed		0	0		UN	(NONE)	UNKNOWN		N	WET	TURN		PRVTE	N S								007		00
					4P	MEDFORD UA	10.49			03				N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	45	M	OR-Y	000	000		00
											(04)														OR<25				
																	02	NONE	TURN-L										
																		PRVTE	S W								019		00
																		PSNGR CAR		01	DRVR	NONE	48	F	OR-Y	000	000		00
																									OR<25				

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
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SER# INVEST	SPE D	DAL C	RSL S	SUC H	WOR K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01477	N	N	N			07/11/2007	JACKSON	1 14		ALLEY		N	N	UNK	ANGL-OTH	01	NONE	TURN-L											02
NONE						Wed		0 0		UN	(NONE)	UNKNOWN	N	UNK	TURN		PRVTE	E S								018			00
						12P	MEDFORD UA	10.53		06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	F	UNK	028	000			02
											(04)													UNK					
																02	NONE	STRGHT											
																	PRVTE	S N								000			00
																	PSNGR CAR		01	DRVR	NONE	64	F	OR-Y	000	000			00
																								OR<25					
00203	N	N	N			01/15/2005	JACKSON	1 14		INTER	3-LEG	N	N	RAIN	S-1TURN	01	NONE	STRGHT											07
NO RPT						Sat		0 0		S		UNKNOWN	N	WET	REAR		PRVTE	S N								000			00
						5P	MEDFORD UA	10.58		06	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	M	UNK	026	000			07
																								UNK					
																02	NONE	1 TURN-R											
																	PRVTE	S E								000			00
																	PSNGR CAR		01	DRVR	NONE	29	M	OR-Y	000	000			00
																								OR<25					
01645	N	N	N	N	N	08/20/2009	JACKSON	1 14		INTER	3-LEG	N	N	CLR	S-STRGHT	01	NONE	0 STRGHT											07
STATE						Thu		0 0		S		UNKNOWN	N	DRY	REAR		PRVTE	S N								000			00
						12P	MEDFORD UA	10.58		06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	20	M	OR-Y	043	000			07
																								OR<25					
																02	NONE	0 TURN-R											
																	PRVTE	S E								000			00
																	PSNGR CAR		01	DRVR	NONE	82	F	OR-Y	000	000			00
																								OR<25					
00845	N	N	N			04/15/2007	JACKSON	1 14		INTER	3-LEG	N	N	CLR	O-STRGHT	01	NONE	STRGHT									092		10,26
STATE						Sun		0 0		CN		UNKNOWN	N	DRY	SS-M		PRVTE	S N								007	092		26
						4P	MEDFORD UA	10.58		01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	44	M	OR-Y	080	000			10
																								OR<25					
																02	NONE	STRGHT											
																	PRVTE	N S								000			00
																	PSNGR CAR		01	DRVR	NONE	18	M	OR-Y	000	000			00
																								OR<25					
																			02	PSNG	INJC	42	F		000	000			00
02385	N	N	N			11/07/2006	JACKSON	1 14		INTER	3-LEG	N	N	CLD	ANGL-OTH	01	NONE	STRGHT											02
STATE						Tue		0 0		CN		STOP SIGN	N	WET	TURN		PRVTE	S N								000			00
						7A	MEDFORD UA	10.58		02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	34	M	OR-Y	000	000			00
																								OR<25					
																02	NONE	TURN-R											
																	PRVTE	E N								015			00
																	PSNGR CAR		01	DRVR	NONE	31	F	OR-Y	028	000			02
																								OR<25					

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U C S L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02290	N	N	N	N	11/01/2007	JACKSON	1 14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	TURN-L											02
STATE					Thu		0 0		CN		STOP SIGN	N	DRY	TURN		PRVTE	E S									015		00
					4P	MEDFORD UA	10.58		02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	46	M	OR-Y	028	000		02
																							OR<25				
															02	NONE	STRGHT										
																RENTL	S N								000		00
																PSNGR CAR		01	DRVR	INJC	63	M	OR-Y	000	000		00
																							OR>25				
00929	N	N	N	N	05/19/2009	JACKSON	1 14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02
STATE					Tue		0 0		CN		STOP SIGN	N	DRY	TURN		PRVTE	S N									007		00
					6P	MEDFORD UA	10.58		02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	58	F	OR-Y	000	000		00
																							OR<25				
															02	NONE	TURN-L										
																PRVTE	E S									015		00
																PSNGR CAR		01	DRVR	INJC	47	F	OR-Y	028	000		02
																							OR<25				
																		02	PSNG	NO<5	04	F		000	000		00
01311	N	N	N	N	07/25/2009	JACKSON	1 14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02
STATE					Sat		0 0		CN		UNKNOWN	N	DRY	TURN		PRVTE	N S									000		00
					6P	MEDFORD UA	10.58		03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	33	M	OR-Y	000	000		00
																							OR<25				
															02	NONE	TURN-L										
																PRVTE	E S									000		00
																PSNGR CAR		01	DRVR	NONE	71	M	OR-Y	028	000		02
																							OR<25				
01105	N	N	N		06/11/2005	JACKSON	1 14		INTER	3-LEG	N	N	CLD	O-1TURN	01	NONE 0	STRGHT											02
COUNTY					Sat		0 0		CN		NONE	N	DRY	TURN		PRVTE	S N									000		00
					4P	MEDFORD UA	10.58		04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	21	M	OR-Y	000	000		00
																							OR<25				
															02	NONE 0	TURN-L										
																PRVTE	N E									088		00
																PSNGR CAR		01	DRVR	INJC	63	F	OR-Y	004,028	000		02
																							OR<25				
02561	N	N	N	N	12/23/2009	JACKSON	1 14		INTER	3-LEG	N	N	CLR	O-1TURN	01	NONE	STRGHT											08,02
STATE					Wed		0 0		CN		UNKNOWN	N	DRY	TURN		PRVTE	S N									007		00
					5P	MEDFORD UA	10.58		04	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	INJC	44	F	OR-Y	000	000		00
																							OR<25				
																		02	PSNG	INJC	63	F		000	000		00
															02	NONE	TURN-L										
																PRVTE	N E									000		00
																PSNGR CAR		01	DRVR	NONE	71	M	OR-Y	004,028	000		02,08
																							OR<25				

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A L C	D R S U C S	W O R L K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00722	N	N	N		04/15/2005	JACKSON	1 14		STRGHT		N	N	CLR	S-STRGHT	01	NONE 0	STRGHT											13
NONE					Fri		0 0		UN	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	S N									000		00
					1P	MEDFORD UA	10.63		07			Y	DAY	INJ		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y		045	000		13
										(05)													OR<25					
															02	NONE 0	STRGHT											
																PRVTE	S N									000		00
																PSNGR CAR		01	DRVR	INJC	27	F	OR-Y		000	000		00
																							OR<25					
																		02	PSNG	NO<5	01	F			000	000		00
00024	N	N	N		01/03/2005	JACKSON	1 14		ALLEY		N	N	CLR	O-1TURN	01	NONE	TURN-L											08
COUNTY					Mon		0 0		UN	(NONE)	NONE	N	DRY	TURN		PRVTE	S W									019		00
					2P	MEDFORD UA	10.65		03			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	43	M	OR-Y		004,051	000		08
										(04)													OR<25					
															02	NONE	STRGHT											
																PRVTE	N S									000		00
																PSNGR CAR		01	DRVR	INJB	39	F	OR-Y		000	000		00
																							OR<25					
																		02	PSNG	INJC	07	M			000	000		00
01337	N	N	N	N	N 07/12/2009	JACKSON	1 14		STRGHT		N	N	CLR	ANGL-OTH	01	NONE	STRGHT										010,088	13
STATE					Sun		0 0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	S N									088	010,088	00
					1P	MEDFORD UA	10.65		06			N	DAY	INJ		MTRCYCLE		01	DRVR	INJA	60	M	OTH-Y		080,045	000		13
										(04)													N-RES					
															02	NONE	STRGHT											
																PRVTE	S N									000		00
																PSNGR CAR		01	DRVR	NONE	19	M	NONE		000	000		00
																							OR<25					
01909	N	N	N		09/27/2005	JACKSON	1 14		ALLEY		N	N	CLR	O-1TURN	01	NONE	STRGHT											08,27
COUNTY					Tue		0 0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	S N									000		00
					8P	MEDFORD UA	10.66		07			N	DUSK	INJ		PSNGR CAR		01	DRVR	NONE	46	F	OR-Y		000	000		00
										(05)													OR<25					
															02	NONE	TURN-L											
																PRVTE	N E									019		00
																PSNGR CAR		01	DRVR	INJC	20	F	OR-Y		004	038		08
																							OR<25					
00254	N	N	N	N	N 02/18/2009	JACKSON	1 14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											32
STATE					Wed		0 0		UN	(NONE)	BUS STPSGN	N	DRY	REAR		PRVTE	S N									000		00
					3P	MEDFORD UA	10.71		05			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	40	F	OR-Y		041,052	000		32
										(04)													OR<25					
															02	NONE 1	STOP											
																PRVTE	S N									011		00
																PSNGR CAR		01	DRVR	NONE	57	M	OR-Y		000	000		00
																							OR>25					

063 ROGUE VALLEY

OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DRCA S	SWOLH R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00624	N	N	N	03/29/2005	JACKSON	1	14		ALLEY		N	N	CLD	S-1TURN	01	NONE	STRGHT											07
STATE				Tue		0	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PUBLC	S N									000		00
				11A	MEDFORD UA	10.71			07			N	DAY	INJ		OTH BUS		01	DRVR	NONE	56	M	OR-Y		043	000		07
										(05)													OR<25					
															02	NONE	TURN-R	1										
																PRVTE	S E									019		00
																PSNGR CAR		01	DRVR	INJC	46	M	OR-Y		000	000		00
																							OR<25					
00322	N	N	N	N N	02/07/2009	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	TURN-R										082	02
STATE					Sat		0	0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	W S								018		00
					11A	MEDFORD UA	10.76			04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	49	M	OR-Y		028	000	082	02
											(04)												OR<25					
															02	NONE	STRGHT											
																PRVTE	N S									000		00
																PSNGR CAR		01	DRVR	INJC	19	M	OR-Y		000	000		00
																							OR<25					
00010	N	N	N	N N	01/02/2008	JACKSON	1	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02
STATE					Wed		0	0		CN		STOP SIGN	N	DRY	TURN		PRVTE	S N								000		00
					6A	MEDFORD UA	10.77			02	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	31	F	OR-Y		000	000		00
																							OR<25					
																			02	PSNG	INJC	05	F			000	000		00
															02	NONE	TURN-L											
																PRVTE	E S									015		00
																PSNGR CAR		01	DRVR	NONE	32	M	OR-Y		028	000		02
																							OR<25					
00574	Y	N	N		03/13/2005	JACKSON	1	14		INTER	3-LEG	N	N	CLR	S-1TURN	01	NONE	STRGHT											07
STATE					Sun		0	0		UN		UNKNOWN	N	DRY	REAR		PRVTE	S N								000		00
					10A	MEDFORD UA	10.79			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	42	F	OR-Y		043,042	000		01,07
																							OR<25					
															02	NONE	TURN-R											
																PRVTE	S E									006		00
																PSNGR CAR		01	DRVR	INJC	55	M	OR-Y		000	000		00
																							OR>25					
00322	N	N	N		02/07/2008	JACKSON	1	14		STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT											13
NO RPT					Thu		0	0		UN	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	N S								000		00
					2P	MEDFORD UA	10.84			03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	33	M	OR-Y		045	000		13
											(04)												OR<25					
															02	NONE	STRGHT											
																PRVTE	N S									007		00
																PSNGR CAR		01	DRVR	INJC	59	M	OR-Y		000	000		00
																							OR<25					
																			02	PSNG	INJC	54	F			000	000		00

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U C S L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00553	N	N	N		03/02/2007	JACKSON	1 14		ALLEY		N	N	RAIN	ANGL-OTH	01	NONE	STRGHT										013	02,08
STATE					Fri		0 0		UN	(NONE)	UNKNOWN	N	WET	TURN		PRVTE	N S								007	013	00
					3P	MEDFORD UA	10.84		04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y	000	000		00
										(04)													OR<25					
															02	NONE	TURN-R											
																PRVTE	W S								018		00
																PSNGR CAR		01	DRVR	NONE	53	F	OR-Y	028,007	000		02,08
																							OR<25					
															03	NONE	STRGHT											
																PRVTE	S N								022	013	00
																PSNGR CAR		01	DRVR	INJB	30	F	OR-Y	000	000		00
																							OR<25					
																		02	PSNG	INJB	02	M		000	000		00
																		03	PSNG	INJB	05	F		000	000		00
															04	NONE	STRGHT											
																PRVTE	S N								022		00
																PSNGR CAR		01	DRVR	INJB	52	F	OR-Y	000	000		00
																							OR<25					
00654	N	N	N	N	04/14/2008	JACKSON	1 14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	STRGHT										082	02
STATE					Mon		0 0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	N S								000		00
					9A	MEDFORD UA	10.84		04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	72	M	OR-Y	000	000		00
										(04)													OR<25					
															02	NONE	TURN-L											
																PRVTE	W N								018		00
																PSNGR CAR		01	DRVR	INJC	18	F	NONE	028	000	082	02
																							OR<25					
02511	N	N	N	N	12/09/2007	JACKSON	1 14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02
CITY					Sun		0 0		UN	(NONE)	UNKNOWN	N	DRY	ANGL		PRVTE	SW NE								019		00
					7P	MEDFORD UA	10.84		06			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	17	F	OR-Y	028	000		02
										(04)													OR<25					
															02	NONE	STRGHT											
																PRVTE	S N								007		00
																PSNGR CAR		01	DRVR	NONE	31	M	OR-Y	000	000		00
																							OR<25					
01864	N	N	N		09/17/2009	JACKSON	1 14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	TURN-L											02
NO RPT					Thu		0 0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	E S								018		00
					9A	MEDFORD UA	10.85		05			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	24	F	OR-Y	028	000		02
										(04)													OR<25					
																		02	PSNG	NO<5	03	M		000	000		00
															02	NONE	STRGHT											
																PRVTE	S N								000		00
																PSNGR CAR		01	DRVR	INJC	18	M	NONE	000	000		00
																							OR<25					

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	A	DRC L	SUC S	WHR L	O K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02234	N	N	N				10/26/2005	JACKSON	1 14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02
STATE							Wed		0 0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	S N								000			00
							6P	MEDFORD UA	10.85		07			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	36	M	OR-Y	000	000			00
												(05)													OR<25					
																	02	NONE	TURN-L											
																		PRVTE	E S								018			00
																		PSNGR CAR		01	DRVR	INJB	17	M	OR-Y	028	000			02
																									OR<25					
02631	N	N	N				12/09/2005	JACKSON	1 14		ALLEY		N	N	FOG	ANGL-OTH	01	NONE	STRGHT										082	02
STATE							Fri		0 0		UN	(NONE)	UNKNOWN	N	WET	TURN		PRVTE	S N								088			00
							9A	MEDFORD UA	10.85		07			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	60	F	OR-Y	000	000			00
												(05)													OR<25					
																				02	PSNG	INJB	35	M		000	000			00
																	02	NONE	TURN-L											
																		PRVTE	E S								018			00
																		PSNGR CAR		01	DRVR	INJB	20	F	OR-Y	028	000	082		02
																									OR<25					
02075	N	N	N				09/09/2006	JACKSON	1 14		ALLEY		N	N	CLR	S-OTHER	01	NONE	TURN-R											08
NONE							Sat	PHOENIX	0 0	ROGUE VALLEY HY	NW	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	SW SE								018			00
							2P	MEDFORD UA	10.85	ROSE ST	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	42	F	OTH-Y	003,010	000			08
												(04)													N-RES					
																	02	NONE	TURN-R											
																		PRVTE	SW SE								018			00
																		PSNGR CAR		01	DRVR	NONE	54	F	OR-Y	000	000			00
																									OR<25					
02402	N	N	N	N	N		12/18/2008	JACKSON	1 14		INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE	STRGHT											02
STATE							Thu		0 0		CN		STOP SIGN	N	WET	TURN		PRVTE	N S								000			00
							12P	MEDFORD UA	10.86		03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	43	F	OR-Y	000	000			00
																									OR<25					
																	02	NONE	TURN-L											
																		PRVTE	W N								015			00
																		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y	028	000			02
																									OR<25					
00946	N	N	N				05/10/2005	JACKSON	1 14		INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE	TURN-L										082	02
CITY							Tue	PHOENIX	0 0	ROGUE VALLEY HY	CN		STOP SIGN	N	WET	TURN		PRVTE	SW NW								015			00
							11A	MEDFORD UA	10.86	ROSE ST	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	55	F	OR-Y	028	000	082		02
																									OR<25					
																	02	NONE	STRGHT											
																		PRVTE	NW SE								000			00
																		PSNGR CAR		01	DRVR	NONE	57	M	OR-Y	000	000			00
																									OR<25					

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02343	N	N	N			10/14/2006	JACKSON	1	14		INTER	3-LEG	N		N CLR	ANGL-OTH	01	NONE	TURN-L										084	02
CITY						Sat	PHOENIX	0	0	ROGUE VALLEY HY	CN		STOP SIGN		N DRY	TURN		PRVTE	SW NW								015		00
						11A	MEDFORD UA	10.86		ROSE ST	04	0			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	83	F	OR-Y		028	000	084	02
																									OR<25					
																	02	NONE	STRGHT											
																		PRVTE	NW SE								007		00
																		PSNGR CAR		01	DRVR	NONE	24	M	OR-Y		000	000		00
																									OR<25					
01304	N	N	N			06/28/2007	JACKSON	1	14		INTER	3-LEG	N		N CLR	ANGL-OTH	01	NONE	TURN-R											02
NONE						Thu	PHOENIX	0	0	ROGUE VALLEY HY	CN		STOP SIGN		N DRY	TURN		PRVTE	SW SE								015		00
						10A	MEDFORD UA	10.86		ROSE ST	04	0			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	F	UNK		028	000		02
																									UNK					
																	02	NONE	STRGHT											
																		PRVTE	NW SE								000		00
																		PSNGR CAR		01	DRVR	NONE	80	F	OR-Y		000	000		00
																									OR<25					
02740	N	N	N	N	N	12/15/2007	JACKSON	1	14		INTER	3-LEG	N		N RAIN	ANGL-OTH	01	NONE	STRGHT											03,33
CITY						Sat	PHOENIX	0	0	ROGUE VALLEY HY	CN		STOP SIGN		N WET	TURN		PRVTE	NW SE								000		00
						4P	MEDFORD UA	10.86		ROSE ST	04	0			N DUSK	INJ		PSNGR CAR		01	DRVR	INJB	26	M	OR-Y		000	000		00
																									OR>25					
																				02	PSNG	INJB	30	F			000	000		00
																				03	PSNG	INJB	24	M			000	000		00
																	02	NONE	TURN-L											
																		PRVTE	SW NW								000		00
																		PSNGR CAR		01	DRVR	INJB	20	F	OR-Y		021,051	000		03,33
																									OR<25					
																				02	PSNG	INJB	21	M			000	000		00
																				03	PSNG	NO<5	01	F			000	000		00
																				04	PSNG	NO<5	03	F			000	000		00
01794	N	N	N	N	N	10/14/2008	JACKSON	1	14		ALLEY		N		N CLR	ANGL-OTH	01	NONE	STRGHT										013,001	02
STATE						Tue		0	0		UN	(NONE)	UNKNOWN		N DRY	TURN		PRVTE	N S								007	013	00
						1P	MEDFORD UA	10.88			04				N DAY	INJ		MOPED		01	DRVR	INJB	77	M	OR-Y		000	000	001	00
												(04)													OR<25					
																	02	NONE	TURN-L											
																		PRVTE	W N								018		00
																		PSNGR CAR		01	DRVR	NONE	67	F	OR-Y		028	000		02
																									OR<25					
																	03	NONE	STRGHT											
																		PRVTE	S N								022		00
																		PSNGR CAR		01	DRVR	NONE	31	F	OR-Y		000	000		00
																									OR<25					
																				02	PSNG	NO<5	01	M			000	000		00

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DAL C	RSU L	CSH L	WOR K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02121	N	N	N			11/23/2008	JACKSON	1	14		INTER	3-LEG	N		N	CLR	ANGL-OTH	01	NONE	STRGHT										02
NONE						Sun		0	0		CN		UNKNOWN		N	DRY	TURN		PRVTE	S N								000		00
						2P	MEDFORD UA	10.92			02	0			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	56	M	OR-Y OR<25	000	000		00
																		02	NONE PRVTE	TURN-L E S								000		00
																			PSNGR CAR		01	DRVR	NONE	44	F	OR-Y OR<25	028	000		02
01392	N	N	N	N	N	07/24/2007	JACKSON	1	14		ALLEY		N		N	CLR	PED	01	NONE	TURN-R										02
CITY						Tue		0	0		UN	(NONE)	NONE		N	DRY	PED		PRVTE	SW SE								018		00
						10A	MEDFORD UA	10.95			03				N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	63	M	OR-Y OR<25	029	000		02
												(04)								STRGHT SE NW	01	PED	INJC	76	M		09	000	040		00
01545	N	N	N	N	N	09/08/2008	JACKSON	1	14		STRGHT		N		N	CLR	S-1STOP	01	NONE	STRGHT										07
COUNTY						Mon		0	0		UN	(NONE)	BUS STPSGN		N	DRY	REAR		PRVTE	S N								000		00
						8A	MEDFORD UA	11.02			04				N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	35	F	OR-Y OR<25	043,041	000		07
												(04)																		
																		02	NONE PRVTE	STOP S N								011		00
																			PSNGR CAR		01	DRVR	INJC	30	F	OR-Y OR<25	000	000		00
01268	N	N	N	N	N	07/26/2008	JACKSON	1	14		ALLEY		N		N	CLR	ANGL-OTH	01	NONE	TURN-L									044	02
CITY						Sat	PHOENIX	0	0	ROGUE VALLEY HY	NW	(NONE)	UNKNOWN		N	DRY	TURN		PRVTE	NE SE								018		00
						11A	MEDFORD UA	11.04		FERN VALLEY RD	04				N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y OR<25	028	000		02
												(04)																		
																		02	NONE PRVTE	STRGHT NW SE								000	044	00
																			PSNGR CAR		01	DRVR	INJC	25	M	OR-Y OR<25	000	000		00
00928	N	N	N	N	N	05/11/2007	JACKSON	1	14		STRGHT		N		N	CLR	S-STRGHT	01	NONE	STRGHT										13
NO RPT						Fri	PHOENIX	0	0	ROGUE VALLEY HY	NW	(NONE)	UNKNOWN		N	DRY	SS-O		PRVTE	NW SE								000		00
						5P	MEDFORD UA	11.05		CHERYL LN	04				N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	23	F	OR-Y OR<25	000	000		00
												(04)																		
																		02	NONE PRVTE	STRGHT NW SE								000		00
																			PSNGR CAR		01	DRVR	NONE	49	M	OR-Y OR<25	045	000		13
01826	N	N	N	N	N	10/30/2008	JACKSON	1	14		ALLEY		N		N	CLR	S-1TURN	01	NONE	STRGHT										32
CITY						Thu	PHOENIX	0	0	ROGUE VALLEY HY	NW	(NONE)	UNKNOWN		N	DRY	REAR		PRVTE	SE NW								000		00
						4P	MEDFORD UA	11.05		FERN VALLEY RD	06				N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y OR<25	026,052	038		32
												(04)																		

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	ALC R	USL S	GHK W	OR	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE PRVTE PSNGR CAR	TURN-R SE NE									019		00
																				01	DRVR	INJB	30	F	OR-Y OR<25	000	000		00
																				02	PSNG	INJB	25	F		000	000		00
01392	N	N	N	N	N	06/23/2006	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0 PRVTE PSNGR CAR	STRGHT SE NW									000		02 00
COUNTY						Fri 11A	PHOENIX MEDFORD UA	0 11.07	0	ROGUE VALLEY HY CHERYL LN	N 06	(NONE) (04)	UNKNOWN	N	DRY DAY	TURN PDO				01	DRVR	NONE	39	M	OR-Y OR<25	000	000		00
																	02	NONE 0 PRVTE PSNGR CAR	TURN-L E SE									018		00
																				01	DRVR	NONE	48	F	OR-Y OR<25	028	000		02
01513	N	N	N			09/12/2008	JACKSON	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE PRVTE PSNGR CAR	STRGHT SE NW											07
NONE						Fri 12P	PHOENIX MEDFORD UA	0 11.09	0	ROGUE VALLEY HY FERN VALLEY RD	NW 06	(RSDMD) (04)	UNKNOWN	N	DRY DAY	REAR INJ				01	DRVR	NONE	58	M	OR-Y OR<25	026	000		00 07
																	02	NONE PRVTE PSNGR CAR	STOP SE NW									011		00
																				01	DRVR	INJC	33	F	OR-Y OR<25	000	000		00
01101	N	N	N	N	N	05/29/2007	JACKSON	1	14		INTER	3-LEG	N	N	CLR	S-STRGHT	01	NONE PRVTE PSNGR CAR	STRGHT NW SE											13
CITY						Tue 8P	PHOENIX MEDFORD UA	0 11.11	0	CHERYL LN ROGUE VALLEY HY	NW 06	0	NONE	N	DRY DLIT	SS-O INJ				01	DRVR	INJC	17	F	OR-Y OR>25	045	000		00 13
																	02	NONE PRVTE PSNGR CAR	STRGHT NW SE									000		00
																				01	DRVR	NONE	25	F	OR-Y OR<25	000	000		00
02421	N	N	N			12/10/2009	JACKSON	1	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE PRVTE PSNGR CAR	STRGHT NW SE											02,08
CITY						Thu 2P	PHOENIX MEDFORD UA	0 11.11	0	CHERYL LN ROGUE VALLEY HY	CN 04	0	STOP SIGN	N	DRY DAY	TURN INJ				01	DRVR	INJC	19	F	OR-Y OR<25	000	000		00
																				02	PSNG	INJC	26	M		000	000		00
																	02	NONE PRVTE PSNGR CAR	TURN-R SW SE									015		00
																				01	DRVR	NONE	39	F	OR-Y OR>25	007,028	000		02,08
00638	N	N	N			03/16/2006	JACKSON	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE PRVTE PSNGR CAR	STRGHT NW SE									000	099	07
NONE						Thu 4P	PHOENIX MEDFORD UA	0 11.12	0	ROGUE VALLEY HY FERN VALLEY RD	NW 04	(NONE) (04)	BUS STPSGN	N	DRY DAY	REAR INJ				01	DRVR	NONE	00	M	UNK UNK	026,041	000	099	00 07

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DEAL C	RSUCSH L	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																02	NONE	STOP											
																	PRVTE	NW SE									011		00
																	PSNGR CAR		01	DRVR	INJC	34	F	OR-Y		000	000		00
																								OR<25					
00116	N	N	N		01/30/2005	JACKSON	1	14		STRGHT		Y	N	CLD	S-1STOP	01	NONE	STRGHT											10
CITY					Sun	PHOENIX	0	0	ROGUE VALLEY HY	NW	(NONE)	TRF SIGNAL	N	DRY	REAR		PRVTE	NW SE									000		00
					6P	MEDFORD UA	11.13		FERN VALLEY RD	05			N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	83	M	OR-Y		026	000		10
											(05)													OR<25					
																02	NONE	STOP											
																	PRVTE	NW SE									011		00
																	PSNGR CAR		01	DRVR	INJC	29	F	OR-Y		000	000		00
																								OR<25					
																			02	PSNG	INJC	29	F			000	000		00
91245	N	N	N	N	N 06/24/2007	JACKSON	1	14		ALLEY		N	N	CLR	S-1TURN	01	NONE	STRGHT											07
CITY					Sun	PHOENIX	0	0	ROGUE VALLEY HY	NW	(NONE)	NONE	N	DRY	REAR		PRVTE	SE NW									000		00
					3P	MEDFORD UA	11.13		FERN VALLEY RD	06			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	51	F	OR-Y		043	000		07
											(04)													OR<25					
																02	NONE	TURN-R											
																	PRVTE	SE NE									019		00
																	PSNGR CAR		01	DRVR	NONE	63	F	OR-Y		000	000		00
																								OR>25					
																			02	PSNG	INJC	57	F			000	000		00
02061	N	N	N		09/07/2005	JACKSON	1	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											04
CITY					Wed	PHOENIX	0	0	FERN VALLEY RD	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	SE NW									000		00
					11A	MEDFORD UA	11.14		ROGUE VALLEY HY	02	0		Y	DAY	INJ		PSNGR CAR		01	DRVR	NONE	54	M	OR-Y		020	000		04
																								OR<25					
																02	NONE	STRGHT											
																	PRVTE	SW NE									018		00
																	PSNGR CAR		01	DRVR	INJA	24	F	OR-Y		000	000		00
																								OR<25					
02692	N	N	N		12/05/2005	JACKSON	1	14		INTER	3-LEG	N	N	FOG	O-1TURN	01	NONE	TURN-L											04
CITY					Mon	PHOENIX	0	0	FERN VALLEY RD	CN		L-GRN-SIG	N	WET	TURN		PRVTE	NE SE									000		00
					8P	MEDFORD UA	11.14		ROGUE VALLEY HY	03	0		Y	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	31	M	OR-Y		000	000		00
																								OR<25					
																02	NONE	STRGHT											
																	PRVTE	SW NE									000		00
																	PSNGR CAR		01	DRVR	NONE	00	U	UNK		020	000		04
																								UNK					
02735	N	Y	N		12/29/2005	JACKSON	1	14		INTER	3-LEG	N	N	CLR	O-1TURN	01	NONE	STRGHT											08,04
CITY					Thu	PHOENIX	0	0	FERN VALLEY RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	NW SE									000		00
					1P	MEDFORD UA	11.14		ROGUE VALLEY HY	03	0		Y	DAY	INJ		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y		000	000		00
																								OR<25					

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A	R U C S	S H L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE PRVTE PSNGR CAR	TURN-L SE SW									019		00
																				01	DRVR	INJB	56	M	OR-Y OR<25		004,020	000		08,04
02307 NO RPT	N	N	N			11/24/2009 Tue 10A	JACKSON PHOENIX MEDFORD UA	1 0 11.15	14 0	ROGUE VALLEY HY FERN VALLEY RD	ALLEY E 06	(NONE) (04)	N UNKNOWN	N N	CLR DRY DAY	ANGL-OTH TURN PDO	01	NONE 0 PRVTE PSNGR CAR	TURN-R N W	01	DRVR	NONE	00	M	OR-Y OR<25		026	018 000		02 00 02
																	02	NONE 0 PRVTE PSNGR CAR	STOP E W	01	DRVR	NONE	33	M	OR-Y OR<25		000	011 000		00 00
01227 CITY	N	Y	N	N	N	07/19/2008 Sat 9P	JACKSON PHOENIX MEDFORD UA	1 0 11.15	14 0	FERN VALLEY RD ROGUE VALLEY HY	INTER SE 06	3-LEG 0	N TRF SIGNAL	N Y	CLR DRY DLIT	S-1STOP REAR PDO	01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	40	M	OR-Y OR<25		043	000 000		07 00 07
																	02	NONE PRVTE PSNGR CAR	STOP SE NW	01	DRVR	NONE	54	F	OR-Y OR<25		000	011 000		00 00
01858 CITY	N	N	N	N	N	09/16/2009 Wed 7P	JACKSON PHOENIX MEDFORD UA	1 0 11.15	14 0	FERN VALLEY RD ROGUE VALLEY HY	INTER SE 06	3-LEG 0	N TRF SIGNAL	N Y	CLR DRY DAY	ANGL-STP TURN PDO	01	NONE PRVTE PSNGR CAR	TURN-L NE SE	01	DRVR	NONE	35	F	OR-Y OR<25		052,002	000 000		32,08 00 32,08
																				02	PSNG	NO<5	04	M			000	000		00
																	02	NONE PRVTE PSNGR CAR	STOP SE NW	01	DRVR	NONE	55	F	OR-Y OR<25		000	012 000		00 00
00479 CITY	N	N	N	N	N	03/05/2008 Wed 4P	JACKSON PHOENIX MEDFORD UA	1 0 11.15	14 0	FERN VALLEY RD ROGUE VALLEY HY	INTER NW 06	3-LEG 0	N L-GRN-SIG	N Y	CLR DRY DAY	S-1STOP REAR INJ	01	NONE PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	INJC	17	M	OR-Y OR<25		043	000 000		07 00 07
																	02	NONE PRVTE PSNGR CAR	STOP NW SE	01	DRVR	NONE	59	F	OR-Y OR<25		000	012 000		00 00
01653 CITY	N	N	N			08/08/2005 Mon 3P	JACKSON PHOENIX MEDFORD UA	1 0 11.15	14 0	FERN VALLEY RD ROGUE VALLEY HY	INTER CN 01	CROSS 0	N TRF SIGNAL	N N	CLR DRY DAY	S-1STOP REAR INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	23	F	OTH-Y OR<25		026	000 000		07 00 07

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DEA C	RSU L	CSH	OLR K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE 0	STOP											
																		PRVTE	NW SE								011			00
																		PSNGR CAR		01	DRVR	INJB	25	M	OR-Y	000	000			00
																									OR<25					
00435	N	N	N			02/27/2006	JACKSON	1 14			INTER	3-LEG	N		N	RAIN	ANGL-OTH	01	NONE	STRGHT										04
CITY						Mon	PHOENIX	0 0		FERN VALLEY RD	CN		TRF SIGNAL		N	WET	TURN		RENTL	SE NW							000			00
						9P	MEDFORD UA	11.15		ROGUE VALLEY HY	01	0			Y	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	30	F	OR-Y	020	000			04
																									OR<25					
																	02	NONE	TURN-L											
																		PRVTE	NE SE								000			00
																		PSNGR CAR		01	DRVR	NONE	28	M	OR-Y	000	000			00
																									OR<25					
																				02	PSNG	INJB	28	M		000	000			00
																				03	PSNG	INJA	24	F		000	000			00
																				04	PSNG	INJB	04	F		000	000			00
01503	N	N	N	N	N	08/10/2008	JACKSON	1 14			INTER	3-LEG	N		N	CLR	ANGL-OTH	01	NONE	STRGHT										04
CITY						Sun	PHOENIX	0 0		FERN VALLEY RD	CN		TRF SIGNAL		N	DRY	TURN		PRVTE	SE NW							000			00
						5P	MEDFORD UA	11.15		ROGUE VALLEY HY	01	0			Y	DAY	INJ		PSNGR CAR		01	DRVR	NONE	24	F	OR-Y	020	000			04
																									OR<25					
																	02	NONE	TURN-R											
																		PRVTE	NE NW								000			00
																		PSNGR CAR		01	DRVR	INJC	44	M	OR-Y	000	000			00
																									OR<25					
00762	N	N	N	N	N	04/13/2006	JACKSON	1 14			INTER	3-LEG	N		N	CLR	ANGL-OTH	01	NONE 0	STRGHT									013	04
CITY						Thu	PHOENIX	0 0		FERN VALLEY RD	CN		TRF SIGNAL		N	DRY	ANGL		PRVTE	NW SE							000			00
						8P	MEDFORD UA	11.15		ROGUE VALLEY HY	02	0			Y	DLIT	INJ		PSNGR CAR		01	DRVR	INJB	22	F	OR-Y	020	000			04
																									OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	NE SW								000	013		00
																		PSNGR CAR		01	DRVR	INJC	19	F	OTH-Y	000	000			00
																									N-RES					
																	03	NONE 0	STOP											
																		PRVTE	SW NE								022			00
																		PSNGR CAR		01	DRVR	NONE	53	M	OR-Y	000	000			00
																									OR<25					
00592	N	N	N			03/23/2007	JACKSON	1 14			INTER	3-LEG	N		N	CLR	ANGL-OTH	01	NONE	STRGHT										04
NONE						Fri	PHOENIX	0 0		FERN VALLEY RD	CN		TRF SIGNAL		N	DRY	TURN		PRVTE	NW SE							000			00
						10P	MEDFORD UA	11.15		ROGUE VALLEY HY	03	0			Y	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	83	M	OR-Y	020	000			04
																									OR<25					
																	02	NONE	TURN-L											
																		PRVTE	NE SE								000			00
																		PSNGR CAR		01	DRVR	NONE	45	M	OR-Y	000	000			00
																									OR<25					

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January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DEAC	RSLC	SWOK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01198	N	N	N	N	07/21/2008	JACKSON	1	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											04,22
CITY					Mon	PHOENIX	0	0	FERN VALLEY RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	NW SE									000		22
					9P	MEDFORD UA	11.15		ROGUE VALLEY HY	04	0		Y	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	51	F	OR-Y	020		000		04
																								OR<25					
																02	NONE	TURN-L											
																	PRVTE	SW NW									018		00
																	PSNGR CAR		01	DRVR	INJC	73	F	OR-Y	000		000		00
																								OR<25					
00228	N	Y	N	N	01/27/2009	JACKSON	1	14		INTER	3-LEG	N	N	CLD	S-1STOP	01	NONE 0	STRGHT											07
NO RPT					Tue	PHOENIX	0	0	FERN VALLEY RD	CN		TRF SIGNAL	N	DRY	REAR		PRVTE	SE NW									000		00
					6P	MEDFORD UA	11.15		ROGUE VALLEY HY	04	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	00	F	N-VAL	026		000		07
																								OR<25					
																02	NONE 0	STOP											
																	PRVTE	SE NW									011		00
																	PSNGR CAR		01	DRVR	INJC	34	F	OR-Y	000		000		00
																								OR<25					
00447	N	N	N		02/27/2007	JACKSON	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE					Tue	PHOENIX	0	0	ROGUE VALLEY HY	SE	(NONE)	TRF SIGNAL	N	DRY	REAR		PRVTE	SE NW									000		00
					2P	MEDFORD UA	11.16		FERN VALLEY RD	05			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	46	F	OR-Y	026		000		07
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	SE NW									011		00
																	PSNGR CAR		01	DRVR	INJC	58	M	OR-Y	000		000		00
																								OR<25					
00837	N	N	N		04/08/2006	JACKSON	1	14		INTER	CROSS	N	N	CLD	S-1STOP	01	NONE 0	STRGHT											07
NONE					Sat	PHOENIX	0	0	FERN VALLEY RD	S		UNKNOWN	N	WET	REAR		PRVTE	S N									000		00
					5P	MEDFORD UA	11.16		ROGUE VALLEY HY	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	78	M	OR-Y	026		000		07
																								OR<25					
																02	NONE 0	STOP											
																	PRVTE	S N									011		00
																	PSNGR CAR		01	DRVR	NONE	00	F	OR-Y	000		000		00
																								OR<25					
01670	N	N	N		08/12/2007	JACKSON	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07,22
NO RPT					Sun	PHOENIX	0	0	ROGUE VALLEY HY	SE	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	SE NW									000		22
					12P	MEDFORD UA	11.17		FERN VALLEY RD	05			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	85	M	OR-Y	026		000		07
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	SE NW									011		00
																	PSNGR CAR		01	DRVR	NONE	50	M	OR-Y	000		000		00
																								OR<25					
00984	N	N	N		05/04/2005	JACKSON	1	14		STRGHT		N	N	CLD	S-1STOP	01	NONE 0	STRGHT											07
NO RPT					Wed	PHOENIX	0	0	ROGUE VALLEY HY	UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	SE NW									088		00
					4P	MEDFORD UA	11.18		FERN VALLEY RD	05			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	65	F	OR-Y	026		000		07
											(04)													OR<25					

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DEAL R	SUCS H	WOR K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															02	NONE 0 PRVTE PSNGR CAR	STOP SE NW									011		00
																		01	DRVR	NONE	77	M	OR-Y OR<25		000	000		00
01872	N	N	N		09/18/2009 Fri 1P	JACKSON PHOENIX MEDFORD UA	1 14 0 0 11.21	ROGUE VALLEY HY BOLZ LN	ALLEY NW 03	(NONE) (04)	N UNKNOWN	N DRY N DAY	N CLR	BIKE INJ	01	NONE PRVTE PSNGR CAR	TURN-L SE SW									019		02 00
CITY																		01	DRVR	NONE	53	F	OR-Y OR<25		027	000		02
																	STRGHT NW SE	01	BIKE	INJB	69	M		05	000	039		00
02510	N	N	N		11/05/2005 Sat 5P	JACKSON PHOENIX MEDFORD UA	1 14 0 0 11.22	ROGUE VALLEY HY BOLZ LN	ALLEY NW 03	(NONE) (04)	N UNKNOWN	N WET N DLIT	N RAIN	ANGL-OTH TURN INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT NW SE									000		02 00
NO RPT																		01	DRVR	NONE	16	M	OR-Y OR<25		000	000		00
															02	NONE 0 PRVTE PSNGR CAR	TURN-R SW SE									018		00
																		01	DRVR	INJB	42	M	OR-Y OR<25		028	000		02
00360	N	N	N		02/22/2005 Tue 2P	JACKSON PHOENIX MEDFORD UA	1 14 0 0 11.23	BOLZ LN ROGUE VALLEY HY	INTER NW 06	CROSS 0	N NONE	N DRY N DAY	N CLR	S-1STOP REAR INJ	01	NONE PRVTE PSNGR CAR	STRGHT NW SE										004	07
NO RPT																		01	DRVR	NONE	63	M	OR-Y OR<25		026	000		00 07
															02	NONE PRVTE PSNGR CAR	STOP NW SE									011	004	00
																		01	DRVR	INJC	46	F	OR-Y OR<25		000	000		00
															03	NONE PRVTE PSNGR CAR	STRGHT NW SE									022		00
																		01	DRVR	NONE	16	M	OR-Y OR<25		026	000		00 07
00446	N	N	N		03/02/2005 Wed 12P	JACKSON PHOENIX MEDFORD UA	1 14 0 0 11.23	BOLZ LN ROGUE VALLEY HY	INTER CN 02	CROSS 0	N NONE	N DRY N DAY	N CLR	S-1STOP REAR INJ	01	NONE PRVTE PSNGR CAR	STRGHT SE NW										004	07
CITY																		01	DRVR	NONE	45	F	OR-Y OR<25		043,052	000		00 07
															02	NONE PRVTE PSNGR CAR	STOP SE NW									011	004	00
																		01	DRVR	INJC	53	F	OR-Y OR<25		000	000		00
																		02	PSNG	INJC	14	F			000	000		00
02412	N	N	N		12/08/2009 Tue 8A	JACKSON PHOENIX MEDFORD UA	1 14 0 0 11.35	ROGUE VALLEY HY 6TH ST	CURVE NW 08	(NONE) (04)	N UNKNOWN	Y UNK N DAY	N UNK	FIX OBJ FIX PDO	01	NONE PRVTE PSNGR CAR	STRGHT SE NW									088 038	040,002 002	10 00 10
NO RPT																		01	DRVR	NONE	20	F	OR-Y OR<25		016,081,080			

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SER# INVEST	SPE D	ALC	DUL	RSH	SWO K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00857	N	N	N			05/14/2005	JACKSON	1	14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										079,062	10
CITY						Sat	PHOENIX	0	0	MAIN ST	SE	(NONE)	NONE	N	DRY	FIX		PRVTE	S N									088	079,062	00
						7A	MEDFORD UA	11.95		OAK ST	01			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	77	F	OR-Y	083,081	025		10
												(04)													OR<25				
00923	N	Y	N			05/07/2005	JACKSON	1	14		ALLEY		N	Y	RAIN	FIX OBJ	01	NONE	U-TURN										079	08
CITY						Sat	PHOENIX	0	0	MAIN ST	SE	(NONE)	NONE	N	WET	FIX		PRVTE	SE SE									000	079	00
						10P	MEDFORD UA	11.97		OAK ST	01			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	23	M	OR-Y	008	000		08
												(04)													OR<25				
01518	N	N	N			07/15/2006	JACKSON	1	14		ALLEY		N	Y	CLR	S-OTHER	01	NONE	PARKNG											10
CITY						Sat	PHOENIX	0	0	MAIN ST	SE	(NONE)	UNKNOWN	N	DRY	PARK		PRVTE	NW SE									009		00
						7P	MEDFORD UA	11.97		OAK ST	08			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	45	F	OR-Y	018	000		10
												(04)													OR<25				
																	02	NONE	TURN-L											
																		PRVTE	NW NE									019		00
																		PSNGR CAR		01	DRVR	NONE	27	M	OR-Y	000	000		00
																									OR<25				
02067	N	N	N			09/08/2005	JACKSON	1	14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										061,062	10,27
NO RPT						Thu	PHOENIX	0	0	MAIN ST	SE	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	SE NW									088	061,062	00
						8A	MEDFORD UA	12.04		OAK ST	06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	41	F	OR-Y	081	038		10
												(04)													OR<25				
02202	N	N	N			10/01/2007	JACKSON	1	14		STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT											13
NONE						Mon	PHOENIX	0	0	MAIN ST	SE	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	SE NW									000		00
						3P	MEDFORD UA	12.15		OAK ST	05			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	OR-Y	045	000		13
												(04)													OR<25				
																	02	NONE	STRGHT											
																		RENTL	SE NW									000		00
																		PSNGR CAR		01	DRVR	NONE	53	F	OR-Y	000	000		00
																									OR<25				
01747	N	N	N			08/02/2007	JACKSON	1	14		STRGHT		N	N	CLR	S-OTHER	01	NONE	U-TURN											02,08
NO RPT						Thu	PHOENIX	0	0	MAIN ST	SE	(NONE)	UNKNOWN	N	DRY	PARK		PRVTE	NW NW									051		00
						2P	MEDFORD UA	12.20		OAK ST	03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	37	F	OR-Y	008,028	000		02,08
												(04)													OR<25				
																				02	PSNG	NO<5	01	M		000	000		00
																	02	NONE	STRGHT											
																		PRVTE	NW SE									000		00
																		PSNGR CAR		01	DRVR	NONE	27	M	OR-Y	000	000		00
																									OR>25				
																				02	PSNG	INJC	00	M		000	000		00
01066	N	N	N			06/12/2009	JACKSON	1	14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										043,079	32
COUNTY						Fri	PHOENIX	0	0	MAIN ST	SE	(NONE)	NONE	N	DRY	FIX		PRVTE	S N									088	043,079	00
						3P	MEDFORD UA	12.37		OAK ST	06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	30	F	OR-Y	081,052	017		32
												(04)													OR<25				
																				02	PSNG	NO<5	01	F		000	000		00

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SER# INVEST	SPE D	DRAUCLS	SWOHR	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00132	N	N	N	01/29/2005	JACKSON	1	14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										053,092	10,26
STATE				Sat		0	0		UN	(NONE)	UNKNOWN	N	DRY	FIX		PUBLC	S N								007	053,092	26
				9A	MEDFORD UA	12.44			01			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	28	M	OR-Y	081	017		10
										(03)													OR<25					
02896	N	N	N	N	N 12/08/2006	JACKSON	1	14	ALLEY		N	N	CLD	S-1STOP	01	NONE 0	STRGHT											07,32
STATE					Fri		0	0	UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	NW SE								000		00
					5P	MEDFORD UA	12.50		04			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	83	F	OR-Y	026,052	000		07,32
										(04)													OR<25					
															02	NONE 0	STOP											
																PRVTE	NW SE								012		00
																PSNGR CAR		01	DRVR	NONE	61	F	OR-Y	000	000		00
																							OR<25					
02088	N	N	N	N	N 10/29/2007	JACKSON	1	14	STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
COUNTY					Mon		0	0	UN	(NONE)	NONE	N	DRY	REAR		PRVTE	S N								000		00
					11A	MEDFORD UA	12.55		05			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	28	M	EXP	043	000		07
										(04)													OR<25					
																		02	PSNG	INJC	26	M		000	000		00
															02	NONE	STOP											
																PRVTE	S N								011		00
																PSNGR CAR		01	DRVR	NONE	33	M	OR-Y	000	000		00
																							OR>25					
00597	N	N	N	N	N 04/07/2008	JACKSON	1	14	STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT										082	13
COUNTY					Mon		0	0	UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N								000		00
					2P	MEDFORD UA	12.56		04			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	69	M	OR-Y	045	000	082	13
										(04)													OR<25					
															02	NONE	STRGHT											
																PRVTE	S N								006		00
																PSNGR CAR		01	DRVR	NONE	51	M	OR-Y	000	000		00
																							OR<25					
00859	N	N	N	N	N 05/12/2009	JACKSON	1	14	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02
STATE					Tue		0	0	CN		STOP SIGN	N	DRY	TURN		PRVTE	S N								000		00
					4P	MEDFORD UA	12.59		02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	20	M	OR-Y	000	000		00
																							OR<25					
															02	NONE	TURN-L											
																PRVTE	E S								015		00
																PSNGR CAR		01	DRVR	NONE	38	F	OR-Y	028	000		02
																							OR<25					
00918	Y	Y	N		04/23/2006	JACKSON	1	14	STRGHT		N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT										079,053	01,10
STATE					Sun		0	0	UN	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	S N								000	079,053	00
					12A	MEDFORD UA	12.64		08			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	29	M	OR-Y	047,081	017		01,10
										(04)													OR<25					

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SER# INVEST	SPE D	DEAC	RSLC	UGHS	WOR K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00517	N	N	N			03/24/2006	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	TURN-L										082	02
STATE						Fri		0	0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	W N								018		00
						3P	MEDFORD UA	12.66			04			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	17	F	OR-Y	028	000	082	02
												(04)													OR<25				
																	02	NONE	STRGHT											
																		PRVTE	N S								000		00
																		PSNGR CAR		01	DRVR	INJC	41	F	OR-Y	000	000		00
																									OR<25				
00562	N	N	N	N	N	03/22/2009	JACKSON	1	14		STRGHT		N	N	CLR	ANIMAL	01	NONE	STRGHT										034,043	10
STATE						Sun		0	0		UN	(NONE)	UNKNOWN	N	DRY	OTH		PRVTE	S N								007	034,043	00
						10P	MEDFORD UA	12.79			05			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJB	18	F	OR-Y	081	017		10
												(04)													OR<25				
																				02	PSNG	INJB	19	F		000	000		00
																				03	PSNG	INJB	22	F		000	000		00
01513	N	N	N			07/14/2006	JACKSON	1	14		STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT											13,32
STATE						Fri		0	0		UN	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	S N								088		00
						10P	MEDFORD UA	12.80			05			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y	045,052	000		13,32
												(04)													OR<25				
																	02	NONE	STRGHT											
																		PRVTE	S N								000		00
																		PSNGR CAR		01	DRVR	NONE	24	M	OR-Y	000	000		00
																									OR<25				
02253	N	N	N			10/23/2005	JACKSON	1	14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										079,092	10,26
STATE						Sun		0	0		UN	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	N S								007	079,092	26
						1P	MEDFORD UA	13.00			01			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y	081	017		10
												(04)													OR<25				
02422	N	N	N	N	N	12/10/2009	JACKSON	1	14		ALLEY		N	N	RAIN	S-1STOP	01	NONE 0	STRGHT											07,27
STATE						Thu		0	0		UN	(NONE)	NONE	N	WET	REAR		PRVTE	NW SE								000		00
						6P	MEDFORD UA	13.00			05			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	28	F	OR-Y	026,016	038		07,27
												(04)													OR<25				
																	02	NONE 0	STOP											
																		PRVTE	NW SE								012		00
																		PSNGR CAR		01	DRVR	NONE	60	F	OR-Y	000	000		00
																									OR-?				
																	03	NONE 0	STRGHT											
																		PRVTE	NW SE								000		00
																		PSNGR CAR		01	DRVR	NONE	61	F	OR-Y	000	000		00
																									OR<25				
02583	N	N	N	N	N	12/18/2007	JACKSON	1	14		ALLEY		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
STATE						Tue		0	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	N S								007		00
						5P	MEDFORD UA	13.03			04			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y	043	000		07
												(04)													OR<25				

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SER# INVEST	S P E D	A L C	R U S C H L	S O W R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															02	NONE	STOP											
																PRVTE	N S								012			00
																PSNGR CAR		01	DRVR	NONE	23	M	OR-Y		000	000		00
																							OR<25					
																		02	PSNG	NO<5	03	M			000	000		00
																		03	PSNG	NO<5	01	F			000	000		00
01815	N	N	N		08/08/2006	JACKSON	1 14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE					Tue		0 0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N								031			00
					3P	MEDFORD UA	13.30		05			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y		026	000		07
										(04)													OR<25					
															02	NONE	STOP											
																PRVTE	S N								012			00
																PSNGR CAR		01	DRVR	INJC	52	F	OR-Y		000	000		00
																							OR>25					
02454	N	N	N	N	N 11/18/2007	JACKSON	1 14		STRGHT		N	N	CLR	O-STRGHT	01	NONE	STRGHT										092	05,26
STATE					Sun		0 0		UN	(NONE)	UNKNOWN	N	DRY	HEAD		PRVTE	S N								007	092	26
					1P	MEDFORD UA	13.35		04			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	70	M	OR-Y		080,039,031	000		05
										(04)													OR<25					
																		02	PSNG	INJB	61	F			000	000		00
															02	NONE	STRGHT											
																PRVTE	N S								000			00
																PSNGR CAR		01	DRVR	INJA	55	F	OR-Y		000	000		00
																							OR<25					
01675	N	N	N	N	N 09/18/2008	JACKSON	1 14		ALLEY		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
STATE					Thu		0 0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N								007			00
					2P	MEDFORD UA	13.36		05			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	74	F	OR-Y		043	000		07
										(04)													OR<25					
															02	NONE	STOP											
																PRVTE	S N								011			00
																PSNGR CAR		01	DRVR	NONE	78	M	OR-Y		000	000		00
																							OR<25					
00494	N	N	N	N	N 03/11/2009	JACKSON	1 14		STRGHT		N	N	CLR	OVERTURN	01	NONE	STRGHT										001	10,11
STATE					Wed		0 0		UN	(NONE)	UNKNOWN	N	DRY	NCOL		PRVTE	S N								088			11
					1P	MEDFORD UA	13.62		06			N	DAY	INJ		MTRCYCLE		01	DRVR	INJB	66	M	OR-Y		080,017	017	001	10
										(04)													OR<25					
00514	Y	N	N		03/07/2005	JACKSON	1 14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07,13
STATE					Mon		0 0		UN	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	N S								088			00
					4P	MEDFORD UA	13.66		04			Y	DAY	INJ		PSNGR CAR		01	DRVR	INJB	22	M	OR-Y		045,047	000		07,13
										(04)													OR<25					
															02	NONE	STOP											
																PRVTE	N S								011			00
																PSNGR CAR		01	DRVR	NONE	38	M	OR-Y		000	000		00
																							OR<25					

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	EALC	DRSULH	CWOR K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															03	NONE	STRGHT											
																PUBLC	N S								022		00
																OTH BUS		01	DRVR	NONE	42	M	OR-Y	000	000		00
																							OR<25				
00834	N	N	N		04/30/2007	JACKSON	1 14		STRGHT		N	N	CLR	ANIMAL	01	NONE	STRGHT									035	12
NO RPT					Mon		0 0		UN	(NONE)	UNKNOWN	N	DRY	OTH		PRVTE	S N								000	035	00
					9A	MEDFORD UA	13.83		06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	48	M	OR-Y	000	000		12
										(04)													OR<25				
00880	N	N	N	N	05/21/2009	JACKSON	1 14		INTER	5-LEG	N	N	CLR	S-1STOP	01	NONE	STRGHT										32
CITY					Thu		0 0		N		TRF SIGNAL	N	DRY	REAR		PRVTE	N S								000		00
					12P	MEDFORD UA	13.86		06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	54	F	OR-Y	052,026	000		32
																							OR<25				
															02	NONE 1	STOP										
																PRVTE	N S								011		00
																SEMI TOW		01	DRVR	NONE	47	M	OTH-Y	000	000		00
																							N-RES				
01439	N	N	N		07/07/2005	JACKSON	1 14		INTER	5-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										02
CITY					Thu	TALENT	0 0	COLVER RD	CN		STOP SIGN	N	DRY	ANGL		PRVTE	NW SE								000		00
					9P	MEDFORD UA	13.86	ROGUE VALLEY HY	01	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	36	F	OR-Y	000	000		00
																							OR<25				
															02	NONE 0	STRGHT										
																PRVTE	E W								000		00
																PSNGR CAR		01	DRVR	NONE	83	M	OR-Y	028	000		02
																							OR<25				
01931	N	N	N	Y	09/19/2006	JACKSON	1 14		INTER	5-LEG	N	N	CLD	O-1TURN	01	NONE	STRGHT										02
COUNTY					Tue	TALENT	0 0	COLVER RD	CN		STOP SIGN	N	DRY	TURN		PRVTE	NW SE								000		00
					5P	MEDFORD UA	13.86	ROGUE VALLEY HY	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	32	M	OR-Y	000	000		00
																							OR<25				
															02	NONE	TURN-L										
																PRVTE	W NW								015		00
																PSNGR CAR		01	DRVR	NONE	21	F	OR-Y	028	000		02
																							OR<25				
02170	N	N	N	N	10/13/2007	JACKSON	1 14		INTER	5-LEG	N	N	CLR	O-1TURN	01	NONE	STRGHT										02
CITY					Sat	TALENT	0 0	COLVER RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E W								000		00
					6P	MEDFORD UA	13.86	ROGUE VALLEY HY	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	20	M	OR-Y	000	000		00
																							OR<25				
															02	NONE	TURN-L										
																PRVTE	W NW								000		00
																PSNGR CAR		01	DRVR	NONE	21	F	OR-Y	004,028	000		02
																							OR<25				
01999	N	N	N	Y	09/22/2006	JACKSON	1 14		INTER	5-LEG	N	N	CLR	ANGL-OTH	01	NONE	STRGHT										02
CITY					Fri	TALENT	0 0	COLVER RD	CN		STOP SIGN	N	DRY	TURN		PRVTE	NW SE								007		00
					6P	MEDFORD UA	13.86	ROGUE VALLEY HY	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	57	M	OR-Y	000	000		00
																							OR<25				

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A	R L C	S U S	C H L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																		02	NONE PRVTE PSNGR CAR	TURN-L W NW	01	DRVR	INJC	27	F	OR-Y OR>25	028	015 000		00 02
01438 CITY	N	N	N				08/25/2008 Mon 8A	JACKSON TALENT MEDFORD UA	1 0 13.86	14	ROGUE VALLEY HY SUNCREST RD	INTER CN 04	5-LEG 0	N TRF SIGNAL	N DRY N DAY	CLR	O-1TURN INJ	01	NONE PRVTE PSNGR CAR	TURN-L NW E	01	DRVR	INJB	56	F	OR-Y OR<25	004,028	000 000		02 00 02
																		02	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	INJC	35	M	OR-Y OR<25	000	000 000		00 00
00270 CITY	N	N	N				02/15/2008 Fri 10A	JACKSON TALENT MEDFORD UA	1 0 13.89	14	ROGUE VALLEY HY SUNCREST RD	ALLEY SE 06	(NONE) (04)	N UNKNOWN	N DRY N DAY	CLR	S-1TURN REAR INJ	01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	20	M	OR-Y OR<25	043,052	000 000		07,32 00 07,32
																		02	NONE PRVTE PSNGR CAR	TURN-R SE NE	01	DRVR	INJC	40	M	OR-Y OR<25	000	019 000		00 00
00056 CITY	N	N	N				01/07/2005 Fri 3P	JACKSON TALENT MEDFORD UA	1 0 13.92	14	ROGUE VALLEY HY COLVER RD	ALLEY SE 03	(NONE) (04)	N UNKNOWN	N RAIN N WET N DAY		O-1TURN TURN INJ	01	NONE PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	55	M	OR-Y OR<25	000	000 000		08 00 00
																		02	NONE PRVTE PSNGR CAR	TURN-L SE SW	01	DRVR	INJC	28	M	OR-Y OR<25	004	019 000		00 08
01349 CITY	N	N	N	N	N		08/17/2008 Sun 1A	JACKSON TALENT MEDFORD UA	1 0 13.92	14	ROGUE VALLEY HY COLVER RD	STRGHT SE 04	(RSDMD) (04)	N MEDIAN BAR	Y DRY N DLIT	CLR	FIX OBJ FIX PDO	01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	21	F	OR-Y OR<25	081,039	088 025	044,058 044,058	16,05 00 16,05
01208 CITY	N	N	N	N	Y		06/10/2006 Sat 11P	JACKSON TALENT MEDFORD UA	1 0 13.92	14	ROGUE VALLEY HY COLVER RD	STRGHT S 06	(NONE) (04)	N UNKNOWN	N DRY N DARK	CLR	S-1STOP REAR PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	40	F	OR-Y OR<25	026	000 000		07 00 07
																		02	NONE 0 PRVTE PSNGR CAR	STOP S N	01	DRVR	NONE	34	F	OR-Y OR<25	000	011 000		00 00
01700 STATE	Y	N	N		Y		08/04/2006 Fri 8A	JACKSON TALENT MEDFORD UA	1 0 14.00	14	ROGUE VALLEY HY W VALLEY VIEW RD	STRGHT NW 05	(NONE) (04)	N UNKNOWN	N DRY N DAY	CLR	S-STRGHT REAR INJ	01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	18	M	OR-Y OR<25	042,052	000 000		32,01 00 01,32

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DEAC	RSLU	SHGO	WRK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	INJC	50	F	OR-Y OR<25	000	006 000		00 00
01359 CITY	N	N	N	N	N	07/08/2009 Wed 3P	JACKSON TALENT MEDFORD UA	1 14 0 0 14.04		ROGUE VALLEY HY NEW ST	ALLEY NW 03	(NONE) (04)	N NONE	N DRY N DAY	N CLR	S-1TURN INJ	01	NONE PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	18	M	OR-Y OR<25	026,052	000		32 00 32
																	02	NONE PRVTE PSNGR CAR	TURN-R NW SW	01	DRVR	INJC	62	F	OR-Y OR<25	000	019 000		00 00
01561 NO RPT	N	N	N			08/15/2005 Mon 10A	JACKSON TALENT MEDFORD UA	1 14 0 0 14.07		NEW ST ROGUE VALLEY HY	INTER CN 01	3-LEG 0	N UNKNOWN	N DRY N DAY	N CLR	O-1TURN TURN INJ	01	NONE PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	INJC	48	M	OR-Y OR<25	000	000		08 00 00
																	02	NONE PRVTE PSNGR CAR	TURN-L SE W	01	DRVR	NONE	52	M	OTH-Y N-RES	004	000		00 08
90815 CITY	N	N	N		Y	04/06/2006 Thu 8A	JACKSON TALENT MEDFORD UA	1 14 0 0 14.07		NEW ST ROGUE VALLEY HY	INTER CN 06	3-LEG 0	N STOP SIGN	N DRY N DAY	N CLD	S-1STOP REAR INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	23	F	OR-Y OR<25	026	000	092	07,26 00 07
																	02	NONE 0 PRVTE PSNGR CAR	STOP NW SE	01	DRVR	INJC	32	M	OR-Y OR<25	000	011 000	092	26 00
00586 NONE	N	N	N			03/09/2006 Thu 5P	JACKSON TALENT MEDFORD UA	1 14 0 0 14.16		ROGUE VALLEY HY W VALLEY VIEW RD	STRGHT NW 06	(NONE) (04)	N UNKNOWN	N WET N DUSK	N RAIN	S-1STOP REAR INJ	01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	00	U	UNK UNK	026	000		07 00 07
																	02	NONE PRVTE PSNGR CAR	STOP SE NW	01	DRVR	INJC	18	F	OR-Y OR<25	000	011 000		00 00
01985 NO RPT	N	N	N			09/22/2006 Fri 4P	JACKSON TALENT MEDFORD UA	1 14 0 0 14.18		ROGUE VALLEY HY W VALLEY VIEW RD	STRGHT NW 03	(NONE) (04)	N UNKNOWN	N DRY N DAY	N CLR	S-STRGHT SS-O PDO	01	NONE PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	23	F	OR-Y OR<25	045	000		13 00 13
																	02	NONE PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	37	M	OR-Y OR<25	000	000		00 00

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DEA C	RSU L	SCH S	WOR K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01803	N	N	N			08/25/2005	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
CITY						Thu	TALENT	0	0	ROGUE VALLEY HY	NW	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	SE SW									019		00
						1P	MEDFORD UA	14.19		W VALLEY VIEW RD	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	67	F	OR-Y	004		000		02
												(04)													OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	NW SE									000		00
																		PSNGR CAR		01	DRVR	NONE	65	F	OR-Y	000		000		00
																									OR<25					
00122	N	N	N			01/27/2005	JACKSON	1	14		STRGHT		N	N	FOG	S-STRGHT	01	NONE	STRGHT											13
CITY						Thu	TALENT	0	0	ROGUE VALLEY HY	NW	(NONE)	TRF SIGNAL	N	ICE	SS-O		PRVTE	NW SE									000		00
						7A	MEDFORD UA	14.19		W VALLEY VIEW RD	04			N	DAWN	PDO		PSNGR CAR		01	DRVR	NONE	36	F	OR-Y	045		000		13
												(05)													OR<25					
																	02	NONE	STRGHT											
																		PRVTE	NW SE									000		00
																		PSNGR CAR		01	DRVR	NONE	39	M	OR-Y	000		000		00
																									OR<25					
02560	N	N	N			11/30/2005	JACKSON	1	14		INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE	STRGHT											07
NONE						Wed	TALENT	0	0	ROGUE VALLEY HY	SE		R-GRN-SIG	N	WET	REAR		PRVTE	SE NW									001		00
						7A	MEDFORD UA	14.20		W VALLEY VIEW RD	06	1		N	DAWN	PDO		PSNGR CAR		01	DRVR	NONE	29	F	OR-Y	026		000		07
																									OR<25					
																	02	NONE	STOP											
																		PRVTE	SE NW									011		00
																		PSNGR CAR		01	DRVR	NONE	60	M	OR-Y	000		000		00
																									OR<25					
02096	N	N	N	N	N	10/30/2007	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT										013	07
CITY						Tue	TALENT	0	0	ROGUE VALLEY HY	SE		L-GRN-SIG	N	DRY	REAR		PRVTE	SE NW									000		00
						12P	MEDFORD UA	14.20		W VALLEY VIEW RD	06	1		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	50	M	OR-Y	043		038		07
																									OR<25					
																	02	NONE	STOP											
																		PRVTE	SE NW									011	013	00
																		PSNGR CAR		01	DRVR	NONE	60	M	OR-Y	000		000		00
																									OR<25					
																	03	NONE	STOP											
																		PRVTE	SE NW									011		00
																		PSNGR CAR		01	DRVR	NONE	30	M	OR-Y	000		000		00
																									OR<25					
00568	N	N	N	N	N	03/23/2009	JACKSON	1	14		INTER	CROSS	N	N	CLD	S-1STOP	01	NONE 0	STRGHT											06
CITY						Mon	TALENT	0	0	ROGUE VALLEY HY	NW		TRF SIGNAL	N	DRY	REAR		PRVTE	NW SE									000		00
						10A	MEDFORD UA	14.20		W VALLEY VIEW RD	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	64	M	OR-Y	026		000		06
																									OR<25					
																	02	NONE 0	STOP											
																		PRVTE	NW SE									011		00
																		PSNGR CAR		01	DRVR	INJC	40	M	OR-Y	000		000		00
																									OR<25					

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DAL C	RSU L	SCH L	WOR K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																				02	PSNG	INJC	32	F			000	000		00
01706	N	N	N			08/05/2006	JACKSON	1 14			INTER	CROSS	N		N	CLR	ANGL-OTH	01	NONE	STRGHT									010	04
CITY						Sat	TALENT	0 0		ROGUE VALLEY HY	CN		TRF SIGNAL		N	DRY	ANGL		PRVTE	NE SW							000		00
						4P	MEDFORD UA	14.20		W VALLEY VIEW RD	01	0			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y	020	000		04
																											OR<25			
																				02	PSNG	NO<5	02	M			000	000		00
																	02	NONE	STRGHT											
																		PRVTE	SE NW								000	010		00
																		PSNGR CAR		01	DRVR	INJC	29	F	OR-Y		000	000		00
																									OR<25					
02730	N	N	N			12/28/2005	JACKSON	1 14			INTER	CROSS	N		N	RAIN	O-1TURN	01	NONE	STRGHT										08
STATE						Wed	TALENT	0 0		ROGUE VALLEY HY	CN		TRF SIGNAL		N	WET	TURN		PRVTE	W E							000		00
						9P	MEDFORD UA	14.20		W VALLEY VIEW RD	03	1			N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	33	F	OR-Y	000	000		00
																									OR<25					
																				02	PSNG	INJC	04	F			000	000		00
																	02	NONE	TURN-L											
																		PRVTE	E SE								000			00
																		PSNGR CAR		01	DRVR	NONE	19	F	OR-Y	004	000			08
																									OR>25					
02500	N	N	N			11/14/2006	JACKSON	1 14			INTER	CROSS	N		N	CLR	O-1TURN	01	NONE	STRGHT										02
CITY						Tue	TALENT	0 0		ROGUE VALLEY HY	CN		TRF SIGNAL		N	DRY	TURN		PRVTE	W E							000		00
						10A	MEDFORD UA	14.20		W VALLEY VIEW RD	03	1			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	76	F	OR-Y	000	000		00
																									OR<25					
																	02	NONE	TURN-L											
																		PRVTE	E SE								000			00
																		PSNGR CAR		01	DRVR	INJC	70	F	OR-Y	004,028	000			02
																									OR<25					
01532	N	N	N	N	N	09/14/2008	JACKSON	1 14			INTER	CROSS	N		N	CLR	O-1TURN	01	NONE	STRGHT										02
CITY						Sun	TALENT	0 0		ROGUE VALLEY HY	CN		TRF SIGNAL		N	DRY	TURN		PRVTE	W E							000		00
						8P	MEDFORD UA	14.20		W VALLEY VIEW RD	03	0			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	22	F	OR-Y	000	000		00
																									OR<25					
																	02	NONE	TURN-L											
																		PRVTE	E SE								000			00
																		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y	004,028	000			02
																									OR<25					
01307	N	N	N		Y	06/29/2006	JACKSON	1 14			INTER	CROSS	N		N	CLR	ANGL-OTH	01	NONE 0	STRGHT										04
CITY						Thu	TALENT	0 0		ROGUE VALLEY HY	CN		TRF SIGNAL		N	DRY	ANGL		PRVTE	SW NE							000		00
						5P	MEDFORD UA	14.20		W VALLEY VIEW RD	04	1			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	45	F	OR-Y	020	026		04
																									OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	SE NW								000			00
																		PSNGR CAR		01	DRVR	NONE	35	M	OR-Y	000	000			00
																									OR<25					
																				02	PSNG	INJC	11	M			000	000		00

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A L C	R U S	S C L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00912	N	N	N			05/05/2007	JACKSON	1 14		INTER	CROSS	N		N CLR	ANGL-OTH	01	NONE	STRGHT											04
CITY						Sat	TALENT	0 0	ROGUE VALLEY HY	CN		TRF SIGNAL		N DRY	ANGL		PRVTE	SE NW									000		00
						11A	MEDFORD UA	14.20	W VALLEY VIEW RD	04	1			N DAY	INJ		PSNGR CAR		01	DRVR	INJC	25	M	OR-Y		000	000		00
																								OR<25					
																02	NONE	STRGHT											
																	PRVTE	W E									000		00
																	PSNGR CAR		01	DRVR	INJB	27	M	OR-Y		020	000		04
																								OR<25					
01485	N	N	N	N	N	08/13/2009	JACKSON	1 14		INTER	CROSS	N		N CLR	ANGL-OTH	01	NONE 0	TURN-R											02
CITY						Thu	TALENT	0 0	ROGUE VALLEY HY	CN		TRF SIGNAL		N DRY	TURN		PRVTE	SE E									016		00
						2P	MEDFORD UA	14.20	W VALLEY VIEW RD	04	0			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	81	F	OR-Y		028	000		02
																								OR-?					
																02	NONE 0	STRGHT											
																	PRVTE	W E									000		00
																	PSNGR CAR		01	DRVR	NONE	22	F	OR-Y		000	000		00
																								OR<25					
00765	N	N	N			04/27/2005	JACKSON	1 14		ALLEY		N		N RAIN	S-1TURN	01	NONE 0	TURN-R											08,02,13
NO RPT						Wed	TALENT	0 0	ROGUE VALLEY HY	SW	(NONE)	UNKNOWN		N WET	TURN		PRVTE	NW SW									019		00
						9P	MEDFORD UA	14.21	W VALLEY VIEW RD	03				N DARK	INJ		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y		006,016,028	000		08,02,13
											(04)													OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	NW SE									000		00
																	PSNGR CAR		01	DRVR	NONE	45	M	OR-Y		000	000		00
																								OR<25					
																			02	PSNG	INJC	45	F			000	000		00
00766	N	N	N			04/27/2005	JACKSON	1 14		ALLEY		N		N RAIN	S-1TURN	01	NONE 0	STRGHT											08,02
CITY						Wed	TALENT	0 0	ROGUE VALLEY HY	SE	(NONE)	NONE		N WET	TURN		PRVTE	NW SE									001		00
						4P	MEDFORD UA	14.29	W VALLEY VIEW RD	05				N DAY	INJ		PSNGR CAR		01	DRVR	INJA	51	M	OR-Y		000	000		00
											(05)													OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	NW SE									088		00
																	PSNGR CAR		01	DRVR	NONE	31	M	OR-Y		006,048,028	000		08,02
																								OR<25					
01962	N	N	N	N	N	11/05/2008	JACKSON	1 14		ALLEY		N		N RAIN	ANGL-OTH	01	NONE	STRGHT											02
CITY						Wed	TALENT	0 0	ROGUE VALLEY HY	SE	(NONE)	NONE		N WET	TURN		PRVTE	NW SE									000		00
						11A	MEDFORD UA	14.34	W VALLEY VIEW RD	03				N DAY	PDO		PSNGR CAR		01	DRVR	NONE	61	M	OR-Y		000	000		00
											(04)													OR<25					
																02	NONE	TURN-L											
																	PRVTE	SW NW									018		00
																	PSNGR CAR		01	DRVR	NONE	81	M	OR-Y		000	000		00
																								OR<25					

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DAYLC	RSUL	SWOK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02579	N	N	N		12/17/2007	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02
CITY					Mon	TALENT	0	0	ROGUE VALLEY HY	SE	(NONE)	UNKNOWN	N	ICE	TURN		PRVTE	NW SE									007		00
					7A	MEDFORD UA	14.37		W VALLEY VIEW RD	03	(04)		N	DAWN	PDO		PSNGR CAR		01	DRVR	NONE	53	M	OR-Y OR<25		000	000		00
																02	NONE	TURN-L											
																	PRVTE	SW NW									018		00
																	PSNGR CAR		01	DRVR	NONE	27	M	OR-Y OR<25		028	000		02
00866	N	N	N		05/24/2005	JACKSON	1	14		INTER	3-LEG	N	N	CLR	S-1TURN	01	NONE	STRGHT											10
CITY					Tue	TALENT	0	0	ROGUE VALLEY HY	SE		UNKNOWN	N	DRY	REAR		PRVTE	SE NW									000		00
					4P	MEDFORD UA	14.59		RAPP RD	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	82	F	OTH-Y N-RES		052,026	000		10
																02	NONE	TURN-L											
																	PRVTE	SE SW									000		00
																	PSNGR CAR		01	DRVR	INJC	28	F	OR-Y OR<25		000	000		00
02152	N	N	N		11/17/2009	JACKSON	1	14		INTER	3-LEG	N	N	RAIN	S-1STOP	01	NONE 0	STRGHT											32,27
CITY					Tue	TALENT	0	0	ROGUE VALLEY HY	SE		TRF SIGNAL	N	WET	REAR		PRVTE	SE NW									000		00
					1P	MEDFORD UA	14.59		RAPP RD	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	58	M	OR-Y OR<25		052,016	000		32,27
																02	NONE 0	STOP											
																	PRVTE	SE NW									011		00
																	PSNGR CAR		01	DRVR	INJC	53	M	OR-Y OR<25		000	000		00
																			02	PSNG	INJC	52	M			000	000		00
01412	N	N	N		07/25/2005	JACKSON	1	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
CITY					Mon	TALENT	0	0	ROGUE VALLEY HY	CN		STOP SIGN	N	DRY	ANGL		PRVTE	N S									000		00
					6P	MEDFORD UA	14.59		RAPP RD	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	35	F	OR-Y OR<25		028	000		02
																02	NONE 0	TURN-L											
																	PRVTE	W N									000		00
																	PSNGR CAR		01	DRVR	NONE	19	M	OR-Y OR<25		000	000		00
																			02	PSNG	INJC	19	F			000	000		00
01554	N	N	N		09/06/2008	JACKSON	1	14		INTER	3-LEG	N	N	CLR	O-1TURN	01	NONE	STRGHT										010,001	32
CITY					Sat	TALENT	0	0	ROGUE VALLEY HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	NW SE									000	010	00
					12A	MEDFORD UA	14.59		RAPP RD	03	0		N	DLIT	INJ		MTRCYCLE		01	DRVR	INJB	28	M	OR-Y OR<25		000	000	001	00
																02	NONE	TURN-L											
																	PRVTE	SE SW									000		00
																	PSNGR CAR		01	DRVR	INJB	39	M	OR-Y OR<25		004,028,052	000		32

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SER# INVEST	S P E D	A L C	R U S	S H L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02489	N	N	N			11/03/2005	JACKSON	1 14		INTER	3-LEG	N		N RAIN	S-1STOP	01	NONE 0	STRGHT										013	07
CITY						Thu	TALENT	0 0	ROGUE VALLEY HY	SE		STOP SIGN		N WET	REAR		PRVTE	SE NW								000			00
						6P	MEDFORD UA	14.60	RAPP RD	06	0			N DLIT	PDO		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y	026	000			07
																								OR<25					
																02	NONE 0	STOP											
																	PRVTE	SE NW								011	013		00
																	PSNGR CAR		01	DRVR	NONE	41	M	OR-Y	000	000			00
																								OR<25					
																03	NONE 0	STOP											
																	PRVTE	SE NW								011			00
																	PSNGR CAR		01	DRVR	NONE	20	M	OR-Y	000	000			00
																								OR<25					
00430	N	Y	N	N	N	03/08/2009	JACKSON	1 14		ALLEY		N		N CLD	S-1TURN	01	NONE	STRGHT											07
CITY						Sun	TALENT	0 0	ROGUE VALLEY HY	NW	(NONE)	NONE		N DRY	REAR		PRVTE	NW SE								000			00
						1P	MEDFORD UA	14.89	ARNOS ST	03				N DAY	PDO		PSNGR CAR		01	DRVR	NONE	62	F	OR-Y	043	000			07
											(04)													OR<25					
																02	NONE	TURN-R											
																	PRVTE	NW SW								019			00
																	PSNGR CAR		01	DRVR	NONE	68	M	OR-Y	000	000			00
																								OR<25					
00452	N	N	N			03/03/2005	JACKSON	1 14		INTER	3-LEG	N		N CLR	S-1STOP	01	NONE	STRGHT											13
NO RPT						Thu	TALENT	0 0	ARNOS ST	SE		UNKNOWN		N DRY	REAR		PRVTE	SE NW								000			00
						4P	MEDFORD UA	14.90	ROGUE VALLEY HY	06	0			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y	000	000			00
																								OR>25					
																02	NONE	STOP											
																	PRVTE	SE NW								011			00
																	PSNGR CAR		01	DRVR	NONE	17	M	OR-Y	045	000			13
																								OR>25					
01135	N	N	N			06/09/2007	JACKSON	1 14		INTER	3-LEG	N		N CLR	S-1STOP	01	NONE	STRGHT											32
CITY						Sat	TALENT	0 0	ARNOS ST	SE		UNKNOWN		N DRY	REAR		PRVTE	SE NW								000			00
						2P	MEDFORD UA	14.90	ROGUE VALLEY HY	06	0			N DAY	INJ		PSNGR CAR		01	DRVR	INJB	57	F	OR-Y	026,052	038			32
																								OR<25					
																02	NONE	STOP											
																	PRVTE	SE NW								012			00
																	PSNGR CAR		01	DRVR	NONE	53	F	OR-Y	000	000			00
																								OR<25					
01688	N	N	N			08/29/2005	JACKSON	1 14		INTER	3-LEG	N		N CLR	ANGL-OTH	01	NONE 0	TURN-L											02
CITY						Mon	TALENT	0 0	ARNOS ST	CN		STOP SIGN		N DRY	TURN		PRVTE	SE SW								022			00
						10A	MEDFORD UA	14.90	ROGUE VALLEY HY	01	0			N DAY	INJ		PSNGR CAR		01	DRVR	NONE	80	F	OR-Y	028	000			02
																								OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	NW SE								022			00
																	PSNGR CAR		01	DRVR	INJB	41	F	OR-Y	000	000			00
																								OR<25					

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SER# INVEST	S P E D	R A C	S U S	C G L	W O H K R	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02418	N	N	N	N	N	12/10/2009	JACKSON	1 14		INTER	3-LEG	N		N CLR	S-1STOP	01	NONE 0	STRGHT											07
CITY						Thu	TALENT	0 0	ARNOS ST	CN		NONE		N DRY	REAR		PRVTE	NW SE									000		00
						2P	MEDFORD UA	14.90	ROGUE VALLEY HY	03	0			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	19	F	OR-Y		043	000		07
																								OR-?					
																02	NONE 0	STOP											
																	PRVTE	NW SE									011		00
																	OTHER		01	DRVR	NONE	67	F	OR-Y		000	000		00
																								OR<25					
00721	N	N	N			04/25/2008	JACKSON	1 14		INTER	3-LEG	N		N CLR	ANGL-OTH	01	NONE	STRGHT											02
NONE						Fri	TALENT	0 0	ARNOS ST	CN		STOP SIGN		N DRY	TURN		PRVTE	NW SE									007		00
						4P	MEDFORD UA	14.90	ROGUE VALLEY HY	04	0			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	55	F	OR-Y		000	000		00
																								OR<25					
																02	NONE	TURN-L											
																	PRVTE	SW NW									015		00
																	PSNGR CAR		01	DRVR	NONE	16	F	OR-Y		028	000		02
																								OR<25					
01699	N	N	N	N	N	09/30/2009	JACKSON	1 14		ALLEY		N		N CLR	S-1STOP	01	NONE	STRGHT										010	32,07
CITY						Wed		0 0		UN	(NONE)	UNKNOWN		N DRY	REAR		PRVTE	N S									000		00
						7P	MEDFORD UA	14.92		04				N DAY	INJ		PSNGR CAR		01	DRVR	INJC	46	F	OR-Y		043,052	000		32,07
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	N S									012	010	00
																	PSNGR CAR		01	DRVR	INJC	39	F	OR-Y		000	000		00
																								OR<25					
02415	N	Y	N			12/06/2009	JACKSON	1 14		STRGHT		N		Y CLR	FIX OBJ	01	NONE	STRGHT										100	10
NO RPT						Sun		0 0		UN	(NONE)	UNKNOWN		N DRY	FIX		PRVTE	N S									088	100	00
						5A	MEDFORD UA	15.00		01				N DLIT	PDO		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y		081,080	017		10
											(02)													OR<25					
00868	N	N	N			04/15/2007	JACKSON	1 14		STRGHT		N		Y CLR	FIX OBJ	01	NONE 1	STRGHT										022,079,023	10,32
CITY						Sun	TALENT	0 0	ROGUE VALLEY HY	SE	(NONE)	UNKNOWN		N DRY	FIX		PRVTE	SE NW									000	022,079,023	00
						3P	MEDFORD UA	15.00	ARNOS ST	01				N DAY	INJ		PSNGR CAR		01	DRVR	NONE	46	M	OR-Y		017,052	000		10,32
											(04)													OR<25					
																			02	PSNG	INJB	19	M			000	000		00
00059	N	N	N			01/03/2006	JACKSON	1 14		STRGHT		N		N CLR	O-STRGHT	01	NONE 1	STRGHT										028,080	24,10
						Tue		0 0		UN	(NONE)	UNKNOWN		N DRY	OTH		PRVTE	N S									000	028	24
						11A	MEDFORD UA	15.15		04				N DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	OR-Y		017	000		10
											(02)													OR<25					
																02	NONE	STRGHT											
																	PRVTE	S N									000	080	00
																	PSNGR CAR		01	DRVR	NONE	46	M	OR-Y		000	000		00
																								OR<25					

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SER# INVEST	S P E D	A L C	R S U C S L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00599	N	Y	N	N	04/07/2008	JACKSON	1 14		INTER	3-LEG	N	N	CLD	O-1TURN	01	NONE	STRGHT										013	02
CITY					Mon		0 0		CN		NONE	N	DRY	TURN		PRVTE	N S								007			00
					4P	MEDFORD UA	15.26		01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJA	29	F	OR-Y	000	000			00
																							OR<25					
																		02	PSNG	INJB	37	M		000	000			00
															02	NONE 1	TURN-L											
																PRVTE	S W								000	013		00
																PSNGR CAR		01	DRVR	NONE	38	M	OR-Y	004,028	000			02
																							OR<25					
															03	NONE	PRKD-P											
																PRVTE	SE NW								032			00
																PSNGR CAR												
															04	NONE	PRKD-P											
																PRVTE	SE NW								032			00
																PSNGR CAR												
00784	N	N	N		04/20/2006	JACKSON	1 14		STRGHT		N	N	CLD	BIKE	01	NONE 0	STRGHT											18
STATE					Thu	TALENT	0 0	ROGUE VALLEY HY	N	(NONE)	UNKNOWN	N	DRY	ANGL		PRVTE	SE NW								000			00
					4P	MEDFORD UA	15.32	CREEL RD	06			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y	000	000			00
										(04)													OR<25					
																	STRGHT	01	BIKE	INJA	00	M		028	037			18
																	W E											
00141	N	N	N		01/30/2005	JACKSON	1 14		INTER	3-LEG	N	Y	CLR	OTH OBJ	01	NONE	STRGHT										070,029	10,25
CITY					Sun	TALENT	0 0	CREEL RD	SE		NONE	N	DRY	FIX		PRVTE	SE NW								007	070,029		25
					2A	MEDFORD UA	15.34	ROGUE VALLEY HY	06	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	24	F	OTH-Y	081	017			10
																							N-RES					
02012	N	N	N	N	10/09/2007	JACKSON	1 14		INTER	3-LEG	N	N	CLR	O-1TURN	01	NONE	STRGHT											08
CITY					Tue	TALENT	0 0	CREEL RD	CN		NONE	N	DRY	TURN		PRVTE	NW SE								000			00
					3P	MEDFORD UA	15.34	ROGUE VALLEY HY	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	22	M	OR-Y	000	000			00
																							OR<25					
																		02	PSNG	INJC	26	M		000	000			00
															02	NONE	TURN-L											
																PRVTE	SE SW								000			00
																PSNGR CAR		01	DRVR	INJB	87	F	OR-Y	004	000			08
																							OR<25					
01033	N	N	N	N	06/04/2009	JACKSON	1 14		INTER	3-LEG	N	N	CLR	O-1TURN	01	NONE	STRGHT											08
CITY					Thu	TALENT	0 0	CREEL RD	CN		UNKNOWN	N	DRY	TURN		PRVTE	SE NW								000			00
					1P	MEDFORD UA	15.34	ROGUE VALLEY HY	03	0		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	52	M	OR-Y	000	000			00
																							OR<25					
															02	NONE	TURN-L											
																PRVTE	NW NE								019			00
																PSNGR CAR		01	DRVR	NONE	65	M	OTH-Y	004	000			08
																							N-RES					

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SER# INVEST	S P E D	A L C	R S U C S L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01569	N	N	N	N	09/10/2008	JACKSON	1 14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	TURN-L											02
CITY					Wed	TALENT	0 0	CREEL RD	CN		STOP SIGN	N	DRY	TURN		PRVTE	SW NW									015		00
					8A	MEDFORD UA	15.34	ROGUE VALLEY HY	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	67	F	OR-Y		028	000		02
																							OR<25					
															02	NONE	TURN-L											
																PRVTE	SE SW									000		00
																PSNGR CAR		01	DRVR	NONE	35	F	OR-Y		000	000		00
																							OR<25					
02059	N	N	N		09/07/2006	JACKSON	1 14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NO RPT					Thu	TALENT	0 0	ROGUE VALLEY HY	SE	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	NW SE									000		00
					2P	MEDFORD UA	15.35	CREEL RD	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	58	F	OR-Y		026,024	000		07
										(04)													OR<25					
															02	NONE	STOP											
																PRVTE	NW SE									011		00
																PSNGR CAR		01	DRVR	NONE	25	F	OR-Y		000	000		00
																							OR<25					
01844	N	N	N	N	09/05/2009	JACKSON	1 14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										079,010,034	32
STATE					Sat		0 0		UN	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	S N									007	079,010,034	00
					12A	MEDFORD UA	16.00		01			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y		083,052,081	017		32
										(04)													OR<25					
01972	N	N	N	N	10/08/2009	JACKSON	1 14		STRGHT		N	N	CLR	ANIMAL	01	NONE 0	STRGHT										034	12
STATE					Thu		0 0		UN	(NONE)	UNKNOWN	N	DRY	OTH		PRVTE	N S									000	034	00
					1A	MEDFORD UA	16.00		04			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	35	M	OR-Y		000	000		12
										(04)													OR<25					
01494	N	N	N	N	08/07/2008	JACKSON	1 14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE	STRGHT										001	07
COUNTY					Thu		0 0		S		UNKNOWN	N	DRY	REAR		PRVTE	S N									000		00
					9A	MEDFORD UA	16.26		06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	16	F	OR-Y		043	000		07
																							OR<25					
															02	NONE	STOP											
																PRVTE	S N									011		00
																MOPED		01	DRVR	INJB	52	F	OR-Y		000	000	001	00
																							OR<25					
02136	N	N	N	N	12/06/2008	JACKSON	1 14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE	STRGHT										082	07
STATE					Sat		0 0		S		UNKNOWN	N	DRY	REAR		PRVTE	S N									000		00
					1P	MEDFORD UA	16.26		06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	19	F	OR-Y		043	000	082	07
																							OR<25					
															02	NONE	STOP											
																PRVTE	S N									012		00
																PSNGR CAR		01	DRVR	INJC	44	F	OR-Y		000	000		00
																							OR<25					
00432	Y	Y	N	N	03/08/2009	JACKSON	1 14		INTER	3-LEG	N	Y	CLR	FIX OBJ	01	NONE	TURN-L										079,010	01,08
STATE					Sun		0 0		W		UNKNOWN	N	DRY	FIX		PRVTE	S W									000	079,010	00
					3A	MEDFORD UA	16.26		05	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	43	M	OR-Y		001,047,081	017		01,08
																							OR<25					

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DRCL	SUCS	WHLK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01168	N	N	N		06/06/2005	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	TURN-L											02
NONE					Mon		0	0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	E S								018			00
					7A	MEDFORD UA	16.38			05			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	36	F	OR-Y	028	000			02
											(04)													OR<25					
																02	NONE	STRGHT											
																	PRVTE	S N								088			00
																	PSNGR CAR		01	DRVR	NONE	35	M	OR-Y	000	000			00
																								OR<25					
00147	N	N	N		01/31/2005	JACKSON	1	14		STRGHT		N	N	CLD	S-1STOP	01	NONE	STRGHT											07
STATE					Mon		0	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N								000			00
					4P	MEDFORD UA	16.56			05			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	43	M	OR-Y	043	000			07
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	S N								011			00
																	PSNGR CAR		01	DRVR	NONE	32	M	OR-Y	000	000			00
																								OR<25					
01641	N	N	N	N	N 08/27/2007	JACKSON	1	14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										040,088	10,27
STATE					Mon		0	0		UN	(RSDMD)	UNKNOWN	N	DRY	FIX		PRVTE	S N								088	040,088	00
					7P	MEDFORD UA	16.70			08			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	62	F	OR-Y	080,081,083	038		10
											(04)													OR<25					
01278	N	N	N	N	N 07/23/2009	JACKSON	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
COUNTY					Thu		0	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N								000			00
					2P	MEDFORD UA	16.82			05			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	81	F	OR-Y	043	000			07
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	S N								011			00
																	PSNGR CAR		01	DRVR	INJC	31	M	OR-Y	000	000			00
																								OR<25					
00010	N	N	N		02/05/2005	JACKSON	1	14		ALLEY		N	N	CLR	S-1STOP	01	NONE	STRGHT											07,27
STATE					Sat		0	0		UN	(NONE)	NONE	N	DRY	REAR		PRVTE	S N								000			00
					1P	MEDFORD UA	17.00			05			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	21	F	OR-Y	043	038			07
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	S N								012			00
																	PSNGR CAR		01	DRVR	INJC	33	M	OR-Y	000	000			00
																								OR<25					
01682	N	N	N		08/01/2006	JACKSON	1	14		STRGHT		N	N	CLR	ANIMAL	01	NONE	STRGHT										035	12
STATE					Tue		0	0		UN	(NONE)	UNKNOWN	N	DRY	OTH		PRVTE	S N								000	035	00
					10P	MEDFORD UA	17.00			05			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	16	F	OR-Y	000	000			12
											(04)													OR<25					
00482	Y	N	N		03/04/2006	JACKSON	1	14		STRGHT		N	N	CLR	ANIMAL	01	NONE 0	STRGHT										035	01
NONE					Sat		0	0		N	(NONE)	UNKNOWN	N	DRY	OTH		PRVTE	S N								000	035	00
					12P	MEDFORD UA	17.01			03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	57	M	OR-Y	047	000			01
											(04)													OR<25					

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DAEC	RSLG	SWHK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00444	N	N	N		03/21/2008	JACKSON	1	14		INTER	3-LEG	N	N	CLD	S-1STOP	01	NONE	STRGHT											07
NONE					Fri		0	0		N		TRF SIGNAL	N	WET	REAR		PRVTE	N S								000		00
					10P	MEDFORD UA	17.02			06	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	00	M	UNK	026	000		07
																								UNK				
																02	NONE	STOP										
																	PRVTE	N S								011		00
																	PSNGR CAR		01	DRVR	INJC	23	F	OR-Y	000	000		00
																								OR<25				
01233	N	N	N		06/01/2006	JACKSON	1	14		INTER	3-LEG	N	N	RAIN	S-1STOP	01	NONE	STRGHT										013	07,27
NO RPT					Thu		0	0		S		TRF SIGNAL	N	WET	REAR		PRVTE	S N								000		00
					5P	MEDFORD UA	17.02			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	20	M	OR-Y	026,014	038		07
																								OR<25				
																02	NONE	STOP										
																	PRVTE	S N								011	013	00
																	PSNGR CAR		01	DRVR	NONE	21	M	OR-Y	000	000		00
																								OR<25				
																03	NONE	STOP										
																	PRVTE	S N								011		00
																	PSNGR CAR		01	DRVR	NONE	49	M	OR-Y	000	000		00
																								OR<25				
01788	N	N	N		08/31/2006	JACKSON	1	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											04,27
STATE					Thu		0	0		CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S N								007		00
					10P	MEDFORD UA	17.02			01	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	57	F	OR-Y	000	000		00
																								OR<25				
																02	NONE	TURN-L										
																	PRVTE	E S								000		00
																	PSNGR CAR		01	DRVR	INJC	27	F	OR-Y	020	038		04
																								OR<25				
00698	N	N	N		04/23/2008	JACKSON	1	14		INTER	3-LEG	N	N	CLR	S-OTHER	01	NONE	TURN-L											07
NO RPT					Wed		0	0		CN		TRF SIGNAL	N	DRY	TURN		PRVTE	N E								000		00
					8A	MEDFORD UA	17.02			01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	33	F	OR-Y	026	000		07
																								OR<25				
																02	NONE	STOP										
																	PRVTE	N E								013		00
																	PSNGR CAR		01	DRVR	INJC	17	F	OR-Y	000	000		00
																								OR<25				
01479	N	N	N		07/11/2007	JACKSON	1	14		INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE	STRGHT											04
NONE					Wed		0	0		CN		TRF SIGNAL	N	WET	TURN		PRVTE	N S								000		00
					6P	MEDFORD UA	17.02			03	0		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	55	M	OR-Y	000	000		00
																								OR<25				
																02	NONE	TURN-L										
																	PRVTE	W N								018		00
																	PSNGR CAR		01	DRVR	NONE	00	F	UNK	020	000		04
																								UNK				

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DEAC	RSLC	SWOK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02286	N	N	N		10/28/2006	JACKSON	1	14		INTER	3-LEG	N		N	CLR	O-1TURN	01	NONE	STRGHT											04
COUNTY					Sat		0	0		CN		TRF SIGNAL		N	DRY	TURN		PRVTE	S N									000	00
					12P	MEDFORD UA	17.02			04	0			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	16	M	OR-Y	000		000	00
																									OR<25				
																			02	PSNG	INJB	15	M			000		000	00
																			03	PSNG	INJB	17	M			000		000	00
																	02	NONE	TURN-L										
																		PRVTE	N E									000	00
																		PSNGR CAR		01	DRVR	INJB	49	F	OR-Y	020		000	04
																									OR<25				
00799	N	N	N		04/17/2005	JACKSON	1	14		STRGHT		N		N	RAIN	PED	01	NONE	0 STRGHT											10
COUNTY					Sun		0	0		UN	(NONE)	NONE		N	WET	PED		PRVTE	N S									051	00
					10P	MEDFORD UA	17.06			04				N	DARK	INJ		PSNGR CAR		01	DRVR	NONE	31	M	OR-Y	052		000	00
											(02)														OR<25				
																			STRGHT	01	PED	INJB	44	M		070	04	050	10
																			SE NW										
01957	N	N	N		09/20/2006	JACKSON	1	14		INTER	3-LEG	N		N	CLR	ANGL-OTH	01	NONE	STRGHT											02
STATE					Wed		0	0		CN		STOP SIGN		N	DRY	TURN		PRVTE	N S									000	00
					5P	MEDFORD UA	17.07			03	0			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	50	F	OR-Y	000		000	00
																									OR<25				
																	02	NONE	TURN-L										
																		PRVTE	W N									015	00
																		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y	028		000	02
																									OR<25				
01511	N	N	N	N	N 09/11/2008	JACKSON	1	14		STRGHT		N		N	CLR	O-OTHER	01	NONE	U-TURN											08
STATE					Thu		0	0		UN	(NONE)	UNKNOWN		N	DRY	TURN		PRVTE	S S									000	00
					11A	MEDFORD UA	17.10			03				N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	40	M	OR-Y	008		038	08
											(04)														OR<25				
																	02	NONE	STRGHT										
																		PRVTE	N S									000	00
																		PSNGR CAR		01	DRVR	INJC	57	M	OR-Y	000		000	00
																									OR<25				
00692	N	N	N		04/09/2005	JACKSON	1	14		STRGHT		N		N	CLR	O-1TURN	01	NONE	0 STRGHT											02
STATE					Sat		0	0		UN	(NONE)	UNKNOWN		N	DRY	TURN		PRVTE	N S									000	00
					1P	MEDFORD UA	17.13			03				N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	34	M	OR-Y	000		000	00
											(02)														OR<25				
																	02	NONE	0 TURN-L										
																		PRVTE	S W									000	00
																		PSNGR CAR		01	DRVR	NONE	50	F	OR-Y	004,028		000	02
																									OR<25				
01526	N	N	N	N	N 09/12/2008	JACKSON	1	14		ALLEY		N		N	CLR	O-1TURN	01	NONE	TURN-L											08
STATE					Fri		0	0		UN	(NONE)	UNKNOWN		N	DRY	TURN		PRVTE	N E									019	00
					6A	MEDFORD UA	17.19			04				N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y	004		000	08
											(04)														OR<25				

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	56	M	OR-Y OR<25		007 000			00 00
01503 STATE	N	N	N			07/12/2006 Wed 2P	JACKSON MEDFORD UA	1 14 0 0 17.22			INTER CN 04	3-LEG 0	N UNKNOWN	N N	CLR DRY DAY	O-1TURN TURN INJ	01	NONE PRVTE PSNGR CAR	STRGHT S N	01	DRVR	INJC	45	F	OR-Y OR<25	000	000 000	013		02 00 00
																	02	NONE PRVTE PSNGR CAR	TURN-L N E	01	DRVR	INJB	56	M	OR-Y OR<25	004,028	000 000	013		00 02
																	03	NONE PRVTE PSNGR CAR	STOP E W	01	DRVR	INJC	52	F	OR-Y OR<25	000	012 000			00 00
01772 STATE	N	N	N	N	N	10/17/2008 Fri 2P	JACKSON MEDFORD UA	1 14 0 0 17.24			ALLEY UN 03	(NONE) (04)	N UNKNOWN	N N	CLR DRY DAY	O-1TURN TURN PDO	01	NONE PRVTE PSNGR CAR	TURN-L S W	01	DRVR	NONE	80	F	OR-Y OR<25	004	019 000			08 00 08
																	02	NONE PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	53	F	OR-Y OR<25	000	007 000			00 00
02184 STATE	Y	N	N	N	N	10/01/2007 Mon 10A	JACKSON MEDFORD UA	1 14 0 0 17.27			STRGHT UN 01	(RSDMD) (04)	N UNKNOWN	Y N N	CLD DRY DAY	FIX OBJ FIX INJ	01	NONE PRVTE PSNGR CAR	STRGHT N S	01	DRVR	INJC	19	M	OR-Y OR<25	047,081,080	031 017	040,010,079 040,010,079		01 00 01
00239 STATE	N	N	N	N	N	01/30/2008 Wed 2P	JACKSON MEDFORD UA	1 14 0 0 17.30			ALLEY UN 03	(NONE) (04)	N UNKNOWN	N N	CLD DRY DAY	O-1TURN TURN INJ	01	NONE PRVTE PSNGR CAR	STRGHT N S	01	DRVR	INJB	64	F	OR-Y OR<25	000	000 000	082		02 00 00
																	02	NONE PRVTE PSNGR CAR	TURN-L S W	01	DRVR	NONE	64	M	OR-Y OR<25	028	019 000	082		00 02
01641 STATE	N	N	N	N	N	09/24/2008 Wed 3P	JACKSON MEDFORD UA	1 14 0 0 17.50			ALLEY UN 05	(NONE) (04)	N UNKNOWN	N N	CLR DRY DAY	S-1STOP REAR PDO	01	NONE PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	24	F	OR-Y OR<25	019,016	000 038			27 00 27
																	02	NONE PRVTE PSNGR CAR	STOP S N	01	DRVR	NONE	57	M	OR-Y OR<25	000	012 000			00 00

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U C S L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01845	Y	N	N	N	09/05/2009	JACKSON	1 14		CURVE		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										079,034	01
STATE					Sat		0 0		UN	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	N S								007	079,034	00
					5A	MEDFORD UA	17.55		01			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	18	F	OR-Y	047,081	017		01
										(04)													OR<25				
00348	Y	N	N	N	02/13/2009	JACKSON	1 14		STRGHT		N	Y	SNOW	FIX OBJ	01	NONE	STRGHT										053	01
STATE					Fri		0 0		UN	(NONE)	UNKNOWN	N	ICE	FIX		PRVTE	N S								001	053	00
					7A	MEDFORD UA	17.70		01			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	32	M	OR-Y	047,081	017		01
										(04)													OR<25				
02265	Y	N	N	N	11/25/2007	JACKSON	1 14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										079,010	01,27
STATE					Sun		0 0		UN	(RSDMD)	UNKNOWN	N	DRY	FIX		PRVTE	S N								088	079,010	00
					3P	MEDFORD UA	17.70		08			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	51	M	OR-Y	016,047,081	038		01,27
										(04)													OR<25				
02417	N	N	N		11/21/2006	JACKSON	1 14		CURVE		N	Y	CLD	FIX OBJ	01	NONE	STRGHT										040,048,015	10,21
STATE					Tue		0 0		UN	(RSDMD)	UNKNOWN	N	WET	FIX		PRVTE	S N								088	040,048	21
					6P	MEDFORD UA	17.78		04			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJA	64	F	OR-Y	081	017		10
										(04)													OR<25				
01907	N	N	N		10/01/2008	JACKSON	1 14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE					Wed	PHOENIX	0 0	ROGUE VALLEY HY	UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	N S								000		00
					3P	MEDFORD UA	999.99	00000	00			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	47	M	OR-Y	026	000		07
										(04)													OR>25				
															02	NONE	STOP										
																PRVTE	N S								011		00
																PSNGR CAR		01	DRVR	NONE	44	M	OR-Y	000	000		00
																							OR<25				
01816	N	N	N		09/13/2007	JACKSON	1 14		STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT											13
CITY					Thu	PHOENIX	1 0	MAIN ST	NW	(NONE)	ONE-WAY	N	DRY	SS-O		PRVTE	NW SE								000		00
					1P	MEDFORD UA	11.35	6TH ST	04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	00	F	UNK	045	000		13
										(02)													UNK				
															02	NONE	STRGHT										
																PRVTE	NW SE								000		00
																PSNGR CAR		01	DRVR	INJB	46	M	OR-Y	000	000		00
																							OR<25				
																		02	PSNG	INJB	23	M		000	000		00
00767	N	N	N		04/14/2006	JACKSON	1 14		INTER	3-LEG	N	N	CLD	ANGL-OTH	01	NONE	STRGHT										082	02
CITY					Fri	PHOENIX	1 0	MAIN ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	NW SE								000		00
					2P	MEDFORD UA	11.36	6TH ST	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	20	F	OR-Y	000	000		00
																							OR<25				
																		02	PSNG	INJB	50	F		000	000		00
															02	NONE	TURN-L										
																PRVTE	SW NW								015		00
																PSNGR CAR		01	DRVR	NONE	29	M	OR-Y	028	000	082	02
																							OR<25				
																		02	PSNG	INJB	09	F		000	000		00

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SER# INVEST	SPE D	DRAUCLS W SHOLK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00216	N	N N	02/27/2005	JACKSON	1 14		STRGHT		N	N	CLD	OVERTURN	01	NONE	STRGHT										092,001	10,26
CITY			Sun	PHOENIX	1 0	MAIN ST	NW	(NONE)	NONE	N	DRY	NCOL		PRVTE	NW SE									007	092	26
			4P	MEDFORD UA	11.47	4TH ST	03			N	DAY	INJ		MTRCYCLE		01	DRVR	INJA	34	M	N-VAL		083	017	001	10
								(02)													OR<25					
00269	N	N N	02/04/2007	JACKSON	1 14		STRGHT		N	N	CLD	S-STRGHT	01	NONE	STRGHT											13
CITY			Sun	PHOENIX	1 0	MAIN ST	NW	(NONE)	ONE-WAY	N	DRY	SS-O		PRVTE	NW SE									000		00
			2P	MEDFORD UA	11.47	4TH ST	04			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y		045	000		13
								(02)													OR<25					
													02	NONE	STRGHT											
														PRVTE	NW SE									000		00
														PSNGR CAR		01	DRVR	NONE	48	F	OR-Y		000	000		00
																					OR<25					
01602	N	N N N N	08/21/2009	JACKSON	1 14		STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT										093	32,07
CITY			Fri	PHOENIX	1 0	MAIN ST	NW	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	NW SE									000		00
			5P	MEDFORD UA	11.47	4TH ST	04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	27	F	OR-Y		016,052,042	038	093	32,07
								(02)													OR<25					
													02	NONE	STRGHT											
														PRVTE	NW SE									006		00
														PSNGR CAR		01	DRVR	NONE	41	F	OTH-Y		000	000		00
																					N-RES					
																02	PSNG	INJC	49	M			000	000		00
01374	N	N N N N	08/05/2008	JACKSON	1 14		INTER	CROSS	N	N	CLR	PED	01	NONE	STRGHT											02,12
CITY			Tue	PHOENIX	1 0	MAIN ST	SW		STOP SIGN	N	DRY	PED		PRVTE	SW NE									015		00
			1P	MEDFORD UA	11.49	4TH ST	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	56	F	OR-Y		029	000		02
																					OR<25					
															STRGHT	01	PED	INJB	63	F		01	062	034		12
															SE NW											
00469	N	N N	02/27/2007	JACKSON	1 14		INTER	CROSS	N	N	SNOW	ANGL-OTH	01	NONE	STRGHT											02
NONE			Tue	PHOENIX	1 0	MAIN ST	CN		STOP SIGN	N	SNO	ANGL		PRVTE	NW SE									000		00
			5A	MEDFORD UA	11.49	4TH ST	03	0		N	DARK	INJ		PSNGR CAR		01	DRVR	INJC	42	F	OR-Y		000	000		00
																					OR<25					
													02	NONE	STRGHT											
														PRVTE	NE SW									015		00
														PSNGR CAR		01	DRVR	NONE	00	M	UNK		028	000		02
																					UNK					
00709	N	N N	04/12/2005	JACKSON	1 14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	STRGHT											02
CITY			Tue	PHOENIX	1 0	MAIN ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	SW NE									000		00
			2P	MEDFORD UA	11.49	4TH ST	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	37	F	OR-Y		000	000		00
																					OR<25					
													02	NONE 0	TURN-L											
														PRVTE	NE SE									000		00
														PSNGR CAR		01	DRVR	NONE	51	M	OR-Y		028,004	000		02
																					OR<25					

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SER# INVEST	S P E D	A L C	R S U C S L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00498	N	N	N		03/08/2007	JACKSON	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02,10
NO RPT					Thu	PHOENIX	1 0	MAIN ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	NW SE									000		00
					6P	MEDFORD UA	11.49	4TH ST	04	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	33	M	OR-Y	010		000		10
																							OR<25					
															02	NONE	STRGHT											
																PRVTE	SW NE									015		00
																PSNGR CAR		01	DRVR	NONE	24	M	OR-Y	028		000		02
																							OR<25					
00055	N	N	N		01/06/2005	JACKSON	2 14		INTER	3-LEG	N	N	CLD	ANGL-OTH	01	NONE	TURN-L											02
NONE					Thu	PHOENIX	1 0	BEAR CREEK DR	CN		STOP SIGN	N	DRY	TURN		PRVTE	SW NW									015		00
					3P	MEDFORD UA	11.50	4TH ST	01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	78	F	OR-Y	028		000		02
																							OR<25					
																		02	PSNG	INJB	80	M		000		000		00
															02	NONE	STRGHT											
																PRVTE	SE NW									000		00
																PSNGR CAR		01	DRVR	NONE	00	F	OR-Y	000		000		00
																							OR<25					
00833	N	N	N		04/08/2006	JACKSON	2 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
					Sat	PHOENIX	1 0	BEAR CREEK DR	CN		STOP SIGN	N	DRY	TURN		PRVTE	SW NW									000		00
					2P	MEDFORD UA	11.50	4TH ST	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	82	F	OR-Y	028		000		02
																							OR<25					
															02	NONE 0	STRGHT											
																PRVTE	SE NW									000		00
																PSNGR CAR		01	DRVR	NONE	56	M	OR-Y	000		000		00
																							OR<25					
01095	N	N	N		05/19/2006	JACKSON	2 14		INTER	3-LEG	N	N	CLR	S-1TURN	01	NONE	TURN-L											08
CITY					Fri	PHOENIX	1 0	BEAR CREEK DR	CN		ONE-WAY	N	DRY	TURN		PRVTE	SE SW									000		00
					11A	MEDFORD UA	11.50	4TH ST	03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	79	F	OR-Y	006		000		08
																							OR<25					
															02	NONE	STRGHT											
																PRVTE	SE NW									088		00
																PSNGR CAR		01	DRVR	NONE	41	F	OR-Y	000		000		00
																							OR<25					
02375	N	N	N	N	N 12/17/2009	JACKSON	2 14		STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT											13
CITY					Thu		1 0		UN	(NONE)	NONE	N	DRY	SS-O		PRVTE	S N									000		00
					11A	MEDFORD UA	11.54		03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	82	M	OR-Y	045		000		13
										(02)													OR<25					
															02	NONE	STRGHT											
																PRVTE	S N									000		00
																PSNGR CAR		01	DRVR	NONE	59	F	OR-Y	000		000		00
																							OR<25					

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SER# INVEST	S P E D	A L C	R U S	S G H	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A GE	S EX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00978	N	N	N	N	N	06/16/2008	JACKSON	1	14		INTER	3-LEG	N	Y	CLR	FIX OBJ	01	NONE	STRGHT										040,053	32,16
CITY						Mon	PHOENIX	1	0	MAIN ST	NW		NONE	N	DRY	FIX		PRVTE	NW SE									088	040,053	00
						7A	MEDFORD UA	11.61		2ND ST	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	33	M	OR-Y OR<25	052,081	025			16,32
00977	N	N	N	N	N	06/16/2008	JACKSON	1	14		STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT											13
CITY						Mon	PHOENIX	1	0	MAIN ST	NW	(NONE)	NONE	N	DRY	SS-O		PRVTE	NW SE									000		00
						2P	MEDFORD UA	11.66		1ST ST	04	(02)		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	21	M	OR-Y OR<25	045	000			13
																	02	NONE	STRGHT											
																		PRVTE	NW SE									000		00
																		PSNGR CAR		01	DRVR	NONE	83	M	OR-Y OR<25	000	000			00
02880	N	N	N			12/06/2006	JACKSON	2	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 1	TURN-L											08
NO RPT						Wed	PHOENIX	1	0	BEAR CREEK DR	CN		ONE-WAY	N	DRY	TURN		PRVTE	SW NW									015		00
						12P	MEDFORD UA	11.67		1ST ST	01	0		N	DAY	PDO		SEMI TOW		01	DRVR	NONE	42	M	OTH-Y N-RES	007	000			08
																	02	NONE 9	STRGHT											
																		PRVTE	SE NW									000		00
																		PSNGR CAR		01	DRVR	NONE	62	F	OR-Y OR<25	000	000			00
01018	N	N	N			05/12/2005	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-1TURN	01	NONE	STRGHT											08
NO RPT						Thu	PHOENIX	1	0	MAIN ST	CN		ONE-WAY	N	DRY	TURN		PRVTE	NW SE									000		00
						9A	MEDFORD UA	11.67		1ST ST	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	84	F	OR-Y OR<25	000	000			00
																	02	NONE	TURN-L											
																		PRVTE	NW NE									000		00
																		PSNGR CAR		01	DRVR	NONE	62	M	OTH-Y N-RES	006	000			08
01924	N	N	N			09/28/2005	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-1TURN	01	NONE	TURN-L											08
CITY						Wed	PHOENIX	1	0	MAIN ST	CN		ONE-WAY	N	DRY	TURN		PRVTE	NW NE									000		00
						12P	MEDFORD UA	11.67		1ST ST	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	52	F	OR-Y OR<25	006	000			08
																	02	NONE	STRGHT											
																		PRVTE	NW SE									000		00
																		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y OR<25	000	000			00
02575	N	N	N			11/25/2005	JACKSON	1	14		INTER	CROSS	N	N	RAIN	S-1TURN	01	NONE	STRGHT											08
CITY						Fri	PHOENIX	1	0	MAIN ST	CN		ONE-WAY	N	WET	TURN		PRVTE	NW SE									000		00
						4P	MEDFORD UA	11.67		1ST ST	02	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	40	F	OR-Y OR<25	000	000			00
																	02	NONE	TURN-L											
																		PRVTE	NW NE									000		00
																		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y OR<25	006	000			08

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SER# INVEST	SPE D	DAEC	RSLS	WOHK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00419	N	N	N		02/21/2007	JACKSON	1	14		INTER	CROSS	N	N	RAIN	S-1TURN	01	NONE	TURN-L											08
CITY					Wed	PHOENIX	1	0	MAIN ST	CN		ONE-WAY	N	WET	TURN		PRVTE	NW NE								000		00
					8P	MEDFORD UA	11.67		1ST ST	02	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	65	F	OR-Y OR<25	006	000		08
																02	NONE	STRGHT											
																	PRVTE	NW SE								000		00
																	PSNGR CAR		01	DRVR	NONE	55	F	OR-Y OR<25	000	000		00
																			02	PSNG	INJC	18	F		000	000		00
00860	N	N	N	N	05/13/2009	JACKSON	1	14		INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE	STRGHT									010,001	02
CITY					Wed	PHOENIX	1	0	MAIN ST	CN		STOP SIGN	N	WET	ANGL		PRVTE	SW NE								015		00
					4P	MEDFORD UA	11.67		1ST ST	02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	73	M	OR-Y OR<25	028	000		02
																02	NONE	STRGHT											
																	PRVTE	SE NW								000	010	00
																	MTRCYCLE		01	DRVR	INJB	54	M	OR-Y OR<25	000	000	001	00
01596	N	N	N		08/03/2005	JACKSON	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02
CITY					Wed	PHOENIX	1	0	MAIN ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	NW SE								000		00
					5P	MEDFORD UA	11.67		1ST ST	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	41	F	OR-Y OR<25	000	000		00
																02	NONE	STRGHT											
																	PRVTE	SW NE								015		00
																	PSNGR CAR		01	DRVR	INJC	16	M	OR-Y OR<25	028	000		02
01572	N	N	N	N	08/28/2009	JACKSON	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT									040,058	03
CITY					Fri	PHOENIX	1	0	MAIN ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	SW NE								000		00
					2P	MEDFORD UA	11.67		1ST ST	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y OR<25	021	000		03
																02	NONE	STRGHT											
																	PRVTE	NW SE								000	040,058	00
																	PSNGR CAR		01	DRVR	INJC	26	F	OR-Y OR<25	000	000		00
01910	N	N	N		10/04/2009	JACKSON	1	14		INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE	STRGHT											02
NO RPT					Sun	PHOENIX	1	0	MAIN ST	CN		STOP SIGN	N	WET	ANGL		PRVTE	SW NE								000		00
					10A	MEDFORD UA	11.67		1ST ST	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	79	M	OTH-Y N-RES	028	000		02
																02	NONE	STRGHT											
																	PRVTE	NW SE								000		00
																	PSNGR CAR		01	DRVR	NONE	30	F	OR-Y OR<25	000	000		00

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SER# INVEST	SPE D	DAEC	RSLS	WOHK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02129	N	N	N		10/06/2006	JACKSON	2	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	TURN-L											02
NO RPT					Fri	PHOENIX	1	0	BEAR CREEK DR	CN		UNKNOWN	N	DRY	TURN		PRVTE	SW NW									000		00
					12P	MEDFORD UA	11.68		1ST ST	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	42	M	OTH-Y	028		000		02
																								N-RES					
																02	NONE	STRGHT											
																	PRVTE	SE NW									000		00
																	PSNGR CAR		01	DRVR	NONE	61	F	OR-Y	000		000		00
																								OR<25					
01905	N	N	N		10/01/2009	JACKSON	2	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	TURN-L											02
NONE					Thu	PHOENIX	1	0	BEAR CREEK DR	CN		STOP SIGN	N	DRY	TURN		PRVTE	SW NW									015		00
					6P	MEDFORD UA	11.68		1ST ST	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	OR-Y	028		000		02
																								OR<25					
																02	NONE	TURN-L											
																	PRVTE	SE SW									000		00
																	PSNGR CAR		01	DRVR	NONE	61	F	OR-Y	000		000		00
																								OR<25					
01911	N	N	N		09/14/2006	JACKSON	2	14		INTER	3-LEG	N	N	CLR	S-1TURN	01	NONE	STRGHT											08
NO RPT					Thu	PHOENIX	1	0	BEAR CREEK DR	CN		ONE-WAY	N	DRY	TURN		PRVTE	SE NW									000		00
					3P	MEDFORD UA	11.68		1ST ST	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	45	F	OR-Y	000		000		00
																								OR<25					
																02	NONE	TURN-L											
																	PRVTE	SE SW									000		00
																	PSNGR CAR		01	DRVR	NONE	00	U	UNK	006		000		08
																								UNK					
02453	N	N	N		11/25/2006	JACKSON	1	14		ALLEY		N	N	CLR	S-1TURN	01	NONE	STRGHT											08
CITY					Sat	PHOENIX	1	0	MAIN ST	SE	(NONE)	ONE-WAY	N	DRY	TURN		PRVTE	NW SE									000		00
					6P	MEDFORD UA	11.71		1ST ST	04			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	28	M	OR-Y	000		000		00
											(02)													OR<25					
																			02	PSNG	NO<5	02	M		000		000		00
																02	NONE	TURN-L											
																	PRVTE	NW NE									019		00
																	PSNGR CAR		01	DRVR	NONE	23	M	OR-Y	006		000		08
																								OR<25					
00207	N	N	N		01/27/2006	JACKSON	1	14		STRGHT		N	N	CLD	S-STRGHT	01	NONE	STRGHT											07,27
CITY					Fri	PHOENIX	1	0	MAIN ST	SE	(NONE)	ONE-WAY	N	DRY	REAR		PRVTE	NW SE									000		00
					11A	MEDFORD UA	11.75		1ST ST	04			Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	19	F	OR-Y	043,042		038		07
											(02)													OR<25					
																02	NONE	STRGHT											
																	PRVTE	NW SE									006		00
																	PSNGR CAR		01	DRVR	NONE	77	M	OR-Y	000		000		00
																								OR<25					

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	ALC R	DUS R	CGL S	SHO W	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01982	N	N	N	N	N	10/10/2009	JACKSON	1 14		STRGHT		N	Y	CLR	PRKD MV	01	NONE	STRGHT											10
CITY						Sat	PHOENIX	1 0	MAIN ST	SE	(NONE)	NONE	N	DRY	REAR		PRVTE	NW SE									088		00
						9P	MEDFORD UA	11.75	1ST ST	05			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	70	F	OR-Y		080	038		10
											(02)													OR<25					
																02	NONE	PRKD-P											
																	PRVTE	NW SE									008		00
																	PSNGR CAR												
01074	N	N	N			06/03/2005	JACKSON	1 14		STRGHT		N	N	CLR	S-OTHER	01	NONE	PARKNG											10
CITY						Fri	PHOENIX	1 0	MAIN ST	NW	(NONE)	ONE-WAY	N	DRY	PARK		PRVTE	NW SE									008		00
						4P	MEDFORD UA	11.79	OAK ST	04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	27	M	OR-Y		018	000		10
											(02)													OR<25					
																02	NONE	STRGHT											
																	PRVTE	NW SE									000		00
																	PSNGR CAR		01	DRVR	NONE	26	M	OR-Y		000	000		00
																								OR<25					
																			02	PSNG	INJC	28	F			000	000		00
																			03	PSNG	NO<5	01	F			000	000		00
																			04	PSNG	NO<5	03	M			000	000		00
00410	N	N	N			02/13/2005	JACKSON	1 14		STRGHT		N	N	CLR	S-STRGHT	01	NONE 1	STRGHT											13
CITY						Sun	PHOENIX	1 0	MAIN ST	NW	(NONE)	ONE-WAY	N	DRY	SS-O		PRVTE	NW SE									000		00
						10A	MEDFORD UA	11.84	OAK ST	04			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	58	M	OTH-Y		045	000		13
											(02)													N-RES					
																02	NONE	STRGHT											
																	PRVTE	NW SE									000		00
																	PSNGR CAR		01	DRVR	NONE	42	M	OR-Y		000	000		00
																								OR<25					
																			02	PSNG	NO<5	03	M			000	000		00
01402	N	Y	N	N	N	07/19/2009	JACKSON	2 14		INTER	3-LEG	N	N	CLR	PED	01	NONE	TURN-L											18,19
CITY						Sun	PHOENIX	1 0	BEAR CREEK DR	SW		NONE	N	DRY	PED		PRVTE	SE SW									000		00
						10P	MEDFORD UA	11.85	OAK ST	05	0		N	DARK	INJ		PSNGR CAR		01	DRVR	NONE	23	F	OR-Y		000	000		00
																								OR<25					
																		STRGHT	01	PED	INJB	55	M		02	028	037		18,19
																		SE NW											
00667	N	N	N	N	N	04/04/2008	JACKSON	2 14		INTER	3-LEG	N	N	CLR	S-STRGHT	01	NONE	STRGHT											13
CITY						Fri	PHOENIX	1 0	BEAR CREEK DR	NW		NONE	N	DRY	SS-O		PRVTE	SE NW									000		00
						6P	MEDFORD UA	11.85	OAK ST	05	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	54	M	OR-Y		045	000		13
																								OR<25					
																02	NONE	STRGHT											
																	PRVTE	SE NW									000		00
																	PSNGR CAR		01	DRVR	INJB	35	M	OR-Y		000	000		00
																								OR<25					
																			02	PSNG	INJB	03	F			000	000		00

063 ROGUE VALLEY

OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A L G C	R S U C S L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01658	N	N	N		08/15/2006	JACKSON	2 14		INTER	3-LEG	N	N	CLR	S-1TURN	01	NONE	TURN-L											08
CITY					Tue	PHOENIX	1 0	BEAR CREEK DR	CN		ONE-WAY	N	DRY	TURN		PRVTE	SE SW									000		00
					7P	MEDFORD UA	11.85	OAK ST	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	76	M	OTH-Y	006	000		08
																							N-RES				
															02	NONE	STRGHT										
																PRVTE	SE NW								000		00
																PSNGR CAR		01	DRVR	INJB	63	F	OR-Y	000	000		00
																							OR<25				
00169	N	N	N		01/30/2007	JACKSON	2 14		ALLEY		N	N	CLR	O-1TURN	01	NONE	TURN-L											02,27
STATE					Tue	PHOENIX	1 0	BEAR CREEK DR	SE	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	NW NE									019		00
					5P	MEDFORD UA	11.91	OAK ST	04			N	DUSK	INJ		PSNGR CAR		01	DRVR	INJB	78	F	OR-Y	024,004,028	038		02,27
										(02)													OR<25				
																		02	PSNG	INJB	28	F		000	000		00
																		03	PSNG	INJB	24	M		000	000		00
															02	POLCE	STRGHT										
																PUBLC	SE NW								000		00
																PSNGR CAR		01	DRVR	INJC	27	M	OR-Y	000	000		00
																							OR<25				

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF PHOENIX, JACKSON COUNTY

OR 99 (Hwy 063) MP 9.75 to MP 17.86

January 1, 2005 through December 31, 2009

SER# INVEST	SPEED	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01622	N	N	N			08/25/2009	16	1ST ST	STRGHT		Y	N	CLR	S-OTHER	01	NONE	PARKNG											02
NONE						Tue	25	MAIN ST	SW	(NONE)	UNKNOWN	N	DRY	PARK		PRVTE	NE SW									008		00
						6P			05			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	36	F	OR-Y		018,028	000		02
										(02)													OR<25					
																		02	PSNG	INJC	16	F			000	000		00
															02	NONE	TURN-R											
																PRVTE	NW SW									000		00
																PSNGR CAR		01	DRVR	NONE	41	F	OR-Y		000	000		00
																							OR<25					
01700	N	N	N			08/31/2005	17	4TH ST	ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
CITY						Wed	100	MAIN ST	W	(NONE)	NONE	N	DRY	TURN		PRVTE	W N									019		00
						3P			07			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	41	M	OR-Y		028	000		02
										(02)													OR<25					
															02	NONE 0	STRGHT											
																PRVTE	E W									022		00
																PSNGR CAR		01	DRVR	INJC	57	F	OR-Y		000	000		00
																							OR<25					
01565	N	N	N	N	N	09/09/2008	16	MAIN ST	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 1	STRGHT										093	07
CITY						Tue	0	1ST ST	SW		STOP SIGN	N	DRY	REAR		PRVTE	SW NE									000		00
						5P			06	0		N	DAY	INJ		SEMI TOW		01	DRVR	NONE	54	M	NONE		016,014	038	093	07
																							OR<25					
															02	NONE	STOP											
																PRVTE	SW NE									011		00
																PSNGR CAR		01	DRVR	INJC	50	F	OR-Y		000	000		00
																							OR<25					

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

CITY OF TALENT, JACKSON COUNTY

OR 99 (Hwy 063) MP 9.75 to MP 17.86

January 1, 2005 through December 31, 2009

SER# INVEST	SPEEC	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01031	N	Y	N			05/15/2005	19	COLVER RD	INTER	5-LEG	N	Y	CLR	FIX OBJ	01	NONE	TURN-R										040	08
CITY						Sun	0	ROGUE VALLEY HY	W		UNKNOWN	N	DRY	FIX		PRVTE	NW W									088	040	00
						5P			05	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	27	M	OR-Y OR<25		001	017		08
01968	N	N	N		Y	09/22/2005	14	ROGUE VALLEY HY	STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07,27
NONE						Thu		RAPP RD	SE	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	NW SE									000		00
						7A			03	(04)		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y OR<25		026	038		07
															02	NONE	STOP											
																PRVTE	NW SE									011		00
																PSNGR CAR		01	DRVR	NONE	54	F	OR-Y OR<25		000	000		00
00270	N	N	N			02/02/2005	17	ROGUE VALLEY HY	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	TURN-R											08
NO RPT						Wed	0	RAPP RD	SW		STOP SIGN	N	DRY	TURN		PRVTE	NW SW									000		00
						12P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	53	F	OR-Y OR<25		001	000		08
															02	NONE	STRGHT											
																PRVTE	SW NE									006		00
																PSNGR CAR		01	DRVR	INJC	31	M	OR-Y OR<25		000	000		00
00530	N	N	N			03/22/2006	16	ROGUE VALLEY HY	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											07,32
CITY						Wed	0	W VALLEY VIEW RD	E		TRF SIGNAL	N	DRY	REAR		PRVTE	E W									000		00
						5P			06	1		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	21	F	OR-Y OR<25		043,052	000		07,32
															02	NONE	STOP											
																PRVTE	E W									011		00
																PSNGR CAR		01	DRVR	NONE	38	M	OR-Y OR<25		000	000		00
00071	N	N	N			01/09/2005	17	ROGUE VALLEY HY	INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE	STRGHT											07,27
NO RPT						Sun	0	W VALLEY VIEW RD	SW		TRF SIGNAL	N	WET	REAR		PRVTE	SW NE									000		00
						2P			06	1		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	19	F	OR-Y OR<25		026	038		07
															02	NONE	STOP											
																PRVTE	SW NE									011		00
																PSNGR CAR		01	DRVR	NONE	48	F	OR-Y OR<25		000	000		00
01078	N	N	N		Y	05/16/2006	16	W VALLEY VIEW RD	ALLEY		N	N	CLR	ANGL-OTH	01	NONE	TURN-L										082	02
CITY						Tue	50	ROGUE VALLEY HY	NE	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	NW NE									018		00
						3P			06	(04)		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	31	M	OR-Y OR<25		028	000	082	02
															02	NONE	STRGHT											
																PRVTE	NE SW									000		00
																PSNGR CAR		01	DRVR	NONE	54	F	OR-Y OR<25		000	000		00

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

CITY OF TALENT, JACKSON COUNTY

OR 99 (Hwy 063) MP 9.75 to MP 17.86

January 1, 2005 through December 31, 2009

SER# INVEST	SPEE	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02632	N	N	N			11/05/2006	16	W VALLEY VIEW RD	STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT											07,13
CITY						Sun	200	ROGUE VALLEY HY	NE	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E W									000		00
						2P			08			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	21	F	OR-Y		043,045	000		07,13
										(04)													OR<25					
															02	NONE	STRGHT											
																PRVTE	E W									000		00
																MOPED		01	DRVR	INJC	51	M	OR-Y		000	000		00
																							OR<25					
00706	N	N	N			04/11/2005	14	W VALLEY VIEW RD	STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
CITY						Mon	20	ROGUE VALLEY HY	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E W									000		00
						4P			06			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	44	F	OR-Y		026	000		07
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	E W									011		00
																OTHER		01	DRVR	INJC	56	F	OR-Y		000	000		00
																							OR<25					
01484	N	N	N			07/12/2007	16	W VALLEY VIEW RD	STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											10
NONE						Thu	100	ROGUE VALLEY HY	E	(NONE)	TRF SIGNAL	N	DRY	REAR		RENTL	E W									000		00
						5P			08			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	62	M	OR-Y		026	000		10
										(04)													OR<25					
															02	NONE	STOP											
																PRVTE	E W									011		00
																PSNGR CAR		01	DRVR	NONE	44	F	OTH-Y		000	000		00
																							N-RES					

OR 99 Rogue Valley Corridor Plan

Garfield Road to South Valley View Road

Technical Memorandum #4

Future Baseline Conditions Analysis

Prepared for

Oregon Department of Transportation, Region 3
3500 NW Stewart Parkway
Roseburg, Oregon 97470

Prepared by

David Evans and Associates, Inc.
2100 SW River Parkway
Portland, Oregon

September 2014

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Figure 4-1.Future (2034) Traffic Volumes

Figure 4-2.Future (2034) Baseline Scenario – PM Peak Hour Traffic Operations

Figure 4-3.Future (2034) Baseline Sensitivity Scenario – PM Peak Hour Traffic Operations

4. FUTURE BASELINE CONDITIONS ANALYSIS

This technical memorandum provides a summary of the 2034 Future Baseline (no-build) transportation conditions through the OR 99 corridor. The analysis examines conditions where the transportation system has been improved by projects with likely funding sources and population and employment in the region surrounding the corridor and traffic volumes continue to grow. The long-range regional growth forecasts are consistent with current land use zoning. The analysis identifies anticipated operational deficiencies and serves as the basis for later evaluation to compare concepts that address deficiencies.

4.1. Future Traffic Volume Development

Future Baseline traffic volume forecasts were developed using the regional travel demand forecasting model, which is based on long-range land use assumptions. These forecasts are consistent with the Rogue Valley Metropolitan Planning Organization (RVMPO) Regional Transportation Plan (RTP) through the year 2034. The travel demand forecasting process is briefly described below.

4.1.1. Travel Demand Forecasting Models

The future traffic volumes are developed from travel demand forecasting models. Travel demand models have been in use since the 1950s and employ a market-based approach by considering both transportation supply and travel demand for producing traffic forecasts. The model relies on socioeconomic data (e.g., households and employment) to determine travel demand and system attributes (e.g., roadway capacity, speeds, and distances) to represent the transportation supply. The RVMPO currently uses the EMME computer program for estimating travel demand.

Regional Transportation Plan Model

The travel demand model (named RVMPO v1) for the RTP was developed for a base year of 2002 and a forecast year of 2030. While there was a newer version of the travel demand model (RVMPO v2) when the traffic forecasts for the Corridor Plan were developed, the v1 model provided the most consistent results for the OR 99 study area[1].

Traffic forecasts for the study area intersections were developed from the 2002 and 2030 RVMPO v1 forecasting models and the 2010 existing traffic data for the future baseline scenario. The process followed the procedures from ODOT's Analysis Procedures Manual

[1] A year 2038 (RVMPO v3) model was created after the traffic forecasts for the OR 99 Corridor Plan were finalized. In general, the new forecasting model does not appear to result in significant shifts in traffic demand along the OR 99 corridor. Technical Memorandum #9: South Stage Road Overcrossing Analysis evaluates how the most significant network addition, extension of South Stage Road from OR 99 across I-5 to North Phoenix Road, would affect the future conditional analysis results.

(APM)[2]. The forecast year for this corridor study is 2034, which coincides with the RVMPO's 2009-2034 Regional Transportation Plan (RTP); thus, model volumes were extrapolated to 2034.

Future Baseline -15% Sensitivity Scenario

As a result of recent fluctuations in the economy, traffic volumes have seen a decline over the past several years, with only a small recovery. Because of this trend, developing traffic volume forecasts based on the existing year counts and the travel demand model forecasts may result in lower volumes than would have been estimated just a few years ago. As such, a second future baseline scenario was evaluated that applies a fifteen percent upward adjustment to the baseline scenario volumes to allow for a sensitivity analysis. This allows for an analysis of operations under the assumption that we experience an economic rebound that results in an increase in traffic volumes, to examine the possibility of other system deficiencies.

4.2. Future Transportation Network

The network used in the forecasts for the OR 99 corridor is a future network that includes projects from the financially-constrained Tier 1 project lists in the RTP, which was approved in March 2009 (amended April 2009)[3]. These projects have known funding sources or are likely to be funded in the next 20 years. Some of these improvements may not be reflected in the travel demand model because travel mode choices are assumed outside of the traffic volume assignment process. However, this corridor plan examines all modes of travel; thus they are appropriate assumptions that should be included for analysis purposes.

Several of the RTP Tier 1 projects involve construction within the OR 99 corridor. These include:

- I-5: Fern Valley Interchange (#902)
- OR 99 at Creel Road (#945)
- Talent/OR 99 Creel (#949)

In addition to the Tier 1 RTP project list, one additional planned project was included in the analysis. This project in north Ashland is titled Lithia Springs, and includes development to the southwest of South Valley View Road at OR 99, which would incorporate a south leg to the study intersection.

[2] Analysis Procedures Manual, Oregon Department of Transportation, Transportation Development Division Planning Section, Transportation Planning and Analysis Unit, Salem, Oregon, April, 2006, Section 4.3.

[3] The 2009-2034 Regional Transportation Plan (RTP) was the current version available when the traffic forecasts were prepared for the OR 99 Corridor Plan. The RTP was subsequently updated for the 2013-2038 planning period and adopted in March 2013 but the traffic forecasts have not been revised to reflect the new project list. Technical Memorandum #9: South Stage Road Overcrossing Analysis evaluates how the most significant network addition, extension of South Stage Road from OR 99 across I-5 to North Phoenix Road, would affect the future conditions analysis results.

4.2.1. Turning Movement Volumes

Traffic volumes for the future baseline scenario and the future baseline sensitivity scenario are presented in Figure 4-1. The detailed volume development worksheets are presented in Appendix A.

4.3. Intersection Operational Results

Traffic operations were evaluated at the 19 corridor intersections. The future operations reflect the improvements associated with the I-5: Fern Valley Interchange as well as the improvement on OR 99 from Rapp Road southward through the intersection with Creel Road. The Fern Valley Interchange modifies the number of lanes and traffic flow on OR 99, Fern Valley Road (eventually to be renamed North Phoenix Road), and Bolz Road and also include the installation of a new traffic signal at Bolz Road. The other project, as currently planned, includes a three-lane cross-section on OR 99 from south of Creel Road to south of Rapp Road[4]. Additionally, southbound right-turn lanes on OR 99 at both Arnos Road and Creel Road and a possible traffic signal at Creel Road may be included with the improvements as the design for the project is refined; however, these elements not been included in the baseline analysis.

Operations are described in the following sections for the two future baseline scenarios and the detailed analysis worksheets are presented in Appendix B. These findings reflect optimized signal timing plans at all signalized corridor intersections.

4.3.1. Future Baseline

The future baseline analysis intersection results are summarized below in tabular form and compared to the Oregon Highway Plan (OHP) mobility standards. Table 4-1 presents the results of the future baseline traffic operations and Figure 4-2 illustrates the results for all study area movements.

Traffic operations would be acceptable under future baseline conditions throughout the corridor. The worst LOS in the corridor would be E for the stopped side-street movement at two unsignalized intersections.

Table 4-2 presents the 95th percentile queuing estimates for movements that exceed available storage distances. Two signalized intersections are expected to have 95th percentile queues that would exceed the storage bay length or reach/surpass a public access point. On OR 99 at Colver/Suncrest Road, the eastbound left-turn movement is expected to extend beyond the next upstream intersection. OR 99 at S Valley View Road is expected to have significant queuing on the northbound and westbound approaches that will block upstream intersections.

[4] Technical Memorandum #6: Talent Area Road Diet Analysis compared a 3-lane cross section with a 5-lane cross section and concluded that the 3-lane cross section could accommodate vehicular traffic growth, better serves bicyclists and pedestrians, and improve safety all with a smaller footprint and fewer impacts to adjacent properties.

Table 4-1. Future (2034) Baseline Scenario - Design Hour Intersection Operations

Intersection	Critical[1] Movement	2034 PM Peak Hour			Operational Standards[3]	
		V/C Ratio[2]	LOS[2]	Delay[2] (sec.)	OHP	City
Medford Segment						
1. OR 99 @ Garfield Street (Signalized)	Overall	0.63	C	25	0.95	D
2. OR 99 @ Lowry Lane (Signalized)	Overall	0.56	B	15	0.95	D
3. OR 99 @ Bear Creek Corp Drive (Signalized)	Overall	0.43	A	10	0.95	D
4. OR 99 @ South Stage Road (Signalized)	Overall	0.67	C	25	0.95	D
Phoenix Segment						
5. OR 99 @ Fern Valley Road (Signalized)	Overall	0.61	C	20	0.95	0.90
6. OR 99 @ Bolz Road (Signalized)	Overall	0.44	B	20	0.95	0.90
7. SB OR 99 (Main Street) @ 4th Street	EB T/R	0.48	E	15	1.0	0.95
8. NB OR 99 (Bear Creek Drive) @ 4th Street	NB L/T	0.37	A	2	1.0	0.95
9. SB OR 99 (Main Street) @ 1st Street	EB T/R	0.59	E	10	1.0	0.95
10. NB OR 99 (Bear Creek Drive) @ 1st Street	EB L	0.33	A	10	1.0	0.95
11. SB OR 99 (Main Street) @ Oak Street	SB T/R	0.26	A	10	1.0	0.95
12. NB OR 99 (Bear Creek Drive) @ Oak Street	NB L/T	0.33	A	2	1.0	0.95
Talent Segment						
13. OR 99 @ Colver/Suncrest Road (Signalized)	Overall	0.57	B	15	0.95	-
14. OR 99 @ W Valley View Road (Signalized)	Overall	0.78	C	35	0.95	-
15. OR 99 @ Rapp Road (Signalized)	Overall	0.67	B	15	0.95	-
16. OR 99 @ Arnos Road	NB T	0.45	A	5	0.95	-
17. OR 99 @ Creel Road	NB T	0.47	A	10	0.95	-
Talent to Ashland Transition						
18. OR 99 @ Talent Avenue/Old Pacific Hwy	NB T	0.33	A	10	0.95	-
19. OR 99 @ S Valley View Road (Signalized)	Overall	0.87	D	55	0.95	-

Acronyms: For intersection approaches NB = northbound, SB = southbound, EB = eastbound, and WB = westbound. At the intersection approach L = left-turn movement, T = through movement, and R right-turn movement. Some approaches have shared lanes where two or more travel movements may be permitted as indicated with a slash.

Notes:
1. The critical movement at a signalized intersection is the overall operation of the intersection. The critical movement at an unsignalized intersection is the movement with the worst v/c ratio.
2. The v/c ratio and LOS are provided from Synchro HCM Intersection Analysis Reports, while delay and queuing values are from SimTraffic.
3. Mobility standards are drawn from Table 6 of the 1999 OHP and corresponding TSPs. All study area intersections are within the UGB and MPO.

Shaded results indicate where mobility standards are not met

Table 4-2. Future (2034) Baseline Scenario - 95th Percentile Queues Exceeding Available Storage

Intersection	Approach & Movement	95th Percentile Queue (ft.)	Available Storage (ft.)	Percent Time Blocked[1]
13. OR 99 @ Colver/Suncrest Road (Signalized)	EBL	125	100 [2]	
19. OR 99 @ S Valley View Road (Signalized)	WB L/T/R	100	900 [2]	
	NB T	750	200 [2]	28%

Acronyms: For intersection approaches NB = northbound, SB = southbound, EB = eastbound, and WB = westbound. At the intersection approach L = left-turn movement, T = through movement, and R right-turn movement. Some approaches have shared lanes where two or more travel movements may be permitted as indicated with a slash.

Notes:

1. Percent time block reflects the percentage of time when the queue either extends out of a storage bay and interferes with the adjacent through travel lane or extends past the next upstream intersection.
2. Storage distance reflects spacing to the next public access point.
3. Storage distance reflects length of travel lane or turn bay.

4.3.2. Future Baseline – 15% Sensitivity Scenario

The future baseline analysis intersection results are summarized below in tabular form and compared to the Oregon Highway Plan (OHP) mobility standards. Table 4-3 presents the results of the future baseline traffic operations and Figure 4-3 illustrates the results for all study area movements.

Traffic operations would be acceptable under future baseline conditions throughout the corridor, with one exception. The signalized intersection of OR 99 at S Valley View Road would exceed OHP operational standards and capacity with a v/c ratio of 1.00 and an LOS of E. None of the other intersections would fail to meet v/c ratio standards. The worst LOS in the corridor would be F for stopped side-street movements at two unsignalized intersections.

Table 4-4 summarizes the intersection movements with queues exceeding available storage distances. Four signalized intersections are expected to have 95th percentile queues that would exceed the storage bay length or reach/surpass a public access point. In addition to the two locations described for the future baseline scenario, two other intersections would have 95th percentile queues that exceed available storage or block upstream intersections. The signalized intersections of OR 99 at Garfield Street, OR 99 at South Stage Road, OR 99 at Colver/Suncrest Road, and OR 99 at S Valley View Road would all have side streets with excess queuing. OR 99 at S Valley View Road would also experience queuing on the mainline in the northbound direction.

Table 4-3. Future (2034) Baseline Sensitivity Scenario - Design Hour Intersection Operations

Intersection	Critical[1] Movement	2034 PM Peak Hour			Operational Standards[3]	
		V/C Ratio[2]	LOS[2]	Delay[2] (sec.)	OHP	City
Medford Segment						
1. OR 99 @ Garfield Street (Signalized)	Overall	0.73	D	35	0.95	D
2. OR 99 @ Lowry Lane (Signalized)	Overall	0.64	B	15	0.95	D
3. OR 99 @ Bear Creek Corp Drive (Signalized)	Overall	0.48	A	10	0.95	D
4. OR 99 @ South Stage Road (Signalized)	Overall	0.77	C	30	0.95	D
Phoenix Segment						
5. OR 99 @ Fern Valley Road (Signalized)	Overall	0.71	C	20	0.95	0.90
6. OR 99 @ Bolz Road (Signalized)	Overall	0.50	B	20	0.95	0.90
7. SB OR 99 (Main Street) @ 4th Street	EB T/R	0.67	F	15	1.0	0.95
8. NB OR 99 (Bear Creek Drive) @ 4th Street	NB T	0.43	A	2	1.0	0.95
9. SB OR 99 (Main Street) @ 1st Street	EB T/R	0.83	F	15	1.0	0.95
10. NB OR 99 (Bear Creek Drive) @ 1st Street	EB L	0.43	C	10	1.0	0.95
11. SB OR 99 (Main Street) @ Oak Street	SB T/R	0.30	A	10	1.0	0.95
12. NB OR 99 (Bear Creek Drive) @ Oak Street	NB T	0.38	A	2	1.0	0.95
Talent Segment						
13. OR 99 @ Colver/Suncrest Road (Signalized)	Overall	0.63	B	15	0.95	-
14. OR 99 @ W Valley View Road (Signalized)	Overall	0.90	D	95	0.95	-
15. OR 99 @ Rapp Road (Signalized)	Overall	0.76	C	30	0.95	-
16. OR 99 @ Arnos Road	NB T	0.52	A	5	0.95	-
17. OR 99 @ Creel Road	NB T	0.54	A	2	0.95	-
Talent to Ashland Transition						
18. OR 99 @ Talent Avenue/Old Pacific Hwy	NB L/T	0.38	A	15	0.95	-
19. OR 99 @ S Valley View Road (Signalized)	Overall	1.00	E	230	0.95	-

Acronyms: For intersection approaches NB = northbound, SB = southbound, EB = eastbound, and WB = westbound. At the intersection approach L = left-turn movement, T = through movement, and R right-turn movement. Some approaches have shared lanes where two or more travel movements may be permitted as indicated with a slash.

Notes:
1. The critical movement at a signalized intersection is the overall operation of the intersection. The critical movement at an unsignalized intersection is the stopped (or yield) movement with the worst v/c ratio.
2. The v/c ratio and LOS are provided from Synchro HCM Intersection Analysis Reports, while delay and queuing values are from SimTraffic.
3. Mobility standards are drawn from Table 6 of the 1999 OHP and corresponding TSPs. All study area intersections are within the UGB and MPO.

Shaded results indicate where mobility standards are not met

Table 4-4. Future (2034) Baseline Sensitivity Scenario - 95th Percentile Queues Exceeding Available Storage

Intersection	Approach & Movement	95th Percentile Queue (ft.)	Available Storage (ft.)	Percent Time Blocked[1]
1. OR 99 @ Garfield Street (Signalized)	WB L	350	300 [3]	
	WB T	925	800 [2]	19%
4. OR 99 @ South Stage Road (Signalized)	EB L	150	125 [3]	3%
13. OR 99 @ Colver/Suncrest Road (Signalized)	EBL	125	100 [2]	
19. OR 99 @ S Valley View Road (Signalized)	WB L/T/R	950	900 [2]	
	NB T	>1,000	200 [2]	54%
	NB R	225	150 [3]	16%

Acronyms: For intersection approaches NB = northbound, SB = southbound, EB = eastbound, and WB = westbound. At the intersection approach L = left-turn movement, T = through movement, and R right-turn movement. Some approaches have shared lanes where two or more travel movements may be permitted as indicated with a slash.

Notes:

1. Percent time block reflects the percentage of time when the queue either extends out of a storage bay and interferes with the adjacent through travel lane or extends past the next upstream intersection.
2. Storage distance reflects spacing to the next public access point.
3. Storage distance reflects length of travel lane or turn bay.

4.3.3. Future Traffic Safety Considerations

The future baseline analysis reveals several long-term traffic safety issues that need consideration. In general, long delays and extensive queues may cause drivers to engage in riskier actions, such as running lights or traveling longer distances in the TWLTL to go around queues, which could result in more turning, angle, and sideswipe collisions. On unsignalized side streets, longer delays may increase the likelihood that drivers would accept shorter gaps in the mainline traffic putting them at risk for turning or angle collisions. Where congestion is expected to worsen, it is safe to assume that current safety concerns would be exacerbated.

The existing conditions analysis identified frequency, severity, rate, and type of reported crashes along the study corridor and at each study intersection for a five-year analysis period (January 1, 2005, and December 31, 2009). The data is summarized in Table 3-6 of the Existing Conditions Memo. There are no segments along the OR 99 study corridor identified in the top 10% of the most recent (2010) Safety Priority Index System (SPIS) rankings within the study area. However, this analysis revealed several mainline intersections and segments with specific crash trends. The areas of concern are primarily focused at:

- Fern Valley Road
- Between Fern Valley Road and South Stage Road
- Between Garfield Avenue and Lowry Lane
- Between Talent Avenue and South Valley View Road
- Garfield Street
- Creel Road

The corridor had four crashes involving pedestrians and two involving bicycles during the five-year analysis period. Three pedestrian and one bicycle crash occurred within the Phoenix city limits where the posted speed is 30 miles per hour. One bicycle collision occurred at the Creel Road intersection in Talent where the posted speed is 45 mph. One pedestrian collision occurred at S. Valley View Road, where the posted speed is 45 mph.

The improvements assumed in the future conditions would not mitigate the frequency or severity of crashes at these locations, except at Fern Valley Road (although not in the segment to the north). Moreover, the crash rates might increase in the future as drivers are provided smaller gaps due to increased traffic volumes.

4.4. Conclusions

Only one intersection, OR 99 and South Valley View Road, is expected to exceed mobility standards by year 2034 within the study area with a v/c ratio of 0.87 for the Future Baseline scenario. This intersection already has a planned RTP project on the Tier 2 list (currently unfunded). Only three Future Baseline scenario intersections are expected to experience queuing in excess of available storage distances and block adjacent lanes or public access points.

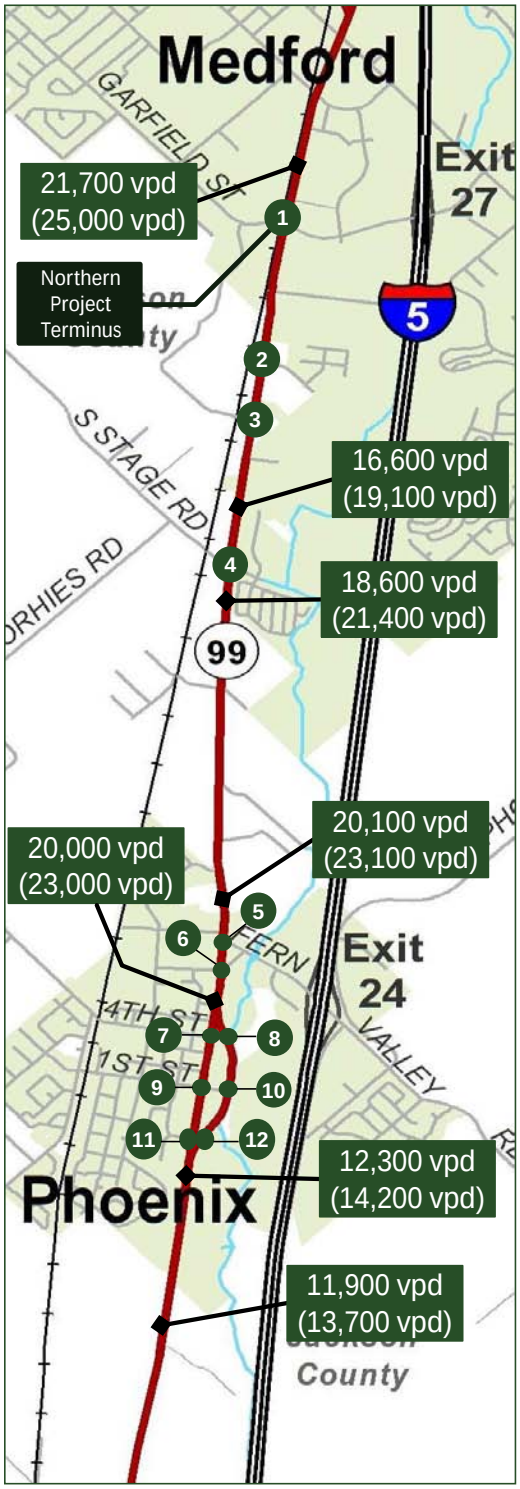
With a 15 percent increase in study area traffic, the Future Baseline Sensitivity scenario is expected to have two intersections which exceed mobility standards by year 2034, OR 99 and South Valley View Road and OR 99 at West Valley View Road. The intersection of OR 99 and South Valley View Road would also exceed capacity with a v/c ratio of 1.01, while the intersection of OR 99 at West Valley View Road would operate at a v/c ratio of 0.93. For the Future Baseline Sensitivity scenario six total intersections would experience queuing in excess of available storage distance and block adjacent lanes or public access points, five signalized intersections and one unsignalized intersection.

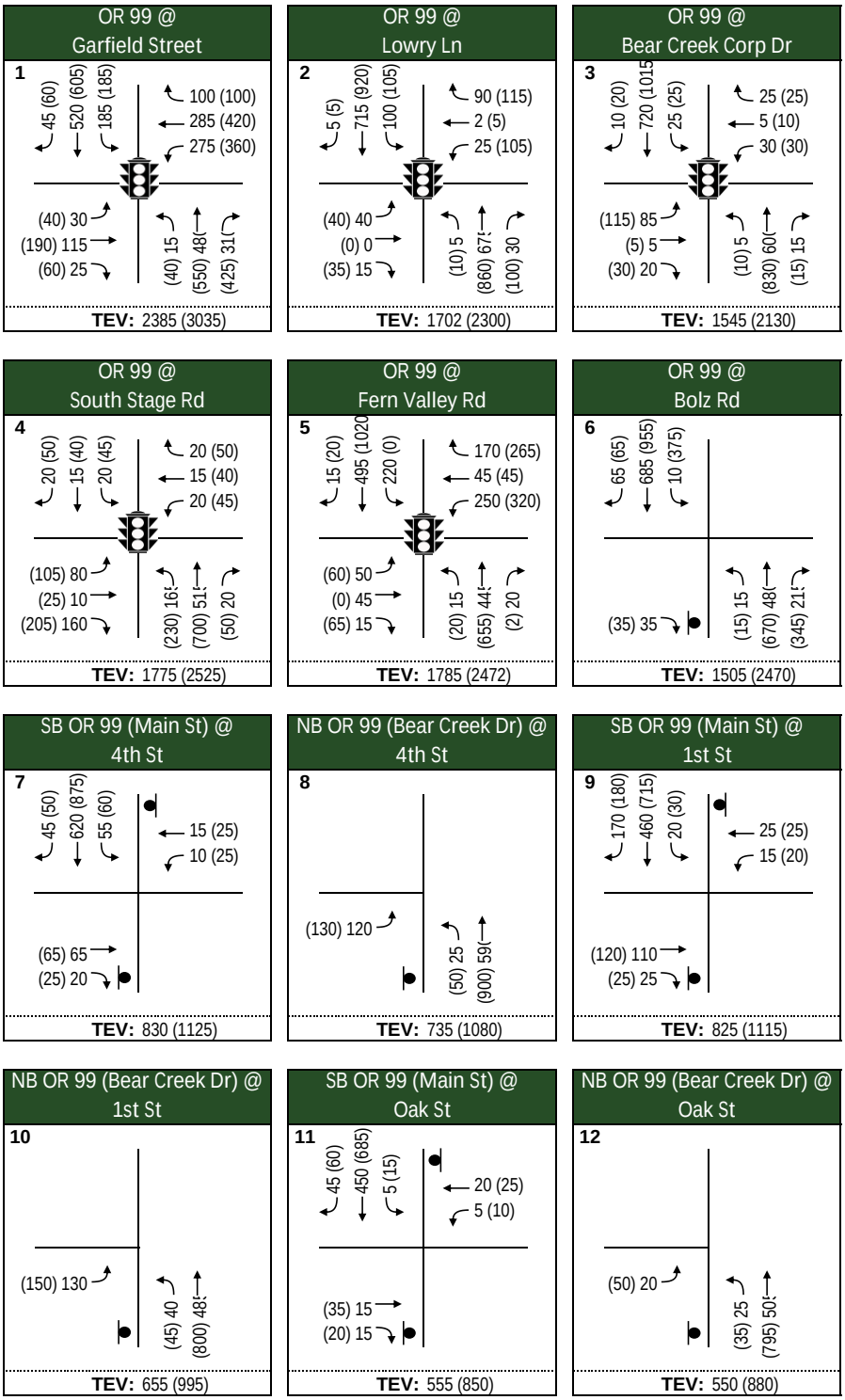
The Future Baseline scenario would not provide improvements to mitigate the frequency or severity of crashes at several problematic locations, and may generally result in an increased crash rate as drivers are provided smaller gaps due to increased traffic volumes.

Attachments:

Figure 4-1.Future (2034) Traffic Volumes
Figure 4-2.Future (2034) Baseline Scenario – PM Peak Hour Traffic Operations
Figure 4-3.Future (2034) Baseline Sensitivity Scenario – PM Peak Hour Traffic Operations

Appendix A. Future Baseline Traffic Volume Development Worksheets
Appendix B. Traffic Analysis Worksheets





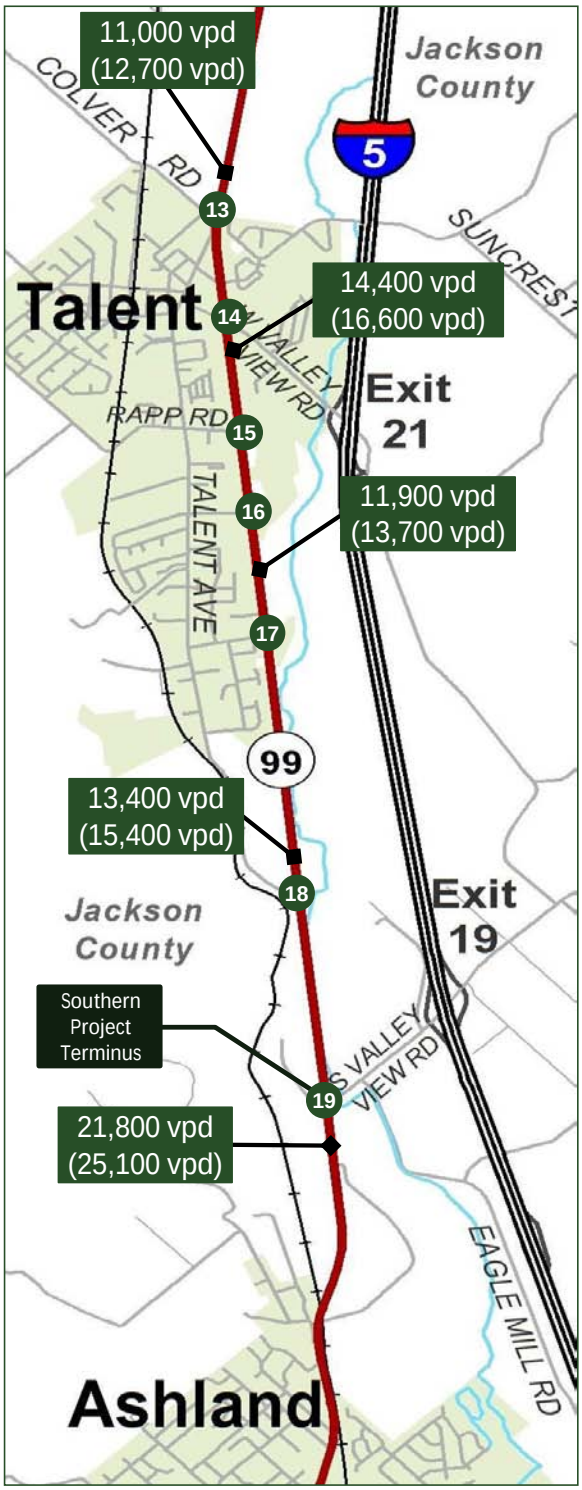
OR 99 Rogue Valley Corridor Plan

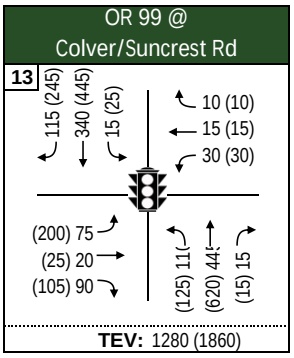
Figure 4-1

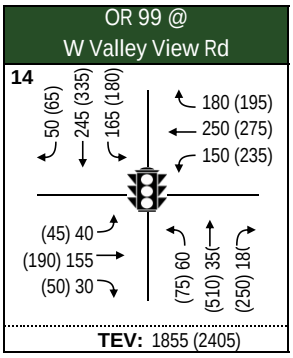
Future (2034) Baseline Traffic Volumes
North Section

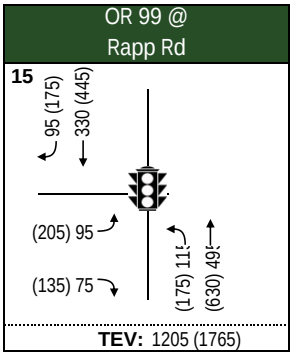
Legend

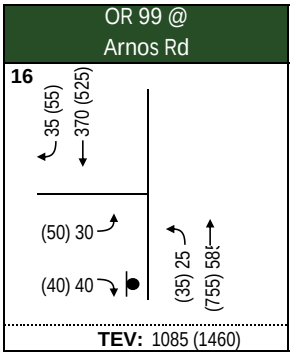
- Turning Movement
- ### PM Peak Hour Volume
- TEV Total Entering Volume
- # Intersection Number
- Signalized Intersection
- STOP Controlled Intersection
- #,### vpd / (#,###) vpd — Average Daily Traffic Volume Future Baseline Scenario (Future Sensitivity Scenario) vpd = vehicles per day

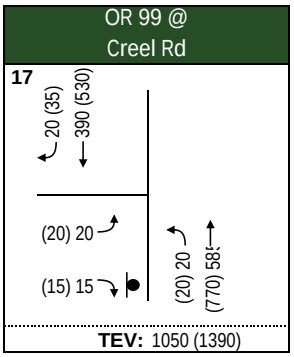


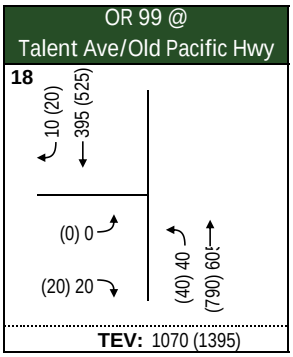


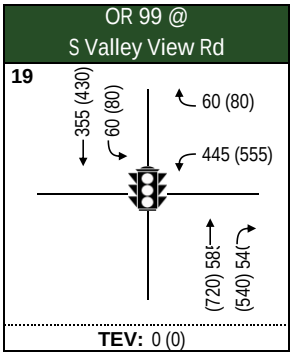












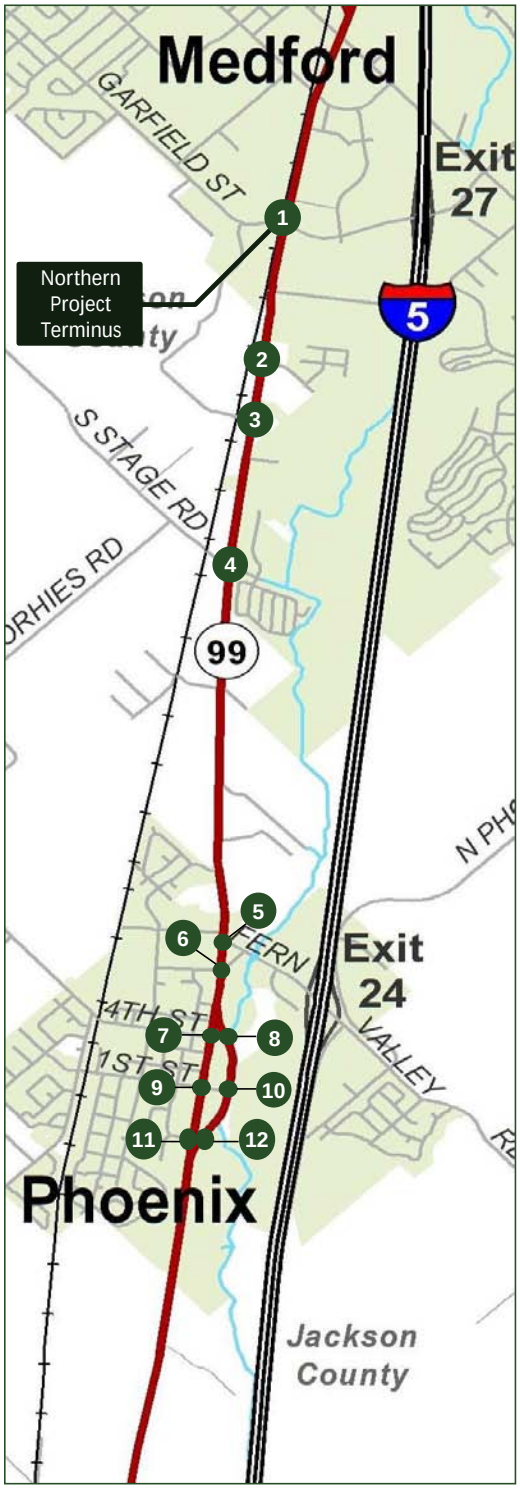
OR 99 Rogue Valley Corridor Plan

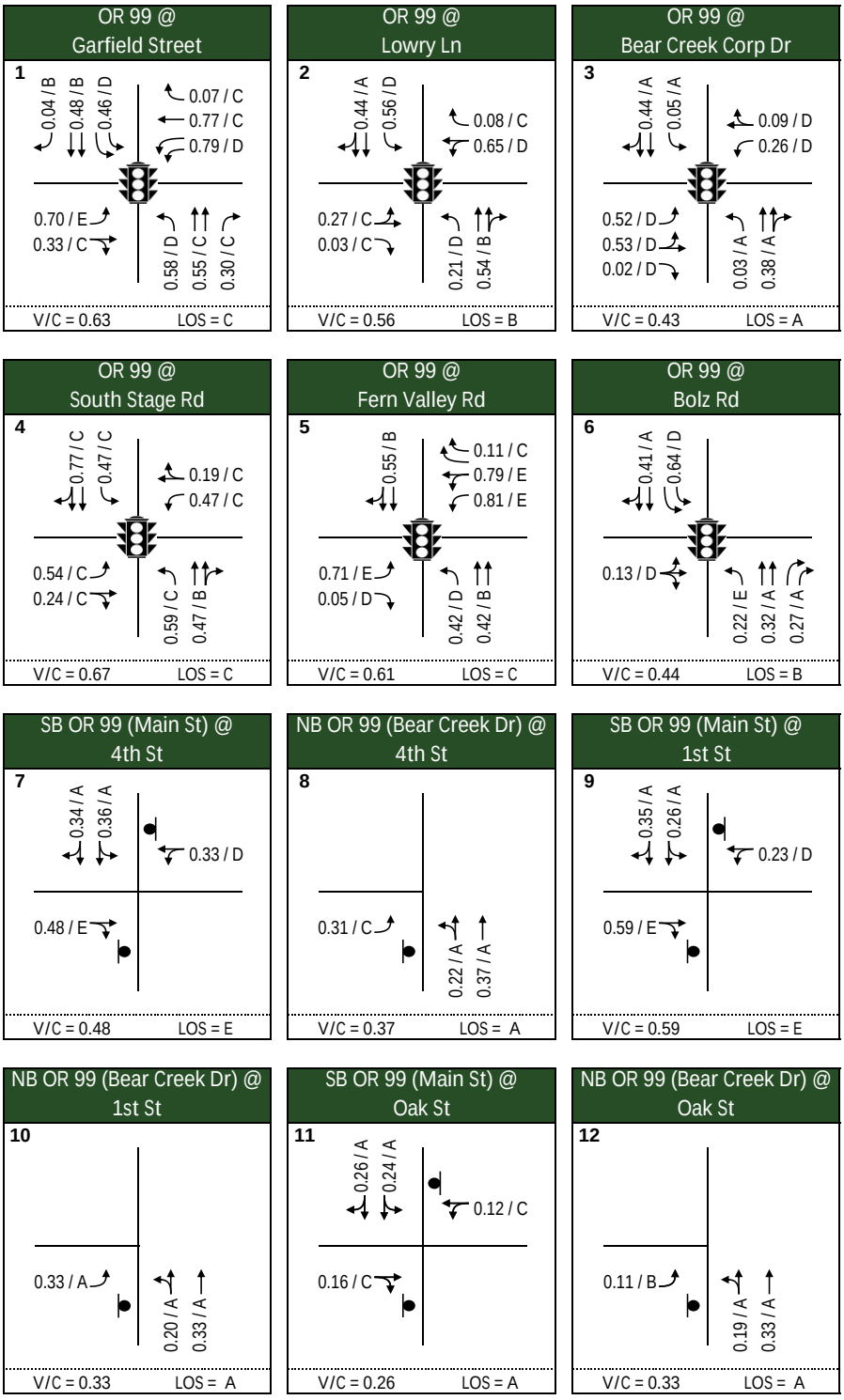
Legend

- Turning Movement
- ### PM Peak Hour Volume
- TEV Total Entering Volume
- # Intersection Number
- Signalized Intersection
- STOP Controlled Intersection
- #,### vpd / (#,###) vpd — Average Daily Traffic Volume, Future Baseline Scenario (Future Sensitivity Scenario), vpd = vehicles per day

Figure 4-1

Future (2034) Baseline Traffic Volumes
South Section





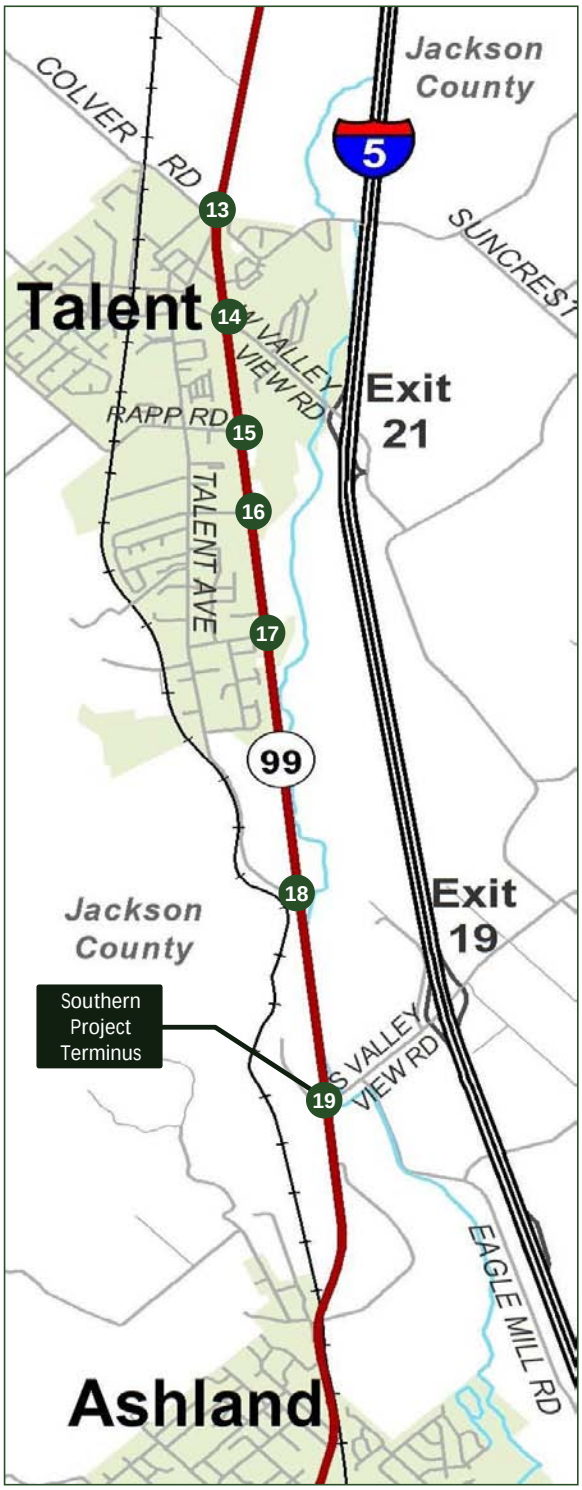
OR 99 Rogue Valley Corridor Plan

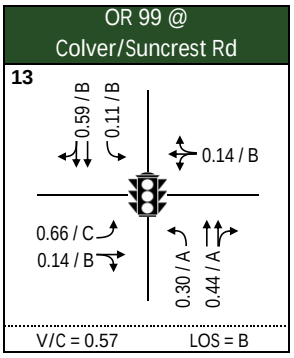
Legend

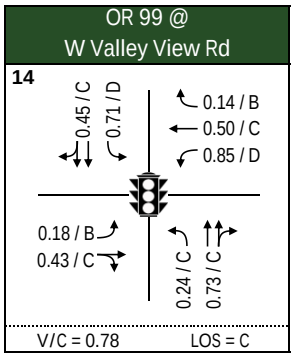
- Turning Movement
- V/C Volume-to-Capacity Ratio
- LOS Level of Service
- # Intersection Number
- Signalized Intersection
- STOP Controlled Intersection

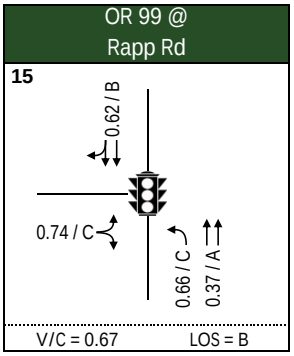
Figure 4-2

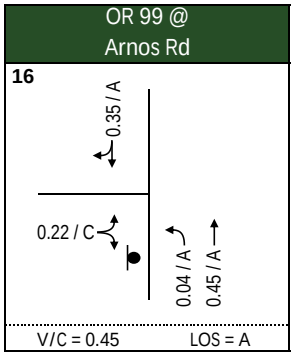
Future (2034)
Baseline Scenario
PM Peak Hour
Traffic Operations
North Section

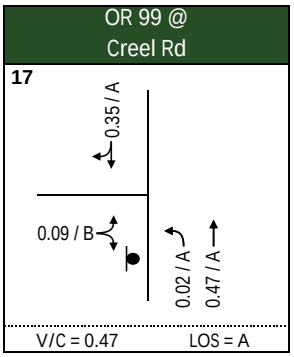


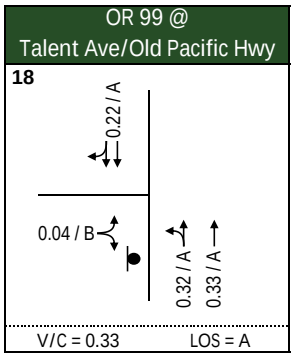


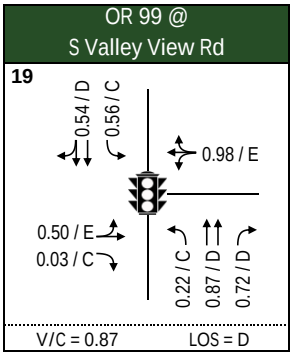












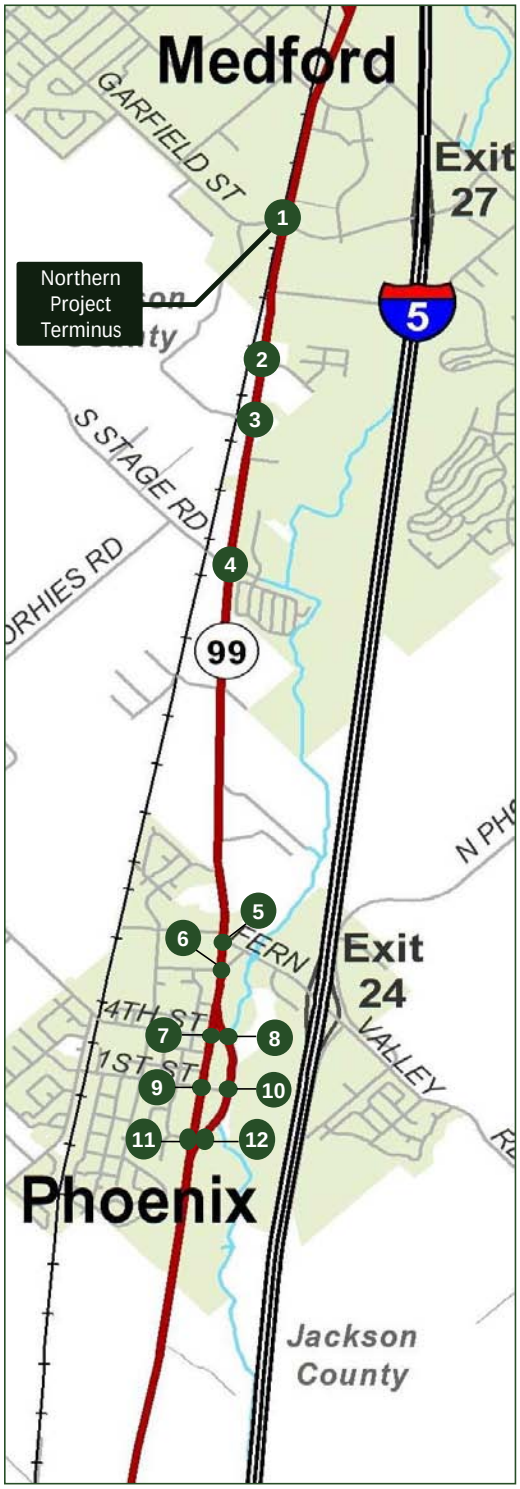
OR 99 Rogue Valley Corridor Plan

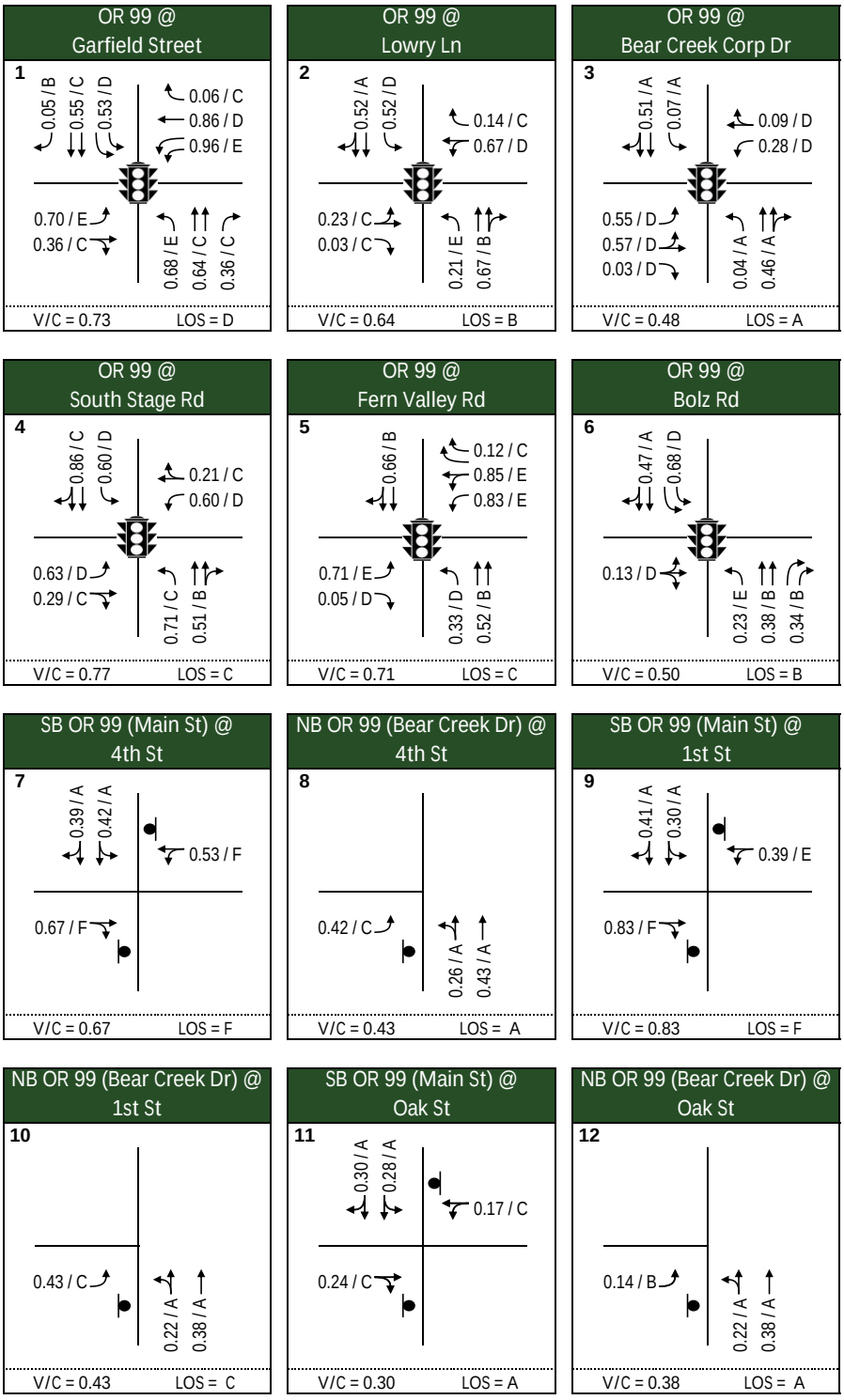
Legend

- Lane Configuration
- V/C Volume-to-Capacity Ratio
- LOS Level of Service
- # Intersection Number
- Signalized Intersection
- STOP Controlled Intersection

Figure 4-2

Future (2034) Baseline Scenario PM Peak Hour Traffic Operations South Section





OR 99 Rogue Valley Corridor Plan

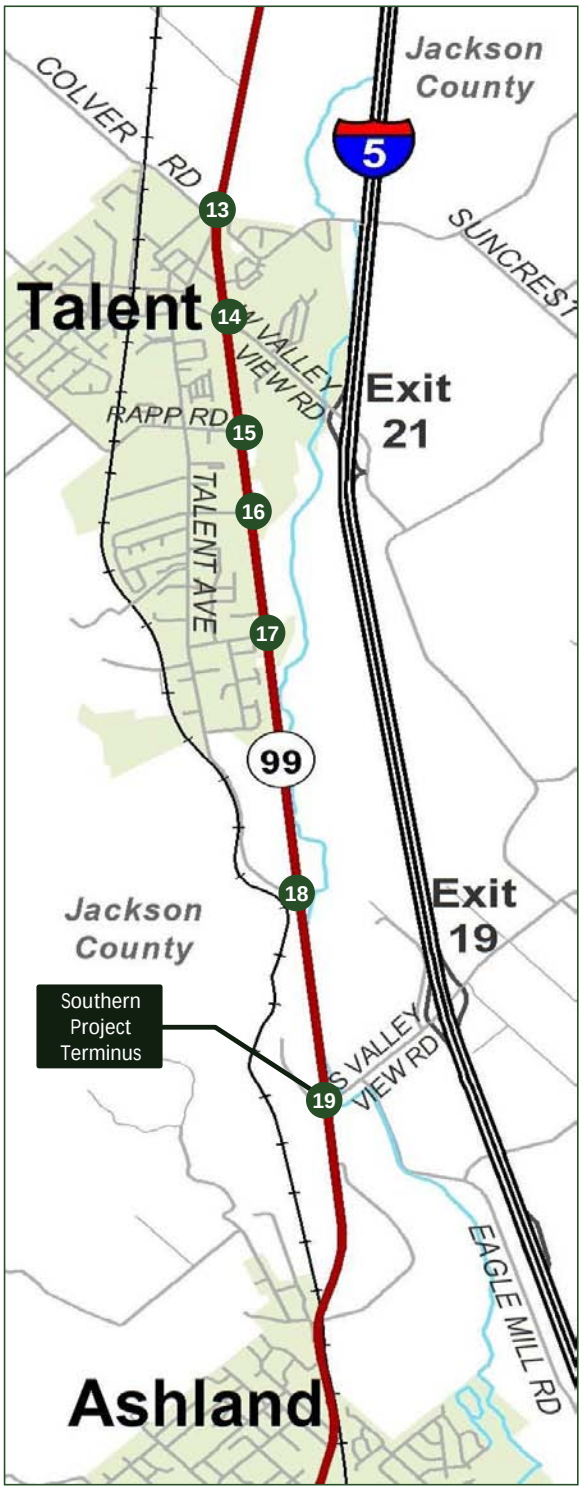
Legend

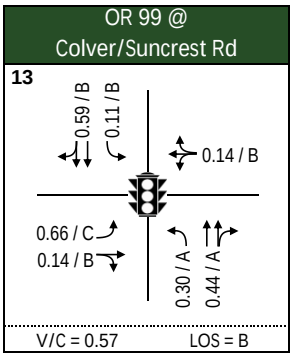
- Turning Movement
- V/C Volume-to-Capacity Ratio
- LOS Level of Service
- # Intersection Number
- Signalized Intersection
- STOP Controlled Intersection

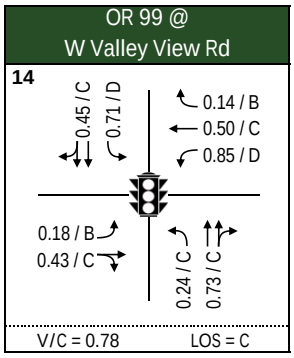
Figure 4-3

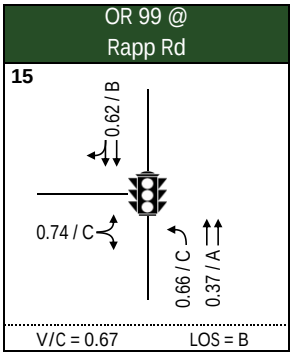
Future (2034) Baseline Sensitivity Scenario PM Peak Hour Traffic Operations

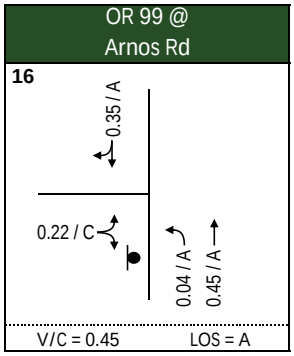
North Section

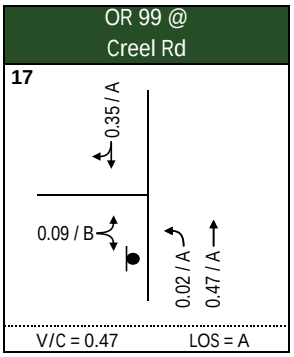


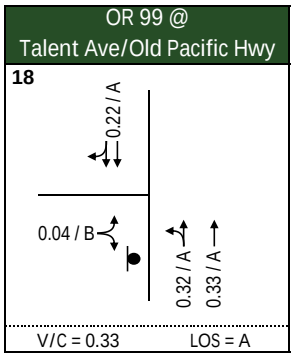


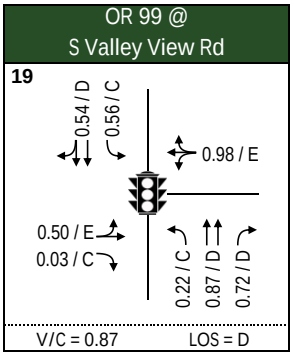












OR 99 Rogue Valley Corridor Plan

Legend

- Lane Configuration
- V/C Volume-to-Capacity Ratio
- LOS Level of Service
- # Intersection Number
- Signalized Intersection
- STOP Controlled Intersection

Figure 4-3

Future (2034) Baseline Sensitivity Scenario PM Peak Hour Traffic Operations South Section

Appendix A. Future Baseline Traffic Volume Development Worksheets

Project: OR 99 Rogue Valley Corridor Plan
Job #: ODOT0000-0711
Subject: *PM Turning Movement Volumes*
Created: 9/14/2010
Revised 10/28/2013

8/19/2014

N-S ID	Synchro ID	Intersection	Direction	Movement	Int ID	Existing Counts 1-Hr Volume PM Peak	Existing Heavy Vehicle Count	Existing 2010 Heavy Vehicle Percentage	Base Year Adjustment Factor	Seasonal Adjustment Factor	30th Highest Adjusted 1-Hr Volume AM Peak	Volume Balancing Adjustments	Volume Balancing Adjustments To Match KAI TSP Volumes	Final 2010 Balanced Volumes PM Peak	Link Volumes south of Intersectio	2034 NCHRP 255-Base Unbalanced No Build	Volume Balancing Adjustments	Final 2034 Base Balanced No Build	2034 vs. 2010 Volume Difference No Build	15% Sensitivity Growth Adjustments	Volume Balancing Adjustments	Final 2034 15% Sensitivity Balanced No Build
1	1	OR 99 @ Garfield Street		EBL	10	31	0	0.0%	1	1.004	31			30		42		40	10	6		45
	1	16 hr Turning Movement Classification Count	EB	EBT	10	114	1	0.9%	1	1.004	114			115		189		190	75	29		220
	1	Count Date: 7/12/2010		EBR	10	27	0	0.0%	1	1.004	27			25		60		60	35	9		70
	1	2010		WBL	10	292	2	0.7%	1	1.004	293	-20		275		379	-20	360	85	54		415
	1	Signalized	WB	WBT	10	283	2	0.7%	1	1.004	284			285		420		420	135	63		485
	1			WBR	10	101	0	0.0%	1	1.004	101			100		80	20	100	0	15		115
	1	PM Peak Hour: 3:45 PM-4:45 PM		NBL	10	15	0	0.0%	1	1.004	15			15		41		40	25	6		45
	1	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	10	417	2	0.5%	1	1.004	418	60		480		710	-159	550	70	83		635
	1			NBR	10	277	1	0.4%	1	1.004	278	30		310		537	-111	425	115	64		490
	1			SBL	10	185	9	4.9%	1	1.004	186			185		151	35	185	0	28		215
	1	PHF:	SB	SBT	10	556	3	0.5%	1	1.004	558	-40		520		623	-20	605	85	91		695
	1	0.94		SBR	10	43	0	0.0%	1	1.004	43			45		58		60	15	9		70
		0.95	TEV			2341	20				2349	30		2385	16250	3289		3035	650	457		3500
2	2	OR 99 @ Lowry Ln		EBL	20	39	0	0.0%	1	1.004	39			40		28	10	40	0	6		45
	2	16 hr Turning Movement Classification Count	EB	EBT	20	0	0	0.0%	1	1.004	0			0		0		0	0	0		0
	2	Count Date: 7/12/2010		EBR	20	13	0	0.0%	1	1.004	13			15		34		35	20	5		40
	2	2010		WBL	20	26	0	0.0%	1	1.004	26			25		103		105	80	16		120
	2	Signalized	WB	WBT	20	1	0	0.0%	1	1.004	1			2		3		5	3	1		5
	2			WBR	20	88	0	0.0%	1	1.004	88			90		116		115	25	17		130
	2	PM Peak Hour: 4:45 PM-5:45 PM		NBL	20	6	0	0.0%	1	1.004	6			5		8		10	5	2		10
	2	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	20	753	1	0.1%	1	1.004	756	-80		675		829	30	860	185	129		990
	2			NBR	20	29	1	3.4%	1	1.004	29			30		101		100	70	15		115
	2			SBL	20	102	0	0.0%	1	1.004	102			100		105		105	5	16		120
	2	PHF:	SB	SBT	20	618	4	0.6%	1	1.004	620	95		715		879	40	920	205	138		1060
	2	0.88		SBR	20	3	0	0.0%	1	1.004	3			5		2	2	5	0	1		5
		0.92	TEV			1678					1684	15		1702	14650	2209		2300	598	346		2640
3	3	OR 99 @ Bear Creek Corp Dr		EBL	30	87	0	0.0%	1	1.002	87			85		115		115	30	17		130
	3	16 hr Turning Movement Classification Count	EB	EBT	30	4	0	0.0%	1	1.002	4			5		5		5	0	1		5
	3	Count Date: 7/13/2010		EBR	30	19	1	5.3%	1	1.002	19			20		29		30	10	5		35
	3	2010		WBL	30	28	0	0.0%	1	1.002	28			30		29		30	0	5		35
	3	Signalized	WB	WBT	30	3	0	0.0%	1	1.002	3			5		8		10	5	2		10
	3			WBR	30	27	0	0.0%	1	1.002	27			25		23		25	0	4		30
	3	PM Peak Hour: 4:30 PM-5:30 PM		NBL	30	6	0	0.0%	1	1.002	6			5		12		10	5	2		10
	3	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	30	658	0	0.0%	1	1.002	660	-60		600		824	5	830	230	125		955
	3			NBR	30	13	0	0.0%	1	1.002	13			15		16		15	0	2	5	20
	3			SBL	30	26	0	0.0%	1	1.002	26			25		24		25	0	4		30
	3	PHF:	SB	SBT	30	718	1	0.1%	1	1.002	720			720		965	50	1015	295	152		1165
	3	0.94		SBR	30	8	0	0.0%	1	1.002	8			10		21		20	10	3		25
		0.95	TEV			1597					1601	-60		1545	13900	2070		2130	585	322		2450
4	4	OR 99 @ South Stage Rd		EBL	40	81	0	0.0%	1	1.000	81			80		104		105	25	16		120
	4	16 hr Turning Movement Classification Count	EB	EBT	40	12	0	0.0%	1	1.000	12			10		23		25	15	4		30
	4	Count Date: 7/15/2010		EBR	40	158	0	0.0%	1	1.000	158			160		204		205	45	31		235
	4	2010		WBL	40	22	0	0.0%	1	1.000	22			20		47		45	25	7		50
	4	Signalized	WB	WBT	40	15	0	0.0%	1	1.000	15			15		38		40	25	6		45
	4			WBR	40	22	0	0.0%	1	1.000	22			20		49		50	30	8		60
	4	PM Peak Hour: 4:00 PM-5:00 PM		NBL	40	167	0	0.0%	1	1.000	167			165		238	-10	230	65	35		265
	4	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	40	514	3	0.6%	1	1.000	514			515		708	-10	700	185	105		805
	4			NBR	40	20	0	0.0%	1	1.000	20			20		48		50	30	8		60
	4			SBL	40	19	0	0.0%	1	1.000	19			20		45	10	55	35	8		65
	4	PHF:	SB	SBT	40	576	2	0.3%	1	1.000	576	25		600		746	35	780	180	117		895
	4	0.93		SBR	40	125	1	0.8%	1	1.000	125	25		150		201	40	240	90	36		275
		0.95	TEV			1731					1731	50		1775	14800	2450		2525	750	381		2905
5	5	OR 99 @ Fern Valley Rd		EBL	50	48	NOT AVAILABLE	#VALUE!	1	1.001	48			50		61		60	10	9		70
	5	24 hr Turning Movement Count	EB	EBT	50	45		0.0%	1	1.001	45			45		38	-38	0	-45	0		0
	5	Count Date: 7/14/2010		EBR	50	15		0.0%	1	1.001	15			15		14	53	65	50	10		75
	5	2010		WBL	50	250	NOT AVAILABLE	#VALUE!	1	1.001	250			250		298	20	320	70	48		370
	5	Signalized	WB	WBT	50	44		0.0%	1	1.001	44			45		43		45	0	7		50
	5			WBR	50	172		0.0%	1	1.001	172			170		266		265	95	40		305
	5	PM Peak Hour: 4:15 PM-5:15 PM		NBL	50	15	NOT AVAILABLE	#VALUE!	1	1.001	15			15		14	5	20	5	3		25
	5	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	50	450		0.0%	1	1.001	451	-5		445		655		655	210	98		755
	5			NBR	50	21		0.0%	1	1.001	21			20		21	-20	2	-18	0	-2	0
	5			SBL	50	177	NOT AVAILABLE	#VALUE!	1	1.001	177	45		220		301	-301	0	-220	0	-12	2
	5	PHF:	SB	SBT	50	396		0.0%	1	1.001	396	100		495		740	281	1020	525	153	-20	1155
	5	0.94		SBR	50	14		0.0%	1	1.001	14			15		18		20	5	3		25
		0.95	TEV			1647					1649	140		1785	12400	2469		2472	687	371		2832

Project: OR 99 Rogue Valley Corridor Plan
Job #: ODOT0000-0711
Subject: *PM Turning Movement Volumes*
Created: 9/14/2010
Revised 10/28/2013

8/19/2014

N-S ID	Synchro ID	Intersection	Direction	Movement	Int ID	Existing Counts 1-Hr Volume PM Peak	Existing Heavy Vehicle Count	Existing 2010 Heavy Vehicle Percentage	Base Year Adjustment Factor	Seasonal Adjustment Factor	30th Highest Adjusted 1-Hr Volume AM Peak	Volume Balancing Adjustments	Volume Balancing Adjustments To Match KAI TSP Volumes	Final 2010 Balanced Volumes PM Peak	Link Volumes ADT south of Intersectio	2034 NCHRP 255-Base Unbalanced No Build	Volume Balancing Adjustments	Final 2034 Base Balanced No Build	2034 vs. 2010 Volume Difference No Build	15% Sensitivity Growth Adjustments	Volume Balancing Adjustments	Final 2034 15% Sensitivity Balanced No Build
6	6	OR 99 @ Bolz Rd		EBL	60	0	0	0.0%	1	1.001	0			0		0	5	5	5	1		5
	6	16 hr Turning Movement Classification Count	EB	EBT	60	0	0	0.0%	1	1.001	0			0		0	5	5	5	1		5
	6	Count Date: 7/14/2010		EBR	60	34	0	0.0%	1	1.001	34			35		31	5	35	0	5		40
	6	2010		WBL	60	0		0.0%	1	1.001	0			0		0		0	0	0		0
	6		WB	WBT	60	0		0.0%	1	1.001	0			0		0		0	0	0		0
	6			WBR	60	0		0.0%	1	1.001	0			0		0		0	0	0		0
	6	PM Peak Hour: 3:00 PM-4:00 PM		NBL	60	14	0	0.0%	1	1.001	14			15		4	10	15	0	2		15
	6	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	60	480	2	0.4%	1	1.001	481			480		671		670	190	101	-5	765
	6			NBR	60	213	1	0.5%	1	1.001	213			215		356	-10	345	130	52	10	405
	6			SBL	60	8	0	0.0%	1	1.001	8			10		38	336	375	365	56		430
	6	PHF:	SB	SBT	60	739	2	0.3%	1	1.001	740	-55		685		961	-5	955	270	143		1100
	6	0.96		SBR	60	49	0	0.0%	1	1.001	49	15		65		36	30	65	0	10		75
		0.96	TEV			1537					1539	-40		1505	14300	2097		2470	965	371		2840
7	7	SB OR 99 (Main St) @ 4th St		EBL	70	0		0.0%	1	1.075	0			0		0		0	0	0		0
	7	3 hr PM Turning Movement Classification Coun	EB	EBT	70	59	0	0.0%	1	1.075	63			65		45	20	65	0	10		75
	7	Count Date: 9/22/2010		EBR	70	17	0	0.0%	1	1.075	18			20		36	-10	25	5	4		30
	7	2010		WBL	70	9	0	0.0%	1	1.075	10			10		13	10	25	15	4		30
	7		WB	WBT	70	7	0	0.0%	1	1.075	8	5		15		16	10	25	10	4		30
	7			WBR	70	0		0.0%	1	1.075	0			0		0		0	0	0		0
	7	PM Peak Hour: 3:15 PM-4:15 PM		NBL	70	0		0.0%	1	1.075	0			0		0		0	0	0		0
	7	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	70	0		0.0%	1	1.075	0			0		0		0	0	0		0
	7			NBR	70	0		0.0%	1	1.075	0			0		0		0	0	0		0
	7			SBL	70	50	0	0.0%	1	1.075	54			55		30	30	60	5	9	5	75
	7	PHF:	SB	SBT	70	367	0	0.0%	1	1.075	395	225		620		864	10	875	255	131		1005
	7	0.81		SBR	70	27	0	0.0%	1	1.075	29	15		45		49		50	5	8		60
		0.85	TEV			536					576	245		830	6500	1053		1125	295	170		1305
8	8	NB OR 99 (Bear Creek Dr) @ 4th St		EBL	80	68	0	0.0%	1	1.077	73	45		120		121	10	130	10	20		150
	8	3 hr PM Turning Movement Classification Coun	EB	EBT	80	0		0.0%	1	1.077	0			0		0		0	0	0		0
	8	Count Date: 9/23/2010		EBR	80	0		0.0%	1	1.077	0			0		0		0	0	0		0
	8	2010		WBL	80	0		0.0%	1	1.077	0			0		0		0	0	0		0
	8		WB	WBT	80	0		0.0%	1	1.077	0			0		0		0	0	0		0
	8			WBR	80	0		0.0%	1	1.077	0			0		0		0	0	0		0
	8	PM Peak Hour: 3:15 PM-4:15 PM		NBL	80	21	0	0.0%	1	1.077	23			25		84	-35	50	25	8		60
	8	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	80	495	0	0.0%	1	1.077	533	55		590		845	55	900	310	135		1035
	8			NBR	80	0		0.0%	1	1.077	0			0		0		0	0	0		0
	8			SBL	80	0		0.0%	1	1.077	0			0		0		0	0	0		0
	8	PHF:	SB	SBT	80	0		0.0%	1	1.077	0			0		0		0	0	0		0
	8	0.91		SBR	80	0		0.0%	1	1.077	0			0		0		0	0	0		0
		0.95	TEV			584					629	100		735	6150	1049		1080	345	163		1245
9	9	SB OR 99 (Main St) @ 1st St		EBL	90	0		0.0%	1	1.073	0			0		0		0	0	0		0
	9	3 hr PM Turning Movement Classification Coun	EB	EBT	90	103	2	1.9%	1	1.073	111			110		120		120	10	18		140
	9	Count Date: 9/21/2010		EBR	90	22	0	0.0%	1	1.073	24			25		24		25	0	4		30
	9	2010		WBL	90	11	0	0.0%	1	1.073	12	5		15		21		20	5	3		25
	9		WB	WBT	90	20	0	0.0%	1	1.073	21	5		25		27		25	0	4	-5	25
	9			WBR	90	0		0.0%	1	1.073	0			0		0		0	0	0		0
	9	PM Peak Hour: 4:45 PM-5:45 PM		NBL	90	0		0.0%	1	1.073	0			0		0		0	0	0		0
	9	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	90	0		0.0%	1	1.073	0			0		0		0	0	0		0
	9			NBR	90	0		0.0%	1	1.073	0			0		0		0	0	0		0
	9			SBL	90	18	0	0.0%	1	1.073	19			20		34	-5	30	10	5		35
	9	PHF:	SB	SBT	90	365	2	0.5%	1	1.073	392	70		460		685	30	715	255	107		820
	9	0.85		SBR	90	126	1	0.8%	1	1.073	135	35		170		192	-10	180	10	27	5	210
		0.9	TEV			665					714	115		825	5000	1104		1115	290	168		1285
10	10	NB OR 99 (Bear Creek Dr) @ 1st St		EBL	100	129	0	0.0%	1	1.086	140	-10		130		149		150	20	23		175
	10	3 hr PM Turning Movement Classification Coun	EB	EBT	100	0		0.0%	1	1.086	0			0		0		0	0	0		0
	10	Count Date: 9/28/2010		EBR	100	0		0.0%	1	1.086	0			0		0		0	0	0		0
	10	2010		WBL	100	0		0.0%	1	1.086	0			0		0		0	0	0		0
	10		WB	WBT	100	0		0.0%	1	1.086	0			0		0		0	0	0		0
	10			WBR	100	0		0.0%	1	1.086	0			0		0		0	0	0		0
	10	PM Peak Hour: 4:15 PM-5:15 PM		NBL	100	42	0	0.0%	1	1.086	46	-5		40		49	-5	45	5	7		50
	10	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	100	478	4	0.8%	1	1.086	519	-35		485		763	35	800	315	120		920
	10			NBR	100	0		0.0%	1	1.086	0			0		0		0	0	0		0
	10			SBL	100	0		0.0%	1	1.086	0			0		0		0	0	0		0
	10	PHF:	SB	SBT	100	0		0.0%	1	1.086	0			0		0		0	0	0		0
	10	0.83		SBR	100	0		0.0%	1	1.086	0			0		0		0	0	0		0
		0.95	TEV			649					705	-50		655	5250	961		995	340	150		1145

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11	11	SB OR 99 (Main St) @ Oak St		EBL	110	0		0.0%	1	1.064	0			0		0		0	0	0		0
	11	3 hr PM Turning Movement Classification Coun	EB	EBT	110	15	0	0.0%	1	1.064	16			15		34		35	20	5	5	45
	11	Count Date: 9/16/2010		EBR	110	15	0	0.0%	1	1.064	16			15		18		20	5	3		25
	11	2010		WBL	110	3	0	0.0%	1	1.064	3			5		8		10	5	2		10
	11		WB	WBT	110	18	0	0.0%	1	1.064	19			20		27		25	5	4		30
	11			WBR	110	0		0.0%	1	1.064	0			0		0		0	0	0		0
	11	PM Peak Hour: 5:00 PM-6:00 PM		NBL	110	0		0.0%	1	1.064	0			0		0		0	0	0		0
	11	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	110	0		0.0%	1	1.064	0			0		0		0	0	0		0
	11			NBR	110	0		0.0%	1	1.064	0			0		0		0	0	0		0
	11			SBL	110	7	0	0.0%	1	1.064	7			5		15		15	10	2		15
	11	PHF:	SB	SBT	110	371	3	0.8%	1	1.064	395	55		450		686		685	235	103		790
	11	0.84		SBR	110	39	0	0.0%	1	1.064	42	5		45		59		60	15	9		70
		0.9	TEV			468					498	60		555	4700	846		850	295	128		985
12	12	NB OR 99 (Bear Creek Dr) @ Oak St		EBL	120	32	0	0.0%	1	1.064	34	-15		20		49		50	30	8		60
	12	3 hr PM Turning Movement Classification Coun	EB	EBT	120	0		0.0%	1	1.064	0			0		0		0	0	0		0
	12	Count Date: 9/16/2010		EBR	120	0		0.0%	1	1.064	0			0		0		0	0	0		0
	12	2010		WBL	120	0		0.0%	1	1.064	0			0		0		0	0	0		0
	12		WB	WBT	120	0		0.0%	1	1.064	0			0		0		0	0	0		0
	12			WBR	120	0		0.0%	1	1.064	0			0		0		0	0	0		0
	12	PM Peak Hour: 3:15 PM-4:15 PM		NBL	120	17	0	0.0%	1	1.064	18	5		25		33		35	10	5		40
	12	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	120	502	2	0.4%	1	1.064	534	-30		505		793		795	290	119		915
	12			NBR	120	0		0.0%	1	1.064	0			0		0		0	0	0		0
	12			SBL	120	0		0.0%	1	1.064	0			0		0		0	0	0		0
	12	PHF:	SB	SBT	120	0		0.0%	1	1.064	0			0		0		0	0	0		0
	12	0.92		SBR	120	0		0.0%	1	1.064	0			0		0		0	0	0		0
		0.95	TEV			551					586	-40		550	5300	876		880	330	132		1015
13	13	OR 99 @ Colver/Suncrest Rd		EBL	130	68	1	1.5%	1	1.099	75			75		200		200	125	30		230
	13	16 hr Turning Movement Classification Count	EB	EBT	130	18	0	0.0%	1	1.099	20			20		25		25	5	4		30
	13	Count Date: 7/15/2010		EBR	130	82	2	2.4%	1	1.099	90			90		116	-10	105	15	16		120
	13	2010		WBL	130	29	0	0.0%	1	1.099	32			30		22	10	30	0	5		35
	13	Signalized	WB	WBT	130	15	0	0.0%	1	1.099	16			15		19	-5	15	0	2		15
	13			WBR	130	8	0	0.0%	1	1.099	9			10		15	-5	10	0	2		10
	13	PM Peak Hour: 4:30 PM-5:30 PM		NBL	130	100	0	0.0%	1	1.099	110			110		125		125	15	19	-5	140
	13	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	130	377	1	0.3%	1	1.099	414	30		445		606	15	620	175	93	5	720
	13			NBR	130	14	0	0.0%	1	1.099	15			15		9	5	15	0	2		15
	13			SBL	130	13	0	0.0%	1	1.099	14			15		17	10	25	10	4		30
	13	PHF:	SB	SBT	130	308	0	0.0%	1	1.099	338			340		404	40	445	105	67		510
	13	0.94		SBR	130	103	0	0.0%	1	1.099	113			115		237	10	245	130	37	5	285
		0.95	TEV			1135					1247	30		1280	10300	1794		1860	580	281		2140
14	14	OR 99 @ W Valley View Rd		EBL	140	35	0	0.0%	1	1.099	38			40		45		45	5	7		50
	14	16 hr Turning Movement Classification Count	EB	EBT	140	141	0	0.0%	1	1.099	155			155		192		190	35	29		220
	14	Count Date: 7/15/2010		EBR	140	26	0	0.0%	1	1.099	29			30		51		50	20	8		60
	14	2010		WBL	140	138	0	0.0%	1	1.099	152			150		248	-15	235	85	35		270
	14	Signalized	WB	WBT	140	228	0	0.0%	1	1.099	251			250		275		275	25	41		315
	14			WBR	140	165	0	0.0%	1	1.099	181			180		196		195	15	29		225
	14	PM Peak Hour: 4:30 PM-5:30 PM		NBL	140	55	0	0.0%	1	1.099	60	-10	10	60		87	-10	75	15	11		85
	14	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	140	369	1	0.3%	1	1.099	405	-55		350		503	5	510	160	77		585
	14			NBR	140	165	0	0.0%	1	1.099	181	-20	20	180		288	-40	250	70	38		290
	14			SBL	140	150	0	0.0%	1	1.099	165			165		161	20	180	15	27		205
	14	PHF:	SB	SBT	140	276	2	0.7%	1	1.099	303	-60		245		327	10	335	90	50		385
	14	0.94		SBR	140	45	0	0.0%	1	1.099	49			50		44	20	65	15	10		75
		0.95	TEV			1793					1970	-145		1855	10150	2417		2405	550	362		2765
15	15	OR 99 @ Rapp Rd		EBL	150	84	1	1.2%	1	1.133	95			95		205		205	110	31		235
	15	16 hr Turning Movement Classification Count	EB	EBT	150	0	0	0.0%	1	1.133	0			0		0		0	0	0		0
	15	Count Date: 8/2/2010		EBR	150	66	0	0.0%	1	1.133	75			75		137		135	60	20		155
	15	2010		WBL	150	0	0	0.0%	1	1.133	0			0		0		0	0	0		0
	15	Signalized	WB	WBT	150	0	0	0.0%	1	1.133	0			0		0		0	0	0		0
	15			WBR	150	0	0	0.0%	1	1.133	0			0		0		0	0	0		0
	15	PM Peak Hour: 4:30 PM-5:30 PM		NBL	150	87	0	0.0%	1	1.133	99		15	115		177		175	60	26	5	205
	15	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	150	367	1	0.3%	1	1.133	416	50	30	495		689	-60	630	135	95		725
	15			NBR	150	0	0	0.0%	1	1.133	0			0		0		0	0	0		0
	15			SBL	150	0	0	0.0%	1	1.133	0			0		0		0	0	0		0
	15	PHF:	SB	SBT	150	360	1	0.3%	1	1.133	408	-80		330		465	-20	445	115	67	5	515
	15	0.95		SBR	150	75	0	0.0%	1	1.133	85	10		95		174		175	80	26		200
		0.95	TEV			1039					1177	-20		1205	10150	1847		1765	560	265		2035

Project: OR 99 Rogue Valley Corridor Plan
Job #: ODOT0000-0711
Subject: *PM Turning Movement Volumes*
Created: 9/14/2010
Revised 10/28/2013

8/19/2014

N-S ID	Synchro ID	Intersection	Direction	Movement	Int ID	Existing Counts 1-Hr Volume PM Peak	Existing Heavy Vehicle Count	Existing 2010 Heavy Vehicle Percentage	Base Year Adjustment Factor	Seasonal Adjustment Factor	30th Highest Adjusted 1-Hr Volume AM Peak	Volume Balancing Adjustments	Volume Balancing Adjustments To Match KAI TSP Volumes	Final 2010 Balanced Volumes PM Peak	Link Volumes ADT south of Intersectio	2034 NCHRP 255-Base Unbalanced No Build	Volume Balancing Adjustments	Final 2034 Base Balanced No Build	2034 vs. 2010 Volume Difference No Build	15% Sensitivity Growth Adjustments	Volume Balancing Adjustments	Final 2034 15% Sensitivity Balanced No Build
16	16	OR 99 @ Amos Rd		EBL	160	28	1	3.6%	1	1.099	31			30		52		50	20	8		60
	16	3 hr PM Turning Movement Classification Coun	EB	EBT	160	0	0	0.0%	1	1.099	0			0		0		0	0	0		0
	16	Count Date: 7/1/2010		EBR	160	35	0	0.0%	1	1.099	38			40		22	20	40	0	6		45
	16	2010		WBL	160	0	0	0.0%	1	1.099	0			0		0		0	0	0		0
	16		WB	WBT	160	0	0	0.0%	1	1.099	0			0		0		0	0	0		0
	16			WBR	160	0	0	0.0%	1	1.099	0			0		0		0	0	0		0
	16	PM Peak Hour: 3:00 PM-4:00 PM		NBL	160	14	0	0.0%	1	1.099	15		10	25		13	20	35	10	5		40
	16	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	160	439	1	0.2%	1	1.099	482	55	50	585		795	-40	755	170	113		870
	16			NBR	160	0	0	0.0%	1	1.099	0			0		0		0	0	0		0
	16			SBL	160	0	0	0.0%	1	1.099	0			0		0		0	0	0		0
	16	PHF:	SB	SBT	160	309	1	0.3%	1	1.099	340	30		370		476	50	525	155	79		605
	16	0.98		SBR	160	30	0	0.0%	1	1.099	33			35		56		55	20	8		65
		0.98	TEV			855					939	85		1085	10200	1415		1460	375	219		1685
17	17	OR 99 @ Creel Rd		EBL	170	17	0	0.0%	1	1.099	19			20		20		20	0	3		25
	17	3 hr PM Turning Movement Classification Coun	EB	EBT	170	0	0	0.0%	1	1.099	0			0		0		0	0	0		0
	17	Count Date: 7/6/2010		EBR	170	13	0	0.0%	1	1.099	14			15		18	-5	15	0	2		15
	17	2010		WBL	170	0	0	0.0%	1	1.099	0			0		0		0	0	0		0
	17		WB	WBT	170	0	0	0.0%	1	1.099	0			0		0		0	0	0		0
	17			WBR	170	0	0	0.0%	1	1.099	0			0		0		0	0	0		0
	17	PM Peak Hour: 3:30 PM-4:30 PM		NBL	170	9	0	0.0%	1	1.099	10		10	20		34	-15	20	0	3		25
	17	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	170	428	1	0.2%	1	1.099	470	60	55	585		833	-65	770	185	116		885
	17			NBR	170	0	0	0.0%	1	1.099	0			0		0		0	0	0		0
	17			SBL	170	0	0	0.0%	1	1.099	0			0		0		0	0	0		0
	17	PHF:	SB	SBT	170	313	1	0.3%	1	1.099	344	45		390		503	25	530	140	80		610
	17	0.96		SBR	170	19	0	0.0%	1	1.099	21			20		26	10	35	15	5		40
		0.96	TEV			799					878	105		1050	10100	1434		1390	340	209		1600
18	18	OR 99 @ Talent Ave/Old Pacific Hwy		EBL	180	0	0	0.0%	1	1.133	0			0		0		0	0	0		0
	18	16 hr Turning Movement Classification Count	EB	EBT	180	0	0	0.0%	1	1.133	0			0		0		0	0	0		0
	18	Count Date: 8/3/2010		EBR	180	24	0	0.0%	1	1.133	27		-5	20		17	5	20	0	3		25
	18	2010		WBL	180	0	0	0.0%	1	1.133	0			0		0		0	0	0		0
	18		WB	WBT	180	0	0	0.0%	1	1.133	0			0		0		0	0	0		0
	18			WBR	180	0	0	0.0%	1	1.133	0			0		0		0	0	0		0
	18	PM Peak Hour: 3:30 PM-4:30 PM		NBL	180	31	0	0.0%	1	1.133	35		5	40		36	5	40	0	6	-5	40
	18	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	180	450	2	0.4%	1	1.133	510	30	65	605		826	-35	790	185	119		910
	18			NBR	180	0	0	0.0%	1	1.133	0			0		0		0	0	0		0
	18			SBL	180	0	0	0.0%	1	1.133	0			0		0		0	0	0		0
	18	PHF:	SB	SBT	180	326	1	0.3%	1	1.133	369	30	-5	395		508	15	525	130	79		605
	18	0.94		SBR	180	2	0	0.0%	1	1.133	2	2	5	10		10	10	20	10	3	5	30
		0.95	TEV			833					944	62		1070	10600	1397		1395	325	210		1610
19	19	OR 99 @ S Valley View Rd		EBL	190	0		0.0%	1	1.101	0			0		0	30	30	30	5		35
	19	16 hr Turning Movement Classification Count	EB	EBT	190	0		0.0%	1	1.101	0			0		0	30	30	30	5		35
	19	Count Date: 10/6/2010		EBR	190	0		0.0%	1	1.101	0			0		0	40	40	40	6		45
	19	2010		WBL	190	421	1	0.2%	1	1.101	463		-20	445		553		555	110	83		640
	19	Signalized	WB	WBT	190	0		0.0%	1	1.101	0			0		0	30	30	30	5		35
	19			WBR	190	57	0	0.0%	1	1.101	63		-5	60		94	-15	80	20	12	-5	85
	19	PM Peak Hour: 4:30 PM-5:30 PM		NBL	190	0		0.0%	1	1.101	0			0		0	45	45	45	7		50
	19	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	190	511	3	0.6%	1	1.101	562	-50	75	585		761	-40	720	135	108		830
	19			NBR	190	474	5	1.1%	1	1.101	522		20	540		465	75	540	0	81		620
	19			SBL	190	50	0	0.0%	1	1.101	55	5		60		60	20	80	20	12		90
	19	PHF:	SB	SBT	190	326	4	1.2%	1	1.101	359	5	-10	355		426	5	430	75	65		495
	19	0.88		SBR	190	0		0.0%	1	1.101	0			0		0	35	35	35	5		40
		0.92	TEV			1839					2024	-40		2045	19250	2360		2615	570	394		3000

Appendix B. Traffic Analysis Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	190	60	360	420	100	40	550	425	185	605	60
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		0.97	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1662	3181		3193	1733	1488	1583	3292	1488	3225	3292	1473
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1662	3181		3193	1733	1488	1583	3292	1488	3225	3292	1473
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	42	200	63	379	442	105	42	579	447	195	637	63
RTOR Reduction (vph)	0	32	0	0	0	70	0	0	304	0	0	38
Lane Group Flow (vph)	42	231	0	379	442	35	42	579	143	195	637	25
Heavy Vehicles (%)	0%	1%	0%	1%	1%	0%	5%	1%	0%	0%	1%	1%
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases						4			6			2
Actuated Green, G (s)	3.2	19.3		13.3	29.4	29.4	2.6	26.8	26.8	10.1	34.3	34.3
Effective Green, g (s)	3.2	19.3		13.3	29.4	29.4	4.0	28.2	28.2	11.5	35.7	35.7
Actuated g/C Ratio	0.04	0.22		0.15	0.33	0.33	0.05	0.32	0.32	0.13	0.40	0.40
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	5.4	5.4	5.4	5.4	5.4	5.4
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.8	4.8	2.5	4.8	4.8
Lane Grp Cap (vph)	60	695		481	577	495	72	1051	475	420	1331	596
v/s Ratio Prot	0.03	0.07		c0.12	c0.26		0.03	c0.18		c0.06	0.19	
v/s Ratio Perm						0.02			0.10			0.02
v/c Ratio	0.70	0.33		0.79	0.77	0.07	0.58	0.55	0.30	0.46	0.48	0.04
Uniform Delay, d1	42.1	29.1		36.1	26.4	20.1	41.3	24.8	22.6	35.5	19.4	15.9
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	28.0	0.2		8.1	5.8	0.0	9.6	1.0	0.7	0.6	0.5	0.1
Delay (s)	70.0	29.3		44.2	32.1	20.2	50.9	25.8	23.3	36.1	20.0	16.0
Level of Service	E	C		D	C	C	D	C	C	D	B	B
Approach Delay (s)		34.9			35.7			25.8			23.2	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM Average Control Delay	28.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	88.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	0	35	105	5	115	10	860	100	105	920	5
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frt		1.00	0.85		1.00	0.85	1.00	0.98		1.00	1.00	
Flt Protected		0.95	1.00		0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1662	1488		1670	1488	1662	3234		1662	3290	
Flt Permitted		0.61	1.00		0.70	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1063	1488		1231	1488	1662	3234		1662	3290	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	0	38	114	5	125	11	935	109	114	1000	5
RTOR Reduction (vph)	0	0	32	0	0	107	0	7	0	0	0	0
Lane Group Flow (vph)	0	43	6	0	119	18	11	1037	0	114	1005	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Turn Type	Perm		Perm	Perm		Perm	Prot			Prot		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4		4						
Actuated Green, G (s)		13.3	13.3		13.3	13.3	1.4	52.3		9.6	60.5	
Effective Green, g (s)		13.3	13.3		13.3	13.3	2.8	53.7		11.0	61.9	
Actuated g/C Ratio		0.15	0.15		0.15	0.15	0.03	0.60		0.12	0.69	
Clearance Time (s)		4.0	4.0		4.0	4.0	5.4	5.4		5.4	5.4	
Vehicle Extension (s)		2.5	2.5		4.0	4.0	2.5	5.2		2.5	5.2	
Lane Grp Cap (vph)		157	220		182	220	52	1930		203	2263	
v/s Ratio Prot							0.01	c0.32		c0.07	0.31	
v/s Ratio Perm		0.04	0.00		c0.10	0.01						
v/c Ratio		0.27	0.03		0.65	0.08	0.21	0.54		0.56	0.44	
Uniform Delay, d1		34.1	32.8		36.2	33.1	42.5	10.8		37.2	6.3	
Progression Factor		1.00	1.00		1.00	1.00	1.17	0.86		1.00	1.00	
Incremental Delay, d2		0.7	0.0		9.0	0.2	1.4	1.0		2.9	0.6	
Delay (s)		34.8	32.8		45.2	33.3	51.3	10.4		40.1	6.9	
Level of Service		C	C		D	C	D	B		D	A	
Approach Delay (s)		33.9			39.1			10.8			10.3	
Approach LOS		C			D			B			B	

Intersection Summary			
HCM Average Control Delay	14.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	115	5	30	30	10	25	10	830	15	25	1015	20
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.89		1.00	1.00		1.00	1.00	
Flt Protected	0.95	0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1579	1589	1417	1662	1566		1662	3316		1662	3315	
Flt Permitted	0.73	0.72	1.00	0.71	1.00		0.23	1.00		0.29	1.00	
Satd. Flow (perm)	1219	1190	1417	1249	1566		409	3316		514	3315	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	121	5	32	32	11	26	11	874	16	26	1068	21
RTOR Reduction (vph)	0	0	29	0	23	0	0	1	0	0	1	0
Lane Group Flow (vph)	63	63	3	32	14	0	11	889	0	26	1088	0
Heavy Vehicles (%)	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm		Perm	custom			pm+pt			pm+pt		
Protected Phases		8					1	6		5	2	
Permitted Phases	8		8	4	4		6			2		
Actuated Green, G (s)	8.9	8.9	8.9	8.9	8.9		62.9	61.9		69.7	65.3	
Effective Green, g (s)	8.9	8.9	8.9	8.9	8.9		65.7	63.3		72.5	66.7	
Actuated g/C Ratio	0.10	0.10	0.10	0.10	0.10		0.73	0.70		0.81	0.74	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		5.4	5.4		5.4	5.4	
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5		2.5	5.2		2.5	5.2	
Lane Grp Cap (vph)	121	118	140	124	155		332	2332		488	2457	
v/s Ratio Prot							0.00	0.27		c0.00	c0.33	
v/s Ratio Perm	0.05	c0.05	0.00	0.03	0.01		0.02			0.04		
v/c Ratio	0.52	0.53	0.02	0.26	0.09		0.03	0.38		0.05	0.44	
Uniform Delay, d1	38.5	38.6	36.6	37.5	36.9		5.5	5.4		3.1	4.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		0.77	0.73	
Incremental Delay, d2	4.0	4.6	0.1	0.8	0.2		0.0	0.5		0.0	0.5	
Delay (s)	42.5	43.2	36.7	38.3	37.0		5.6	5.9		2.4	3.8	
Level of Service	D	D	D	D	D		A	A		A	A	
Approach Delay (s)		41.6			37.6			5.9			3.8	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM Average Control Delay	8.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	25	205	45	40	50	230	700	50	55	780	240
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.87		1.00	0.92		1.00	0.99		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	1516		1662	1604		1662	3261		1662	3176	
Flt Permitted	0.70	1.00		0.34	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1217	1516		589	1604		1662	3261		1662	3176	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	111	26	216	47	42	53	242	737	53	58	821	253
RTOR Reduction (vph)	0	180	0	0	44	0	0	6	0	0	31	0
Lane Group Flow (vph)	111	62	0	47	51	0	242	784	0	58	1043	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	1%
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								
Actuated Green, G (s)	12.6	12.6		12.6	12.6		16.9	37.0		10.2	30.3	
Effective Green, g (s)	12.6	12.6		12.6	12.6		18.3	38.4		11.6	31.7	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.25	0.51		0.16	0.42	
Clearance Time (s)	4.0	4.0		4.0	4.0		5.4	5.4		5.4	5.4	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	5.2		2.5	5.2	
Lane Grp Cap (vph)	206	256		99	271		408	1679		258	1350	
v/s Ratio Prot		0.04			0.03		c0.15	0.24		0.03	c0.33	
v/s Ratio Perm	c0.09			0.08								
v/c Ratio	0.54	0.24		0.47	0.19		0.59	0.47		0.22	0.77	
Uniform Delay, d1	28.3	26.9		28.0	26.6		24.9	11.6		27.6	18.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.1	0.4		2.6	0.2		1.9	0.5		0.3	3.3	
Delay (s)	30.4	27.2		30.6	26.9		26.8	12.0		27.9	21.7	
Level of Service	C	C		C	C		C	B		C	C	
Approach Delay (s)		28.2			28.1			15.5			22.0	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM Average Control Delay	20.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	74.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	0	65	320	45	265	20	655	0	0	1010	20
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0			4.0	
Lane Util. Factor	1.00		1.00	0.95	0.95	0.88	1.00	0.95			0.95	
Frt	1.00		0.85	1.00	1.00	0.85	1.00	1.00			1.00	
Flt Protected	0.95		1.00	0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1662		1488	1579	1602	2618	1630	3260			3250	
Flt Permitted	0.63		1.00	0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (perm)	1104		1488	1579	1602	2618	1630	3260			3250	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	63	0	68	337	47	279	21	689	0	0	1063	21
RTOR Reduction (vph)	0	0	63	0	0	193	0	0	0	0	1	0
Lane Group Flow (vph)	63	0	5	192	192	86	21	689	0	0	1083	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Turn Type	custom		custom	Split		custom	Prot					
Protected Phases				8	8	8 5	1	6			2	
Permitted Phases	7		7									
Actuated Green, G (s)	9.7		9.7	18.1	18.1	37.2	3.2	60.6			72.0	
Effective Green, g (s)	9.7		9.7	18.1	18.1	37.2	3.7	61.1			72.5	
Actuated g/C Ratio	0.08		0.08	0.15	0.15	0.31	0.03	0.51			0.60	
Clearance Time (s)	4.0		4.0	4.0	4.0		4.5	4.5			4.5	
Vehicle Extension (s)	2.5		2.5	2.5	2.5		2.5	2.5			2.5	
Lane Grp Cap (vph)	89		120	238	242	812	50	1660			1964	
v/s Ratio Prot				c0.12	0.12	0.03	0.01	c0.21			c0.33	
v/s Ratio Perm	c0.06		0.00									
v/c Ratio	0.71		0.05	0.81	0.79	0.11	0.42	0.42			0.55	
Uniform Delay, d1	53.8		50.9	49.3	49.1	29.5	57.1	18.3			14.1	
Progression Factor	1.00		1.00	1.00	1.00	1.00	0.77	0.56			1.00	
Incremental Delay, d2	21.1		0.1	17.4	15.7	0.0	4.0	0.7			1.1	
Delay (s)	74.9		51.0	66.6	64.9	29.6	48.0	11.1			15.2	
Level of Service	E		D	E	E	C	D	B			B	
Approach Delay (s)		62.5			50.5			12.2			15.2	
Approach LOS		E			D			B			B	

Intersection Summary			
HCM Average Control Delay	25.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	5	35	0	0	0	15	670	345	375	955	65
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0					4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00					1.00	0.95	1.00	0.97	0.95	
Frt		0.89					1.00	1.00	0.85	1.00	0.99	
Flt Protected		0.99					0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1557					1662	3292	1473	3225	3263	
Flt Permitted		0.99					0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1557					1662	3292	1473	3225	3263	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	5	5	36	0	0	0	16	698	359	391	995	68
RTOR Reduction (vph)	0	34	0	0	0	0	0	0	96	0	2	0
Lane Group Flow (vph)	0	12	0	0	0	0	16	698	263	391	1061	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	1%	0%
Turn Type	Split						Prot		Perm	Prot		
Protected Phases	4	4					5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		7.1					4.8	77.8	77.8	22.1	95.1	
Effective Green, g (s)		7.1					5.3	78.3	78.3	22.6	95.6	
Actuated g/C Ratio		0.06					0.04	0.65	0.65	0.19	0.80	
Clearance Time (s)		4.0					4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)		2.5					2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)		92					73	2148	961	607	2600	
v/s Ratio Prot		c0.01					0.01	0.21		c0.12	c0.33	
v/s Ratio Perm									0.18			
v/c Ratio		0.13					0.22	0.32	0.27	0.64	0.41	
Uniform Delay, d1		53.5					55.4	9.2	8.8	45.0	3.7	
Progression Factor		1.00					1.00	1.00	1.00	0.97	1.47	
Incremental Delay, d2		0.5					1.1	0.4	0.7	1.8	0.4	
Delay (s)		54.0					56.5	9.6	9.5	45.2	5.8	
Level of Service		D					E	A	A	D	A	
Approach Delay (s)		54.0			0.0			10.3			16.4	
Approach LOS		D			A			B			B	

Intersection Summary			
HCM Average Control Delay	14.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	65	25	25	25	0	0	0	0	65	875	50
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.81	0.81	0.81	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	76	29	31	31	0	0	0	0	76	1029	59
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											1252	
pX, platoon unblocked	0.98	0.98	0.98	0.98	0.98		0.98					
vC, conflicting volume	1227	1212	544	735	1241	0	1088			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1193	1178	497	692	1208	0	1052			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	58	94	85	82	100	100			95		
cM capacity (veh/h)	118	180	514	200	173	1091	657			1636		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	106	62	591	574
Volume Left	0	31	76	0
Volume Right	29	0	0	59
cSH	220	185	1636	1700
Volume to Capacity	0.48	0.33	0.36	0.34
Queue Length 95th (ft)	60	34	4	0
Control Delay (s)	35.7	33.8	1.4	0.0
Lane LOS	E	D	A	
Approach Delay (s)	35.7	33.8	0.7	
Approach LOS	E	D		

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	130	0	50	900	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	137	0	53	947	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	579	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	579	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	69	100	97			
cM capacity (veh/h)	436	1091	1636			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	137	368	632
Volume Left	137	53	0
Volume Right	0	0	0
cSH	436	1636	1700
Volume to Capacity	0.31	0.22	0.37
Queue Length 95th (ft)	33	2	0
Control Delay (s)	17.0	1.3	0.0
Lane LOS	C	A	
Approach Delay (s)	17.0	0.5	
Approach LOS	C		

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	43.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	120	25	20	25	0	0	0	0	30	715	180
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	133	28	22	28	0	0	0	0	33	794	200
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	975	961	497	558	1061	0	994			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	975	961	497	558	1061	0	994			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	47	95	90	87	100	100			98		
cM capacity (veh/h)	186	250	524	222	218	1084	704			1636		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	161	50	431	597
Volume Left	0	22	33	0
Volume Right	28	0	0	200
cSH	274	220	1636	1700
Volume to Capacity	0.59	0.23	0.26	0.35
Queue Length 95th (ft)	86	21	2	0
Control Delay (s)	35.2	26.1	0.7	0.0
Lane LOS	E	D	A	
Approach Delay (s)	35.2	26.1	0.3	
Approach LOS	E	D		

Intersection Summary			
Average Delay	5.9		
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	150	0	45	800	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	158	0	47	842	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	516	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	516	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	67	100	97			
cM capacity (veh/h)	479	1091	1636			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	158	328	561
Volume Left	158	47	0
Volume Right	0	0	0
cSH	479	1636	1700
Volume to Capacity	0.33	0.20	0.33
Queue Length 95th (ft)	36	2	0
Control Delay (s)	16.2	1.3	0.0
Lane LOS	C	A	
Approach Delay (s)	16.2	0.5	
Approach LOS	C		

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	42.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	35	20	10	25	0	0	0	0	15	685	60
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	39	22	11	28	0	0	0	0	17	761	67
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	842	828	414	456	861	0	828			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	842	828	414	456	861	0	828			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	87	96	97	90	100	100			99		
cM capacity (veh/h)	240	306	593	425	292	1091	812			1636		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	61	39	397	447
Volume Left	0	11	17	0
Volume Right	22	0	0	67
cSH	371	321	1636	1700
Volume to Capacity	0.16	0.12	0.24	0.26
Queue Length 95th (ft)	15	10	1	0
Control Delay (s)	16.6	17.8	0.4	0.0
Lane LOS	C	C	A	
Approach Delay (s)	16.6	17.8	0.2	
Approach LOS	C	C		

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	50	0	35	795	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	53	0	37	837	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	492	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	492	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	89	100	98			
cM capacity (veh/h)	499	1091	1636			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	53	316	558
Volume Left	53	37	0
Volume Right	0	0	0
cSH	499	1636	1700
Volume to Capacity	0.11	0.19	0.33
Queue Length 95th (ft)	9	2	0
Control Delay (s)	13.1	1.0	0.0
Lane LOS	B	A	
Approach Delay (s)	13.1	0.4	
Approach LOS	B		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	200	25	105	30	15	10	125	620	5	25	445	245
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5			4.5		4.5	5.5		4.5	5.5	
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.88			0.97		1.00	1.00		1.00	0.95	
Flt Protected	0.95	1.00			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	1537			1661		1662	3321		1662	3128	
Flt Permitted	0.72	1.00			0.82		0.32	1.00		0.38	1.00	
Satd. Flow (perm)	1257	1537			1403		558	3321		658	3128	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	211	26	111	32	16	11	132	653	5	26	468	258
RTOR Reduction (vph)	0	83	0	0	8	0	0	1	0	0	102	0
Lane Group Flow (vph)	211	54	0	0	51	0	132	657	0	26	624	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)	13.3	13.3			13.3		28.9	23.0		18.5	17.6	
Effective Green, g (s)	12.8	12.8			12.8		28.3	22.5		17.5	17.1	
Actuated g/C Ratio	0.25	0.25			0.25		0.56	0.45		0.35	0.34	
Clearance Time (s)	4.0	4.0			4.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)	2.5	2.5			2.5		2.5	4.8		2.5	4.8	
Lane Grp Cap (vph)	321	392			358		442	1488		237	1066	
v/s Ratio Prot		0.04					c0.03	0.20		0.00	c0.20	
v/s Ratio Perm	c0.17				0.04		0.13			0.04		
v/c Ratio	0.66	0.14			0.14		0.30	0.44		0.11	0.59	
Uniform Delay, d1	16.7	14.4			14.5		8.0	9.5		11.8	13.6	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.3	0.1			0.1		0.3	0.4		0.1	1.2	
Delay (s)	21.0	14.6			14.6		8.3	9.9		12.0	14.9	
Level of Service	C	B			B		A	A		B	B	
Approach Delay (s)		18.5			14.6			9.7			14.8	
Approach LOS		B			B			A			B	

Intersection Summary			
HCM Average Control Delay	13.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	50.2	Sum of lost time (s)	14.5
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	190	50	235	275	195	75	510	250	180	335	65
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	6.5		4.5	6.5	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.95		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	1695		1662	1750	1488	1662	3140		1662	3217	
Flt Permitted	0.45	1.00		0.50	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	793	1695		879	1750	1488	1662	3140		1662	3217	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	47	200	53	247	289	205	79	537	263	189	353	68
RTOR Reduction (vph)	0	10	0	0	0	137	0	59	0	0	18	0
Lane Group Flow (vph)	47	243	0	247	289	68	79	741	0	189	403	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						
Actuated Green, G (s)	27.6	27.6		27.6	27.6	27.6	17.1	26.9		13.6	23.4	
Effective Green, g (s)	27.1	27.1		27.1	27.1	27.1	16.6	26.4		13.1	22.9	
Actuated g/C Ratio	0.33	0.33		0.33	0.33	0.33	0.20	0.32		0.16	0.28	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	6.0		4.0	6.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.8		2.5	4.8	
Lane Grp Cap (vph)	262	559		290	578	491	336	1010		265	897	
v/s Ratio Prot		0.14			0.17		0.05	c0.24		c0.11	0.13	
v/s Ratio Perm	0.06			c0.28		0.05						
v/c Ratio	0.18	0.43		0.85	0.50	0.14	0.24	0.73		0.71	0.45	
Uniform Delay, d1	19.6	21.5		25.6	22.1	19.3	27.4	24.7		32.7	24.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.4		20.5	0.5	0.1	0.3	3.3		8.2	0.7	
Delay (s)	19.8	21.9		46.1	22.6	19.4	27.7	28.0		40.9	25.1	
Level of Service	B	C		D	C	B	C	C		D	C	
Approach Delay (s)		21.6			29.5			28.0			30.0	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	28.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	82.1	Sum of lost time (s)	15.5
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	205	135	175	630	445	175
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5		4.5	5.5	5.5	
Lane Util. Factor	1.00		1.00	0.95	0.95	
Frt	0.95		1.00	1.00	0.96	
Flt Protected	0.97		0.95	1.00	1.00	
Satd. Flow (prot)	1598		1662	3292	3162	
Flt Permitted	0.97		0.95	1.00	1.00	
Satd. Flow (perm)	1598		1662	3292	3162	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	216	142	184	663	468	184
RTOR Reduction (vph)	35	0	0	0	59	0
Lane Group Flow (vph)	323	0	184	663	593	0
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Turn Type			Prot			
Protected Phases	8		1	6	2	
Permitted Phases						
Actuated Green, G (s)	16.0		10.0	31.5	17.5	
Effective Green, g (s)	15.5		9.5	31.0	17.0	
Actuated g/C Ratio	0.27		0.17	0.55	0.30	
Clearance Time (s)	4.0		4.0	5.0	5.0	
Vehicle Extension (s)	2.5		2.5	4.8	4.8	
Lane Grp Cap (vph)	438		279	1806	951	
v/s Ratio Prot	c0.20		c0.11	0.20	c0.19	
v/s Ratio Perm						
v/c Ratio	0.74		0.66	0.37	0.62	
Uniform Delay, d1	18.7		22.0	7.2	17.0	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	6.0		5.0	0.2	1.7	
Delay (s)	24.7		26.9	7.5	18.7	
Level of Service	C		C	A	B	
Approach Delay (s)	24.7			11.7	18.7	
Approach LOS	C			B	B	

Intersection Summary			
HCM Average Control Delay	16.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	56.5	Sum of lost time (s)	14.5
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	50	40	35	755	525	55
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	51	41	36	770	536	56
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1406	564	592			
vC1, stage 1 conf vol	564					
vC2, stage 2 conf vol	842					
vCu, unblocked vol	1406	564	592			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	92	96			
cM capacity (veh/h)	347	529	994			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	92	36	770	592
Volume Left	51	36	0	0
Volume Right	41	0	0	56
cSH	410	994	1700	1700
Volume to Capacity	0.22	0.04	0.45	0.35
Queue Length 95th (ft)	21	3	0	0
Control Delay (s)	16.3	8.8	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	16.3	0.4		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	20	15	20	770	530	35
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	21	16	21	802	552	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage veh)					2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1414	570	589			
vC1, stage 1 conf vol	570					
vC2, stage 2 conf vol	844					
vCu, unblocked vol	1414	570	589			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	97	98			
cM capacity (veh/h)	355	525	997			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	36	21	802	589
Volume Left	21	21	0	0
Volume Right	16	0	0	36
cSH	412	997	1700	1700
Volume to Capacity	0.09	0.02	0.47	0.35
Queue Length 95th (ft)	7	2	0	0
Control Delay (s)	14.6	8.7	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	14.6	0.2		0.0
Approach LOS	B			

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	54.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	20	40	790	525	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	21	42	832	553	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		1				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1063	287	574			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1063	287	574			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	96			
cM capacity (veh/h)	212	716	1009			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	21	319	554	368	205
Volume Left	0	42	0	0	0
Volume Right	21	0	0	0	21
cSH	537	1009	1700	1700	1700
Volume to Capacity	0.04	0.32	0.33	0.22	0.12
Queue Length 95th (ft)	3	3	0	0	0
Control Delay (s)	12.0	1.5	0.0	0.0	0.0
Lane LOS	B	A			
Approach Delay (s)	12.0	0.6		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	48.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	30	40	555	30	80	45	720	540	80	430	35
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0	3.5		5.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95	1.00	1.00	0.95	
Frt		1.00	0.85		0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected		0.98	1.00		0.96		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1674	1458		1638		1630	3292	1473	1662	3252	
Flt Permitted		0.98	1.00		0.96		0.33	1.00	1.00	0.12	1.00	
Satd. Flow (perm)		1674	1458		1638		563	3292	1473	208	3252	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	33	43	603	33	87	49	783	587	87	467	38
RTOR Reduction (vph)	0	0	31	0	4	0	0	0	297	0	5	0
Lane Group Flow (vph)	0	66	12	0	719	0	49	783	290	87	500	0
Heavy Vehicles (%)	2%	2%	2%	1%	2%	0%	2%	1%	1%	0%	1%	2%
Turn Type	Split		custom	Split			pm+pt		Perm	pm+pt		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			6				2		2	6		
Actuated Green, G (s)		8.1	33.6		52.5		37.8	32.2	32.2	40.6	33.6	
Effective Green, g (s)		9.6	35.1		54.0		37.8	33.2	33.2	40.6	34.6	
Actuated g/C Ratio		0.08	0.29		0.45		0.31	0.27	0.27	0.34	0.29	
Clearance Time (s)		5.5	5.0		6.5		4.0	5.0	5.0	4.0	5.0	
Vehicle Extension (s)		5.2	5.2		2.5		2.5	5.2	5.2	2.5	5.2	
Lane Grp Cap (vph)		133	424		732		226	905	405	154	931	
v/s Ratio Prot		c0.04			c0.44		0.01	c0.24		c0.03	0.15	
v/s Ratio Perm			0.01				0.06		0.20	0.16		
v/c Ratio		0.50	0.03		0.98		0.22	0.87	0.72	0.56	0.54	
Uniform Delay, d1		53.3	30.7		32.9		29.8	41.7	39.5	30.7	36.3	
Progression Factor		1.00	1.00		1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		6.4	0.1		29.3		0.4	10.8	10.3	3.8	2.2	
Delay (s)		59.7	30.8		62.2		30.2	52.5	49.9	34.5	38.6	
Level of Service		E	C		E		C	D	D	C	D	
Approach Delay (s)		48.3			62.2			50.6			38.0	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM Average Control Delay	50.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	120.8	Sum of lost time (s)	17.0
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

1: Garfield St & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	42.4	28.6	18.9	43.2	37.2	6.4	53.7	24.3	12.7	40.0	19.3	5.9

1: Garfield St & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	26.4

2: Lowry Ln & OR 99 Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	39.8	8.9	38.0	29.2	14.4	60.6	12.7	11.4	42.0	6.4	4.0	13.4

3: Bear Creek Corporation Dr & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	41.0	32.8	9.7	41.0	38.1	11.2	15.9	7.6	7.7	9.6	4.4	3.4

3: Bear Creek Corporation Dr & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	8.5

4: S Stage Rd & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	31.4	25.6	11.5	27.4	25.7	10.7	39.6	16.0	12.6	38.8	25.2	26.7

4: S Stage Rd & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	23.0

5: Fern Valley Rd & OR 99 Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	50.9	19.7	42.3	35.0	1.6	68.1	10.1	18.2	14.8	19.0

6: Bolz Rd & OR 99 Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	67.7	64.7	2.8	66.1	25.8	19.5	50.2	6.2	5.4	20.8

7: 4th St & SB OR 99 (N Main St) Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	14.1	10.7	8.6	11.4	2.3	1.2	1.3	2.7

8: 4th St & NB OR 99 (Bear Creek Dr) Performance by movement

Movement	EBL	EBT	NBL	NBT	All
Delay / Veh (s)	8.9	1.5	1.3	1.5	2.3

9: 1st St & SB OR 99 (N Main St) Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	12.2	10.6	7.5	13.1	2.5	1.6	2.3	3.4

10: 1st St & NB OR 99 (Bear Creek Dr) Performance by movement

Movement	EBL	EBT	NBL	NBT	All
Delay / Veh (s)	10.0	4.0	1.3	1.2	2.4

11: Oak St & SB OR 99 (N Main St) Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	9.8	7.2	6.7	8.8	2.0	1.0	1.5	1.8

12: Oak St & NB OR 99 (Bear Creek Dr) Performance by movement

Movement	EBL	EBT	NBL	NBT	All
Delay / Veh (s)	7.6	2.0	1.4	0.5	1.0

13: Colver/Suncrest Rd & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	21.4	18.0	7.7	19.4	18.5	6.2	18.0	8.4	8.0	16.9	14.2	10.6

13: Colver/Suncrest Rd & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	12.6

14: W Valley View Rd & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	24.2	12.9	7.4	27.3	15.5	6.4	34.5	66.7	44.3	29.6	25.5	18.4

14: W Valley View Rd & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	32.6

15: Rapp Rd & OR 99 Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	22.9	14.7	36.7	5.3	15.0	4.5	13.5

16: Arnos Rd & OR 99 Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	21.3	11.0	6.8	3.8	2.0	0.9	3.9

17: Creel Rd & OR 99 Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	19.0	7.5	2.9	0.8	3.1	2.2	2.1

18: Talent Av (Old Pacific Hwy) & OR 99 Performance by movement

Movement	EBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	7.2	12.6	10.4	1.8	2.0	7.1

19: S Valley View Rd & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	67.8	68.3	6.8	75.5	74.9	71.9	64.3	69.4	41.6	44.1	36.2	27.4

19: S Valley View Rd & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	57.2

Total Zone Performance

Delay / Veh (s)	1975.3

Intersection: 1: Garfield St & OR 99

Movement	EB	EB	EB	WB	WB	WB	WB	B21	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	R	T	L	T	T	R
Maximum Queue (ft)	88	144	168	204	311	714	311	29	90	208	237	274
Average Queue (ft)	34	60	82	99	131	252	25	2	27	103	125	100
95th Queue (ft)	74	112	138	169	262	511	158	28	69	188	209	202
Link Distance (ft)		498	498			760	760	1228		1153	1153	
Upstream Blk Time (%)						1	0					
Queuing Penalty (veh)						0	0					
Storage Bay Dist (ft)	250			300	300				250			350
Storage Blk Time (%)					0	5				0		0
Queuing Penalty (veh)					0	18				0		0

Intersection: 1: Garfield St & OR 99

Movement	SB	SB	SB	SB
Directions Served	L	L	T	T
Maximum Queue (ft)	109	106	204	239
Average Queue (ft)	52	62	107	124
95th Queue (ft)	92	100	181	202
Link Distance (ft)			2347	2347
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	275	275		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Lowry Ln & OR 99

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	88	55	160	93	80	266	311	163	154	186
Average Queue (ft)	33	22	83	42	11	94	124	77	51	75
95th Queue (ft)	75	50	145	76	47	211	257	138	128	160
Link Distance (ft)	102	102	728			978	978		1286	1286
Upstream Blk Time (%)	0									
Queuing Penalty (veh)	0									
Storage Bay Dist (ft)				200	200			200		
Storage Blk Time (%)						1		0	0	
Queuing Penalty (veh)						0		0	0	

Intersection: 3: Bear Creek Corporation Dr & OR 99

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	76	104	36	69	79	43	172	205	42	114	162
Average Queue (ft)	32	48	14	24	24	9	40	54	12	32	54
95th Queue (ft)	65	83	37	58	62	31	111	135	35	83	117
Link Distance (ft)		666	666		142		2624	2624		978	978
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	150			50		250			250		
Storage Blk Time (%)				5	3		0				
Queuing Penalty (veh)				2	1		0				

Intersection: 4: S Stage Rd & OR 99

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	145	212	81	112	258	322	335	153	335	381
Average Queue (ft)	67	82	30	48	146	114	141	43	187	234
95th Queue (ft)	126	155	69	90	246	255	275	101	313	359
Link Distance (ft)		1181		431		1686	1686		2624	2624
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	125		200		250			250		
Storage Blk Time (%)	1	3			2	1			1	
Queuing Penalty (veh)	3	4			6	1			1	

Intersection: 5: Fern Valley Rd & OR 99

Movement	EB	EB	B56	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	R	T	L	LT	L	T	T	T	TR
Maximum Queue (ft)	126	53	52	228	235	93	350	350	384	399
Average Queue (ft)	62	38	4	130	135	24	48	54	187	189
95th Queue (ft)	123	67	28	203	208	68	187	199	346	358
Link Distance (ft)	61		368		319		433	433	1820	1820
Upstream Blk Time (%)	15	1					0	0		
Queuing Penalty (veh)	0	0					0	0		
Storage Bay Dist (ft)		100		200		100				
Storage Blk Time (%)	15	1		1	2	0	5			
Queuing Penalty (veh)	10	1		3	3	1	1			

Intersection: 6: Bolz Rd & OR 99

Movement	EB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	T	T	R	L	L	T	TR
Maximum Queue (ft)	82	95	357	382	255	300	314	248	284
Average Queue (ft)	16	19	162	177	128	144	158	62	77
95th Queue (ft)	56	66	302	321	261	238	252	171	206
Link Distance (ft)	308		590	590				433	433
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)		100			100	275	275		
Storage Blk Time (%)			19	22	14	0	1	0	
Queuing Penalty (veh)			3	76	46	1	3	0	

Intersection: 7: 4th St & SB OR 99 (N Main St)

Movement	EB	WB	SB
Directions Served	TR	LT	LT
Maximum Queue (ft)	93	71	20
Average Queue (ft)	42	30	1
95th Queue (ft)	73	59	10
Link Distance (ft)	215	231	561
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: 4th St & NB OR 99 (Bear Creek Dr)

Movement	EB
Directions Served	L
Maximum Queue (ft)	77
Average Queue (ft)	35
95th Queue (ft)	65
Link Distance (ft)	231
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: 1st St & SB OR 99 (N Main St)

Movement	EB	WB	SB
Directions Served	TR	LT	LT
Maximum Queue (ft)	115	67	27
Average Queue (ft)	55	29	2
95th Queue (ft)	93	56	13
Link Distance (ft)	318	425	898
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: 1st St & NB OR 99 (Bear Creek Dr)

Movement	EB
Directions Served	L
Maximum Queue (ft)	93
Average Queue (ft)	46
95th Queue (ft)	77
Link Distance (ft)	425
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: Oak St & SB OR 99 (N Main St)

Movement	EB	WB	SB
Directions Served	TR	LT	TR
Maximum Queue (ft)	70	64	5
Average Queue (ft)	31	24	0
95th Queue (ft)	60	53	4
Link Distance (ft)	288	125	893
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: Oak St & NB OR 99 (Bear Creek Dr)

Movement	EB
Directions Served	L
Maximum Queue (ft)	58
Average Queue (ft)	29
95th Queue (ft)	53
Link Distance (ft)	125
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Colver/Suncrest Rd & OR 99

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	118	82	66	125	126	164	52	175	200
Average Queue (ft)	86	59	21	42	31	62	13	59	81
95th Queue (ft)	122	100	49	92	88	126	37	125	153
Link Distance (ft)	90	90	771		1732	1732		6514	6514
Upstream Blk Time (%)	15	1							
Queuing Penalty (veh)	24	1							
Storage Bay Dist (ft)				325			300		
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 14: W Valley View Rd & OR 99

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	80	137	202	227	92	222	492	508	165	159	169
Average Queue (ft)	17	51	93	81	26	56	240	289	85	76	87
95th Queue (ft)	49	109	166	168	64	190	521	577	145	138	147
Link Distance (ft)		619		1090	1090		1013	1013		1732	1732
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	300		200			350			325		
Storage Blk Time (%)			1	0		0	8				
Queuing Penalty (veh)			1	0		0	6				

Intersection: 15: Rapp Rd & OR 99

Movement	EB	NB	NB	NB	SB	SB
Directions Served	LR	L	T	T	T	TR
Maximum Queue (ft)	273	219	110	142	229	225
Average Queue (ft)	140	107	46	62	120	64
95th Queue (ft)	238	182	95	117	208	149
Link Distance (ft)	375		460	460	895	895
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		275				
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 16: Arnos Rd & OR 99

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	124	42
Average Queue (ft)	47	14
95th Queue (ft)	92	40
Link Distance (ft)	579	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Creel Rd & OR 99

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	68	36
Average Queue (ft)	25	6
95th Queue (ft)	53	25
Link Distance (ft)	448	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Talent Av (Old Pacific Hwy) & OR 99

Movement	EB	EB	NB	NB
Directions Served	L	R	LT	T
Maximum Queue (ft)	22	44	87	16
Average Queue (ft)	1	19	20	1
95th Queue (ft)	11	50	59	12
Link Distance (ft)	1774		3868	3868
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)		2		
Queuing Penalty (veh)		0		

Intersection: 19: S Valley View Rd & OR 99

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LTR	L	T	T	R	L	T	TR
Maximum Queue (ft)	84	63	910	174	760	812	175	108	204	214
Average Queue (ft)	40	22	646	33	338	385	129	38	96	104
95th Queue (ft)	83	51	1009	119	670	763	240	92	174	182
Link Distance (ft)	67	67	891		2095	2095			3868	3868
Upstream Blk Time (%)	14	0	7							
Queuing Penalty (veh)	7	0	0							
Storage Bay Dist (ft)				150			150	200		
Storage Blk Time (%)				0	29	27	5		0	
Queuing Penalty (veh)				0	13	147	19		0	

Zone Summary

Zone wide Queuing Penalty: 403

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	220	70	415	485	90	45	635	475	215	695	70
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		0.97	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1662	3180		3193	1733	1488	1583	3292	1488	3225	3292	1473
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1662	3180		3193	1733	1488	1583	3292	1488	3225	3292	1473
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	47	232	74	437	511	95	47	668	500	226	732	74
RTOR Reduction (vph)	0	32	0	0	0	63	0	0	332	0	0	44
Lane Group Flow (vph)	47	274	0	437	511	32	47	668	168	226	732	30
Heavy Vehicles (%)	0%	1%	0%	1%	1%	0%	5%	1%	0%	0%	1%	1%
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases						4			6			2
Actuated Green, G (s)	3.8	22.6		13.4	32.2	32.2	2.7	28.4	28.4	11.1	36.8	36.8
Effective Green, g (s)	3.8	22.6		13.4	32.2	32.2	4.1	29.8	29.8	12.5	38.2	38.2
Actuated g/C Ratio	0.04	0.24		0.14	0.34	0.34	0.04	0.32	0.32	0.13	0.41	0.41
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	5.4	5.4	5.4	5.4	5.4	5.4
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.8	4.8	2.5	4.8	4.8
Lane Grp Cap (vph)	67	762		454	592	508	69	1040	470	427	1334	597
v/s Ratio Prot	0.03	0.09		c0.14	c0.29		0.03	c0.20		c0.07	0.22	
v/s Ratio Perm						0.02			0.11			0.02
v/c Ratio	0.70	0.36		0.96	0.86	0.06	0.68	0.64	0.36	0.53	0.55	0.05
Uniform Delay, d1	44.7	29.8		40.2	29.0	20.9	44.5	27.7	24.9	38.2	21.5	17.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	26.4	0.2		32.5	12.3	0.0	22.4	1.8	0.9	0.9	0.8	0.1
Delay (s)	71.1	30.0		72.7	41.3	20.9	66.8	29.5	25.8	39.1	22.2	17.1
Level of Service	E	C		E	D	C	E	C	C	D	C	B
Approach Delay (s)		35.5			52.6			29.4			25.5	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM Average Control Delay	35.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	94.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	0	40	120	5	130	10	990	115	120	1060	2
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frt		1.00	0.85		1.00	0.85	1.00	0.98		1.00	1.00	
Flt Protected		0.95	1.00		0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1662	1488		1670	1488	1662	3234		1662	3291	
Flt Permitted		0.57	1.00		0.71	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1006	1488		1236	1488	1662	3234		1662	3291	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	0	43	130	5	141	11	1076	125	130	1152	2
RTOR Reduction (vph)	0	0	36	0	0	108	0	8	0	0	0	0
Lane Group Flow (vph)	0	38	7	0	135	33	11	1193	0	130	1154	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	1%	0%
Turn Type	Perm		Perm	Perm		Perm	Prot			Prot		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4		4						
Actuated Green, G (s)		14.7	14.7		14.7	14.7	1.4	48.4		12.1	59.1	
Effective Green, g (s)		14.7	14.7		14.7	14.7	2.8	49.8		13.5	60.5	
Actuated g/C Ratio		0.16	0.16		0.16	0.16	0.03	0.55		0.15	0.67	
Clearance Time (s)		4.0	4.0		4.0	4.0	5.4	5.4		5.4	5.4	
Vehicle Extension (s)		2.5	2.5		4.0	4.0	2.5	5.2		2.5	5.2	
Lane Grp Cap (vph)		164	243		202	243	52	1789		249	2212	
v/s Ratio Prot							0.01	c0.37		c0.08	0.35	
v/s Ratio Perm		0.04	0.00		c0.11	0.02						
v/c Ratio		0.23	0.03		0.67	0.14	0.21	0.67		0.52	0.52	
Uniform Delay, d1		32.7	31.6		35.4	32.2	42.5	14.2		35.3	7.4	
Progression Factor		1.00	1.00		1.00	1.00	1.28	0.83		1.00	1.00	
Incremental Delay, d2		0.5	0.0		8.9	0.3	1.4	1.9		1.5	0.9	
Delay (s)		33.3	31.7		44.2	32.6	55.7	13.7		36.8	8.3	
Level of Service		C	C		D	C	E	B		D	A	
Approach Delay (s)		32.4			38.3			14.1			11.2	
Approach LOS		C			D			B			B	

Intersection Summary			
HCM Average Control Delay	15.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	130	5	35	35	10	30	10	955	20	30	1165	25
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.89		1.00	1.00		1.00	1.00	
Flt Protected	0.95	0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1579	1589	1417	1662	1555		1662	3315		1662	3315	
Flt Permitted	0.73	0.71	1.00	0.71	1.00		0.19	1.00		0.24	1.00	
Satd. Flow (perm)	1212	1180	1417	1240	1555		329	3315		425	3315	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	137	5	37	37	11	32	11	1005	21	32	1226	26
RTOR Reduction (vph)	0	0	33	0	29	0	0	1	0	0	1	0
Lane Group Flow (vph)	71	71	4	37	14	0	11	1025	0	32	1251	0
Heavy Vehicles (%)	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm		Perm	custom			pm+pt			pm+pt		
Protected Phases		8					1	6		5	2	
Permitted Phases	8		8	4	4		6			2		
Actuated Green, G (s)	9.5	9.5	9.5	9.5	9.5		60.1	59.5		71.1	65.1	
Effective Green, g (s)	9.5	9.5	9.5	9.5	9.5		62.9	60.9		72.5	66.5	
Actuated g/C Ratio	0.11	0.11	0.11	0.11	0.11		0.70	0.68		0.81	0.74	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		5.4	5.4		5.4	5.4	
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5		2.5	5.2		2.5	5.2	
Lane Grp Cap (vph)	128	125	150	131	164		260	2243		447	2449	
v/s Ratio Prot							0.00	0.31		c0.01	c0.38	
v/s Ratio Perm	0.06	c0.06	0.00	0.03	0.01		0.03			0.05		
v/c Ratio	0.55	0.57	0.03	0.28	0.09		0.04	0.46		0.07	0.51	
Uniform Delay, d1	38.2	38.3	36.1	37.1	36.3		7.7	6.8		4.0	4.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		0.73	0.69	
Incremental Delay, d2	5.1	5.8	0.1	0.9	0.2		0.0	0.7		0.0	0.7	
Delay (s)	43.4	44.1	36.2	38.0	36.5		7.7	7.5		3.0	4.1	
Level of Service	D	D	D	D	D		A	A		A	A	
Approach Delay (s)		42.2			37.2			7.5			4.1	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM Average Control Delay	9.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	54.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	120	30	235	50	45	60	265	805	60	65	895	275
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.87		1.00	0.91		1.00	0.99		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	1518		1662	1600		1662	3260		1662	3176	
Flt Permitted	0.67	1.00		0.29	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1174	1518		511	1600		1662	3260		1662	3176	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	126	32	247	53	47	63	279	847	63	68	942	289
RTOR Reduction (vph)	0	205	0	0	52	0	0	5	0	0	30	0
Lane Group Flow (vph)	126	74	0	53	58	0	279	905	0	68	1201	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	1%
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								
Actuated Green, G (s)	13.7	13.7		13.7	13.7		17.6	42.4		9.0	33.8	
Effective Green, g (s)	13.7	13.7		13.7	13.7		19.0	43.8		10.4	35.2	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.24	0.55		0.13	0.44	
Clearance Time (s)	4.0	4.0		4.0	4.0		5.4	5.4		5.4	5.4	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	5.2		2.5	5.2	
Lane Grp Cap (vph)	201	260		88	274		395	1787		216	1399	
v/s Ratio Prot		0.05			0.04		c0.17	0.28		0.04	c0.38	
v/s Ratio Perm	c0.11			0.10								
v/c Ratio	0.63	0.29		0.60	0.21		0.71	0.51		0.31	0.86	
Uniform Delay, d1	30.7	28.8		30.6	28.5		27.9	11.3		31.5	20.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.2	0.4		9.4	0.3		5.3	0.5		0.6	6.0	
Delay (s)	35.9	29.3		40.0	28.7		33.2	11.8		32.1	26.1	
Level of Service	D	C		D	C		C	B		C	C	
Approach Delay (s)		31.3			32.4			16.8			26.5	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM Average Control Delay	23.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	79.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	0	75	370	50	305	15	755	0	0	1155	25
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0			4.0	
Lane Util. Factor	1.00		1.00	0.95	0.95	0.88	1.00	0.95			0.95	
Frt	1.00		0.85	1.00	1.00	0.85	1.00	1.00			1.00	
Flt Protected	0.95		1.00	0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1662		1488	1579	1601	2618	1630	3260			3250	
Flt Permitted	0.61		1.00	0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (perm)	1071		1488	1579	1601	2618	1630	3260			3250	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	74	0	79	389	53	321	16	795	0	0	1216	26
RTOR Reduction (vph)	0	0	71	0	0	215	0	0	0	0	1	0
Lane Group Flow (vph)	74	0	8	218	224	106	16	795	0	0	1241	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Turn Type	custom		custom	Split		custom	Prot					
Protected Phases				8	8	8 5	1	6			2	
Permitted Phases	7		7									
Actuated Green, G (s)	11.6		11.6	19.9	19.9	39.6	3.0	56.3			68.5	
Effective Green, g (s)	11.6		11.6	19.9	19.9	39.6	3.5	56.8			69.0	
Actuated g/C Ratio	0.10		0.10	0.17	0.17	0.33	0.03	0.47			0.58	
Clearance Time (s)	4.0		4.0	4.0	4.0		4.5	4.5			4.5	
Vehicle Extension (s)	2.5		2.5	2.5	2.5		2.5	2.5			2.5	
Lane Grp Cap (vph)	104		144	262	265	864	48	1543			1869	
v/s Ratio Prot				0.14	c0.14	0.04	0.01	c0.24			c0.38	
v/s Ratio Perm	c0.07		0.01									
v/c Ratio	0.71		0.05	0.83	0.85	0.12	0.33	0.52			0.66	
Uniform Delay, d1	52.6		49.2	48.4	48.6	28.1	57.1	22.0			17.5	
Progression Factor	1.00		1.00	1.00	1.00	1.00	0.75	0.62			1.00	
Incremental Delay, d2	19.2		0.1	19.3	20.9	0.0	2.8	1.2			1.9	
Delay (s)	71.8		49.3	67.8	69.5	28.1	45.5	14.9			19.4	
Level of Service	E		D	E	E	C	D	B			B	
Approach Delay (s)		60.2			51.6			15.5			19.4	
Approach LOS		E			D			B			B	

Intersection Summary			
HCM Average Control Delay	28.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	5	40	0	0	0	15	765	405	430	1100	70
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0					4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00					1.00	0.95	1.00	0.97	0.95	
Frt		0.89					1.00	1.00	0.85	1.00	0.99	
Flt Protected		1.00					0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1552					1662	3292	1473	3225	3264	
Flt Permitted		1.00					0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1552					1662	3292	1473	3225	3264	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	5	5	42	0	0	0	16	797	422	448	1146	73
RTOR Reduction (vph)	0	39	0	0	0	0	0	0	107	0	2	0
Lane Group Flow (vph)	0	13	0	0	0	0	16	797	315	448	1217	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	1%	0%
Turn Type	Split						Prot		Perm	Prot		
Protected Phases	4	4					5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		7.2					4.5	75.7	75.7	24.1	95.3	
Effective Green, g (s)		7.2					5.0	76.2	76.2	24.6	95.8	
Actuated g/C Ratio		0.06					0.04	0.64	0.64	0.21	0.80	
Clearance Time (s)		4.0					4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)		2.5					2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)		93					69	2090	935	661	2606	
v/s Ratio Prot		c0.01					0.01	0.24		c0.14	c0.37	
v/s Ratio Perm									0.21			
v/c Ratio		0.13					0.23	0.38	0.34	0.68	0.47	
Uniform Delay, d1		53.4					55.6	10.5	10.2	44.0	3.9	
Progression Factor		1.00					1.00	1.00	1.00	0.93	1.53	
Incremental Delay, d2		0.5					1.3	0.5	1.0	2.0	0.5	
Delay (s)		53.9					56.9	11.1	11.1	43.0	6.4	
Level of Service		D					E	B	B	D	A	
Approach Delay (s)		53.9			0.0			11.7			16.2	
Approach LOS		D			A			B			B	

Intersection Summary			
HCM Average Control Delay	15.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	75	30	30	30	0	0	0	0	75	1005	60
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.81	0.81	0.81	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	88	35	37	37	0	0	0	0	88	1182	71
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											1252	
pX, platoon unblocked	0.94	0.94	0.94	0.94	0.94		0.94					
vC, conflicting volume	1413	1394	626	847	1429	0	1253			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1310	1291	473	708	1328	0	1140			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	40	93	74	73	100	100			95		
cM capacity (veh/h)	85	146	510	143	139	1091	583			1636		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	124	74	679	662
Volume Left	0	37	88	0
Volume Right	35	0	0	71
cSH	184	141	1636	1700
Volume to Capacity	0.67	0.53	0.42	0.39
Queue Length 95th (ft)	100	64	4	0
Control Delay (s)	57.3	55.9	1.5	0.0
Lane LOS	F	F	A	
Approach Delay (s)	57.3	55.9	0.7	
Approach LOS	F	F		

Intersection Summary			
Average Delay	7.9		
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	150	0	60	1035	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	158	0	63	1089	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	671	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	671	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	58	100	96			
cM capacity (veh/h)	379	1091	1636			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	158	426	726
Volume Left	158	63	0
Volume Right	0	0	0
cSH	379	1636	1700
Volume to Capacity	0.42	0.26	0.43
Queue Length 95th (ft)	50	3	0
Control Delay (s)	21.1	1.4	0.0
Lane LOS	C	A	
Approach Delay (s)	21.1	0.5	
Approach LOS	C		

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	140	30	25	25	0	0	0	0	35	820	210
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	156	33	28	28	0	0	0	0	39	911	233
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1119	1106	572	644	1222	0	1144			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1119	1106	572	644	1222	0	1144			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	24	93	77	84	100	100			98		
cM capacity (veh/h)	141	204	468	122	174	1084	618			1636		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	189	56	494	689
Volume Left	0	28	39	0
Volume Right	33	0	0	233
cSH	227	144	1636	1700
Volume to Capacity	0.83	0.39	0.30	0.41
Queue Length 95th (ft)	159	41	2	0
Control Delay (s)	69.0	45.0	0.8	0.0
Lane LOS	F	E	A	
Approach Delay (s)	69.0	45.0	0.3	
Approach LOS	F	E		

Intersection Summary			
Average Delay	11.2		
Intersection Capacity Utilization	57.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	175	0	50	920	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	184	0	53	968	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	589	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	589	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	57	100	97			
cM capacity (veh/h)	430	1091	1636			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	184	375	646
Volume Left	184	53	0
Volume Right	0	0	0
cSH	430	1636	1700
Volume to Capacity	0.43	0.22	0.38
Queue Length 95th (ft)	53	2	0
Control Delay (s)	19.5	1.3	0.0
Lane LOS	C	A	
Approach Delay (s)	19.5	0.5	
Approach LOS	C		

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	45	25	10	30	0	0	0	0	15	790	70
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	50	28	11	33	0	0	0	0	17	878	78
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	967	950	478	525	989	0	956			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	967	950	478	525	989	0	956			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	81	95	97	86	100	100			99		
cM capacity (veh/h)	188	259	539	353	246	1091	728			1636		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	78	44	456	517
Volume Left	0	11	17	0
Volume Right	28	0	0	78
cSH	318	266	1636	1700
Volume to Capacity	0.24	0.17	0.28	0.30
Queue Length 95th (ft)	24	15	1	0
Control Delay (s)	19.9	21.2	0.4	0.0
Lane LOS	C	C	A	
Approach Delay (s)	19.9	21.2	0.2	
Approach LOS	C	C		

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	60	0	40	915	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	63	0	42	963	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	566	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	566	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	86	100	97			
cM capacity (veh/h)	447	1091	1636			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	63	363	642
Volume Left	63	42	0
Volume Right	0	0	0
cSH	447	1636	1700
Volume to Capacity	0.14	0.22	0.38
Queue Length 95th (ft)	12	2	0
Control Delay (s)	14.4	1.0	0.0
Lane LOS	B	A	
Approach Delay (s)	14.4	0.4	
Approach LOS	B		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	39.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	230	30	130	25	25	15	140	710	10	30	510	285
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5			4.5		4.5	5.5		4.5	5.5	
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.88			0.97		1.00	1.00		1.00	0.95	
Flt Protected	0.95	1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	1537			1663		1662	3318		1662	3126	
Flt Permitted	0.71	1.00			0.87		0.26	1.00		0.30	1.00	
Satd. Flow (perm)	1247	1537			1475		448	3318		532	3126	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	242	32	137	26	26	16	147	747	11	32	537	300
RTOR Reduction (vph)	0	99	0	0	12	0	0	1	0	0	99	0
Lane Group Flow (vph)	242	70	0	0	56	0	147	757	0	32	738	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)	16.1	16.1			16.1		31.6	25.6		23.4	21.5	
Effective Green, g (s)	15.6	15.6			15.6		30.6	25.1		22.4	21.0	
Actuated g/C Ratio	0.28	0.28			0.28		0.54	0.44		0.40	0.37	
Clearance Time (s)	4.0	4.0			4.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)	2.5	2.5			2.5		2.5	4.8		2.5	4.8	
Lane Grp Cap (vph)	344	424			407		360	1471		238	1160	
v/s Ratio Prot		0.05					c0.04	0.23		0.00	c0.24	
v/s Ratio Perm	c0.19				0.04		0.18			0.05		
v/c Ratio	0.70	0.16			0.14		0.41	0.51		0.13	0.64	
Uniform Delay, d1	18.4	15.6			15.4		12.1	11.4		13.2	14.7	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.9	0.1			0.1		0.6	0.6		0.2	1.5	
Delay (s)	24.4	15.7			15.6		12.6	11.9		13.4	16.2	
Level of Service	C	B			B		B	B		B	B	
Approach Delay (s)		20.8			15.6			12.0			16.1	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM Average Control Delay	15.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	56.6	Sum of lost time (s)	14.5
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	220	60	270	315	225	85	585	290	205	385	75
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	6.5		4.5	6.5	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.95		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	1694		1662	1750	1488	1662	3139		1662	3217	
Flt Permitted	0.42	1.00		0.46	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	727	1694		804	1750	1488	1662	3139		1662	3217	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	53	232	63	284	332	237	89	616	305	216	405	79
RTOR Reduction (vph)	0	10	0	0	0	149	0	61	0	0	18	0
Lane Group Flow (vph)	53	285	0	284	332	88	89	860	0	216	466	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						
Actuated Green, G (s)	35.9	35.9		35.9	35.9	35.9	19.1	30.9		15.0	26.8	
Effective Green, g (s)	35.4	35.4		35.4	35.4	35.4	18.6	30.4		14.5	26.3	
Actuated g/C Ratio	0.37	0.37		0.37	0.37	0.37	0.19	0.32		0.15	0.27	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	6.0		4.0	6.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.8		2.5	4.8	
Lane Grp Cap (vph)	269	626		297	647	550	323	996		252	883	
v/s Ratio Prot		0.17			0.19		0.05	c0.27		c0.13	0.14	
v/s Ratio Perm	0.07			c0.35		0.06						
v/c Ratio	0.20	0.46		0.96	0.51	0.16	0.28	0.86		0.86	0.53	
Uniform Delay, d1	20.5	22.9		29.4	23.5	20.2	32.9	30.8		39.6	29.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.4		40.1	0.5	0.1	0.3	8.5		23.5	1.0	
Delay (s)	20.8	23.3		69.6	24.0	20.3	33.2	39.2		63.2	30.5	
Level of Service	C	C		E	C	C	C	D		E	C	
Approach Delay (s)		22.9			38.2			38.7			40.6	
Approach LOS		C			D			D			D	

Intersection Summary			
HCM Average Control Delay	37.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	95.8	Sum of lost time (s)	15.5
Intersection Capacity Utilization	89.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	235	155	205	725	515	200
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5		4.5	5.5	5.5	
Lane Util. Factor	1.00		1.00	0.95	0.95	
Frt	0.95		1.00	1.00	0.96	
Flt Protected	0.97		0.95	1.00	1.00	
Satd. Flow (prot)	1598		1662	3292	3162	
Flt Permitted	0.97		0.95	1.00	1.00	
Satd. Flow (perm)	1598		1662	3292	3162	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	247	163	216	763	542	211
RTOR Reduction (vph)	34	0	0	0	57	0
Lane Group Flow (vph)	376	0	216	763	696	0
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Turn Type			Prot			
Protected Phases	8		1	6	2	
Permitted Phases						
Actuated Green, G (s)	18.7		10.3	34.4	20.1	
Effective Green, g (s)	18.2		9.8	33.9	19.6	
Actuated g/C Ratio	0.29		0.16	0.55	0.32	
Clearance Time (s)	4.0		4.0	5.0	5.0	
Vehicle Extension (s)	2.5		2.5	4.8	4.8	
Lane Grp Cap (vph)	468		262	1797	998	
v/s Ratio Prot	c0.24		c0.13	0.23	c0.22	
v/s Ratio Perm						
v/c Ratio	0.80		0.82	0.42	0.70	
Uniform Delay, d1	20.3		25.3	8.3	18.6	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	9.4		18.2	0.3	2.6	
Delay (s)	29.7		43.6	8.7	21.3	
Level of Service	C		D	A	C	
Approach Delay (s)	29.7			16.4	21.3	
Approach LOS	C			B	C	

Intersection Summary			
HCM Average Control Delay	20.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	62.1	Sum of lost time (s)	14.5
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	60	25	40	870	605	65
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	61	26	41	888	617	66
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1620	651	684			
vC1, stage 1 conf vol	651					
vC2, stage 2 conf vol	969					
vCu, unblocked vol	1620	651	684			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	79	95	96			
cM capacity (veh/h)	298	472	919			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	87	41	888	684
Volume Left	61	41	0	0
Volume Right	26	0	0	66
cSH	334	919	1700	1700
Volume to Capacity	0.26	0.04	0.52	0.40
Queue Length 95th (ft)	25	3	0	0
Control Delay (s)	19.5	9.1	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	19.5	0.4		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	25	25	30	885	600	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	26	26	31	922	625	31
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage veh)					2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1625	641	656			
vC1, stage 1 conf vol	641					
vC2, stage 2 conf vol	984					
vCu, unblocked vol	1625	641	656			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	95	97			
cM capacity (veh/h)	303	479	941			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	52	31	922	656
Volume Left	26	31	0	0
Volume Right	26	0	0	31
cSH	371	941	1700	1700
Volume to Capacity	0.14	0.03	0.54	0.39
Queue Length 95th (ft)	12	3	0	0
Control Delay (s)	16.3	9.0	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	16.3	0.3		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	15	35	915	610	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	16	37	963	642	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		1				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1205	329	658			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1205	329	658			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	96			
cM capacity (veh/h)	172	673	939			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	16	358	642	428	230
Volume Left	0	37	0	0	0
Volume Right	16	0	0	0	16
cSH	505	939	1700	1700	1700
Volume to Capacity	0.03	0.38	0.38	0.25	0.14
Queue Length 95th (ft)	2	3	0	0	0
Control Delay (s)	12.4	1.3	0.0	0.0	0.0
Lane LOS	B	A			
Approach Delay (s)	12.4	0.5		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	35	40	640	35	85	50	830	620	90	495	40
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0	3.5		5.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95	1.00	1.00	0.95	
Frt		1.00	0.85		0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected		0.98	1.00		0.96		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1674	1458		1639		1630	3292	1473	1662	3253	
Flt Permitted		0.98	1.00		0.96		0.27	1.00	1.00	0.12	1.00	
Satd. Flow (perm)		1674	1458		1639		461	3292	1473	208	3253	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	38	43	696	38	92	54	902	674	98	538	43
RTOR Reduction (vph)	0	0	31	0	4	0	0	0	296	0	5	0
Lane Group Flow (vph)	0	76	12	0	822	0	54	902	378	98	576	0
Heavy Vehicles (%)	2%	2%	2%	1%	2%	0%	2%	1%	1%	0%	1%	2%
Turn Type	Split		custom	Split			pm+pt		Perm	pm+pt		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			6				2		2	6		
Actuated Green, G (s)		8.1	33.6		52.5		37.8	32.2	32.2	40.6	33.6	
Effective Green, g (s)		9.6	35.1		54.0		37.8	33.2	33.2	40.6	34.6	
Actuated g/C Ratio		0.08	0.29		0.45		0.31	0.27	0.27	0.34	0.29	
Clearance Time (s)		5.5	5.0		6.5		4.0	5.0	5.0	4.0	5.0	
Vehicle Extension (s)		5.2	5.2		2.5		2.5	5.2	5.2	2.5	5.2	
Lane Grp Cap (vph)		133	424		733		198	905	405	154	932	
v/s Ratio Prot		c0.05			c0.50		0.01	c0.27		c0.04	0.18	
v/s Ratio Perm			0.01				0.07		0.26	0.18		
v/c Ratio		0.57	0.03		1.12		0.27	1.00	0.93	0.64	0.62	
Uniform Delay, d1		53.6	30.7		33.4		30.2	43.7	42.7	32.0	37.4	
Progression Factor		1.00	1.00		1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		9.6	0.1		71.9		0.5	29.1	30.8	7.3	3.1	
Delay (s)		63.2	30.8		105.3		30.7	72.9	73.5	39.3	40.4	
Level of Service		E	C		F		C	E	E	D	D	
Approach Delay (s)		51.5			105.3			71.7			40.3	
Approach LOS		D			F			E			D	

Intersection Summary			
HCM Average Control Delay	73.0	HCM Level of Service	E
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	120.8	Sum of lost time (s)	17.0
Intersection Capacity Utilization	94.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

1: Garfield St & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	47.5	28.2	21.9	74.5	62.2	8.4	64.9	25.9	14.8	42.9	22.6	6.4

1: Garfield St & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	35.7

2: Lowry Ln & OR 99 Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	34.3	10.1	40.2	42.4	17.0	61.4	15.7	15.1	46.6	7.7	3.6	15.3

3: Bear Creek Corporation Dr & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	42.7	46.7	11.0	38.4	36.2	9.7	22.3	9.4	9.2	16.2	6.0	6.2

3: Bear Creek Corporation Dr & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	10.3

4: S Stage Rd & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	34.6	30.5	16.2	29.4	27.2	12.6	51.2	18.2	18.2	41.7	33.9	37.0

4: S Stage Rd & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	29.3

5: Fern Valley Rd & OR 99 Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	55.5	24.0	43.5	34.8	1.6	77.7	12.5	22.0	19.7	21.6

6: Bolz Rd & OR 99 Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	64.5	62.3	3.3	74.1	25.7	24.6	49.4	6.8	5.4	21.3

7: 4th St & SB OR 99 (N Main St) Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	17.3	15.6	12.3	13.2	2.4	1.4	1.4	3.2

8: 4th St & NB OR 99 (Bear Creek Dr) Performance by movement

Movement	EBL	EBT	NBL	NBT	All
Delay / Veh (s)	10.9	1.7	1.6	1.6	2.7

9: 1st St & SB OR 99 (N Main St) Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	16.6	13.5	10.8	15.3	2.5	1.9	2.6	4.3

10: 1st St & NB OR 99 (Bear Creek Dr) Performance by movement

Movement	EBL	EBT	NBL	NBT	All
Delay / Veh (s)	9.9	3.8	1.3	1.3	2.7

11: Oak St & SB OR 99 (N Main St) Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Delay / Veh (s)	10.5	8.7	6.4	10.0	2.0	1.1	1.3	2.0

12: Oak St & NB OR 99 (Bear Creek Dr) Performance by movement

Movement	EBL	EBT	NBL	NBT	All
Delay / Veh (s)	7.2	2.1	1.4	0.6	1.0

13: Colver/Suncrest Rd & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	21.7	18.0	9.0	18.4	17.6	6.9	22.1	10.3	9.5	18.6	16.0	13.1

13: Colver/Suncrest Rd & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	14.4

14: W Valley View Rd & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	24.3	13.8	10.0	28.7	16.1	6.6	152.7	271.2	244.4	32.4	32.9	24.2

14: W Valley View Rd & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	95.1

15: Rapp Rd & OR 99 Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	66.3	53.0	47.3	17.7	21.7	6.8	29.0

16: Arnos Rd & OR 99 Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	25.9	14.7	7.8	4.3	2.2	1.4	4.4

17: Creel Rd & OR 99 Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	24.8	7.7	4.3	1.0	3.3	2.4	2.5

18: Talent Av (Old Pacific Hwy) & OR 99 Performance by movement

Movement	EBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	7.9	12.7	11.4	1.9	1.3	7.6

19: S Valley View Rd & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	85.9	77.1	8.8	381.7	389.7	392.6	232.2	252.5	256.5	43.9	37.8	31.5

19: S Valley View Rd & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	232.2

Total Zone Performance

Delay / Veh (s)	3331.2

Intersection: 1: Garfield St & OR 99

Movement	EB	EB	EB	WB	WB	WB	WB	B21	B21	NB	NB	NB
Directions Served	L	T	TR	L	L	T	R	T	T	L	T	T
Maximum Queue (ft)	95	140	162	265	325	837	772	385	294	138	297	380
Average Queue (ft)	40	64	83	146	207	485	144	63	23	40	125	149
95th Queue (ft)	78	116	143	243	371	926	597	269	153	102	235	272
Link Distance (ft)		498	498			760	760	1228	1228		1153	1153
Upstream Blk Time (%)						11	1					
Queuing Penalty (veh)						0	0					
Storage Bay Dist (ft)	250			300	300					250		
Storage Blk Time (%)				0	1	19					0	0
Queuing Penalty (veh)				1	4	79					0	0

Intersection: 1: Garfield St & OR 99

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	L	T	T
Maximum Queue (ft)	294	120	124	225	292
Average Queue (ft)	121	62	72	133	160
95th Queue (ft)	241	111	114	212	253
Link Distance (ft)				2347	2347
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	350	275	275		
Storage Blk Time (%)	0				
Queuing Penalty (veh)	1				

Intersection: 2: Lowry Ln & OR 99

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	97	62	220	114	43	355	414	185	254	263
Average Queue (ft)	29	20	91	51	9	134	164	81	74	100
95th Queue (ft)	70	53	168	89	31	286	331	154	186	217
Link Distance (ft)	102	102	728			978	978		1286	1286
Upstream Blk Time (%)	0									
Queuing Penalty (veh)	0									
Storage Bay Dist (ft)				200	200			200		
Storage Blk Time (%)			0			2		0	0	
Queuing Penalty (veh)			0			0		1	0	

Intersection: 3: Bear Creek Corporation Dr & OR 99

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	109	126	80	74	71	43	196	256	45	146	192
Average Queue (ft)	44	55	20	27	23	8	56	75	11	51	82
95th Queue (ft)	87	97	52	62	56	29	142	182	34	118	158
Link Distance (ft)		666	666		142		2624	2624		978	978
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	150			50		250			250		
Storage Blk Time (%)		0		8	2						
Queuing Penalty (veh)		0		3	1						

Intersection: 4: S Stage Rd & OR 99

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	149	286	90	127	275	406	396	206	492	544
Average Queue (ft)	82	108	36	52	179	150	167	57	257	310
95th Queue (ft)	143	225	77	100	289	335	329	138	440	488
Link Distance (ft)		1181		431		1686	1686		2624	2624
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	125		200		250			250		
Storage Blk Time (%)	3	5			5	1			7	
Queuing Penalty (veh)	7	6			20	4			4	

Intersection: 5: Fern Valley Rd & OR 99

Movement	EB	EB	B56	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	R	T	L	LT	R	L	T	T	T	TR
Maximum Queue (ft)	128	53	109	269	267	42	70	344	374	553	536
Average Queue (ft)	73	44	12	150	152	1	17	76	81	237	236
95th Queue (ft)	138	65	60	237	234	30	52	236	245	433	432
Link Distance (ft)	61		368		319	319		433	433	1820	1820
Upstream Blk Time (%)	21	1						0	0		
Queuing Penalty (veh)	0	0						1	1		
Storage Bay Dist (ft)		100		200			100				
Storage Blk Time (%)	21	1		4	3			8			
Queuing Penalty (veh)	16	1		9	6			1			

Intersection: 6: Bolz Rd & OR 99

Movement	EB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	T	T	R	L	L	T	TR
Maximum Queue (ft)	71	83	485	548	125	282	292	343	354
Average Queue (ft)	19	15	226	283	103	161	179	84	95
95th Queue (ft)	61	51	421	491	158	254	274	250	266
Link Distance (ft)	308		590	590				433	433
Upstream Blk Time (%)				0				0	0
Queuing Penalty (veh)				1				1	0
Storage Bay Dist (ft)		100			100	275	275		
Storage Blk Time (%)		0	18	20	13	0	1	0	
Queuing Penalty (veh)		1	3	80	49	0	6	1	

Intersection: 7: 4th St & SB OR 99 (N Main St)

Movement	EB	WB	SB
Directions Served	TR	LT	LT
Maximum Queue (ft)	118	76	26
Average Queue (ft)	52	33	1
95th Queue (ft)	93	62	11
Link Distance (ft)	215	231	561
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: 4th St & NB OR 99 (Bear Creek Dr)

Movement	EB
Directions Served	L
Maximum Queue (ft)	109
Average Queue (ft)	42
95th Queue (ft)	79
Link Distance (ft)	231
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: 1st St & SB OR 99 (N Main St)

Movement	EB	WB	SB
Directions Served	TR	LT	LT
Maximum Queue (ft)	164	75	14
Average Queue (ft)	67	31	1
95th Queue (ft)	119	62	12
Link Distance (ft)	318	425	898
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: 1st St & NB OR 99 (Bear Creek Dr)

Movement	EB
Directions Served	L
Maximum Queue (ft)	105
Average Queue (ft)	51
95th Queue (ft)	82
Link Distance (ft)	425
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: Oak St & SB OR 99 (N Main St)

Movement	EB	WB	SB
Directions Served	TR	LT	TR
Maximum Queue (ft)	81	56	5
Average Queue (ft)	34	21	0
95th Queue (ft)	60	48	4
Link Distance (ft)	288	125	893
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: Oak St & NB OR 99 (Bear Creek Dr)

Movement	EB
Directions Served	L
Maximum Queue (ft)	53
Average Queue (ft)	31
95th Queue (ft)	52
Link Distance (ft)	125
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Colver/Suncrest Rd & OR 99

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	135	82	60	119	161	188	56	194	235
Average Queue (ft)	92	64	19	47	48	78	13	72	107
95th Queue (ft)	130	103	46	93	124	156	39	142	201
Link Distance (ft)	90	90	771		1732	1732		6514	6514
Upstream Blk Time (%)	18	2							
Queuing Penalty (veh)	36	4							
Storage Bay Dist (ft)				325			300		
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 14: W Valley View Rd & OR 99

Movement	EB	EB	WB	WB	WB	NB	NB	NB	B26	B26	SB	SB
Directions Served	L	TR	L	T	R	L	T	TR	T	T	L	T
Maximum Queue (ft)	80	160	201	248	90	375	1088	1082	747	743	206	211
Average Queue (ft)	20	69	107	95	29	205	885	902	234	238	96	99
95th Queue (ft)	53	137	181	188	70	490	1318	1312	748	751	176	182
Link Distance (ft)		619		1090	1090		1013	1013	895	895		1732
Upstream Blk Time (%)							26	37	5	5		
Queuing Penalty (veh)							123	175	24	22		
Storage Bay Dist (ft)	300		200			350					325	
Storage Blk Time (%)			1	0		0	67					0
Queuing Penalty (veh)			2	0		0	57					0

Intersection: 14: W Valley View Rd & OR 99

Movement	SB
Directions Served	TR
Maximum Queue (ft)	230
Average Queue (ft)	112
95th Queue (ft)	193
Link Distance (ft)	1732
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Rapp Rd & OR 99

Movement	EB	NB	NB	NB	B68	SB	SB
Directions Served	LR	L	T	T	T	T	TR
Maximum Queue (ft)	341	285	247	253	207	325	334
Average Queue (ft)	194	137	99	113	47	167	94
95th Queue (ft)	337	243	285	281	380	285	226
Link Distance (ft)	375		406	406	1018	895	895
Upstream Blk Time (%)	7		2	1	0		
Queuing Penalty (veh)	0		10	6	4		
Storage Bay Dist (ft)		275					
Storage Blk Time (%)		1	5				
Queuing Penalty (veh)		2	10				

Intersection: 16: Arnos Rd & OR 99

Movement	EB	NB	NB
Directions Served	LR	L	T
Maximum Queue (ft)	113	42	24
Average Queue (ft)	47	15	2
95th Queue (ft)	89	40	21
Link Distance (ft)	580		2216
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		150	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Creel Rd & OR 99

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	67	52
Average Queue (ft)	29	12
95th Queue (ft)	59	37
Link Distance (ft)	448	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Talent Av (Old Pacific Hwy) & OR 99

Movement	EB	EB	NB	NB
Directions Served	L	R	LT	T
Maximum Queue (ft)	12	42	90	15
Average Queue (ft)	0	13	13	1
95th Queue (ft)	9	43	51	11
Link Distance (ft)	1774		3868	3868
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)		2		
Queuing Penalty (veh)		0		

Intersection: 19: S Valley View Rd & OR 99

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LTR	L	T	T	R	L	T	TR
Maximum Queue (ft)	84	66	912	174	1971	1998	181	126	210	231
Average Queue (ft)	50	20	908	39	1575	1632	166	45	110	124
95th Queue (ft)	90	50	913	135	2502	2503	221	98	183	203
Link Distance (ft)	67	67	891		2095	2095			3868	3868
Upstream Blk Time (%)	27	0	57		4	7				
Queuing Penalty (veh)	15	0	0		0	0				
Storage Bay Dist (ft)				150			150	200		
Storage Blk Time (%)				0	54	51	16		0	
Queuing Penalty (veh)				0	27	314	65		0	

Zone Summary

Zone wide Queuing Penalty: 1206

OR 99 Rogue Valley Corridor Plan

Garfield Road to South Valley View Road

Technical Memorandum #5

Concept Development and Evaluation

Prepared for

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5. CONCEPT DEVELOPMENT AND EVALUATION

This memorandum presents the preliminary improvement concepts developed to address long-range deficiencies in the OR 99 corridor. The goal of the identified improvement concepts is to help achieve the goals and objectives set forth for this project, while addressing identified deficiencies for all modes.

After concepts are selected for further analysis, they will be combined to create comprehensive improvement strategies. Then, additional analysis will be conducted to ensure the improvements work well together.

5.1. Concept Development

Each improvement concept was developed to address specific deficiencies, safety issues, or access concerns. These concepts were developed based upon available standards, warrants, perceived need, safety data, traffic operations, and community livability. Concepts were not limited to roadway issues, and include many bicycle and pedestrian-related projects.

The concepts were developed keeping in mind the four goals identified for the OR 99 Corridor Plan:

- Goal 1 – Mobility: Improve the OR 99 corridor and identify potential local system enhancements that link communities, neighborhoods, and businesses and address the existing and future transportation needs of moving both people and goods throughout the corridor.
- Goal 2 – Multimodal System: Provide a multimodal transportation system that accommodates the needs of all users.
- Goal 3 – Livability: Provide a transportation system that enhances community livability and promotes economic development while minimizing environmental impacts.
- Goal 4 – Safety: Promote the safety of current and future travel modes for all users.

This memorandum considers changes/improvements in the following categories:

- Roadway Segment Improvements – These concepts consider systematic improvements throughout each segment of the corridor, including a variety of new cross sections that provide continuous bicycle and pedestrian facilities.
- Safety Improvements – These concepts are targeted at locations with a high frequency of crashes, fatal and serious injuries, or at locations with roadway attributes and environmental factors that may contribute to future crashes.
- Pedestrian Improvements – These concepts offer pedestrian improvements to link continuous sidewalks with regular crossing opportunities and access to transit throughout the corridor.

- Bicycle Facility and Shoulder Improvements – These concepts offer bicycle improvements to link continuous bicycle lanes/shoulders with regular crossing opportunities throughout the corridor.
- Operational Improvements – The concept proposed under this category focuses at the one intersection that fails to meet operational standards by our horizon year; although, many of the concepts proposed under the safety improvement category will have operational affects.

The concepts identified in this memorandum are above and beyond any other projects that have been identified for implementation along the corridor either through ODOT's 2011-2013 Statewide Transportation Improvement Program (STIP), the Regional Transportation Plan (RTP), and City and County Transportation System Plans (TSPs).

The improvement concept categories often overlap or complement each other. For instance, a roadway segment improvement may include strategies to improve safety and could be combined with a number of pedestrian improvements. Linkages between concepts are discussed in the evaluations.

5.1.1. Roadway Segment Improvements

Although other improvement categories consider concepts at spot locations, the roadway segment improvements consider systematic improvements through a segment of the corridor. Potential road segment cross-sections were identified during the concept development process to increase capacity, provide additional bicycle/pedestrian facilities, or address safety concerns. These improvements are consistent with all four goals of the Corridor Plan.

Roadway cross sections along the corridor were developed using three hierarchical strategies:

- Provide on-street bike lanes throughout the corridor within the available right of way (ROW), by restriping the roadway to provide more narrow travel lanes. No additional pavement would be added to the roadway under this strategy. Additionally, sidewalks would be upgraded or added, where missing, along easements or by purchasing ROW within these areas. Most of these concepts would require design exceptions for implementation.
- Provide on-street bike lanes and other roadway or safety improvements by widening the paved roadway surface but minimizing the width of improvements. Sidewalks would be upgraded, added, or relocated as required. Most of these concepts would require design exceptions for implementation.
- Provide on-street bike lanes and sidewalks while meeting design standards. These concepts require widening the pavement and relocating existing sidewalks. Most would require additional ROW along much of the corridor.

5.1.2. Safety Improvements

Improving safety throughout the OR 99 corridor has been identified as a priority, and is consistent with Goal 4 of this plan. A roadway characteristics audit[1] was performed in conjunction with a detailed crash history analysis[2] to identify measures at specific locations or general strategies for improving overall safety. While some improvement concepts are targeted at locations with either a high frequency of crashes, or fatal and/or serious injuries, some concepts were identified due to roadway attributes and environmental factors that may contribute to future crashes.

The safety of a roadway is closely related to the location, orientation, and frequency of access points. Research has clearly shown a direct correlation between the number of access points and collision rates. Typically, as the number of access points increases, so do collision rates. Although a systematic access management plan will be developed later in this project, several targeted improvements and closures are addressed in the proposed concepts.

5.1.3. Pedestrian Improvements

In alignment with Goals 2 and 3 of this plan, the proposed pedestrian improvements provide continuous sidewalks and regular crossing opportunities throughout the corridor. Pedestrian improvements were considered in two separate categories that are closely related:

- Sidewalks/pathways adjacent to OR 99
- Crosswalks and informal crossing opportunities across OR 99

Because sidewalk improvements adjacent to OR 99 are identified in the roadway segment concepts section, this section covers the proposed spot improvements and crossing opportunities. Crossing improvements are targeted at locations with a moderate to high demand, such as near transit stops, routes to and from school, or adjacent to large employers.

In addition, improvement concepts are targeted at locations with reported pedestrian crashes, where there is an opportunity to reduce the exposure of pedestrians at conflict points, or improve visibility and awareness between modes. There were four pedestrian-related crashes reported throughout the study corridor from 2005 through 2009, each of which resulted in injuries. The crossing improvements proposed include pedestrian-activated rectangular rapid flashing beacons (RRFB), striped crosswalks, pedestrian refuge islands (with striped or unstriped crossings), pathway connections, and other spot improvements.

5.1.4. Bicycle Facility and Shoulder Improvements

The bicycle system has numerous segments that are discontinuous or deficient throughout the corridor.

[1] The roadway characteristics audit was performed using aerial imagery and ODOT Video Log.

[2] The crash data used in this safety investigation was from the most recent five-year period available (January 1, 2005 to December 31, 2009).

The Oregon Bicycle and Pedestrian Plan recommends shoulders that are 6 feet wide for bicycle use, although a minimum 4-foot shoulder is considered adequate when there are physical width limitations. In rural sections of OR 99 with a posted speed of 55 mph, the Highway Design Manual would require 8-foot wide paved shoulders. Wider shoulders allow a cyclist to ride far enough from the edge of pavement to avoid debris and conflicts with passing vehicles. Applicable guidelines, standards, environmental constraints, and costs were considered in the development of bicycle/shoulder improvements throughout the corridor.

Although bicycle facility improvements are identified in the roadway segment concepts section, this section covers the proposed spot improvements such as crossings and trail connections.

5.1.5. Operational Improvements

Traffic operations were evaluated for concepts that were identified to address operational deficiencies. Along this corridor, only one location has an identified operational deficiency, S Valley View Road, which has planned but unfunded improvements.

Several of the other categories may also have operational benefits such as the roadway segment improvements, safety improvements, and even the shoulder improvements.

5.2. Concept Evaluation

Not all of the concepts proposed in this memorandum will be recommended for implementation. Each improvement concept will be evaluated with regard to applicable impacts (e.g. traffic operations, safety, environmental, etc.), feasibility, stakeholder feedback, and ability to meet the goals of the corridor plan.

The concept analysis included traffic operations, road geometries and ROW requirements, environmental and land use consequences, and cost opinions.

5.2.1. Traffic Operations and Safety

Traffic operations were evaluated for concepts that were identified to address operational deficiencies. Along this corridor, only one location has an identified operational deficiency, S Valley View Road, which does not have a funded improvement by our horizon year.

The operational assessment focuses on the volume-to-capacity (v/c) ratio and level of service (LOS) for the 2034 future condition.

At intersections where potential changes in traffic control or turn lanes were considered, the procedures in the ODOT Analysis Procedures Manual (APM) were followed. For potential turn

lanes on the rural sections of the highway, the APM turn lane criteria[3] were evaluated. Existing traffic volumes were applied to determine if warrants for turn lanes might be met today.

Some improvements are focused on addressing safety concerns or may address safety as well as traffic operations deficiencies. Crash patterns from the five-year analysis period (2005 through 2009) are discussed for those improvements that address safety.

5.2.2. Basic Roadway Geometries and Right-of-Way Requirements

Illustrations of basic roadway geometry and ROW needs were developed for concepts that involve infrastructure improvements. The drawings approximate roadway centerlines, edge of roadway and ROW using available base mapping.

5.2.3. Environmental and Land Use Assessment

Impacts to resources were qualitatively assessed based on the data assembled for the environmental and land use reconnaissance. The level of analysis of the study area is designed to identify those areas judged to have considerable potential for conflict.

5.2.4. Concepts Cost Opinions

Rough order of magnitude cost opinions were developed using present day dollars and are consistent with standard estimating methods. The estimates include a contingency factor but do not include ROW costs (unless noted otherwise). The cost opinions are intended to help differentiate alternatives by approximating the relative costs of each concept.

5.3. Organization of Improvement Concepts

The OR 99 corridor is more than 11 miles long and31 improvement concepts have been developed at various locations. For discussions purposes in this memorandum, the concepts have been grouped by segments discussed in previous memoranda. There were six segments originally identified but the South Medford and the Medford to Phoenix transition segments were combined for the evaluation as several of the concepts extend through both areas.

The roadway segments in the concept analysis are:

South Medford and Transition to Phoenix Segments - Garfield Street to Phoenix North City Limits (North of Cheryl Avenue)

- 7 improvement concepts

Phoenix Segment - North City Limits (North of Cheryl Avenue) to South City Limits (North of Cabbage Lane)

- 12 improvement concepts

[3] Section 7.2 Turn Lane Criteria, Analysis Procedures Manual, April 2006, Updated January 2011, online reference: http://www.oregon.gov/ODOT/TD/TPAU/docs/A_APM/APM.pdf. Note: These criteria are also consistent with the criteria in Appendix F of the Highway Design Manual.

Phoenix to Talent Transition Segment - Phoenix South City Limits (North of Cabbage Lane) to Talent North City Limits (Colver/Suncrest Road)

- 2 improvement concepts proposed

Talent Segment - Talent North City Limits (Colver/Suncrest Road) to South City Limits (South of Creel Road)

- 4 improvement concepts proposed

Talent to North Ashland Transition Segment– Talent South City Limits (South of Creel Rd) to North Ashland (S Valley View Road)

- 6 improvement concepts proposed

The improvement concepts have various strategies to consider. Many of the concepts can be combined with others; some provide different solutions to address the same issue. Within several of the concepts, there may be different options. The 31 concepts are discussed in the next five sections.

5.4. South Medford and Transition to Phoenix Segments

As the northernmost segment of the study area along OR 99, the south Medford segment extends from the Garfield Street intersection through South Stage Road. This section of OR 99 is a typical five-lane urban arterial with a center left-turn lane, traffic signals at several intersections, and a posted speed of 45 miles per hour (mph).The current ADT is approximately 17,500 vehicles per day (vpd), while the forecast ADT for year 2034 is approximately 21,000 vpd.

The transitional section of OR 99 between the Medford and Phoenix urban areas remains similar to the South Medford segment but with some differences in adjacent land uses. The current ADT ranges from approximately 14,000 to 16,000 vpd, while the forecast ADT for year 2034 ranges from approximately 17,000 to 19,000 vpd.

There are seven improvement concepts in this segment, several of which have varying strategies to consider. A brief summary of the concepts are presented in Table 5-1 with concept locations identified in Figure 5-1. The following sections discuss in detail potential changes and improvements that are specific to this corridor segment.

Table 5-1. South Medford to Phoenix Segment Improvement Concepts

ID	Location	General Description	Purpose	Category
1	Garfield St to Charlotte Ann Rd (MP 8.56-8.75)	Construct sidewalks along the west side of OR 99 with fencing to separate from the railroad tracks	Provide facilities along OR 99 for all modes of travel	Pedestrian
2	Garfield St to Phoenix North City Limits (MP 8.56-11.03)	Install roadway lighting at key locations	Enhance visibility and safety in corridor	Safety

Table 5-1. South Medford to Phoenix Segment Improvement Concepts

ID	Location	General Description	Purpose	Category
3	Charlotte Ann Rd to Fern Valley Interchange Project Boundary (MP 8.75-11.04)	Modify roadway cross section to better serve bicycles and pedestrians ▪ Option A: Modify striping of existing 5-lane roadway cross section to add bike lanes and construct continuous sidewalks ▪ Option B: Widen existing 5-lane roadway cross section to add bike lanes and construct continuous sidewalks	Provide facilities along OR 99 for all modes of travel	Roadway Segment
4	Spot Locations between Charlotte Anne Rd and Cheryl Ave (MP 8.75-11.11)	Install median islands ▪ 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)	Enhance safety for pedestrians crossing OR 99	Pedestrian
5	South Stage Rd (MP 9.79)	Modify traffic signal timing ▪ Add clearance intervals to traffic signal ▪ Provide protected left-turn phases on South Stage Rd	Address existing safety concerns	Safety
6	Northridge Terrace (MP 10.58)	Improve turning radius at Northridge Terrace	Address existing safety concerns	Safety
7	North of Rose St to 42nd St (MP 10.84-10.98)	Reduce the number of conflicting turning movements: ▪ Close residential access (west side) at MP 10.84 and connect to Rose St for access to OR 99 (tax lot 3100) ▪ Close Park St (west side) at MP 10.92 (access OR 99 via 42nd St at MP 10.98) ▪ Close Royal Rd (east side) at MP 10.94 (access OR 99 via Walnut Way at MP 10.91) ▪ Close Acorn Ave (east side) at MP 10.94 (access OR 99 via Walnut Way at MP 10.91)	Address existing safety concerns	Safety

5.4.1. Concept 1 – Garfield Street to Charlotte Anne Road

Currently, sidewalks are present on the east side but not present on the west side of this segment. There is no highway-facing development on this segment and the railroad tracks create a barrier to development further west. However, there is a transit stop on the west side of OR 99 opposite Charlotte Anne Road with no connecting pedestrian facilities.

Concept 1 would construct sidewalks along the west side of OR 99 with fencing to separate it from the railroad tracks.

Concept 1 – Traffic Operations and Safety

Sidewalks would improve safety of pedestrians along the corridor and access to the existing transit stop. A fence would be located between the sidewalk and railroad tracks to separate pedestrians from rail traffic and discourage them from crossing the tracks.

Concept 1 – Basic Roadway Geometries and Right-of-Way Requirements

Existing curbs and drainage are in place already so Concept 1 would construct 6-foot sidewalks adjacent to the curb. Fencing would provide a barrier between pedestrians and the adjacent railroad tracks.

Concept 1 – Environmental and Land Use Assessment

The addition of impervious surface area may have stormwater impacts that would need to be treated. No land use impacts.

Concept 1 – Cost Opinions

The cost for this concept is estimated at $165,000.

5.4.2. Concept 2 – Garfield Street to Phoenix North City Limits – Add Roadway Lighting at Key Locations

Roadway lighting provides increased visibility for all modes and helps minimize conflicts between modes. While some street lighting exists in the corridor, Concept 2 would install additional lighting at key locations between Garfield Street and the Phoenix north city limits (MP 8.56-11.03) to improve safety. Specific locations have not been identified but lighting should be considered at transit stops and higher volume unsignalized intersections.

Concept 2 – Traffic Operations and Safety

Lighting can improve safety at locations where there are likely conflicts between vehicles, pedestrians, and bicycles. The greatest benefits are offered where surrounding facilities currently provide little light across the roadway.

Concept 2 – Basic Roadway Geometries and Right-of-Way Requirements

Depending on the location of utility poles and other roadway features, some ROW impacts may exist when placing the poles outside of any current or future potential sidewalk locations.

Concept 2 – Environmental and Land Use Assessment

There may be property impacts in areas where ROW width is insufficient. If additional ROW is needed there is potential for environmental impacts such as archeology and wetlands.

Concept 2 – Cost Opinions

The estimated cost of the proposed lighting improvements will be dependent on the number of locations identified and what other improvements might also be happening in the corridor. Specific recommendations and cost opinions for additional illumination will be determined as the preferred concept is identified.

5.4.3. Concept 3 – Charlotte Anne Road to Cheryl Avenue – Add Bike Lanes and Sidewalks

The south Medford to Phoenix section of OR 99 is a typical five-lane urban arterial with a center left-turn lane, a posted speed 45 mph, limited bicycle facilities, and intermittent pedestrian facilities adjacent to the roadway.

Very few blocks have paved standard-width sidewalks and are generally limited to areas surrounding Garfield Street, South Stage Road, and new developments. The roadway concepts provide adjacent pedestrian facilities via ROW or easements. The majority of the pedestrian access in this segment is provided by narrow paths (gravel, dirt, and paved), parking lots, local circulation roads, or no path at all. For these sections, additional ROW or easements will be needed to provide a continuous pedestrian facility. In the locations where sidewalks are present, deterioration has been observed.

Currently, bicycle facilities along this segment of OR 99 are only located between Garfield Street and Charlotte Ann Road. This lack of bicycle facilities generally deters bike traffic, or forces users to ride along the edge of the outside travel lane. Bike lanes would clearly designate a lane for bicyclists on the roadway. It must be wide enough to allow a bicyclist to ride far enough from the edge of pavement to avoid debris and avoid conflicts with passing vehicles.

The purpose of this improvement concept is to provide facilities for all modes of travel along OR 99 from just north of Charlotte Anne Road (MP 8.75) to the improvements associated with the Fern Valley interchange (MP 11.03), as illustrated in Figure 5-2. This improvement concept has two separate cross section options to consider:

- Option A: Minimizes the associated impacts by restriping the existing roadway to provide narrower travel lanes to include bicycle lanes within the existing pavement width, while providing additional ROW (or easements) for sidewalks. This option would require a design exception.
- Option B: Meet design standards by widening the roadway and ROW to include bicycle lanes and sidewalks, while maintaining the current width of travel lanes.

Concept 3 – Traffic Operations and Safety

Current traffic demand in this segment ranges from 17,000 vpd at the north end in Medford and 14,000 vpd at the south end near Phoenix. The 2034 forecast demand is expected to range from 22,000 vpd in Medford to 19,000 vpd near Phoenix.

Concept 3, Option A would result in minor changes to vehicular capacity due to narrower travel lanes. The addition of 5-foot wide bicycle lanes would provide a clearly defined travel way for bicyclists, allowing enough space from passing vehicles to avoid conflicts. The addition of continuous 6-foot wide sidewalks would improve safety and mobility for pedestrians while improving access to and attractiveness of transit. Narrower travel lanes would likely have a negligible change to vehicular safety, with a possibility of decreasing travel speeds. Even with reduced widths, the bike lane combined with the travel lanes would still provide a 27- to 28-foot "hole in the air" to accommodate specialized freight needs.

Concept 3, Option B: would not result in changes to vehicular capacity, as travel lanes would remain the same. The addition of 6-foot wide bicycle lanes would provide a clearly defined travel way for bicyclists, allowing additional space from passing vehicles to avoid conflicts. Similar to Option A, the addition of continuous 6-foot wide sidewalks would improve safety and mobility for pedestrians while improving access to and attractiveness of transit. The addition of bicycle lanes and sidewalks has potential to decrease vehicular travel speeds.

Concept 3 – Basic Roadway Geometries and Right-of-Way Requirements

Both options for Concept 3 add bicycle and pedestrian facilities to the existing roadway while maintaining existing number of vehicular travel lanes. The highway ROW in this segment is as wide as 100 feet at some locations but much of the segment appears to have only 70 feet of ROW, which is barely sufficient for the existing paved surface. The posted speed is 45 mph.

Concept 3, Option A would decrease lane widths from a 14-foot median and 12-foot travel lanes to a 12-foot median and 11- to 12-foot travel lanes. Five-foot wide bike lanes would be striped on both sides of the roadway. The paved roadway width would remain the same (66 to 72 feet wide). Six-foot sidewalks would also be constructed, where missing, or upgraded, where deficient on both sides of the roadway. At some locations, it may be necessary to have a narrower sidewalk because of the proximity of existing structure to the edge of pavement. The addition of sidewalks would require culvert extension in some locations. Up to 16 feet of additional ROW or easements would be required to provide sidewalks. Because of the narrowed lane widths, a design exception would be required for this concept. Consideration should be given to reducing the posted speed from 45 mph to 40 mph on the section with 11-foot travel lanes, as recommended in the Oregon Bicycle and Pedestrian Design Guide.

Concept 3, Option B would maintain 12-foot travel lanes and a 14-foot painted median, and increase the overall pavement width to 74 feet (from 66 to 72 feet) to include 6-foot bicycle lanes on both sides of the roadway. With the roadway widening, new curbs and 6-foot sidewalks would need to be constructed on both sides of the roadway. The increased pavement width and new sidewalks would require more extensive culvert extensions than required in Option A. Up to 20 feet of additional ROW would be required at some locations to accommodate pavement widening, although sidewalks could be accommodated in easements.

Concept 3 – Environmental and Land Use Assessment

This concept would require better property access in some areas. Because the ROW is relatively narrow (70 feet) for much of the segment considered with this concept, many of the buildings are now located very near the existing edge of pavement. If ROW is needed, fish passage would need to be considered along with additional stormwater treatment to address the increase in impervious pavement area.

Concept 3 – Cost Opinions

The estimates for this concept with different cross-sections are:

- Concept 3, Option A: $3.5 million
- Concept 3, Option B: $9.7 million

The cost for Option A is considerably lower than Option B because it only includes pavement restriping and sidewalks while Option B widens the roadway and constructs new curbs and sidewalks. Neither of these costs includes utility relocation or acquisition of additional ROW. Costs associated with these elements would increase the gap between project costs for these cross-sections. In areas where culverts exist (e.g., Coleman Creek), cost opinions do not take into account potential fish passage or storm water treatment modifications. Further environmental inventory will be needed at the time of the project to determine the extent of impacts and associated cost. At this time, there is no funding available for replacement of Coleman Creek.

5.4.4. Concept 4 – Charlotte Anne Road and Cheryl Avenue – Install Median Islands

Protected crossing opportunities are primarily limited to the five signalized intersections in this 1.8 mile segment. Many of the signals are aligned with one or more transit stops. There are currently 9 bus stops along this segment of roadway which are not located at or near a signalized intersection. Most bus riders will need to cross the highway at either the beginning or end of a round trip made by transit (e.g., if a worker is traveling northbound in the morning, he or she would board the bus on the east side of the highway, but when they return from work on a southbound bus they will deboard on the west side of the highway).

Median islands would enhance safety for all users and provide transit users or other pedestrians with the opportunity to break up the crossing movement into two stages. In the first stage, the pedestrian would cross two lanes of traffic from the curb to the median refuge island. While waiting in the median, pedestrians can look for an opportunity to complete the second stage of the trip crossing from the refuge island to the curb on the other side of the highway. This two-stage process requires that the pedestrians only cross two lanes of traffic at a time with traffic traveling in only one direction.

Concept 4 would enhance safety for pedestrians crossing OR 99 at locations with a moderate to high crossing demand, such as near transit stops, or adjacent to large employers. Additional opportunities to cross OR 99 have been recommended near these five locations:

- Charlotte Anne Road (MP 8.81),
- Alder Street (MP 10.03)
- Birch Street (MP10.35)
- Northridge Terrace (MP 10.58)
- Walnut Way (MP 10.91)

These crossing locations are located near existing transit stops and would reduce the distance between crossing opportunities to approximately one-quarter mile. If a median island is installed at intersections, it could be considered part of the de facto crosswalks that are present on any leg of an intersection and may or may not be striped. If a median island is to be located midblock, two options are available. It can be incorporated into other access management measures, where a striped pedestrian crosswalk does not need to be included with the improvement. However, if the sole purpose of the median island is to provide mid-block pedestrian refuge, it must be combined with a striped crosswalk and be approved by the State Traffic Engineer.

Pedestrian crossing demand has not been measured in the corridor; however, it is unlikely that all of these locations would have sufficient demand to warrant striped crosswalks. Therefore, any median island installation will need to be installed at an intersection where de facto crossings are assumed or as part of an overall access management plan for the corridor. An access management plan will be developed once a set of preferred corridor improvements has been identified. Access management medians will be considered as part of that plan and the pedestrian crossing benefits at these locations will be considered.

This concept may be paired with Concept 2-Install Roadway Lighting at key locations (Section 5.4.2).

Concept 4 – Traffic Operations and Safety

There are no vehicular operation impacts associated with this concept along OR 99. The location of median islands would need to be coordinated with other future access management measures.

One collision involving a pedestrian, which resulted in injuries, was reported throughout this segment during a 5-year analysis period. The proposed improvements are targeted at locations where roadway attributes and environmental factors may contribute to future crashes. The installation of a raised median may eliminate the left-turn movement and improve vehicular safety. Depending on the exact location of the median islands, transit stop relocation may need to be considered.

Concept 4 – Basic Roadway Geometries and Right-of-Way Requirements

Median islands would be installed in the existing striped center median. They would need a 2-foot minimum shy distance from the adjacent travel lane. If implemented in the existing 14-foot center median, the median island could be 10 feet wide. If implemented in a reduced with median, as proposed under Concept 3, Option A, the refuge island could be 8 feet wide, which is the minimum width recommended in the Bicycle and Pedestrian Design Guide. There would not be any anticipated roadway or ROW impacts as a result of the proposed median island improvements.

Concept 4 – Environmental and Land Use Assessment

There would not be any anticipated environmental impacts associated with the conceptual median island improvements. Some land use impacts may result if the median islands are installed to limit access movements to right-in/right-out.

Concept 4 – Cost Opinions

The estimated cost of Concept 4 is approximately $50,000 per median island, which includes island installation and signage. Some cost savings could be incurred if several median islands are constructed concurrently.

5.4.5. Concept 5 – South Stage Road Intersection – Modify Traffic Signal Timing

The purpose of this improvement concept is to address existing safety concerns at South Stage Road, which have been identified by recent turning and angle collisions. Signal timing changes would include:

- Adding or increasing clearance intervals for appropriate traffic phases
- Providing protected left-turn phases on South Stage Road

As a long-term project the RTP and local Transportation System Plans (TSP) for Jackson County and Medford identify South Stage Road as a long-term east-west connection opportunity to include an additional crossing (overcrossing) of I-5; however, no funding has been identified for this improvement.

Concept 5 – Traffic Operations and Safety

There have been five reported turning collisions and two reported angle collisions at South Stage Road during the analysis period from 2005 through 2009. The addition of all-red clearance intervals for all movements, and protected left-turn phases for the South Stage Road approaches would potentially decrease the number of angle and turning-related collisions. The signal timing changes may increase the overall v/c ratio for this intersection, but operations are still expected to meet OHP mobility standards in year 2034.

Concept 5 – Basic Roadway Geometries and Right-of-Way Requirements

The addition of left-turn phases would require installing additional signal heads for the South Stage Road approaches. The addition or extension of all-red clearance intervals would not require any infrastructure changes. There would not be any anticipated roadway or ROW impacts as a result of the proposed signal phasing improvements.

Concept 5 – Environmental and Land Use Assessment

There would not be any anticipated environmental or land use impacts associated with the proposed signal phasing improvements.

Concept 5 – Cost Opinions

The cost of the signal improvements in Concept 5 is estimated at$20,000.

5.4.6. Concept 6 – Northridge Terrace – Improve Turning Radius

The current geometric configuration of the ORR 99 at Northridge Terrace intersection requires vehicles making a northbound right turn to either decelerate to nearly a full stop or swing wide to turn, which can result in rear-end collisions. The purpose of this improvement concept is to enhance safety for turning vehicles, specifically in regards to the existing turn radius at the southeast corner of OR 99 and Northridge Terrace (MP 10.58).The improvement would reduce the sharpness of the curve, allowing vehicles to maneuver the turn at a higher speed while remaining in the appropriate lane.

Concept 6 – Traffic Operations and Safety

Nine crashes were reported at this location in the 5-year analysis period, including two rear end collisions involving vehicles making the northbound right-turn movement. This location challenges driver because the corner turning radius is very tight.

Increasing the turning radius on the corner would improve safety by allowing vehicles to navigate the turn at a higher speed while remaining in the appropriate lane. There would be operational benefits for both the turning and through vehicles through reduced delays.

A northbound deceleration lane was also considered at this location but it would impact several residences and require closing the primary access to the Rogue Valley Mobile Village; therefore, this improvement was not evaluated further.

Concept 6 – Basic Roadway Geometries and Right-of-Way Requirements

The improvement would modify the southeast corner of the intersection to increase the turning radius. Because of an existing residence in close proximity to the corner, the turning radius can be improved from about 10 feet to about 25 feet without impacting the building, which can be considered acceptable for a low-volume, residential roadways. Some ROW take from this property would be required.

Concept 6 – Environmental and Land Use Assessment

This concept would impact property in the southeast quadrant of the OR 99 and Northridge Terrace intersection. There would not be any anticipated environmental impacts associated with the proposed intersection improvement.

Concept 6 – Cost Opinions

The estimated cost of Concept 6 is approximately $125,000 without the cost of acquiring the ROW from the property on the corner.

5.4.7. Concept 7 – Rose Street to 42nd Street – Reduce Turning Conflicts

Sixteen crashes occurred along this segment of roadway within the 5-year analysis period, many of which were turning related. The purpose of this improvement concept is to enhance safety for turning vehicles, specifically in regards to the closely spaced access points from north of Rose Street to 42nd Street (MP 10.84-10.98). The proposed concept would:

- Close residential access (west side) at MP 10.84 and connect to Rose Street for access to OR 99
- Close Park Street (west side) at MP 10.92 (access OR 99 via 42nd Street at MP 10.98)
- Close Royal Road (east side) at MP 10.94 (access OR 99 via Walnut Way at MP 10.91)
- Close Acorn Ave (east side) at MP 10.94 (access OR 99 via Walnut Way at MP 10.91)

These modifications would address the high frequency of turning-related crashes in the area by concentrating where vehicles enter and exit the highway and reducing the potential for head on collisions.

Concept 7 – Traffic Operations and Safety

Sixteen crashes were reported during the 5-year analysis period, which were mostly turning-related collisions. Reducing the number of accesses would reduce the number of conflict points, thus reducing overall collision potential. As a result of the proposed modifications, traffic operations are anticipated to be smoother on both side streets and the mainline. At each location, relatively convenient alternative access routes are available, with potential to maintain the existing emergency and pedestrian access.

Concept 7 – Basic Roadway Geometries and Right-of-Way Requirements

Currently there are seven access points in a 750-foot segment of the highway, with close spacing adjacent to and across from each other. This proximity creates a high number of conflict points including several locations where traffic from opposing directions may enter the center median at the same location when trying to turn left from OR 99 into one of these accesses. The proposed concept would reduce the number of access points to three, and would only require a small portion of additional ROW north of Rose Street. This would allow the

residential street immediately north of Rose Street to use Rose Street as its connection to OR 99.

Concept 7 – Environmental and Land Use Assessment

This concept would impact property in the northwest quadrant of the OR 99 and Rose Street intersection, but would not impact any structures. If realignment occurs outside of existing ODOT ROW, there may be additional environmental impacts.

Concept 7 – Cost Opinions

The estimated cost of Concept 7 is approximately $350,000 for the construction barriers and the new connection between the residential community and Rose Street. This estimate includes ROW acquisition in the northwest quadrant of the OR 99 and Rose Street intersection.

5.5. Phoenix Segment

Phoenix is the next community encountered along OR 99 and it extends from north of Fern Valley Road (to be renamed North Phoenix Road in the future) to north of Cabbage Lane. OR 99 transitions from a five-lane arterial (45 mph) north of Fern Valley Road to a downtown one-way couplet system (30 mph southbound, 35 mph northbound) and back to a four-lane arterial (35 mph). High density residential and commercial business parks are the primary use in the northern half of the segment. The downtown core of Phoenix serves mixed use and office/commercial development as well as the Bear Creek Greenway. OR 99 splits traffic through the downtown core via a couplet with two southbound lanes of traffic on N Main Street and two northbound lanes of traffic on Bear Creek Drive. Part of the downtown core has been identified as a Special Transportation Area (STA), which allows for different access and performance measures to be applied[4]. South of the Phoenix downtown core and couplet, OR 99 is a four-lane facility abutted by high-density residential and commercial land uses. Phoenix residents and businesses have access to I-5 at Interchange 24 via Fern Valley Road. The current ADT is ranges from 17,000 vpd just south of Fern Valley Road to approximately 10,000 vpd south of the couplet, while the forecast ADT for year 2034 is ranges from approximately 24,000 vpd to 14,000 vpd, respectively.

There are 12 improvement concepts in this segment, several of which have various strategies to consider. A brief summary of the concepts is presented in Table 5-2 with concept locations identified in Figure 5-3. The following sections discuss potential changes and improvements in detail that are specific to this corridor segment.

[4] Once the Fern Valley interchange project is complete the jurisdiction of the couplet area will be given to the City of Phoenix and the STA designation will no longer apply.

Table 5-2. Phoenix Segment Improvement Concepts

ID	Location	General Description	Purpose	Category
8	Fern Valley Interchange Project Boundary to South End of Couplet (MP 11.33-11.93)	Relocate utility poles outside of the sidewalk area or widen sidewalks to provide a travel width of 6' around utility poles in coordination with other planned projects or new development	Enhance functionality of pedestrian facilities	Pedestrian
9	Downtown Phoenix at North (MP 11.37) & South (MP 11.93) Ends of Couplet	Add gateway treatments at the north and south end of the couplet to emphasize upcoming downtown area	Reduce travel speeds and enhance downtown environment	Safety
10	Downtown Phoenix on N Main St (MP 11.37-11.93)	Restripe existing 2-lane roadway cross section to add bike lanes and define parking areas	Provide facilities along OR 99 for all modes of travel and enhance downtown environment	Roadway Segment
11	Downtown Phoenix on Bear Creek Dr (MP 11.37-11.96)	Improve sight distance in corridor by removing some roadside foliage and relocating signs that restrict sight lines	Enhance visibility and address existing safety concerns	Safety
12	Downtown Phoenix on N Main St (MP 11.37-11.93)	Stripe crosswalks on the north side of intersection at 5th St, 4th St, 1st St, and Oak St ▪ Option A: Crosswalk striping only ▪ Option B: Curb extensions and crosswalk striping	Enhance opportunities to cross OR 99 and enhance downtown environment	Pedestrian
13	Bear Creek Dr at 4th and Oak Streets (MP 11.33-11.92)	Enhance connections to Bear Creek Greenway Trail to provide parallel and convenient bicycle and pedestrian facilities along Bear Creek Dr: ▪ North Connection: Pave connection from Greenway Trail to Bear Creek Dr at 4th St ▪ South Connection: Create a more direct multi-use path connection from Bear Creek Dr to Greenway Trail at Oak St	Provide facilities along OR 99 for all modes of travel	Pedestrian & Bicycle
14	Downtown Phoenix on Bear Creek Dr (MP 11.49-11.92)	Stripe crosswalks on south side of intersection at 4th St and Blue Heron Park entrance	Enhance opportunities to cross OR 99	Pedestrian
15	Downtown Phoenix on N Main St and Bear Creek Dr at 4th St (MP 11.49)	Install pedestrian-activated crossing device such as the Rectangular Rapid Flashing Beacon (RRFB) with crosswalk striping (see Concepts 12 & 14 for additional guidance on locations of crosswalks)	Increase the safety of pedestrian crossings	Pedestrian & Safety
16	Downtown Phoenix on N Main St at Oak St (MP 11.85) and Bear Creek Dr at Blue Heron Park Entrance (MP 11.92)	Install pedestrian-activated crossing device such as the Rectangular Rapid Flashing Beacon (RRFB) with crosswalk striping (see Concepts 12 & 14 for additional guidance on locations of crosswalks)	Increase the safety of pedestrian crossings	Pedestrian & Safety

Table 5-2. Phoenix Segment Improvement Concepts

ID	Location	General Description	Purpose	Category
17	Bear Creek Dr @1st St (MP 11.68)	Add emergency vehicle traffic control signal with advanced warning along Bear Creek Dr at 1st St	Reduce response time and improve safety of emergency responders	Safety
18	South End of Couplet to South Phoenix City Limits (MP 11.96-12.36)	Modify roadway cross section to better serve bicycles and pedestrians ▪ Option A: Widen existing 4-lane roadway to include center median lane and bike lanes but minimize pavement cross-section and construct continuous sidewalks ▪ Option B: Widen existing 4-lane roadway to include standard center median lane and bike lanes and construct continuous sidewalks	Increase capacity, improve safety, and provide facilities along OR 99 for all modes of travel	Roadway Segment
19	South End of Couplet to Phoenix South City Limits (MP 11.96-12.36)	Install roadway lighting at key locations	Enhance visibility and safety in corridor	Safety

5.5.1. Concept 8 – Fern Valley Interchange Project Boundary to South End of Couplet– Address Utility Poles Obstructing Sidewalks

Currently there are sidewalks on both sides of N Main Street varying from 4 to 6 feet in width. Utilities poles are also located along this segment of roadway, often times in the middle of the sidewalk facilities. The ODOT standard for sidewalks is 6 feet with no obstructions, which allows two pedestrians (or someone in a wheelchair) to walk next to each other or pass each other in opposite directions. The Oregon Bicycle and Pedestrian Design Guide states that "at no point should the pedestrian zone be less than 4 feet wide at pinch points, such as around poles."

The purpose of this concept is to enhance the functionality of the existing pedestrian facilities by addressing utility pole obstructions in the corridor over time. The obstructions could be addressed by either relocating the utility poles outside of the sidewalk or widening the sidewalk to provide a 6-foot clear pedestrian zone around the poles. If a 6-foot clear zone cannot be provided because of building or other significant obstructions, a narrower zone (not less than 4 feet) could be provided.

Concept 8 – Traffic Operations and Safety

This concept would result in no changes to vehicular capacity along N Main Street. It would increase width of functional sidewalk and improve the safety for pedestrians by eliminating the need to travel on the roadway in order to pass around a utility pole.

Concept 8 – Basic Roadway Geometries and Right-of-Way Requirements

Although there are no changes within the roadway, sidewalks could be widened a few feet at certain locations. Relocation of existing utility poles behind the sidewalk or sidewalk widening could likely be accomplished within the existing ROW but an easement or additional ROW may be needed at some locations. This improvement should be coordinated with other planned projects and new development.

Concept 8 – Environmental and Land Use Assessment

No environmental impacts have been identified for this concept, though adjacent properties may be impacted. City code modification/stipulations for light/utility placement may be needed.

Concept 8 – Cost Opinions

Costs for this concept will be incorporated into other infrastructure or development projects.

5.5.2. Concept 9 – Downtown Phoenix – Install Gateway Treatments

One of the comments received repeatedly during stakeholder and public meetings is that traffic doesn't slow down enough along the N Main Street/Bear Creek Drive couplet in downtown Phoenix. The purpose of this improvement concept is to cue drivers to reduce travel speeds and enhance the downtown environment by building awareness as vehicles enter the Downtown Phoenix area at the north (MP 11.37) and south ends of the (MP 11.93) couplet. This concept would add gateway treatments at both ends of the couplet to emphasize a change in the roadway environment. The location of this concept, along with other downtown concepts, is illustrated in Figure 5-4.

Concept 9 – Traffic Operations and Safety

The primary focus of this improvement is to increase driver's awareness of changing environments, while potentially reducing travel speeds and improving safety. Gateway features must be carefully designed to attract the driver's attention but not interfere with visibility of other vehicles or pedestrians and must accommodate the needs of freight traveling through the corridor.

Concept 9 – Basic Roadway Geometries and Right-of-Way Requirements

Improvements involved with this concept would be targeted within ODOT or City ROW, and would not have any anticipated impacts to the current roadway design.

Concept 9 – Environmental and Land Use Assessment

There would not be any anticipated environmental or land use impacts associated with the proposed gateway enhancements.

Concept 9 – Cost Opinions

The estimated cost of Concept 9 is approximately $100,000.

5.5.3. Concept 10 – Downtown Phoenix on N Main Street – Restripe Travel Lanes

Currently, N Main Street has a single stripe down the center of the road. On-street parking is permitted but when parking activity is low, OR 99 appears to have two 22-foot wide travel lanes. These wide travel lanes provide drivers with no visual cues that they are traveling in a downtown corridor or that they should be traveling at a slower speed than elsewhere in the corridor.

Concept 10 would restripe the existing roadway to maintain two 12-foot travel lanes, add a 5- to 6-foot bike lane on the west side of the roadway, and define the on-street parking lanes (7 feet) on either side of the roadway. The purpose of this improvement concept is to provide bicycle facilities along southbound OR 99 through downtown Phoenix (MP 11.37 to 11.93) and enhance the downtown environment. The location of this concept, along with other downtown concepts, is illustrated in Figure 5-4.

Concept 10 – Traffic Operations and Safety

This concept would not result in significant changes to intersection operations although the restriping may encourage slower travel speeds through downtown. The addition of a 5- to 6-foot bicycle lane would provide a clearly defined travel way for bicyclists, allowing enough space from passing vehicles to avoid conflicts and adequate clearance from vehicles parked on the side.

The proposed striping of the bike lane combined with the travel lanes would still provide a 30-foot "hole in the air" to accommodate specialized freight needs.

Concept 10 – Basic Roadway Geometries and Right-of-Way Requirements

Restriping the roadway would not require any roadway widening or ROW acquisition. The new roadway cross-section would include two 12-foot travel lanes with a 5- to 6-foot bike lane on the right (west) side of the through lanes, and 7-foot parking lanes on each side of the street. This option may require a design exception for the 7-foot parking lane widths.

Concept 10 – Environmental and Land Use Assessment

There would not be any anticipated environmental or land use impacts associated with this concept.

Concept 10 – Cost Opinions

The estimated cost of Concept 10 is approximately $50,000 for the pavement restriping.

5.5.4. Concept 11 – Downtown Phoenix on Bear Creek Drive – Improve and Maintain Sight Distance

The curvature of Bear Creek Drive means that drivers at the 1st Street and 4th Street approaches must look across some landscaped and natural areas to see oncoming traffic traveling northbound. While the roadway curvature makes it difficult to determine which lane an oncoming vehicle may be traveling in, summer foliage and a few signs can also interfere with sight lines in the corridor.

Concept 11 would maximize available sight distance in the corridor by removing some roadside foliage and relocating signs that restrict sight lines. There have been numerous angle- and turning-related collisions that may, in part, be attributed to limited visibility of oncoming traffic.

Concept 11 – Traffic Operations and Safety

There were 16 reported crashes along this segment between 1st and 4th Streets in the 5-year analysis period, mostly involving angle- and turning-related collisions. This concept would maximize the available sight line in the corridor to improve the visibility of oncoming traffic for drivers waiting at cross streets, and vice versa.

Concept 11 – Basic Roadway Geometries and Right-of-Way Requirements

There would not be any anticipated roadway or ROW impacts as a result of the proposed improvements; however, roadside foliage maintenance will be an ongoing effort and should be performed during seasons when trees and bushes are carrying leaves. Signs that may block sight lines will need to be identified and relocated. These may include both public and private signage in the corridor.

Concept 11 – Environmental and Land Use Assessment

The corridor includes scrub-shrub wetland west of the couplet that would be affected. Regulations generally allow trimming and tree removal with some restrictions regarding soil removal and the overstory that shades the stream. From a land use perspective, there may be potential Section 4(f) and Section 6 (f) land use impacts associated with this concept.

Concept 11 – Cost Opinions

The estimated cost of Concept 11 is approximately $15,000.

5.5.5. Concept 12 – Downtown Phoenix on N Main Street – Enhance Crossing Opportunities

OR 99/N Main Street runs through downtown Phoenix, serving as both a through street and a local street for adjacent businesses. Community members rely on access to businesses, homes, school, work, and recreation on a daily basis yet there is only one marked crosswalk along N Main Street in the six block couplet, located on the south side of 3rd Street.

Concept 12 would add striped crosswalks on the north side of four of the remaining blocks (5th Street, 4th Street, 1st Street, Oak Street) of N Main Street as well as crosswalk along the side streets (for connection to N Main Street crossings). The purpose of this improvement concept is to improve opportunities to cross southbound OR 99 and enhance the downtown environment through the Phoenix couplet (MP 11.37-11.93). The location of this concept, along with other downtown concepts, is illustrated in Figure 5-4.

This concept would provide additional marked crosswalks at:

- 5th Street
- 4th Street
- 1st Street
- Oak Street

Providing marked crosswalks requires meeting/exceeding minimum pedestrian thresholds along a facility under state jurisdiction. Currently the couplet is still under ODOT jurisdiction; however, the City of Phoenix expects to take over jurisdiction after the completion of the Fern Valley interchange improvements via a jurisdictional transfer.

This improvement concept has two options to consider:

- Option A - Crosswalk striping
- Option B - Curb extensions and striping to maximize the crosswalk visibility as vehicles approach.

Concept 12 – Traffic Operations and Safety

Both Options A and B would stripe crosswalks to identify the presence of pedestrian activity in the area and encourage pedestrians to cross where they are most visible to motorists turning from the side streets. The north side of each intersection is preferred because of the one-way southbound flow of traffic on N Main Street. Motorists at the side street approaches will be looking to the north for suitable gaps in the oncoming southbound traffic stream and they often fail to look to the south to see if the roadway is clear of obstacles (including pedestrians) before executing their turns. The addition of more frequent marked crosswalks would improve safety and mobility for pedestrians while improving access to local businesses, transit, and the Bear Creek Greenway Trail. Clearly defined and frequent crosswalks may encourage slower travel speeds through downtown.

The striping of the crosswalks themselves should have no impact on vehicular capacity since motorists are supposed to yield to pedestrians crossing the roadway even at intersection locations where a crosswalk is not striped. However, driver compliance may be greater with the striped crosswalks which may result in a negligible reduction in vehicular capacity.

Concept 12, Option B also includes curb extensions to shorten the crossing distance for pedestrians and increase visibility of pedestrians. With the striping improvements in Concept

10, curb extension of 5 to 6 feet could be installed which would reduce the overall crossing width from 44 feet to as little as 32 feet. The curb extensions may also provide the perception of narrower lanes with a possibility of decreasing travel speeds.

Note: Curb extensions could also be installed at other crossing locations without striping crosswalks.

Concept 12 – Basic Roadway Geometries and Right-of-Way Requirements

There would not be any anticipated roadway or ROW impacts as a result of the enhancements associated with the proposed enhanced crossing opportunities of Concept 12, Option A except for a short sidewalk connection which would be required on the east side of the 5th Street crossing location.

The curb extensions in Option B would require extending the raised surface 5 to 6 feet from the existing curb line for a length that can accommodate a 10-foot wide crosswalk. The transition to the curb on the parking side must facilitate parking maneuvers. Providing adequate drainage is a key element to successfully installing curb extensions. There would not be any ROW impacts as a result of the enhancements associated with Option B.

Concept 12 – Environmental and Land Use Assessment

The existing City of Phoenix zoning is City Center and the enhanced crossing would be consistent with the uses associated with that designation. There would be no environmental or natural resource impacts as a result of the enhancements associated with either Option A or Option B.

Concept 12 – Cost Opinions

The estimates for this concept are:

- Concept 12, Option A: $15,000
- Concept 12, Option B: $90,000

The estimates do not include relocation of infrastructure (e.g., storm drains) as the final location of installation need further refinement.

5.5.6. Concept 13 – Bear Creek Drive at 4th and Oak Streets – Enhanced Connections to Bear Creek Greenway Trail

Bear Creek Drive is constructed on fill that raise it above nearby Bear Creek and surrounding wetlands. The roadway has a 32-foot paved width with two 12-foot travel lanes and guardrail on both sides of the roadway. Widening the roadway to add bike lanes or even sidewalks would be extremely costly as well as difficult because of the nearby natural resources.

The Bear Creek Greenway Trail runs parallel to Bear Creek Drive but existing trail connections do not facilitate its use for bicycle or pedestrian traffic on the east side of OR 99. At its north

end, the trail connection is gravel. At the south end, users must travel out-of-direction into Blue Heron Park to access the trail. Blue Heron Park and the Greenway Trail are both subject to time of day usage restrictions which currently limit the viability of the trail as an adjacent route to northbound OR 99/Beak Creek Drive.

Concept 13 would enhance connections at each end of the couplet so that the Greenway Trail could effectively provide a convenient, parallel route to Bear Creek Drive. The northern connection would occur at 4th Street with paved access provided between the Greenway Trail and Bear Creek Drive. Sidewalks on the east side of OR 99 would also be added from the trail connection to link with the improvements associated with the Fern Valley Interchange. The southern access would occur at approximately the access to Blue Heron Park and include a more direct multi-use path from Bear Creek Drive to the Greenway Trail. Twenty-four hour access to this section of the trail would maximize the benefits of this improvement but even with nighttime usage restrictions, the trail connections would benefit most potential users. The location of this concept, along with other downtown concepts, is illustrated in Figure 5-4.

Concept 13 – Traffic Operations and Safety

There are no changes to the traffic operations along Bear Creek Drive. The connection and use of the multi-use trail would provide accommodations to modes currently not well served. The separation of bicyclists and pedestrians from vehicles in this area would improve safety for these users; though it will add travel time for the bicyclists compared to traveling along Bear Creek Drive.

Concept 13 – Basic Roadway Geometries and Right-of-Way Requirements

There would not be any anticipated roadway impacts as a result of the enhancements associated with the proposed connection the Greenway Trail. The northern connection would include a 12-foot paved surface at 4th Street between Bear Creek Drive and the Greenway Trail. Sidewalks would be 6 feet with new curb construction as well. The southern connection, at the Blue Heron Park entrance would also include a 12-foot paved surface. On the southern end, short retaining walls and protective railing would be needed to transition from the grade of the roadway to that of the Greenway. Currently, there is existing street lighting provided along Bear Creek Drive that spills over onto the path providing some illumination after sunset.

Concept 13 – Environmental and Land Use Assessment

The northern connection would not have any anticipated environmental or land use impacts associated with the proposed connection to the Greenway Trail. The southern Greenway Trail connection is through wetlands and would require mitigation. This connection may also require Section 4(f) and Section 6(f) consideration.

Concept 13 – Cost Opinions

The estimated cost of Concept 13 is approximately $400,000.

5.5.7. Concept 14 – Downtown Phoenix on Bear Creek Drive – Enhance Crossing Opportunities

OR 99/Bear Creek Drive runs along the eastern edge of downtown Phoenix. There are no marked crosswalks along Bear Creek Drive effectively isolating the City of Phoenix from their local recreational opportunities at Blue Heron Park and the Bear Creek Greenway Trail.

Concept 14 would add striped crosswalks on the south side of Bear Creek Drive at two locations: 4th Street and the entrance to Blue Heron Park (adjacent to Oak Street). Additionally, crosswalks along the side streets that intersect Bear Creek Drive should also be striped for connection to Bear Creek Drive crossings. The purpose of this improvement concept is to improve opportunities to cross northbound OR 99 and enhance the downtown environment through the Phoenix couplet (MP 11.37-11.93). The location of this concept, along with other downtown concepts, is illustrated in Figure 5-4.

Providing marked crosswalks requires meeting/exceeding minimum pedestrian thresholds along a facility under state jurisdiction. Currently the couplet is still under ODOT jurisdiction; however, the City of Phoenix expects to take over jurisdiction after the completion of the Fern Valley interchange improvements via a jurisdictional transfer.

Concept 14 – Traffic Operations and Safety

Concept 14 would stripe crosswalks to identify the presence of pedestrian activity in the area and encourage pedestrians to cross where they are most visible to motorists turning from the side streets. The south side of each intersection is preferred because of the one-way northbound flow of traffic on Bear Creek Drive. Motorists at the side street approaches will be looking to the south for suitable gaps in the oncoming northbound traffic stream and they often fail to look to the north to see if the roadway is clear of obstacles (including pedestrians) before executing their turns. In the case of the crossing at the Blue Heron Park entrance, the crosswalk would likely connect to the existing refuge island that divides inbound and outbound traffic and connects the existing crosswalks across the park entrance.

The addition of more frequent marked crosswalks would improve safety and mobility for pedestrians while improving access to local businesses, transit, and the Bear Creek Greenway Trail. Clearly defined and frequent crosswalks may encourage slower travel speeds through downtown.

The striping of the crosswalks themselves should have no impact on vehicular capacity since motorists are supposed to yield to pedestrians crossing the roadway even at intersection locations where a crosswalk is not striped. However, driver compliance may be greater with the striped crosswalks which may result in a negligible reduction in vehicular capacity.

Concept 14 – Basic Roadway Geometries and Right-of-Way Requirements

There would not be any anticipated roadway or ROW impacts as a result of the enhancements associated with the proposed enhanced crossing opportunities. The crosswalk at the Blue Heron Park entrance would require some modifications to the existing refuge island.

Concept 14 – Environmental and Land Use Assessment

The existing City of Phoenix zoning is City Center and the enhanced crossing would be consistent with the uses associated with that designation. Though wetlands are located adjacent to Bear Creek Drive, there would be no environmental or natural resource impacts as a result of the enhancements associated with the proposed enhanced crossing opportunities.

Concept 14 – Cost Opinions

The estimated cost of Concept 14 is approximately $50,000, which includes the crosswalks and reconstruction of the existing median at the entrance to Blue Heron Park.

5.5.8. Concept 15 – Install Pedestrian Activated Crossing Device-4th Street

The purpose of this improvement concept is to increase the safety of the pedestrian crossings along N Main Street and Bear Creek Drive at 4th Street, identified in Concepts 12 and 14. This improvement concept would install a pedestrian-activated crossing device such as the Rectangular Rapid Flashing Beacon (RRFB) in addition to the crosswalk striping. This device is activated by the pedestrian via a pushbutton. Activation triggers the advanced signage, if present, and then the yellow/amber rectangular light-emitting-diode (LED) lights that strobe (similar to an emergency vehicle). The lights are only activated when a pedestrian is present, but do not require the vehicles to stop. The location of this concept, along with other downtown concepts, is illustrated in Figure 5-4.

Providing marked crosswalks as well as installation of an RRFB requires meeting/exceeding minimum pedestrian thresholds along a facility. Currently, the pedestrian volume data is insufficient for this evaluation.

Concept 15 – Traffic Operations and Safety

The use of an RRFB increases driver awareness of when pedestrians are present at a crossing location. While there are other means to accomplish a similar level of awareness (flashing beacons or hybrid beacons), RRFBs have a higher compliance with vehicles stopping for pedestrians than a striped crosswalk alone or no crosswalk at all, which may result in a negligible reduction in vehicular capacity.

Concept 15 – Basic Roadway Geometries and Right-of-Way Requirements

Each intersection would receive two RRFB signs to be placed for the directional traffic. One sign would be placed on each side of the one-way roadway and synchronized to act together via interconnect. If desired, an overhead sign could be provided by a mast arm.

There would be no anticipated roadway or ROW impacts as a result of the proposed installation of pedestrian activated crossing devices.

Concept 15 – Environmental and Land Use Assessment

There would be no anticipated environmental or land use impacts as a result of the enhancements associated with the proposed installation of pedestrian activated crossing devices.

Concept 15 – Cost Opinions

The estimated cost of Concept 15 is approximately $25,000 dollars per pair of RRFBs, $50,000 total for this concept. The estimate includes a pair of signs at each intersection as well as interconnection to synchronize the signs. An overhead sign mounted on a mast arm would increase costs by approximately $50,000 per location.

5.5.9. Concept 16 – Install Pedestrian Activated Crossing Device-Oak Street/Blue Heron Park Entrance

The purpose of this improvement concept is to increase the safety of the pedestrian crossings at the intersections of N Main Street/Oak Street and Bear Creek Drive/entrance to Blue Heron Park, identified in Concepts 12 and 14. This improvement concept would install a pedestrian-activated crossing device such as the Rectangular Rapid Flashing Beacon (RRFB) in addition to the crosswalk striping. A description of the RRFB is provided in Concept 15.

Providing marked crosswalks as well as installation of an RRFB requires meeting/exceeding minimum pedestrian thresholds along a facility. Currently, the pedestrian volume data is insufficient for this evaluation. The location of this concept, along with other downtown concepts, is illustrated in Figure 5-4.

Concept 16 – Traffic Operations and Safety

The general benefits of the RRFB along with the negligible impacts to traffic flow are described in Concept 15. In addition to installing the RRFBs at the crosswalks, installation of advance signage with a third beacon for the traffic traveling northbound should be considered. The Blue Heron Park entrance is only ½ mile north of the Phoenix city limits where the posted speed transitions from 50 mph to 35 mph. Not all drivers make the speed transition immediately and many comments have been received through stakeholder and public meetings about northbound travel speeds coming into the couplet at Bear Creek Drive. This higher speed coupled with the roadway curvature may justify the additional beacon.

Concept 16 – Basic Roadway Geometries and Right-of-Way Requirements

As described in Concept 15, each intersection would receive two RRFB signs to be placed for the directional traffic. One sign would be placed on each side of the one-way roadway and synchronized to act together via interconnection. A third beacon is recommended with the

advance signage on the northbound approach to the Park Entrance because of the higher travel speeds and roadway curvature. If desired, an overhead sign could be provided by a mast arm.

There would be no anticipated roadway or ROW impacts as a result of the enhancements associated with the proposed installation of pedestrian activated crossing devices.

Concept 16 – Environmental and Land Use Assessment

There would be no anticipated environmental or land use impacts as a result of the enhancements associated with the proposed installation of pedestrian activated crossing devices.

Concept 16 – Cost Opinions

The estimated cost of Concept 16 is approximately $20,000 dollars per pair of RRFBs. A cost of $20,000 is also estimated for the advance beacon and interconnection on the northbound approach. Altogether, the estimated cost for this concept is $60,000. An overhead sign mounted on a mast arm would increase costs by approximately $50,000 per location.

5.5.10. Concept 17 – Bear Creek Drive at 1st Street – Install Emergency Vehicle Traffic Signal

The purpose of this improvement concept is to reduce response time and improve safety for emergency responders as they navigate the intersection of northbound OR 99/Bear Creek Drive and 1st Street (MP 11.68). The vehicles from the Fire District 5 station on 2nd Avenue must travel through this intersection to head northbound on OR 99. This concept would add an emergency vehicle traffic control signal at northbound OR 99/Bear Creek Drive and 1st Street with advanced warning signage and lights along Bear Creek Drive. This signal would only be activated by emergency response vehicles. The location of this concept, along with other downtown concepts, is illustrated in Figure 5-4.

Concept 17 – Traffic Operations and Safety

The Manual of Uniform Traffic Control (MUTCD) guidelines for emergency vehicle traffic control signal with advanced warning focus primarily on access points for emergency vehicle egress and provide little guidance on the applicability at a location several blocks from a fire station. Criteria outlined in the MUTCD must be assessed in further detail before installation and consultation and support from all levels of staff will be needed to move this project forward.

Factors to be considered for this type of signal include delay, traffic volumes, and safety. Currently, delays of 15 seconds are typical for traffic on 1st Street during busy traffic periods while delays are expected to almost double over the next 20 years. The roadway curvature of Bear Creek Drive makes it difficult for drivers stopped at 1st Street to determine which lane oncoming vehicles are using, which can add delay that is not easily accounted for in operational analysis.

The primary focus of this improvement is to improve emergency response time and safety for roadway users. Because the signal would only be activated by emergency response vehicles, there are no anticipated impacts to traffic operations. However, one safety concern about traffic signals with low activation rates is that they can have lower driver compliance because drivers get used to not stopping and become "blind" to the signal.

Concept 17 – Basic Roadway Geometries and Right-of-Way Requirements

Depending on the signal design, there may be some roadway or ROW impacts as a result of the proposed signal installation. Advance warning signage should be considered with installation of the signal.

Concept 17 – Environmental and Land Use Assessment

Depending on the signal design, there may be some environmental, land use, or ROW impacts as a result of the proposed signal installation.

Concept 17 – Cost Opinions

The estimated cost of Concept 17 is approximately $250,000.

5.5.11. Concept 18 –South end of Couplet to South Phoenix City Limits – Add Center Median, Bike Lanes, and Sidewalks

The southern section of the Phoenix segment along OR 99 is a four-lane arterial in an urban area with a posted speed of 35 mph and narrow shoulders. This section of roadway has no median to act as a buffer between bi-directional travel lanes or refuge area for left-turning vehicles and utilizes the shoulders for bicycle and pedestrian modes. There is a short section of roadway just south of the couplet that includes 10-foot shoulders, although the majority of the shoulder widths are narrow at just 2-foot. The inner travel lanes are 12 feet wide, while the outer lanes vary between 11 and 12 feet in width.

Concept 18 would move in the direction of a full urban arterial cross section by widening the roadway to five lanes providing a center median lane, bike lanes, and adjacent, continuous sidewalks to provide facilities for all modes of travel along OR 99 from the south end of the couplet (MP 11.96) to the Southern Phoenix City Limits (MP 12.36), as illustrated in Figure 5-5. For these sections, additional ROW or easements will be needed to provide continuous sidewalks.

This improvement concept has two separate cross section options to consider:

- Option A: Widen to five lanes including a median lane and bike lanes but minimize the pavement cross-section and construct continuous sidewalks.
- Option B: Widen the roadway and ROW to five lanes to include median, bicycle lanes, and sidewalks while meeting design standards.

Concept 18 – Traffic Operations and Safety

Current traffic demand in this segment ranges from 12,000 vpd at the south end of the Phoenix couplet and 10,000 vpd at the south Phoenix City Limits. The 2034 forecast demand is expected to range from 18,000 vpd in Phoenix to 15,000 vpd at the southern Phoenix City Limits. The installation of a raised median may eliminate the left-turn movement and significantly improve the vehicular safety.

Concept 18, Option A would result in an increase in capacity from the center median lane, which would reduce delay from left-turning vehicles, as well as some minor benefits due to uniform 12-foot travel lanes, an increase in some areas. The addition of 5-foot bike lanes would provide a clearly defined travel way for bicyclists, allowing enough space from passing vehicles to avoid conflicts. The addition of continuous 6-foot wide sidewalks would improve safety and mobility for pedestrians while improving access to and attractiveness of transit. The combination of the through travel lanes and bike lane would provide a 29-foot "hole in the air" to accommodate specialized freight needs.

Concept 18, Option B would have the same capacity benefits as Options A with a greater margin of safety associated with the wider median and bike lanes. The combination of the through travel lanes and bike lane would provide a 30-foot "hole in the air" to accommodate specialized freight needs.

Concept 18 – Basic Roadway Geometries and Right-of-Way Requirements

Both options for Concept 18 add a center median and bicycle and pedestrian facilities to the existing roadway while maintaining existing number of through travel lanes.

Concept 18, Option A would widen the existing paved surface from 50 feet to 70 feet in an urban section that includes curbs, drainage, and sidewalks. To minimize the impact of the roadway widening, 12-foot travel lanes, 5-foot bike lanes, and a 12-foot center median would be provided with the improvement. The widening would require extending existing culverts under the roadway. Up to 9 feet of additional ROW or easements would be required to provide sidewalks.

Concept 18, Option B would widen the existing paved surface from 50 feet to 74 feet in an urban section that includes curbs, drainage, and sidewalks. The roadway improvement would be a standard urban section with 12-foot travel lanes, 6-foot bike lanes, and a 14-foot center median. Up to 13 feet of additional ROW or easements would be required to provide sidewalks. The widening would require longer culvert extensions than Option A.

Concept 18 – Environmental and Land Use Assessment

The widening of the overall roadway cross-section will affect the adjacent businesses and parcels in the corridor. Either option would require culvert extensions, thus fish passage and additional stormwater treatment would need to be considered to address the increase

impervious pavement area. Air and noise quality may need to be assessed as part of the improvement.

Concept 18, Option A would have some potential impacts to adjacent properties (including parking areas), although there are no anticipated impacts to buildings. The proposed changes will likely require improved definition of access points in some areas.

Concept 18, Option B would have more extensive impacts to adjacent properties than Option A (including parking, but no structure impacts). As with Option A, the proposed changes will likely require improved definition of access points in some areas.

Concept 18 – Cost Opinions

The estimates for this concept with different cross-sections are:

- Concept 18, Option A: $2.3 million
- Concept 18, Option B: $2.5 million

Neither of these costs includes utility relocation or acquisition of additional ROW. In areas where culverts exist, cost opinions do not take into account potential fish passage or storm water treatment modifications. Further environmental inventory will be needed at the time of the project to determine the extent of impacts and associated cost.

5.5.12. Concept 19 – South End of Couplet to Phoenix South City Limits – Add Roadway Lighting at Key Locations

Roadway lighting provides increased visibility for all modes and helps minimize conflicts between modes, as discussed in Concept 2. While street lighting is present in much of Phoenix, Concept 19 would install additional lighting at key locations between the south end of the downtown couplet and the Phoenix south city limits (MP 11.96-12.36) to improve safety. Specific locations have not been identified but lighting should be considered at transit stops and higher volume unsignalized intersections

The general benefits and impacts of street lighting were detailed in Concept 2. These considerations are the same for all corridors. The estimated cost of the proposed lighting improvements will be dependent on the number of locations identified and what other improvements might also be happening in the corridor. Specific recommendations and cost opinions for additional illumination will be determined as the preferred concept is identified.

5.6. Phoenix to Talent Transition Segment

The area between Phoenix and Talent is primarily farmland and supported by freight traffic along the OR 99 corridor. Some rural residential is also located along this segment. The roadway is a four-lane rural facility with a posted speed of 50 to 55 mph.

There are two improvement concepts in this segment, one of which has various strategies to consider. A brief summary of the concepts is presented in Table 5-3 with concept locations

identified in Figure 5-6. The following sections discuss in detail potential changes and improvements that are specific to this corridor segment.

Table 5-3. Phoenix to Talent Transition Segment Improvement Concepts

ID	Location	General Description	Purpose	Category
20	Phoenix South City Limits to Colver/ Suncrest Rd (MP 12.36-13.86)	Modify roadway cross section to better serve bicycles and pedestrians ▪ Option A: Widen existing 4-lane roadway to provide wider shoulders (6') and painted median (2') ▪ Option B: Widen existing 4-lane roadway to increase striped median width (4') and provide standard width shoulders (8')	Provide facilities along OR 99 for all modes of travel	Roadway Segment
21	Phoenix South City Limits to Colver/ Suncrest Rd (MP 12.36-13.86)	Install roadway lighting at key locations	Enhance visibility and safety in corridor	Safety

5.6.1. Concept 20 – Phoenix South City Limits to Colver/Suncrest Road – Widen Shoulders

The section of OR 99 between the South City Limits of Phoenix and Colver/Suncrest Road is a four-lane arterial through a rural area with a posted speed of 50 mph. This section of roadway has no median and shoulder widths are narrow at 2 feet for most of the segment, widening to 6 feet near the Colver/Suncrest Road intersection. The travel lanes are 12 feet wide for the majority of the section, though there are 14-foot lanes in the northbound direction just north of Colver/Suncrest Road. Because of the narrow shoulders, bicyclists (and pedestrians) must use the outer lane to travel through the area.

Concept 20 includes providing wider shoulders and some median separation for bi-directional travel, as illustrated. The concept would require additional ROW. The improvement concept has two separate cross section options to consider:

- Option A: Widen the pavement cross-section to include 6-foot shoulders and a 2-foot median separation for bi-directional traffic.
- Option B: Widen the pavement cross-section to include 8-foot shoulders and a 4-foot median separation for bi-directional traffic.

The existing cross-section and the two concept options are illustrated in Figure 5-7.

Concept 20 – Traffic Operations and Safety

Current traffic demand in this segment is approximately 10,000 vpd. The 2034 forecast demand is expected to be approximately 15,000 vpd. Nineteen collisions have been reported in this segment during the 5-year analysis period.

Concept 20, Option A would not result in changes to vehicular capacity, though safety would be improved with the increased median separation of the bi-directional traffic. A uniform 6-foot shoulder width would provide a clearly defined travel way for bicyclists and pedestrian use. It would also provide space for vehicles to pull off the road in the event of a breakdown.

Concept 20, Option B would have similar capacity and safety benefits as Options A with a greater margin of safety associated with the wider median and shoulders.

Concept 20 – Basic Roadway Geometries and Right-of-Way Requirements

Both options for Concept 20 add a center median and wider shoulder widths to the existing roadway while maintaining the existing number of through travel lanes. The existing ROW varies between 70 and 130 feet, while the paved roadway width is approximately 50 feet (48 and 52 feet).

Concept 20, Option A would widen the existing paved surface from approximately 50 feet to 62 feet in the rural section. To minimize the impact of the roadway widening a 6-foot shoulder and 2-foot median would be provided with the improvement. The widening would require extending existing culverts under the roadway and relocating parallel culverts at access points along the road. Significant excavation for ditches would be needed. Although the existing ROW would be adequate to accommodate the wider roadway, additional ROW would be needed in some locations to include slopes and drainage. The ideal minimum ROW for Option A of this concept is 85-95 feet.

Concept 20, Option B would widen the existing paved surface from approximately 50 feet to 68 feet in the rural section. The roadway improvement would be a standard rural section with 12-foot travel lanes, 4-foot painted median and 8-foot shoulders. The widening would require longer culvert extensions than Option A, but other needs (relocation of parallel culverts and excavation) would be similar. The existing ROW could accommodate the roadway surface but additional ROW would be needed in some locations to include slopes and drainage. The ideal minimum ROW for Option B of this concept is 90-100 feet.

Concept 20 – Environmental and Land Use Assessment

The widening of the overall roadway cross-section would affect the adjacent business, parcels, existing Jackson County zoning (exclusive farm use-EFU), and some wetlands in the corridor. At milepoint 12.79, OR 99 crosses Phoenix Canal. Fish passage may need to be considered with the culvert extension (or replacement, if needed).

Concept 20, Option A could have some potential impacts to adjacent wetlands. The proposed changes need to take into consideration of the Statewide Planning Goals when impacting EFU zones.

Concept 20, Option B could have more extensive impacts to adjacent wetlands than Option A. As with Option A, the proposed changes need to take into consideration of the Statewide Planning Goals when impacting EFU zones.

Concept 20 – Cost Opinions

The estimates for this concept with different cross-sections are:

- Concept 20, Option A: $4.5 million
- Concept 20, Option B: $5.6 million

Neither of these costs includes utility relocation or acquisition of additional right of way. In areas where culverts exist, cost opinions do not take into account potential fish passage or storm water treatment modifications. Further environmental inventory will be needed at the time of the project to determine the extent of impacts and associated cost.

5.6.2. Concept 21 – Phoenix South City Limits to Colver/Suncrest Rd – Add Roadway Lighting at Key Locations

Roadway lighting provides increased visibility for all modes and helps minimize conflicts between modes. No street lighting exists in this rural corridor. Concept 21 would install lighting at key locations between the Phoenix south city limits and the Talent north city limits (MP 12.36-13.86) to improve safety. Specific locations have not been identified, and are expected to be very limited, as lighting should only be considered at transit stops and higher volume unsignalized intersections

The general benefits and impacts of street lighting were detailed in Concept 2. These considerations are the same for all corridors. However, additional light in rural areas can be construed as a potential impact to surrounding development, which supports careful selection of additional light locations.

The estimated cost of the proposed lighting improvements will be dependent on the number of locations identified and what other improvements might also be happening in the corridor. Specific recommendations and cost opinions for additional illumination will be determined as the preferred concept is identified.

5.7. Talent Segment

The Talent segment extends from Colver/Suncrest Road to south of Creel Road. The northern end serves High-Density Residential and the Central Business District (CBD) while commercial uses along OR 99 are more linear and less densely developed in southern Talent. Between Colver/Suncrest Road and Rapp Road, OR 99 was recently improved to provide a five-lane facility with a two-way center left-turn lane or a raised landscaped median, a posted speed of 40 to 45 mph, and bicycle lanes and sidewalks are located on both sides. The improvements end south of Rapp Road and the facility tapers to four lanes. Talent residents and businesses have access to I-5 at Interchange 21 via West Valley View Road.

There are four improvement concepts in this segment, one of which has various strategies to consider. A brief summary of the concepts is presented in Table 5-4 with concept locations

identified in Figure 5-8. The following sections discuss in detail potential changes and improvements that are specific to this corridor segment.

Table 5-4. Talent Segment Improvement Concepts

ID	Location	General Description	Purpose	Category
22	Colver/Suncrest Rd to Rapp Rd (MP 13.86-14.59)	Upgrade or fill in missing sidewalks along OR 99	Complete pedestrian system on both sides of OR 99	Roadway Segment
23	Colver/Suncrest Rd through Creel Rd (MP 13.86-15.34)	Install roadway lighting at key locations	Enhance visibility and safety in corridor	Safety
24	W Valley View Rd (MP 14.20)	Modify traffic signal timing ▪ Add clearance intervals to traffic signal ▪ Provide protected left-turn phases on W Valley View Rd	Address existing safety concerns	Safety
25	South of Rapp Rd through Creel Rd (MP 14.71-15.34)	Continue 5-lane cross-section from Rapp Road through Creel Road	Provide facilities along OR 99 for all modes of travel and improve safety	Roadway Segment

5.7.1. Concept 22 – Colver/Suncrest Road to Rapp Road – Complete Sidewalk System

Currently there is ROW designated for sidewalks on both sides of OR 99 from Colver/Suncrest Road to Rapp Road. As development has occurred spot locations have been paved to standard sidewalk width while the remainder of the area is filled with dirt or asphalt. The purpose of this concept is to complete the pedestrian system on both sides of OR 99 by upgrading or filling missing sections.

Concept 22 – Traffic Operations and Safety

This concept would result in no changes to vehicular capacity along OR 99. It would upgrade the existing sidewalk and improve the safety for pedestrians.

Concept 22 – Basic Roadway Geometries and Right-of-Way Requirements

Sidewalk infill is the only improvement in this concept and would not require additional ROW.

Concept 22 – Environmental and Land Use Assessment

There are no environmental or land use impacts as part of this concept.

Concept 22 – Cost Opinions

The sidewalk infill is expected to occur over time as adjacent parcels develop or redevelop over time. Costs for this concept are assumed to be incurred by the developer.

5.7.2. Concept 23 – Colver/Suncrest Road through Creel Road – Add Roadway Lighting at Key Locations

Roadway lighting provides increased visibility for all modes and helps minimize conflicts between modes, as discussed with other concepts. While some street lighting exists along OR 99 in Talent, Concept 23 would install additional lighting at key locations (MP 13.86 to 15.34) to improve safety. Specific locations have not been identified but lighting should be considered at transit stops and higher volume unsignalized intersections.

The general benefits and impacts of street lighting were detailed in Concept 2. These considerations are the same for all corridors. The estimated cost of the proposed lighting improvements will be dependent on the number of locations identified and what other improvements might also be happening in the corridor. Specific recommendations and cost opinions for additional illumination will be determined as the preferred concept is identified.

5.7.3. Concept 24 – W Valley View Road Intersection – Modify Traffic Signal Timing

The purpose of this improvement concept is to address existing safety concerns at W Valley View Road, which have been identified by recent turning and angle collisions. Signal timing changes would include:

- Adding or increasing clearance intervals for appropriate traffic phases
- Providing protected left-turn phases on W Valley View Road

Concept 24 – Traffic Operations and Safety

There were eight reported turning collisions and three reported angle collisions at W Valley View Road during the analysis period from 2005 through 2009. The addition of all-red clearance intervals for all movements, and protected left-turn phases for the W Valley View Road approaches would potentially decrease the number of angle and turning-related collisions. The signal timing changes may increase the overall v/c ratio for this intersection, but operations are still expected to meet OHP mobility standards in year 2034.

Concept 24 – Basic Roadway Geometries and Right-of-Way Requirements

The addition of left-turn phases would require installing additional signal heads for the W Valley View Road approaches. The addition or extension of all-red clearance intervals would not require any infrastructure changes. There would not be any anticipated roadway or ROW impacts as a result of the proposed signal phasing improvements.

Concept 24 – Environmental and Land Use Assessment

There would not be any anticipated environmental or land use impacts associated with the proposed signal phasing improvements.

Concept 24 – Cost Opinions

The cost of the signal improvements in Concept 24 is estimated at $20,000. This cost assumes two new signal heads and use of the existing mast arms.

5.7.4. Concept 25 – Rapp Road through Creel Road – Continue 5-lane Cross-Section

OR 99 has already been widened to five lanes with bike lanes and sidewalks (primarily on the west side) from Colver/Suncrest Road through Rapp Road. ODOT has allocated funding to extend the five-lane section from Rapp Road through Creel Road and will be including the project in the STIP (Key Number 17478).

The prospectus for the project includes a 76-foot paved section with 12-foot travel lanes, a 16-foot center median, 6-foot bike lanes, and 6-foot sidewalks. Improvements at Creel Road will also include a southbound right-turn deceleration lane, a center median refuge island on OR 99 on the north side of Creel Road, and a traffic signal. Access management measures will also be a component of the project but are not defined at this time. The prospectus includes pavement preservation (grinding and overlay) from end of urban section south to connect with recent pavement improvements.

Concept 25 – Traffic Operations and Safety

The current ADT on this section of roadway is approximately 11,000 vpd and is expected to increase to about 16,000 vpd by the year 2034. Seventeen crashes occurred during the 5-year analysis period including 6 rear end collisions, 6 turning collisions, and 1 collision with a bicyclist that resulted in a severe injury.

The addition of a center lane for turning vehicles would both increase the capacity of this roadway segment as well as improve the safety of both through and turning traffic. The right-turn deceleration lane at Creel Road will have a similar benefit. A review of traffic volumes at Arnos Road indicates that a right-turn deceleration lane should be considered at that location as well.

Both pedestrians and bicyclists would also benefit from the improvements. Clearly defined travel ways will separate the bicyclist from higher speed through traffic. The sidewalks provide a safe area for pedestrian travel and access to local businesses. The median on the north side of Creel Road would provide a mid-street refuge for pedestrians even if the traffic signal is not installed.

A traffic signal is identified in the prospectus but existing volumes do not appear to meet warrants. The addition of a traffic signal has both benefits and impacts. Benefits include reduced side street delays and protection for turning movements onto the mainline roadway and pedestrian crossing, with fewer turning and angle collisions expected. The impacts are primarily to the mainline traffic where delays will increase and rear end collision rates typically go up as more vehicles are forced to stop.

Concept 25 – Basic Roadway Geometries and Right-of-Way Requirements

As described above, the project includes a 76-foot paved section with 12-foot travel lanes, a 16-foot center median, 6-foot bike lanes, and 6-foot sidewalks with additional improvements focused at Creel Road. It also includes pavement preservation from end of urban section south to connect with recent pavement improvements.

Arnos Road may also have additional improvements, specifically a right-turn deceleration lane. Additional roadway width and ROW may be needed.

Concept 25 – Environmental and Land Use Assessment

Existing City of Talent zoning is a mix of residential and industrial uses along the corridor. Most of the developed properties will benefit from the improved safety in the corridor but some property impacts (including parking) are expected with the widening. No building impacts appear likely. Better access definition will be part of the improvements as well, which may include turn restriction for some private accesses. Fish passage and stormwater treatment needs should to be considered with this project.

Additional ROW at some locations would be needed.

Concept 25 – Cost Opinions

The prospectus has an estimate of $3.1 million which includes ROW acquisition.

5.8. Talent to Ashland Transition Segment

The area between Talent and Ashland is primarily rural in nature with forest and commercial land uses. The roadway is a rural four-lane highway with a posted speed of 55 mph. At the intersection with South Valley View Road, OR 99 begins the transition from a rural to urban arterial with a speed reduction to 45 mph and a five-lane cross-section. South Valley View Road also provides access to I-5 at Interchange 19.

There are four improvement concepts in this segment, some of which have varying strategies to consider. A brief summary of the concepts is presented in Table 5-5 with concept locations identified in Figure 5-9. The following sections discuss in detail potential changes and improvements that are specific to this corridor segment.

Table 5-5. Talent to North Ashland Transition Segment Improvement Concepts

ID	Location	General Description	Purpose	Category
26	Talent South City Limits to Talent Ave (MP 15.45-16.26)	Modify roadway cross section to better serve bicycles and pedestrians ▪ Option A: Widen existing 4-lane roadway to provide wider shoulders (6') and painted median (2') ▪ Option B: Widen existing 4-lane roadway to increase striped median width (4') and provide standard width shoulders (8')	Provide facilities along OR 99 for all modes of travel	Roadway Segment
27	Talent South City Limits to S Valley View Rd (MP 15.45-17.02)	Install roadway lighting at key locations	Enhance visibility and safety in corridor	Safety
28	Talent Ave Intersection (MP 16.26)	Provide a northbound left-turn lane and an island just north of Talent Ave to serve as a refuge for pedestrians crossing the highway	Improve safety of all travel modes and connect to Bear Creek Greenway Trail	Safety
29	Talent Ave to Bear Creek Greenway Trail Connection (MP 16.26-16.38)	Provide multi-use path on east side of OR 99 connecting Talent Ave crossing to Bear Creek Greenway Trail	Provide facilities along OR 99 for all modes of travel	Roadway Segment
30	Talent Ave to Entrance to Jackson Hot Springs (MP 16.26-16.92)	Modify roadway cross section to better serve bicycles and pedestrians - northbound from MP 16.26 to 16.38 (Greenway Trail) and southbound from MP 16.26 to 16.92 (entrance to Jackson Hot Springs) ▪ Option A: Widen existing 4-lane roadway to provide wider shoulders (6') and painted median (2') ▪ Option B: Widen existing 4-lane roadway to increase striped median width and provide standard width shoulders (8')	Provide facilities along OR 99 for all modes of travel	Roadway Segment
31	S Valley View Rd Intersection (MP 17.02)	Widen S Valley View Rd to provide dual westbound left-turn lanes at OR 99	Increase capacity and improve safety	Operational

5.8.1. Concept 26 – Talent South City Limits to Talent Avenue – Widen Shoulders

The section of OR 99 between the South City Limits of Talent and Talent Avenue is a four-lane arterial through a rural area with a posted speed of 55 mph. The travel lanes are 12 feet wide with narrow 1-foot shoulders. Because of the narrow shoulders, bicyclists (and pedestrians) must use the outer lane to travel through the area. Two collisions have been reported in this segment during the 5-year analysis period.

Concept 26 includes providing wider shoulders and some median separation for bi-directional travel. The purpose of the improvement is to provide facilities for all modes of travel. The

improvement concept has two separate cross section options to consider, one of which may require additional ROW:

- Option A: Widen the pavement cross-section to include 6-foot shoulders and a 2-foot median separation for bi-directional traffic.
- Option B: Widen the pavement cross-section to include 8-foot shoulders and a 4-foot median separation for bi-directional traffic.

Concept 26 – Traffic Operations and Safety

Current traffic demand in this segment is approximately 10,000 vpd. The 2034 forecast demand is expected to be approximately 13,500 vpd. The installation of a raised median may eliminate the left-turn movement and significantly improve the vehicular safety.

Concept 26, Option A would not result in changes to vehicular capacity, though safety would be improved with the increased median separation of the bi-directional traffic. A uniform 6-foot shoulder width would provide a clearly defined travel way for bicyclists and pedestrian use with the added benefit of connecting the urban section of OR 99 in Talent with the Bear Creek Greenway Trail opposite Talent Avenue. It would also provide space for vehicles to pull off the road in the event of a breakdown.

Concept 26, Option B would have similar capacity and safety benefits as Options A with a greater margin of safety associated with the wider median and shoulders.

Concept 26 – Basic Roadway Geometries and Right-of-Way Requirements

Both options for Concept 26 would maintain four 12-foot travel lanes while adding a center median and wider shoulder widths. The existing ROW varies between 95 and 120+ feet, while the paved roadway width is approximately 50 feet.

Concept 26, Option A would widen the existing paved surface from 50 feet to 62 feet in the rural section. To minimize the impact of the roadway widening a 6-foot shoulder and 2-foot median would be provided with the improvement. In order to avoid the steep slopes on the northeast side widening would need to occur to the southwest. The concept would involve significant ditch excavation, extensions of cross culverts and relocation of all parallel culverts. In addition to the increased paved width and culvert extensions additional ROW would be needed in some locations. The ideal minimal ROW for Option A of this concept is 85 to 95 feet.

Concept 26, Option B would widen the existing paved surface from approximately 50 feet to 68 feet in the rural section. The roadway improvement would be a standard rural section with 12-foot travel lanes, 4-foot painted median and 8-foot shoulders. Similar to Option A, widening would need to occur on the southwest side and ditch excavation, cross culvert extensions, relocation of parallel culverts, and additional ROW would be needed. The ideal minimal ROW for Option B of this concept is 90 to100 feet.

Concept 26 – Environmental and Land Use Assessment

The widening of the overall roadway cross-section would affect the adjacent parcels, existing Jackson County zoning (EFU), and wetlands in the corridor. Bear Creek runs parallel to OR 99 through this segment; however, the roadway crosses one tributary. Fish passage, stormwater treatment, and an archeology review needs to be considered with the culvert extension.

Concept 26, Option A would have some impacts to EFU land, but no impacts to Bear Creek. This concept needs to take into consideration the Statewide Planning Goals when impacting EFU zones.

Concept 26, Option B would have more extensive impacts to adjacent EFU land than Option A. As with Option A, the proposed changes need to take into consideration the Statewide Planning Goals when impacting EFU zones.

Concept 26 – Cost Opinions

The estimates for this concept with different cross-sections are:

- Concept 26, Option A: $2.9 million
- Concept 26, Option B: $3.6 million

Neither of these costs includes utility relocation or acquisition of additional right of way. In areas where culverts exist, cost opinions do not take into account potential fish passage or storm water treatment modifications. Further environmental inventory will be needed at the time of the project to determine the extent of impacts and associated cost.

5.8.2. Concept 27 – Talent South City Limits to S Valley View Road – Add Roadway Lighting at Key Locations

As noted with other concepts, roadway lighting provides increased visibility for all modes and helps minimize conflicts between modes. No street lighting exists in this rural corridor. Concept 27 would install lighting at key locations between the Talent south city limits and the signalized intersection at S Valley View Road (MP 15.45-17.02) to improve safety. Specific locations have not been identified, and are expected to be very limited, as lighting should only be considered at transit stops and higher volume unsignalized intersections.

The general benefits and impacts of street lighting were detailed in Concept 2. These considerations are the same for all corridors. However, additional light in rural areas can be construed as a potential impact to surrounding development, which supports careful selection of additional light locations.

The estimated cost of the proposed lighting improvements will be dependent on the number of locations identified and what other improvements might also be happening in the corridor. Specific recommendations and cost opinions for additional illumination will be determined as the preferred concept is identified.

5.8.3. Concept 28 – Talent Avenue Intersection – Add Northbound Left-Turn Lane

OR 99 is a four-lane facility with a posted speed of 55 mph through the Talent Avenue intersection. Talent Avenue provides access to OR 99 for adjacent neighborhoods and the RVTD route #10. Additionally, an entrance to the Bear Creek Greenway Trail is located directly opposite Talent Avenue. Many modes converge at this intersection and need to be safely served.

Concept 28 would provide a northbound left-turn lane and add a median island on the north side of the intersection opposite the left-turn lane that could serve as a refuge for pedestrians crossing the highway. The purpose of this concept is to provide improved safety for all modes and the connection to the Greenway Trail.

Concept 28 – Traffic Operations and Safety

Existing traffic volumes on OR 99 are about 9,000 vpd with future (2034) volumes estimated at 12,000 vpd. Adding the left-turn lane would increase the through capacity for this demand by separating the left-turning movements from the through movements. The left-turn lane criteria were evaluated and met for the northbound left-turn movement.

Two rear end collisions occurred at the intersection during the five-year analysis period. Both involved vehicles traveling northbound where one vehicle, slowing to make a left turn, was hit by a following vehicle. A left-turn lane would separate the left-turning vehicles from the through traffic and improve the safety of the intersection.

The median island would be installed on the north side lining up opposite the striped left-turn lane. It could provide a mid-street refuge and improve safety for pedestrians crossing the roadway. Pedestrian crossing demand was measured for a 16-hour period (no hour data) at this location resulting in 17 crossings; however, it is unlikely that this location would have sufficient demand to warrant striped crosswalks.

Concept 28 – Basic Roadway Geometries and Right-of-Way Requirements

The existing roadway width is 50 feet with the ROW varying between 95 and 120 feet. The northbound left-turn lane width would be 16 feet with an additional 8-foot shoulder widening (see concept 26) adding 24 feet to the overall pavement width. The median island would be provided on the southbound approach, opposite the northbound left-turn lane. The pavement width can be accommodated within the existing ROW; however steep slopes and topographic constraints may make the footprint of this concept much larger.

Concept 28 – Environmental and Land Use Assessment

Bear Creek is located to the northeast side of OR 99 through this section down a steep embankment. Significant excavation would be needed to construct the widening necessary for this concept. Air quality and noise impacts and additional stormwater treatment may be needed as part of this concept. Existing Jackson County zoning in this area includes general

commercial, rural residential and EFU. Statewide Planning Goals would need to be considered when impacting EFU zones.

Concept 28 – Cost Opinions

The estimated cost of Concept 28 is approximately $1.6 million and does not include ROW acquisition or utility relocation.

5.8.4. Concept 29 – Talent Avenue to Bear Creek Greenway Trail Connection – Add Multi-Use Path

The Bear Creek Greenway Trail runs immediately adjacent to OR 99 for almost its entire length between S Valley View to Talent Avenue. It veers away from the highway about 600 feet south of Talent Avenue as Bear Creek meanders away from the highway. Bicyclists (or pedestrians) traveling northbound on the trail who want to continue travel on OR 99 must wind downhill along the creek and then climb back up to grade on a trail connection at Talent Avenue. Southbound bicyclists (or pedestrians) who cross the highway to use the Greenway Trail must also travel downhill and then uphill again on the more circuitous route the Greenway access area.

Concept 29 would construct a multi-use path on the east side of OR 99 that connects from the trail access point opposite Talent Avenue approximately 600 feet to where the Greenway Trail connects back to the highway.

Concept 29 – Traffic Operations and Safety

The multi-use path would shorten the travel distance for bicyclists and pedestrians by about 300 feet. It would also reduce the grade differential between the Greenway Trail, where it departs from the OR 99 and Talent Avenue intersection because users would not be traveling downhill and then uphill again.

Concept 29 – Basic Roadway Geometries and Right-of-Way Requirements

Concept 29 would construct a 10-foot bi-directional multi-use path separated from the roadway by a minimum of 5 feet. It may require additional fill if the multi-use path is combined with northbound left-turn lane at Talent Avenue (Concept 28). The path may also result in reconstruction of some portion of the Talent Avenue connection to the Greenway Trail.

Concept 29 – Environmental and Land Use Assessment

The path would be constructed parallel to OR 99 and is not anticipated to have any land use impacts. Additional stormwater treatment may be needed to address the increased impervious surface.

Concept 29 – Cost Opinions

The estimated cost of Concept 29 is approximately $300,000 and does not include ROW acquisition or utility relocation.

5.8.5. Concept 30 – Talent Avenue to Entrance to Jackson Hot Springs – Widen Shoulders

The section of OR 99 between Talent Avenue and the entrance to Jackson Hot Springs is a four-lane arterial in a rural area with no median, narrow shoulders, and a posted speed of 55 mph. In the northbound direction bicyclists (and pedestrians) use the Bear Creek Greenway Trail while in the southbound direction they must use the outer travel lane because of the narrow 1-foot shoulders. Four collisions have been reported in this segment during the 5-year analysis period.

Concept 30 includes providing a wider shoulder on sections of each side of the roadway in addition to median separation for bi-directional vehicular travel. In the northbound direction this concept is being considered between Talent Avenue and the Greenway Trail (MP 16.26 to 16.38) to provide a more direct route for users continuing northbound on OR 99 rather than winding downhill along the creek and then having to climb back up to grade on a trail connection at Talent Avenue. The southbound direction is considering a longer section for the shoulder widening concept, between Talent Avenue and the entrance to Jackson Hot Springs (MP 16.26 to 16.92).

The purpose of the improvement is to provide facilities for all modes of travel. The improvement concept (for either direction of travel) has two separate cross section options to consider, one of which may require additional ROW:

- Option A: Widen the pavement cross-section to include 6-foot shoulders and a 2-foot median separation for bi-directional traffic.
- Option B: Widen the pavement cross-section to include 8-foot shoulders and a 4-foot median separation for bi-directional traffic.

Concept 30 – Traffic Operations and Safety

Current traffic demand in this segment is 9,000 vpd. The 2034 forecast demand is expected to be approximately 12,000 vpd.

Concept 30, Option A would not result in changes to vehicular capacity, though safety would be improved with the increased median separation of the bi-directional traffic. A uniform 6-foot shoulder width would provide a clearly defined travel way for bicyclists and pedestrian use with the added benefit of connecting Talent Avenue to the Bear Creek Greenway Trail (northbound) and multi-modal facilities in the Ashland area (southbound). The additional shoulder width would improve safety and mobility for non-vehicular uses as well as improving access to and attractiveness of transit.

Concept 30, Option B would have similar capacity and safety benefits as Options A with a greater margin of safety associated with the wider median and shoulders.

Concept 30 – Basic Roadway Geometries and Right-of-Way Requirements

Both options for Concept 30 would maintain four 12-foot travel lanes while adding a center median and wider shoulder widths. The existing ROW varies between 80 and 270+ feet, while the paved roadway width is approximately 50 feet.

Concept 30, Option A would widen the existing paved surface from 50 feet to 62 feet where shoulder improvements are implemented on both sides of the roadway (Greenway Trail to Talent Avenue assumes both northbound and southbound shoulder widening). The roadway cross-section would be only 56 feet wide where shoulder widening was limited to just the southbound direction. The concept would involve significant ditch excavation, extensions of cross culverts and relocation of all parallel culverts on the west (southbound) side of the roadway. The improvement on the east (northbound) side would have minimal excavation needs and no culvert impacts. The ideal ROW for Option A shoulder widening on both sides of the roadway is 85-95 feet.

Concept 30, Option B would widen the existing paved surface from approximately 50 feet to 68 feet for the short section of roadway with shoulder improvements on both sides. The roadway cross-section would be only 60 feet wide where shoulder widening was limited to just the southbound direction. Similar to Option A, widening would need to occur on the southwest side and ditch excavation, cross culvert extensions, relocation of parallel culverts, and additional ROW would be needed. The ideal ROW for Option B shoulder widening on both sides of the roadway is 90-100 feet.

Concept 30 – Environmental and Land Use Assessment

Existing Jackson County zoning is rural residential, open space reserve, or EFU. From a land use perspective, there may be potential Section 4(f) and Section 6 (f) land use impacts associated with this concept. Bear Creek runs near OR 99 to the northeast.

Concept 30, Option A would have some impacts to EFU land, but no impacts to Bear Creek. This concept needs to take into consideration the Statewide Planning Goals when impacting EFU zones.

Concept 30, Option B would have more extensive impacts to adjacent EFU land than Option A. As with Option A, the proposed changes need to take into consideration of the Statewide Planning Goals when impacting EFU zones.

Concept 30 – Cost Opinions

Concept 30, Option A improvements are estimated at $200,000 for the northbound shoulder widening and $1.2 million for the southbound shoulder widening. The total cost opinion is $1.4 million.

Concept 30, Option B improvements are estimated at $300,000 for the northbound shoulder widening and $1.5 million for the southbound shoulder widening. The total cost opinion is $1.8 million.

Neither of these costs includes utility relocation or acquisition of additional right of way. In areas where culverts exist, cost opinions do not take into account potential fish passage or storm water treatment modifications. Further environmental inventory will be needed at the time of the project to determine the extent of impacts and associated cost.

5.8.6. Concept 31 – S Valley View Road Intersection – Increase Capacity

The S Valley View Road intersection is expected to have operational issues in the future as demand in the area increases. Operational analysis indicates that dual westbound left-turn lanes on S Valley View Road are the most effective improvement to address operational deficiencies. This finding is consistent with conclusions in the RTP and the Jackson County TSP.

Concept 31 would widen the westbound approach of S Valley View Road to three lanes including dual left-turn lanes and a full-length right-turn lane. This improvement would require widening the bridge over Bear Creek that begins immediately east of OR 99. The RTP includes a similar project: Tier 2 (Unfunded) Project 940 - Realign Valley View Drive at OR 99 and replace the bridge. The Jackson County TSP includes the following project: Tier 1 Long Term Project 34 - Widening S Valley View Road to 5 lanes with bike lanes and sidewalks.

Concept 31 – Traffic Operations and Safety

With the additional turn lanes on S Valley View Road, operations would meet state mobility standards. Current operations would improve from a v/c ratio of 0.76 to a v/c ratio of 0.62. Future operations would improve from a v/c ratio of 0.87 to 0.62.

Improved operations may also result in fewer crashes as queues would be much shorter and traffic would flow more smoothly with fewer stopped vehicles. S Valley View approaches OR 99 on a structure that would need replacement to widen the roadway.

Concept 31 – Basic Roadway Geometries and Right-of-Way Requirements

Because of its proximity to Bear Creek, improvement to the S Valley View Road intersection with OR 99 is a far more complex project than typical intersection improvements. Any improvement at the intersection is likely to be part of a larger improvement along a longer portion of S Valley View Road that takes into account what is happening at I-5 Interchange 19, development in the surrounding area, and local network development. As noted above, projects that encompass these elements are already identified in the RTP and the Jackson County TSP. No additional geometric assessment has been prepared.

Concept 31 – Environmental and Land Use Assessment

Existing Jackson County zoning is open space reserve and EFU in the vicinity of the intersection and the S Valley View Bridge crosses Bear Creek and the Greenway Trail. Many environmental

and land use issues would need to be addressed with improvements at this location including: ROW and Section 4(f) and 6(f) impacts, air quality and noise assessment, consideration of wildlife and Bear Creek, and additional stormwater treatment needs.

Concept 31 – Cost Opinions

The RTP cost estimate for Project 940 (Realign Valley View Drive at OR 99 and replace bridge) is $20 million. The Jackson County TSP estimates Project 34 (Widening S Valley View Road to 5 lanes with bike lanes and sidewalks) at $8 million.

5.9. Evaluation Matrix

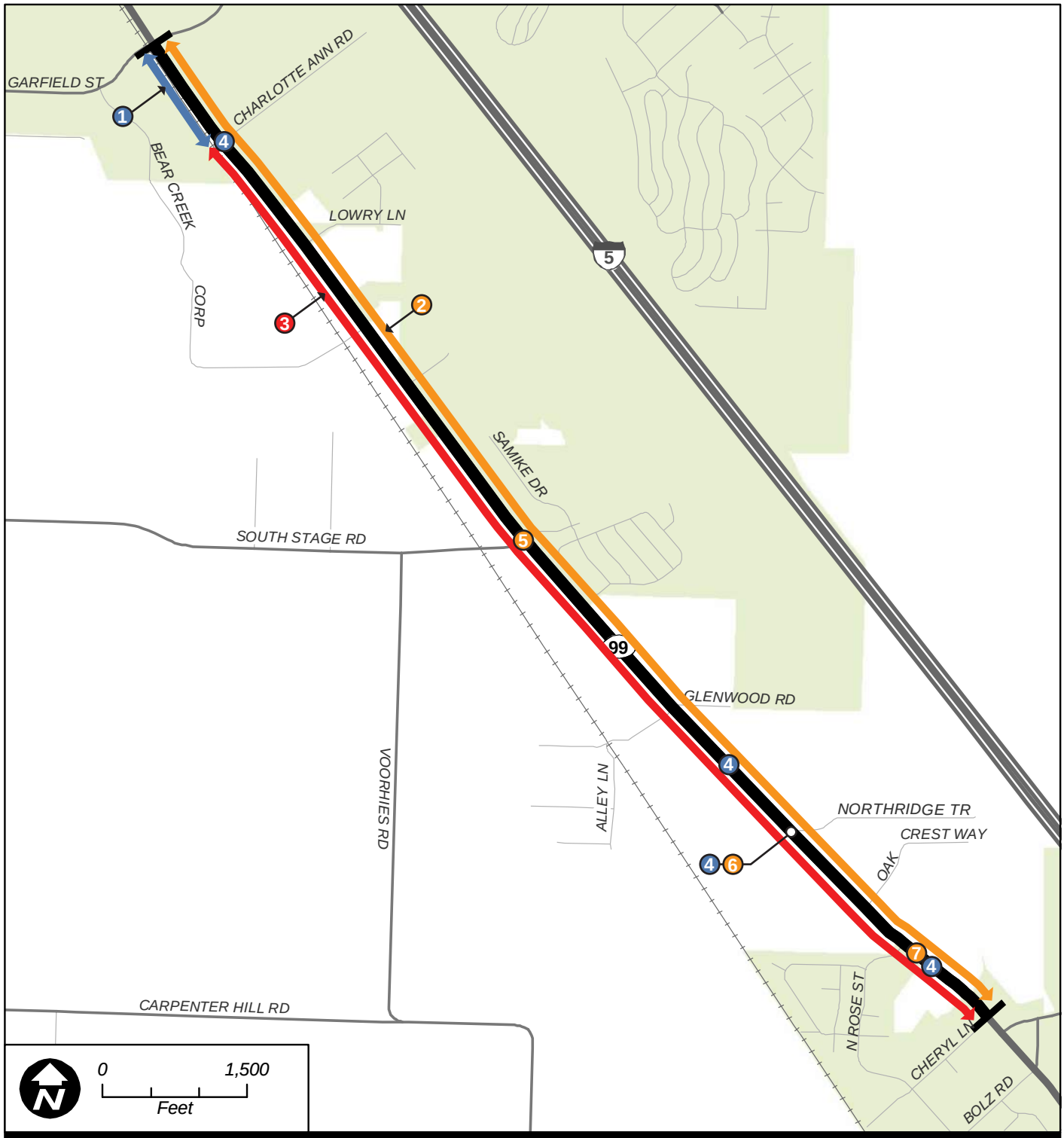
The attached matrix lists each project discussed in the previous sections of this memorandum and summarizes the concept evaluation in a brief tabular format. Matrix information includes:

- ID
- Location
- General Description
- Purpose
- Traffic Operations and Safety
- Basic Roadway Geometry and Right of Way
- Environmental and Land Use
- Cost Opinion

Attachments:

Figure 5-1. Concept Locations – South Medford and Transition to Phoenix Segments
Figure 5-2. Concept 3 – Location and Cross-Sections
Figure 5-3. Concept Locations – Phoenix Segment
Figure 5-4. Overview of Downtown Phoenix Potential Improvement Concepts
Figure 5-5. Concept 18 – Location and Cross Sections
Figure 5-6 .Concept Locations – Phoenix to Talent Transition Segment
Figure 5-7. Concept 20 – Rural Cross-Sections
Figure 5-8. Concept Locations – Talent Segment
Figure 5-9. Concept Locations – Talent to North Ashland Transition to Phoenix Segment

Evaluation Matrix



OR 99 Corridor Plan

Legend

Segment

Types of Improvements

- Roadway
- Safety
- Pedestrian
- Bike and Shoulder
- Operational

Figure 5-1

Concept Locations

South Medford and Transition to Phoenix Segments

Source Data:
Jackson County, ESRI, Oregon GEO

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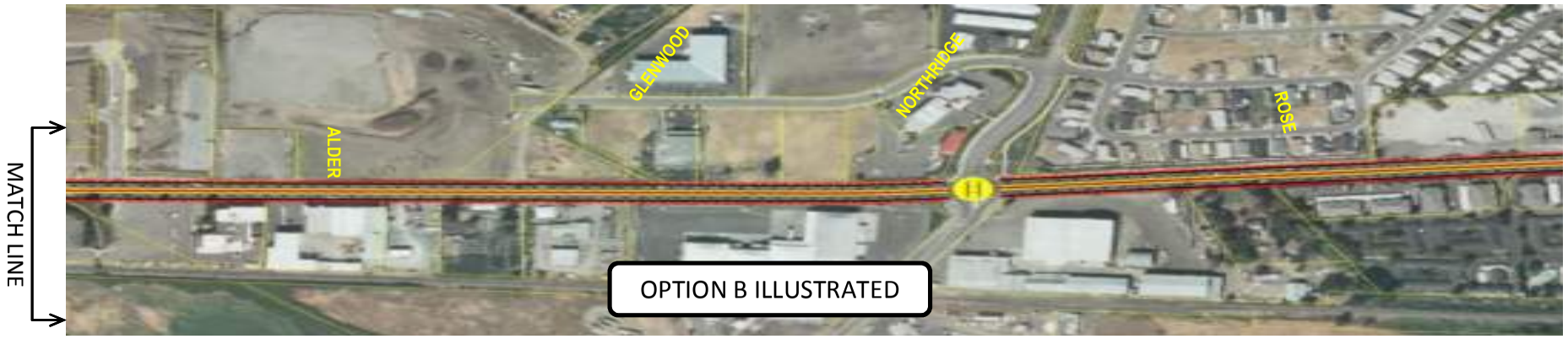
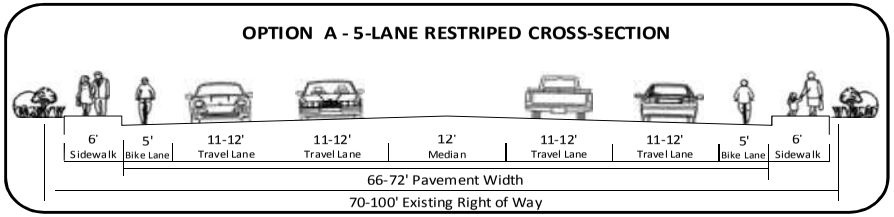
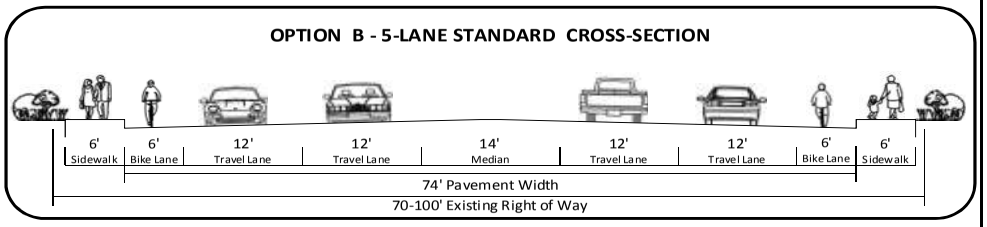






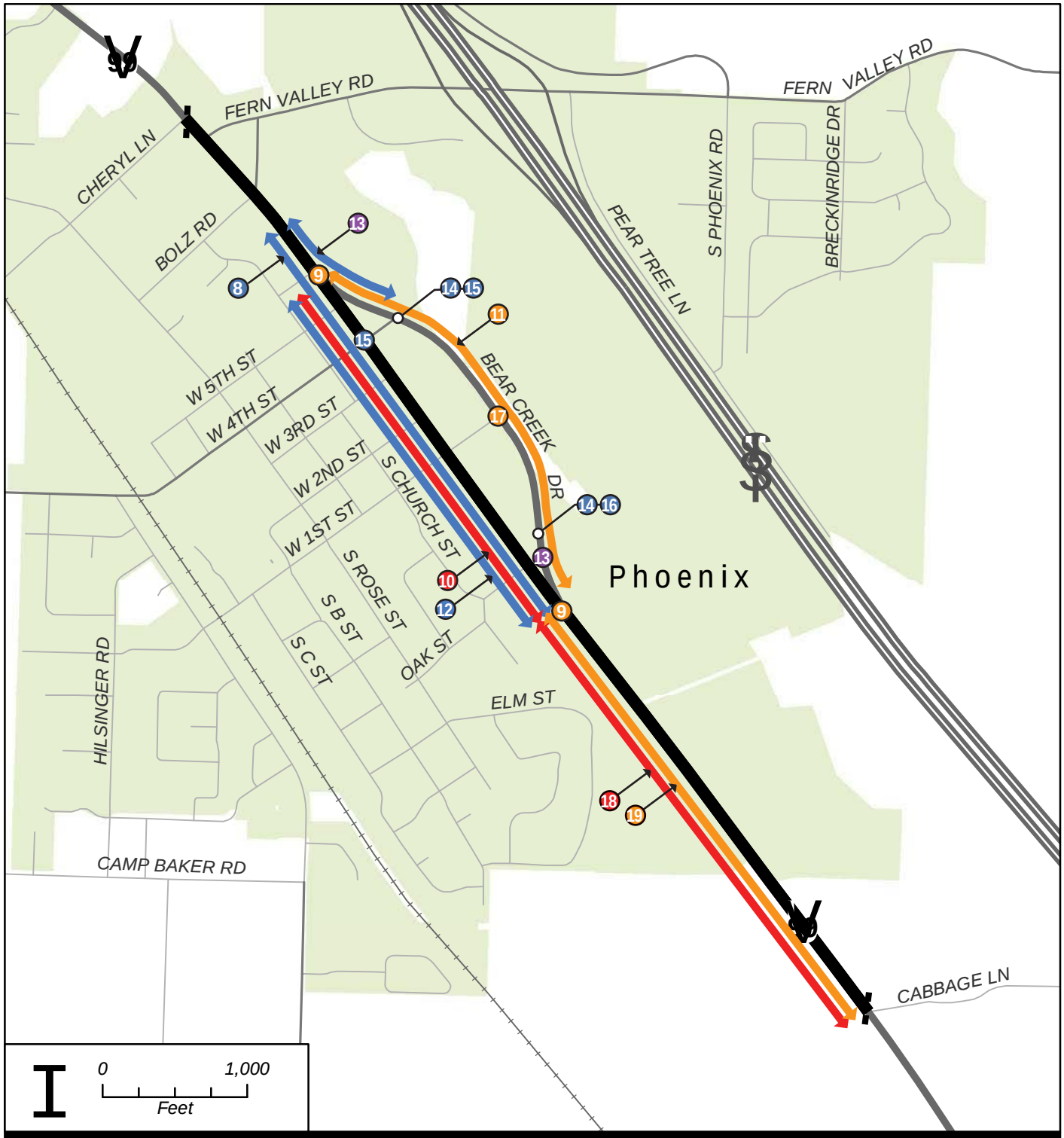
OR 99 Corridor Plan

Legend

- Edge of Sidewalk
- Edge of Pavement
- Median Lane
- Traffic Signal

Figure 5-2

Concept 3 - Charlotte Anne Rd to Fern Valley Interchange Project Add Bike Lanes and Sidewalks



OR 99 Corridor Plan

Legend

Segment

Types of Improvements

- Roadway
- Safety
- Pedestrian
- Bike and Shoulder
- Operational

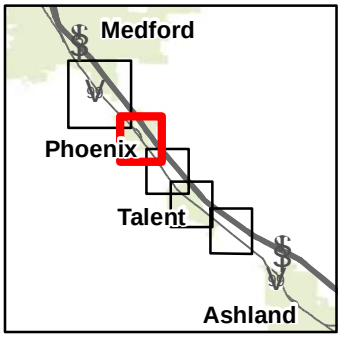


Figure 5-3

Concept Locations

Phoenix Segment

Source Data:
Jackson County, ESRI, Oregon GEO

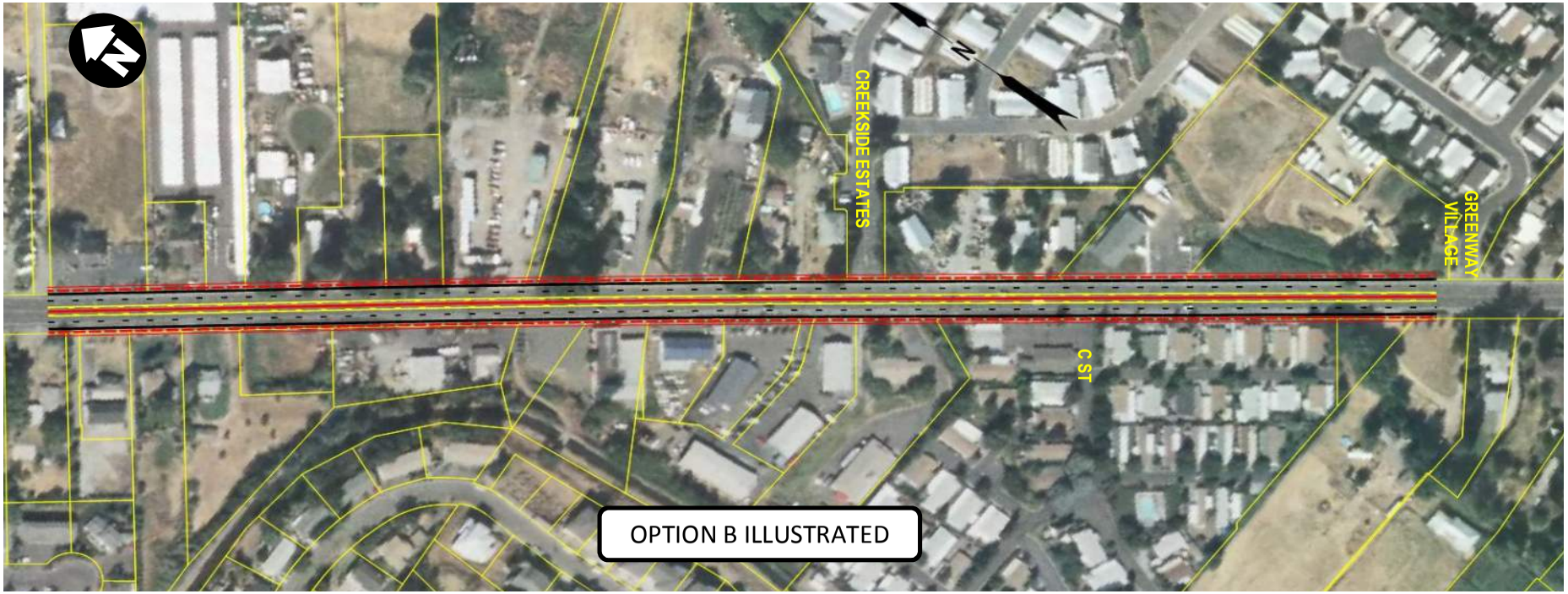
Path: P:\O\ODOT00000711\0600INFO\GS\arcmap\Fig_Improvements_BASE.mxd
Date: 3/8/2012 Time: 10:57:44 AM User: mmf

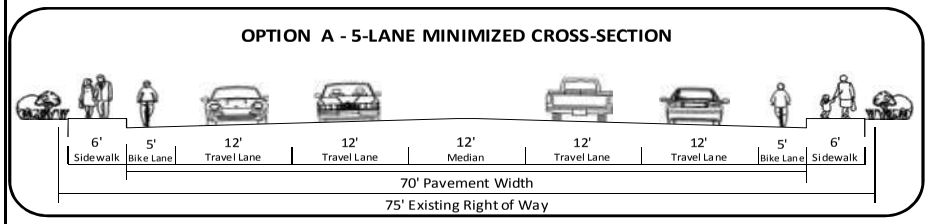
OR 99 Corridor Plan

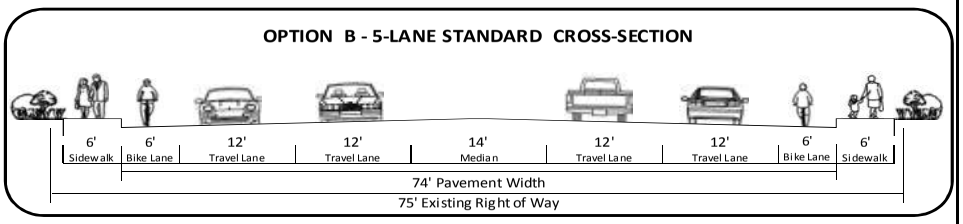
- Concept 9 - Create New Gateway Features
- Concept 10 - Restripe Road to Add Bike Lanes & Define Parking
- Concept 13 - Create New/Improved Trail Connections
- Concepts 12 & 14 - Add Crosswalks & Possibly Curb Extensions
- Concepts 15 & 16 - Add Pedestrian-Activated Crossing Beacons
- Concept 17 - Install Emergency Vehicle Traffic Signal

Figure 5-4

Overview of Downtown Phoenix Potential Improvement Concepts







OR 99 Corridor Plan

Legend

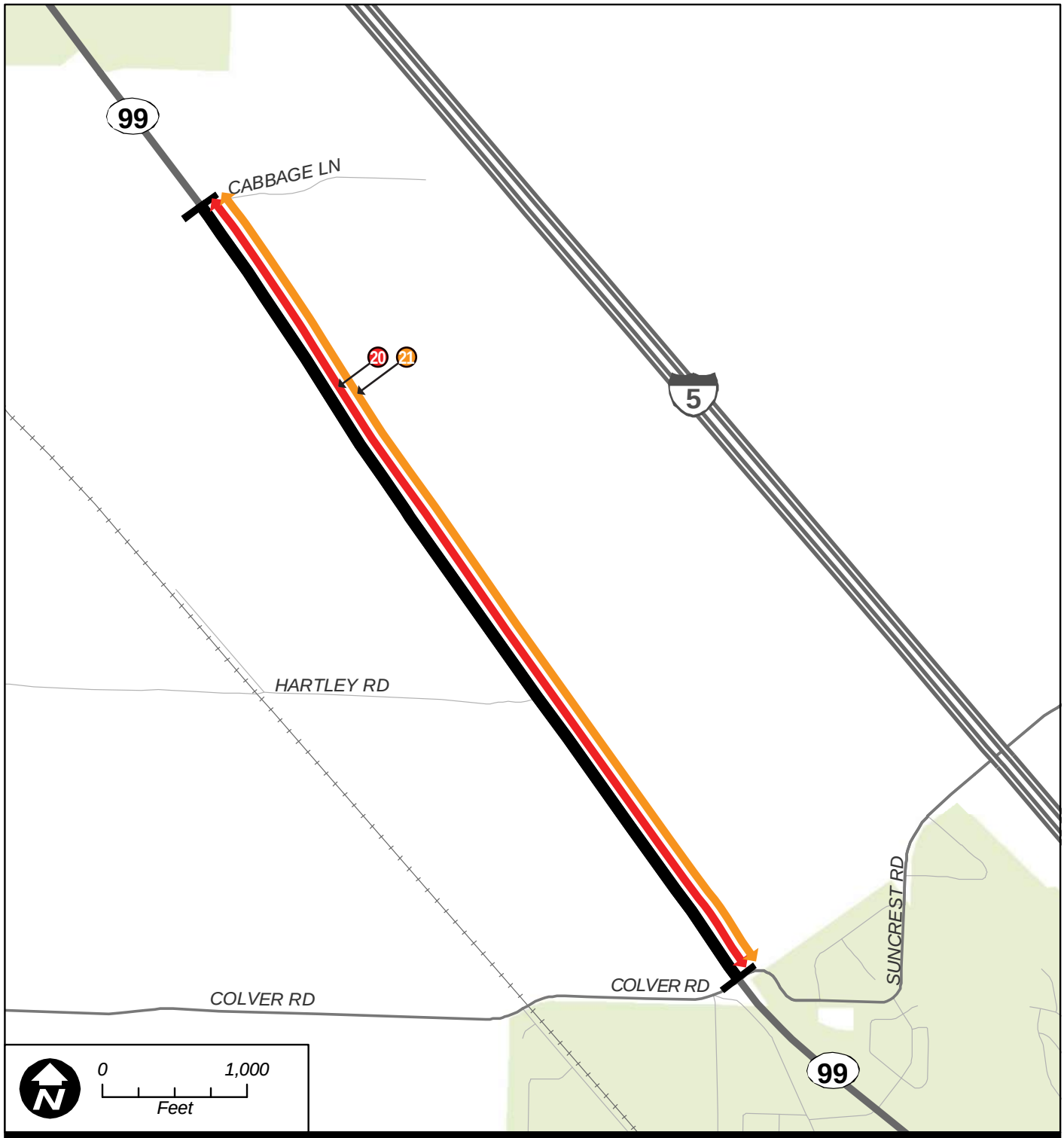
- Edge of Sidewalk
- Edge of Pavement
- Median Lane

Figure 5-5

Concept 18

South end of Couplet to South Phoenix City Limits

Add Center Median, Bike Lanes, and Sidewalk



OR 99 Corridor Plan

Legend

Segment

Types of Improvements

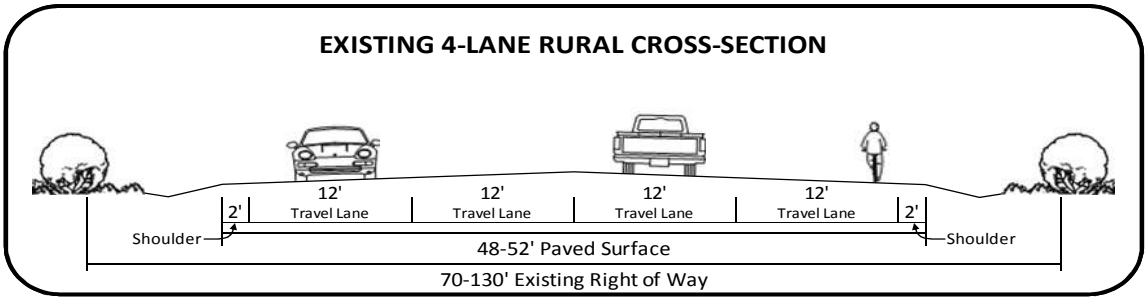
- Roadway
- Safety
- Pedestrian
- Bike and Shoulder
- Operational

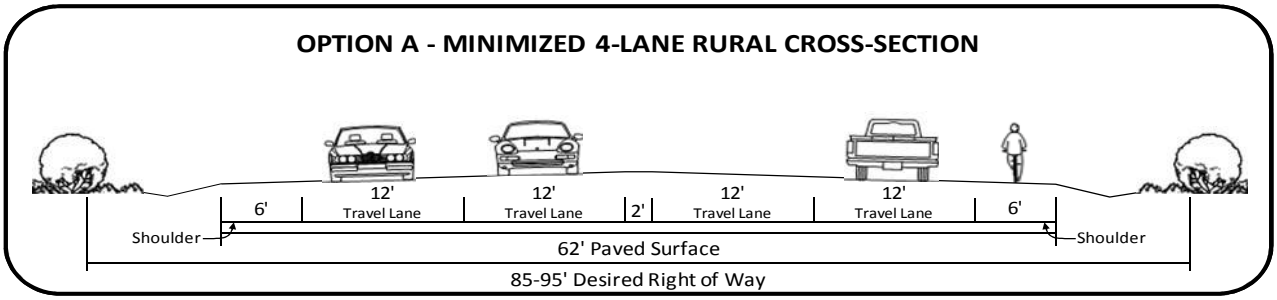
Figure 5-6

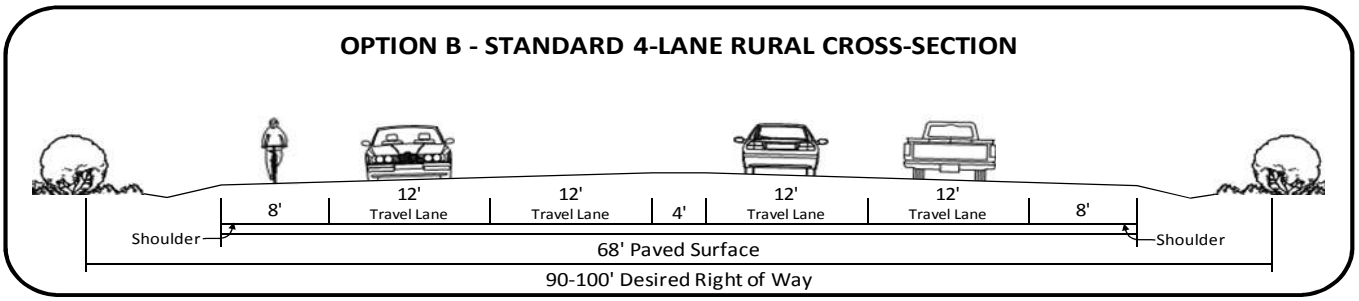
Concept Locations

Transition Segment: Phoenix to Talent

Source Data:
Jackson County, ESRI, Oregon GEO







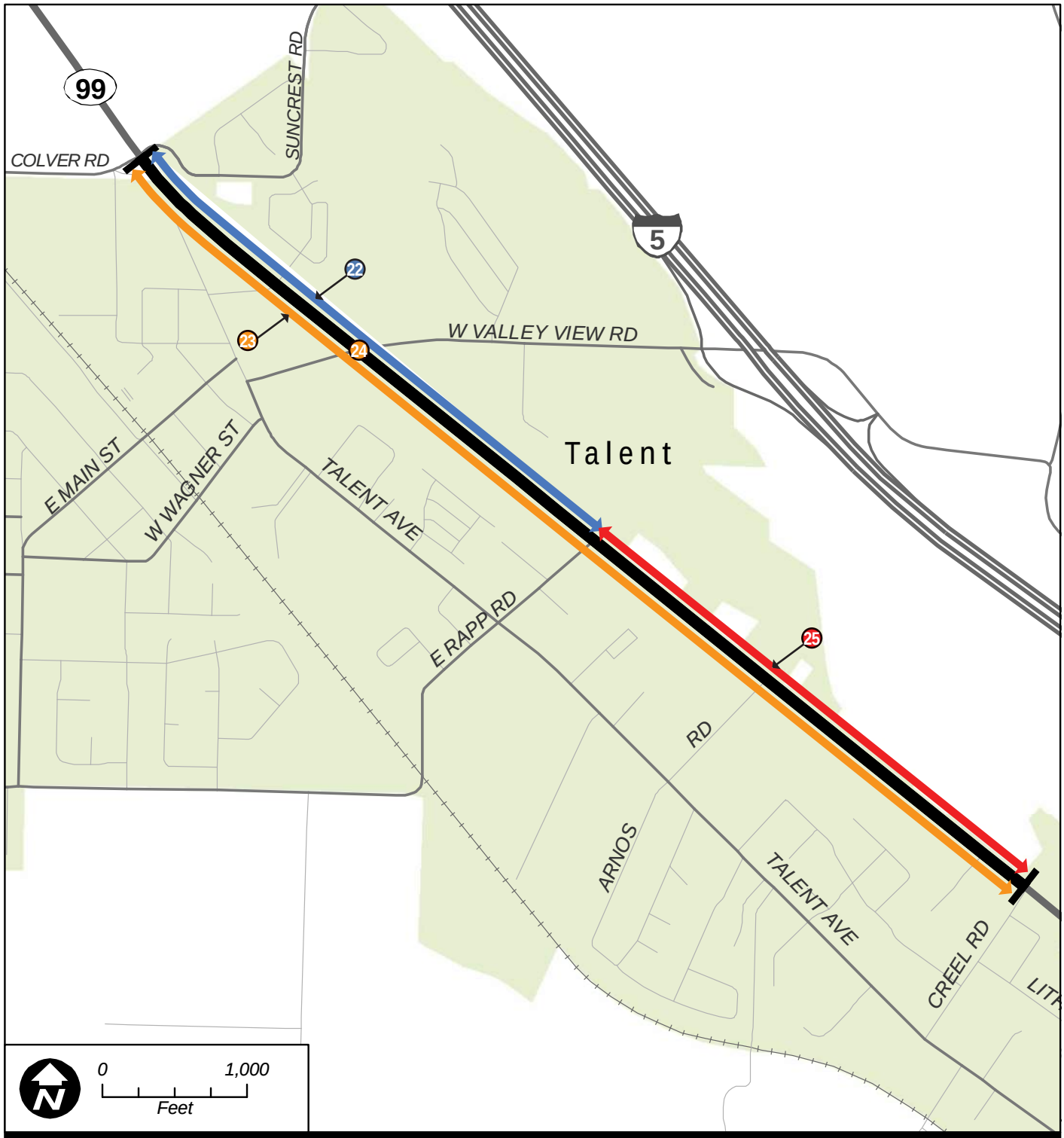
OR 99 Corridor Plan

Figure 5-7

Concept 20

Phoenix South City Limits to Colver/Suncrest Rd

Widen Shoulders



OR 99 Corridor Plan

Legend

Segment

Types of Improvements

- Roadway
- Safety
- Pedestrian
- Bike and Shoulder
- Operational

Figure 5-8

Concept Locations

Talent Segment

Source Data:
Jackson County, ESRI, Oregon GEO

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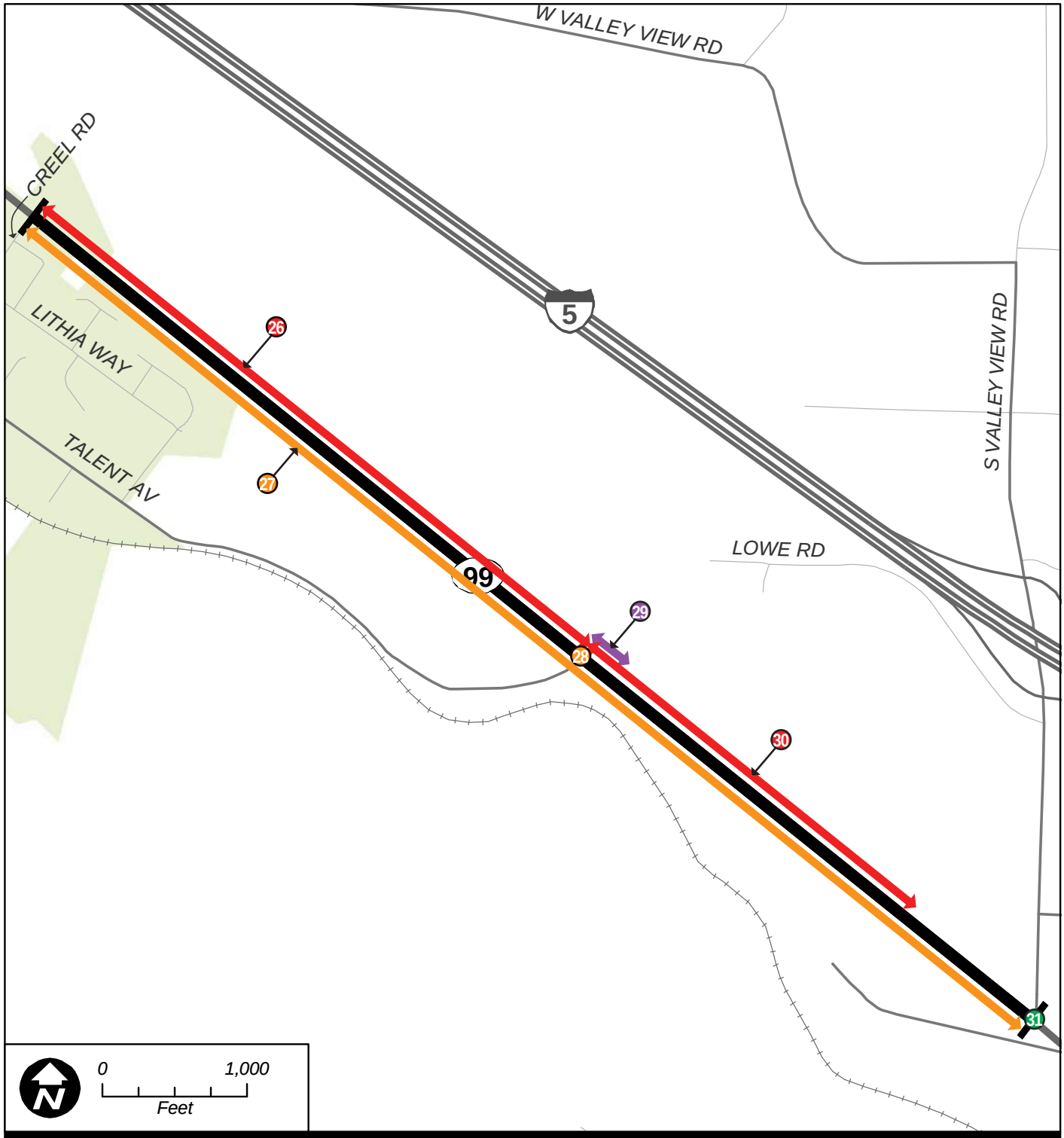

OR 99 Corridor Plan

Legend

Segment

Types of Improvements

- Roadway
- Safety
- Pedestrian
- Bike and Shoulder
- Operational

Figure 5-9

Concept Locations

Transition Segment: Talent to Ashland

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Jackson County, ESRI, Oregon GEO

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OR 99 Improvement Concepts – Summary Evaluation Matrix

September 2014

ID	Location	General Description	Purpose	Traffic Operations and Safety[1,2,3]	Basic Roadway Geometry and Right of Way[4]	Environmental and Land Use[5]	Cost Opinion[6]
South Medford and Transition to Phoenix Segments - Garfield Street to Phoenix North City Limits (North of Cheryl Avenue)							
1	Garfield St to Charlotte Ann Rd (MP 8.56-8.75)	Construct sidewalks along the west side of OR 99 with fencing to separate from the railroad tracks	Provide facilities along OR 99 for all modes of travel	▪ Continuous 6' sidewalks improve safety of pedestrians and access to transit ▪ Construct fence between sidewalk and railroad tracks to separate pedestrians from rail traffic and discourage them from crossing the tracks	▪ Existing roadway width 72-99' in 70-100' ROW ▪ Sidewalks are present on the east side, but not present on the west side of this segment ▪ 6' sidewalks added with fencing to provide a barrier between pedestrians and the adjacent rail, with additional ROW or sidewalk easements	▪ Would need to provide fencing between sidewalks and the railroad tracks to avoid potential conflict. ▪ Additional stormwater treatment needed with impervious surface	▪ $165,000 ▪ Assumes curb and drainage already in place ▪ Includes sidewalk and fencing
2	Garfield St to Phoenix North City Limits (MP 8.56-11.03)	Install roadway lighting at key locations	Enhance visibility and safety in corridor	▪ Lighting to be installed at transit stops and higher volume unsignalized intersections ▪ Improved safety and security for all modes ▪ Improved visibility for bicyclists on roadway, pedestrians on sidewalks and crossing roadways, and at transit stops	▪ Additional ROW or a utility easement may be needed depending on the roadway cross-section ▪ Illumination poles should be placed outside of any current or future sidewalk locations.	▪ Some minor ROW or easements may be needed to relocate utility poles ▪ May require archeology and wetlands mitigation	▪ TBD
3	Charlotte Ann Rd to Fern Valley Interchange Project Boundary (MP 8.75-11.04)	Modify roadway cross section to better serve bicycles and pedestrians ▪ Option A: Modify striping of existing 5-lane roadway cross section to add bike lanes and construct continuous sidewalks ▪ Option B: Widen existing 5-lane roadway cross section to add bike lanes and construct continuous sidewalks	Provide facilities along OR 99 for all modes of travel	▪ Current ADT: 14,000 to 17,000 vpd ▪ Forecast ADT: 19,000 to 22,000 vpd ▪ Posted speed is 45 mph Option A: ▪ Minor change to roadway capacity associated with narrower travel lanes ▪ 5' bike lanes provide clearly defined travel way for bicyclists ▪ Continuous 6' sidewalks improve safety of pedestrians and access to transit ▪ Travel speeds potentially slower with narrower lanes ▪ Consider reduction in posted speed to 40 mph where 11' travel lanes are present Option B: ▪ No changes to roadway capacity and achieves ODOT standard cross-section ▪ 6' bike lanes provide clearly defined travel way for bicyclists ▪ Continuous 6' sidewalks improve safety of pedestrians and access to transit	▪ Existing roadway width 66-72' in 70-100' ROW ▪ Sidewalks are substandard or non-existent in many locations ▪ No bike lanes ▪ Keeps alignment along current center line Option A: ▪ 5-lane urban section (11-12' travel lanes, 12-14' median, 5' bike lanes, 6' sidewalks) ▪ Paved width remains same as existing (66-72') ▪ Some culvert extensions needed ▪ 6' sidewalks added with additional ROW or sidewalk easements (some existing substandard sidewalks may remain to avoid building impacts) ▪ Design exceptions required Option B: ▪ 5-lane urban section (12' travel lanes, 14' median, 6' bicycle lanes,6' sidewalks) ▪ Paved width increases to 74' ▪ More significant culvert extensions needed ▪ 6' sidewalks added at new edge of pavement with additional ROW or sidewalk easements ▪ Additional ROW needed at some locations for roadway widening	▪ Existing zoning is primarily industrial west of OR 99 and commercial east of OR 99 ▪ No significant natural resources Option A: ▪ Additional ROW (up to 16' depending on location) or easements needed to accommodate sidewalks ▪ Some property impacts (including parking lots) to add sidewalks but no building impacts anticipated Option B: ▪ Additional ROW (up to 20' depending on location) ▪ Sidewalks could be accommodated in easements ▪ More property impacts associated with wider roadway and sidewalks ▪ Structure impacts may be involved along corridor from roadway widening and new sidewalks Both Options: ▪ Requires better access definition in some areas ▪ Fish passage may need to be considered with Coleman Creek ▪ Additional stormwater treatment needed with increased impervious surface	Option A: ▪ $3.5 million ▪ Includes sidewalk construction cost and assumes restriping ▪ No utility relocation or ROW costs included Option B: ▪ $9.7 million ▪ No utility relocation or ROW costs included ▪ No additional fish passage or stormwater treatment is included ▪ No funding currently available for replacement of Coleman Creek

OR 99 Improvement Concepts – Summary Evaluation Matrix

ID	Location	General Description	Purpose	Traffic Operations and Safety[1,2,3]	Basic Roadway Geometry and Right of Way[4]	Environmental and Land Use[5]	Cost Opinion[6]
4	Spot Locations between Charlotte Anne Rd and Cheryl Ave (MP 8.75-11.11)	Install median islands ▪ 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)	Enhance safety for all users	▪ Existing transit stops near each location ▪ 1 pedestrian collision (MP 10.95) during 5-year analysis period ▪ Provides more substantial mid-street refuge for pedestrians crossing roadway to improve safety ▪ Transit stop relocation should be considered to better coordinate with refuge islands ▪ No impacts to traffic operations ▪ Would need to be coordinated with other future access management measures ▪ Raised medians that eliminate some left-turn movements can improve vehicular safety ▪ May be paired with Concept 2-Install Roadway Lighting at key locations	▪ Can be implemented with existing cross-section or with either option from Concept 3 ▪ Designs would need to be coordinated with future access management plans ▪ No ROW impacts	▪ Could affect access at some driveway locations – might limit movements to right-in/right-out ▪ Locations focused on nearby transit access and types of adjacent land use	▪ $50,000 per median island ▪ Some cost savings could be incurred if several median islands are constructed concurrently.
5	South Stage Rd (MP 9.79)	Modify traffic signal timing ▪ Add clearance intervals to traffic signal ▪ Provide protected left-turn phases on South Stage Rd	Address existing safety concerns	▪ Protected left-turn phases can reduce turning collision frequency (5 turning collisions during analysis period) ▪ Increased clearance intervals can reduce angle collision frequency (2 angle collisions during 5-year analysis period) ▪ Signal timing changes could increase v/c ratios but operations are still expected to meet mobility standards	▪ No impacts to roadway geometry or right-of-way	▪ No modifications to current land uses ▪ No environmental resource impacts	▪ $20,000 ▪ Assumes two new signal heads but use of existing mast arms
6	Northridge Terrace (MP 10.58)	Improve turning radius at Northridge Terrace	Address existing safety concerns	▪ 9 crashes at MP 10.58 during 5-year analysis period, mostly turning collisions. Two rear-end collisions involving the northbound-right turn movement. ▪ Northridge Terrace is curved at its approach to OR99, causing NBR vehicles to slow down more than mainline traffic expects. ▪ Enhance safety by providing a quicker separation of right-turning traffic from 45 mph mainline traffic	▪ Existing roadway width 66' in 70' ROW ▪ Improves current turn radius from approx. 10 feet to 25 feet, allowing for a higher-speed turn ▪ Potential ROW impacts to be determined at time of design ▪ Keeps alignment along current centerline	▪ No environmental resource impacts ▪ Minor ROW impacts to property in the southeast quadrant of the intersection ▪ Would not impact structures but would require relocating/replacing existing fencing	▪ $125,000 ▪ Includes minimal ROW acquisition
7	North of Rose St to 42nd St (MP 10.84-10.98)	Reduce the number of conflicting turning movements: ▪ Close residential access (west side) at MP 10.84 and connect to Rose St for access to OR 99 ▪ Close Park St (west side) at MP 10.92 (access OR 99 via 42nd St at MP 10.98) ▪ Close Royal Rd (east side) at MP 10.94 (access OR 99 via Walnut Way at MP 10.91) ▪ Close Acorn Ave (east side) at MP 10.94 (access OR 99 via Walnut Way at MP 10.91)	Address existing safety concerns	▪ 16 crashes during a 5-year analysis period; mostly turning collisions ▪ Currently there are 7 access points in 750' segment ▪ Fewer accesses would reduce the number of conflict points thus reducing overall collision potential ▪ Traffic operations could see smoother traffic flow ▪ Alternative access into developments available ▪ Emergency and pedestrian access could be maintained	▪ No changes to existing roadway cross section are required ▪ Only ROW impact associated with connection to Rose St, extent to be determined at time of design	▪ Additional ROW may need to be assessed for archeology, wetlands, and sensitive species ▪ Connection to Rose St may require ROW but would not impact structures ▪ Fewer vehicular access points to mobile home developments may result in increased vehicular volumes within the development	▪ $350,000 ▪ Includes ROW acquisition in the NW quadrant of OR 99/Rose St
Phoenix Segment - North City Limits (North of Cheryl Avenue) to South City Limits (North of Cabbage Lane)							
8	Fern Valley Interchange Project Boundary to south end of couplet (MP 11.33-11.93)	Relocate utility poles outside of the sidewalk area or widen sidewalks to provide a travel width of 6' around utility poles in coordination with other planned projects or new development	Enhance functionality of pedestrian facilities	▪ Relocated utility poles would increase the available sidewalk width for pedestrians, and improve the pedestrian level-of-service	▪ Additional ROW or a utility easement may be needed depending on the roadway cross-section ▪ Should be coordinated with other planned projects and new development	▪ Some minor ROW or easements may be needed to relocate utility poles ▪ City Code modification/stipulations for lighting/utility placement	▪ Costs will be incorporated into other infrastructure or development projects

OR 99 Improvement Concepts – Summary Evaluation Matrix

ID	Location	General Description	Purpose	Traffic Operations and Safety[1,2,3]	Basic Roadway Geometry and Right of Way[4]	Environmental and Land Use[5]	Cost Opinion[6]
9	Downtown Phoenix at north (MP 11.37) & south (MP 11.93) ends of couplet	Add gateway treatments at the north and south end of the couplet to emphasize upcoming downtown area	Reduce travel speeds and enhance downtown environment	▪ Current ADT: 5,500 to 8,500 vpd in each direction ▪ Forecast ADT: 8,500 to 11,000 vpd in each direction ▪ 21 crashes on N Main St and 16 crashes on Bear Creek Dr during 5-year analysis period ▪ Improve safety by alerting drivers of change in roadway function and environment (entering a downtown community)	▪ Focus improvements within existing public ROW ▪ Construct features that will not interfere with sight distance of pedestrian visibility	▪ Existing City of Phoenix zoning is City Center ▪ No ROW impacts ▪ No natural resource impacts	▪ TBD
10	Downtown Phoenix on N Main St (MP 11.37-11.93)	Restripe existing 2-lane roadway cross section to add bike lane and define parking areas	Provide facilities along OR 99 for all modes of travel and enhance downtown environment	▪ Current ADT: 5,500 to 8,500 vpd ▪ Forecast ADT: 8,500 to 11,000 vpd ▪ Clearly defined travel lanes may encourage slower travel speeds through downtown ▪ 6' bike lane provides clearly defined travel way for bicyclists ▪ 7' parking lane striping helps define boundary between travel lane and parking lane	▪ Main St existing roadway width 43-44' in 60' ROW ▪ No change in paved width or ROW ▪ 2-lane paved section (12' travel lanes, 5-6' bike lane, 7'parking lanes) ▪ May require design exception for parking lane width	▪ Existing City of Phoenix zoning is City Center ▪ No ROW impacts ▪ No natural resource impacts	▪ $50,000
11	Downtown Phoenix on Bear Creek Dr (MP 11.37-11.96)	Improve sight distance in corridor by removing some roadside foliage and relocating signs that restrict sight lines	Enhance visibility and address existing safety concerns	▪ Current ADT: 6,000 to 8,500 vpd ▪ Forecast ADT: 9,500 to 11,000 vpd ▪ 16 crashes during 5-year analysis period including 1 turning collision and 10 angle collisions ▪ Improve visibility of oncoming traffic for drivers waiting at cross streets and vice versa	▪ Roadside foliage maintenance will be ongoing effort and should be performed during seasons when trees and bushes are carrying leaves ▪ Sign relocation performed once	▪ Sign relocation may include private signage ▪ Scrub-shrub wetland west of the couplet would be affected ▪ Regulations allow trimming and tree removal with some restrictions regarding soil removal and the overstory that provides stream shade ▪ Potential Section 4(f) and Section 6(f) land use impacts	▪ $15,000
12	Downtown Phoenix on N Main St (MP 11.37-11.93)	Stripe crosswalks on the north side of intersections at 5th St, 4th St, 1st St, and Oak St ▪ Option A: Crosswalk striping only ▪ Option B: Curb extensions and crosswalk striping	Improve opportunities to cross OR 99 and enhance downtown environment	▪ Current ADT: 5,500 to 8,500 vpd ▪ Forecast ADT: 8,500 to 11,000 vpd ▪ Existing pedestrian crossings at Bolz Ln and 3rd St Option A: ▪ Marked crosswalks identify the presence of pedestrian activity in the area ▪ Crosswalks on north side of the intersection encourage pedestrians to cross where they are most visible to motorists entering N Main St from the cross streets ▪ Crosswalks on 5th, 4th, 1st, and Oak should also be striped for connections to N Main St crossings Option B: ▪ Same benefits as Option A ▪ Curb extensions shorten crossing distance, increase visibility of pedestrians, and further enhance downtown environment.	Option A: ▪ Use striping that maximizes crosswalk visibility as vehicles approach ▪ A short sidewalk connection would be required on the east side of the 5th Street crossing location Option B: ▪ Same as Option A ▪ Curb extensions on corners of 5-6' from sidewalk ▪ Drainage with curb extensions must be considered in design	▪ Existing City of Phoenix zoning is City Center ▪ No ROW impacts ▪ No natural resource impacts	▪ Option A: $15,000 ▪ Option B: $90,000 ▪ Infrastructure relocation not included in estimates

OR 99 Improvement Concepts – Summary Evaluation Matrix

ID	Location	General Description	Purpose	Traffic Operations and Safety[1,2,3]	Basic Roadway Geometry and Right of Way[4]	Environmental and Land Use[5]	Cost Opinion[6]
13	Bear Creek Dr at 4th and Oak Streets(MP 11.33-11.92)	Enhance connections to Bear Creek Greenway Trail to provide parallel and convenient bicycle and pedestrian facilities along Bear Creek Dr: ▪ South Connection: Create a more direct multi-use path connection from Bear Creek Dr to Greenway Trail at Oak St ▪ North Connection: Pave connection from Greenway Trail to Bear Creek Dr at 4th St ▪ From the North Connection: Provide continuous pedestrian facilities along the east side of OR99 to the north	Provide facilities along OR 99 for all modes of travel	▪ Current ADT: 6,000 to 8,500 vpd ▪ Forecast ADT: 9,500 to 11,000 vpd ▪ Provides convenient connections to off-street multi-use trail to accommodate bicycles and pedestrians traveling along the east side of OR 99 ▪ Adds some travel time for a bicyclist when compared to traveling on the roadway, but provides safety benefits ▪ Sidewalks on the east side of OR 99 added from the north trail connection to link with the Fern Valley Interchange improvements	▪ No change to roadway ▪ North Connection: 12' paved surface from Greenway Trail to Bear Creek Dr at 4th St ▪ South Connection: 12' paved connection from south park access road to Bear Creek Greenway Trail ▪ South Connection: Short retaining wall and protective railing needed ▪ Existing street lighting along Bear Creek Dr illuminates Greenway Trail but additional lighting may be desirable ▪ Sidewalks would need to widen around existing utility poles to provide 6' of available width, or poles would need to be relocated	▪ North Connection: No land use or environmental issues ▪ South Connection: Trail connection through wetland area would require mitigation ▪ Section 4(f) and 6(f) consideration needed for new Greenway Trail connections ▪ Bear Creek Greenway Trail currently has limited hours of operation ▪ Utility pole relocation outside of the existing ROW may be considered for sidewalk improvements	▪ $400,000
14	Downtown Phoenix on Bear Creek Dr (MP 11.49-11.92)	Stripe crosswalks on south side of intersection at 4th St and Blue Heron Park entrance	Enhance opportunities to cross OR 99	▪ Current ADT: 6,000 to 8,500 vpd ▪ Forecast ADT: 9,500 to 11,000 vpd ▪ 2 collisions involving pedestrians (4th St and Oak St) during 5-year analysis period ▪ Existing pedestrian crossing at Bolz Ln ▪ Marked crosswalks identify the presence of pedestrian activity in the area ▪ Crosswalks on south side of the intersection encourage pedestrians to cross where they are most visible to motorists entering Bear Creek Dr from the cross streets ▪ Crosswalks on 4th St should also be striped for connections to Bear Creek Dr crossing	▪ In the case of the crossing at the Blue Heron Park entrance, the crosswalk would likely connect to the existing refuge island that divides inbound and outbound traffic and connects the existing crosswalks across the park entrance. ▪ No changes to existing roadway cross section is required ▪ No ROW impacts	▪ Wetlands (palustrine, scrub-shrub) are located to the east and west of Bear Creek Dr/east of Main St, no impacts anticipated ▪ No land use impacts	▪ $50,000
15	Downtown Phoenix on N Main St and Bear Creek Dr at 4th St (MP 11.49)	Install pedestrian-activated crossing device such as the Rectangular Rapid Flashing Beacon (RRFB) with crosswalk striping (see Concepts 12 & 14 for additional guidance on locations of crosswalks)	Increase the safety of pedestrian crossings	▪ Current ADT: 8,000 to 8,500 vpd in each direction ▪ Forecast ADT: 11,000 vpd in each direction ▪ 1 collision involving a pedestrian on Bear Creek Dr at 4th St during 5-year analysis period ▪ The RRFB increases driver awareness of pedestrian presence at a crossing ▪ The RRFB has higher driver compliance with vehicles stopping for pedestrians than striped crosswalks alone ▪ RRFBs can be installed with advance signage and beacons to alert drivers in advance of crossing ▪ Pedestrian crossing volume thresholds must be met but insufficient data is currently available for evaluation	▪ No changes to existing roadway crossing section are required ▪ Assumes two solar-powered pole-mounted units (one on each side of the roadway) ▪ If desired, an overhead sign could be provided by a mast arm. ▪ No ROW impacts	▪ No natural resource impacts ▪ No land use impacts ▪ Improved access to Greenway Trail	▪ $20,000 per pair, $40,000 total ▪ An overhead sign would increase costs by approx $50,000 per location

OR 99 Improvement Concepts – Summary Evaluation Matrix

ID	Location	General Description	Purpose	Traffic Operations and Safety[1,2,3]	Basic Roadway Geometry and Right of Way[4]	Environmental and Land Use[5]	Cost Opinion[6]
16	Downtown Phoenix on N Main St at Oak St (MP 11.85) and Bear Creek Dr at Blue Heron Park Entrance (MP 11.92)	Install pedestrian-activated crossing device such as the Rectangular Rapid Flashing Beacon (RRFB) with crosswalk striping (see Concepts 12 & 14 for additional guidance on locations of crosswalks)	Increase the safety of pedestrian crossings	▪ Current ADT: 5,500 to 6,000 vpd in each direction ▪ Forecast ADT: 8,500 to 9,500 vpd in each direction ▪ 1 collision involving a pedestrian on Bear Creek Dr at Oak St during 5-year analysis period ▪ The RRFB increases driver awareness of pedestrian presence at a crossing ▪ The RRFB has higher driver compliance with vehicles stopping for pedestrians than striped crosswalks alone ▪ RRFBs can be installed with advance signage and beacons to alert drivers in advance of crossing ▪ Pedestrian crossing volume thresholds must be met but insufficient data is currently available for evaluation	▪ No changes to existing roadway crossing section are required ▪ Assumes two solar-powered pole-mounted units (one on each side of the roadway), with advanced signage ▪ If desired, an overhead sign could be provided by a mast arm. ▪ No ROW impacts	▪ No natural resource impacts ▪ No land use impacts ▪ Improved access to Greenway Trail and Blue Heron Park	▪ $20,000 per pair, $20,000 for advanced signage; $60,000 total ▪ Overhead sign increases costs by approx $50,000 per location
17	Bear Creek Dr @1st St (MP 11.68)	Add emergency vehicle traffic control signal with advanced warning along Bear Creek Dr at 1st St	Reduce response time and improve safety of emergency responders	▪ Current ADT: 6,000 to 8,500 vpd ▪ Forecast ADT: 9,500 to 11,000 vpd ▪ 5 crashes during 5-year analysis period ▪ Current delays of 15 seconds for traffic on 1st St during busy traffic periods ▪ Roadway curvature makes it difficult to determine which lanes vehicles on Bear Creek Dr are using ▪ Delays will go up in the future as volumes increase ▪ Traffic signal stops oncoming traffic on Bear Creek Dr for fire station vehicles using 1st Street to access OR 99 northbound ▪ Traffic signals with low activation rates can have lower driver compliance	▪ Emergency vehicle traffic control signals are generally installed at the direct access to the building housing the emergency vehicle ▪ Criteria outlined in the MUTCD must be assessed in further detail before installation ▪ May have ROW impacts (signal and potential warning signage)	▪ Minimal land use and natural resource impacts associated with location of traffic signal infrastructure	▪ $250,000
18	South end of Couplet to South Phoenix City Limits (MP 11.96-12.36)	Modify roadway cross section to add a center median and better serve bicycles and pedestrians ▪ Option A: Widen existing 4-lane roadway to include center median lane and bike lanes but minimize pavement cross-section and construct continuous sidewalks ▪ Option B: Widen existing 4-lane roadway to include standard center median lane and bike lanes and construct continuous sidewalks	Increase capacity, improve safety, and provide facilities along OR 99 for all modes of travel	▪ Current ADT: 10,000 – 12,000 vpd ▪ Forecast ADT: 15,000 – 18,000 vpd ▪ 6 crashes during 5-year analysis period, no angle or turning collisions ▪ Posted speed is 40 mph Option A: ▪ Increases roadway capacity ▪ Center median lane improves safety with buffer between travel lanes and refuge for left-turning vehicles and pedestrians ▪ 5' bike lanes provide clearly defined travel way for bicyclists ▪ Continuous 6' sidewalks improve safety of pedestrians and access to transit ▪ Raised median could be installed at some location to eliminate some left-turn movements and improve vehicular safety ▪ Travel speeds potentially slower with narrower lanes Option B: ▪ Benefits are similar to Option A except that standard-width travel lanes would not affect travel speeds	▪ Existing roadway width 50' in 75' ROW ▪ Sidewalks are substandard or non-existent in many locations ▪ No bike lanes ▪ Keeps alignment along current center line Option A: ▪ 5-lane urban section (12' travel lanes, 12' median, 5' bike lanes, 6' sidewalks) ▪ Paved width increases from 50' to 70' ▪ Some culvert extensions needed ▪ 6' sidewalks added with additional ROW or sidewalk easements ▪ Design exceptions required Option B: ▪ 5-lane urban section (12' travel lanes, 14' median, 6' bicycle lanes,6' sidewalks) ▪ Paved width increases from 50' to 74' ▪ More significant culvert extensions needed ▪ 6' sidewalks added with additional ROW or sidewalk easements ▪ Achieves ODOT standard cross-section	▪ Existing City of Phoenix zoning is primarily highway commercial ▪ OR 99 crosses Anderson Creek at MP 12.33 Option A: ▪ Additional ROW (up to 9') ▪ Some property impacts (including parking) to widen and add sidewalks but no structure impacts Option B: ▪ Additional ROW (up to 13') ▪ More extensive property impacts with wider section but no structure impacts Both Options: ▪ Sidewalks could be accommodated in easements ▪ Requires better access definition in some areas ▪ Fish passage may need to be considered with culvert extensions at Anderson Creek ▪ Additional stormwater treatment needed with increased impervious surface ▪ Air quality and noise analysis may be needed	Option A: ▪ $2.3 million ▪ No utility relocation or ROW costs included Option B: ▪ $2.5 million ▪ No utility relocation or ROW costs included

OR 99 Improvement Concepts – Summary Evaluation Matrix

ID	Location	General Description	Purpose	Traffic Operations and Safety[1,2,3]	Basic Roadway Geometry and Right of Way[4]	Environmental and Land Use[5]	Cost Opinion[6]
19	South End of Couplet to Phoenix South City Limits (MP 11.96-12.36)	Install roadway lighting at key locations	Enhance visibility and safety in corridor	▪ Lighting to be installed at transit stops and higher volume unsignalized intersections ▪ Improved safety and security for all modes ▪ Improved visibility for bicyclists on roadway, pedestrians on sidewalks and crossing roadways, and at transit stops	▪ Additional ROW or a utility easement may be needed depending on the roadway cross-section	▪ Some minor ROW or easements may be needed to locate utility poles for street lights	▪ TBD
Transition Segment - Phoenix South City Limits (North of Cabbage Lane) to Talent North City Limits (Colver/Suncrest Road)							
20	Phoenix South City Limits to Colver/ Suncrest Rd (MP 12.36-13.86)	Modify roadway cross section to better serve bicycles and pedestrians ▪ Option A: Widen existing 4-lane roadway to provide wider shoulders (6') and painted median (2') ▪ Option B: Widen existing 4-lane roadway to increase striped median width (4') and provide standard width shoulders (8')	Improve safety and provide facilities along OR 99 for all modes of travel	▪ Current ADT: 9,000 to 10,000 vpd ▪ Forecast ADT: 14,000 to 15,000 vpd ▪ 19 crashes during 5-year analysis period Option A: ▪ No changes to roadway capacity ▪ Provides wider shoulders to more safely accommodate bicyclists and pedestrians ▪ Improves safety by increasing separation between bi-directional travel ▪ Shoulders also provide space for vehicles to pull off the road in the event of a breakdown Option B: ▪ Benefits are similar to but slightly greater than Option A because shoulder widths and center median are wider	▪ Existing roadway width 48-52' in 70-130' ROW ▪ Keeps alignment along current center line Option A: ▪ 4-lane rural section (12' travel lanes, 6' shoulders, 2' painted median) ▪ Paved width increases to 62' ▪ Desired ROW ~85'-95' for slopes and drainage Option B: ▪ 4-lane rural section (12' travel lanes, 8' shoulders, 4' painted median) ▪ Paved width increases to 68' ▪ Desired ROW ~90-100' for slopes and drainage Both Options: ▪ Significant excavation for ditches ▪ Extension of cross culverts and relocation of all parallel culverts needed but impacts greater for Option B	▪ Existing Jackson County zoning is rural residential or exclusive farm use ▪ OR 99 crosses Phoenix Canal at MP 12.79 Option A: ▪ Some potential ROW impacts ▪ Some small wetlands (palustrine, emergent) located at south end of corridor could require mitigation ▪ Fish passage may need to be considered with culvert extensions ▪ Additional stormwater treatment needed with increased impervious surface ▪ Consideration of Statewide Planning Goals needed Option B: ▪ Similar impacts to Option A but more extensive	Option A: ▪ $4.5 million ▪ No utility relocation or ROW costs included ▪ No additional fish passage or stormwater treatment is included Option B: ▪ $5.6 million ▪ No utility relocation or ROW costs included ▪ No additional fish passage or stormwater treatment is included
21	Phoenix South City Limits to Colver/ Suncrest Rd (MP 12.36-13.86)	Install roadway lighting at key locations	Enhance visibility and safety in corridor	▪ Lighting to be installed at transit stops and higher volume unsignalized intersections ▪ Improved safety and security for all modes ▪ Improved visibility for bicyclists on roadway, pedestrians on sidewalks and crossing roadways, and at transit stops	▪ Additional ROW or a utility easement may be needed depending on the roadway cross-section	▪ Some ROW or easements may be needed to locate poles for street lights ▪ Additional light in rural areas can be construed as a potential impact to surrounding development, which supports careful selection of additional light locations.	▪ TBD
Talent Segment - Talent North City Limits (Colver/Suncrest Road) to South City Limits (South of Creel Road)							
22	Colver/Suncrest Rd to Rapp Rd (MP 13.86-14.59)	Upgrade or fill in missing sidewalks along OR 99	Complete pedestrian system on both sides of OR 99	▪ Current ADT: 10,000 to 11,000 vpd ▪ Forecast ADT: 14,000 to 16,000 vpd ▪ Continuous paved sidewalks improve pedestrian safety	▪ Development on existing parcels may not allow for a full-width sidewalk ▪ Some easements or additional ROW may be required	▪ Construction assumed to occur with development or redevelopment of adjacent properties	▪ Costs assumed to be incurred by adjacent development or redevelopment over time
23	Colver/Suncrest Rd through Creel Rd (MP 13.86-15.34)	Install roadway lighting at key locations	Enhance visibility and safety in corridor	▪ No impacts to traffic operations ▪ Improved visibility for bicyclists on roadway, pedestrians on sidewalks and crossing roadways, and at transit stops	▪ Additional ROW or a utility easement may be needed depending on the roadway cross-section	▪ Some minor ROW or easements may be needed to locate utility poles for street lights	▪ TBD
24	W Valley View Rd (MP 14.20)	Modify traffic signal timing ▪ Add clearance intervals to traffic signal ▪ Provide protected left-turn phases on W Valley View Rd	Address existing safety concerns	▪ Protected left-turn phases can reduce turning collision frequency (8 turning collisions during analysis period) ▪ Increased clearance intervals can reduce angle collision frequency (3 angle collisions during 5-year analysis period) ▪ Signal timing changes could increase v/c ratios but operations are still expected to meet mobility standards)	▪ No impacts to roadway geometry or right-of-way	▪ No modifications to current land uses ▪ No environmental resource impacts	▪ $20,000 ▪ Assumes two new signal heads but use of existing mast arms

OR 99 Improvement Concepts – Summary Evaluation Matrix

ID	Location	General Description	Purpose	Traffic Operations and Safety[1,2,3]	Basic Roadway Geometry and Right of Way[4]	Environmental and Land Use[5]	Cost Opinion[6]
25	South of Rapp Rd through Creel Rd (MP 14.71-15.34)	Continue 5-lane cross-section from Rapp Road through Creel Road	Improve safety and provide facilities along OR 99 for all modes of travel and improve safety	▪ Current ADT: ~11,000 ▪ Forecast ADT: ~16,000 ▪ 17 crashes during 5-year analysis period including 6 rear end, 6 turning, and 1 angle collision ▪ Increases roadway capacity ▪ Center median lane improves safety with buffer between travel lanes and refuge for left-turning vehicles and pedestrians ▪ Right-turn deceleration lanes provide refuge for right-turning vehicles ▪ 6' bike lanes provide clearly defined travel way for bicyclists ▪ Continuous 6' sidewalks improve safety of pedestrians and access to transit ▪ Access management implemented with project, including raised medians, can improve safety and operations	▪ Draft prospectus prepared to add project to STIP (Key No. 17478) ▪ Prospectus includes 76' paved section (12' travel lanes, 16' median, 6' bike lanes) with 6' sidewalks ▪ Prospectus includes right-turn deceleration lane at Creel Rd, center median refuge island on OR 99 on the north side of Creel Road and a traffic signal ▪ Prospectus includes pavement preservation from end of urban section south to connect with recent pavement improvements ▪ Improvement should also consider right-turn deceleration lanes at Arnos Rd	▪ Existing City of Talent zoning is a mix of residential and industrial uses along the corridor ▪ Additional ROW needed ▪ Some property impacts (including parking) to widen and add sidewalks but no structure impacts ▪ Requires better access definition in some areas ▪ Fish passage may need to be considered with culvert extensions ▪ Additional stormwater treatment needed with increased impervious surface	▪ $3.1 million (STIP project – Key # 17478) ▪ Includes ROW costs
Transition Segment – Talent South City Limits (South of Creel Rd) to S Valley View Road							
26	Talent South City Limits to Talent Ave (MP 15.45-16.26)	Modify roadway cross section to better serve bicycles and pedestrians ▪ Option A: Widen existing 4-lane roadway to provide wider shoulders (6') and painted median (2') ▪ Option B: Widen existing 4-lane roadway to increase striped median width (4') and provide standard width shoulders (8')	Provide facilities along OR 99 for all modes of travel	▪ Current ADT: 9,000 to 10,000 vpd ▪ Forecast ADT: 12,000 to 13,500 vpd ▪ 2 crashes during 5-year analysis period Option A: ▪ No changes to roadway capacity ▪ Provides wider shoulders to more safely accommodate bicyclists and pedestrians ▪ Connects urban section of OR 99 in Talent with Bear Creek Greenway Trail opposite Talent Avenue ▪ Improves safety by increasing separation between bi-directional travel Option B: ▪ Benefits are similar to but slightly greater than Option A because shoulder widths and center median are wider	▪ Existing roadway width 50' in 95-120+' ROW ▪ Steep slopes on northeast side of OR 99 require most widening to southwest Option A: ▪ 4-lane rural section (12' travel lanes, 6' shoulders, 2' painted median) ▪ Paved width increases to 62' ▪ Desired ROW ~85'-95' for slopes and drainage ▪ Significant excavation for ditches ▪ Extension of cross culverts and relocation of all parallel culverts needed Option B: ▪ 4-lane rural section (12' travel lanes, 8' shoulders, 4' painted median) ▪ Paved width increases to 68' ▪ Desired ROW ~90-100' for slopes and drainage ▪ Significant excavation for ditches ▪ Culvert impacts slightly greater than Option A	▪ Existing Jackson County zoning is general commercial, rural residential, or exclusive farm use ▪ Bear Creek runs near OR 99 to the northeast ▪ OR 99 crosses one Bear Creek tributary Option A: ▪ Some potential ROW impacts ▪ No impacts to Bear Creek ▪ Fish passage may need to be considered with culvert extensions ▪ Additional stormwater treatment needed with increased impervious surface ▪ Area archeology may need to be considered with culvert extensions ▪ Consideration of Statewide Planning Goals needed Option B: ▪ Similar impacts to Option A but more extensive	Option A: ▪ $2.9 million ▪ No utility relocation or ROW costs included ▪ No additional fish passage or stormwater treatment is included Option B: ▪ $3.6 million ▪ No utility relocation or ROW costs included ▪ No additional fish passage or stormwater treatment is included
27	Talent South City Limits to S Valley View Rd (MP 15.45-17.02)	Install roadway lighting at key locations	Enhance visibility and safety in corridor	▪ Lighting to be installed at transit stops and higher volume unsignalized intersections ▪ Improved safety and security for all modes ▪ Improved visibility for bicyclists on roadway, pedestrians on sidewalks and crossing roadways, and at transit stops	▪ Additional ROW or a utility easement may be needed depending on the roadway cross-section	▪ Some minor ROW or easements may be needed to locate utility poles for street lights ▪ Additional light in rural areas can be construed as a potential impact to surrounding development, which supports careful selection of additional light locations.	▪ TBD

OR 99 Improvement Concepts – Summary Evaluation Matrix

ID	Location	General Description	Purpose	Traffic Operations and Safety[1,2,3]	Basic Roadway Geometry and Right of Way[4]	Environmental and Land Use[5]	Cost Opinion[6]
28	Talent Ave Intersection (MP 16.26)	Provide a northbound left-turn lane and an island just north of Talent Ave to serve as a refuge for pedestrians crossing the highway	Improve safety of all travel modes and provide connection to Bear Creek Greenway Trail	▪ Current ADT: 9,000 vpd ▪ Forecast ADT: 12,000 vpd ▪ 3 crashes during a 5-year analysis period including 2 rear-end collisions ▪ Left-turn lane improves safety with refuge for left-turning vehicles ▪ Provides mid-street refuge for pedestrians crossing roadway to improve safety ▪ Connection to Greenway Trail and residential area	▪ Existing roadway width 50' in 95-120+' ROW ▪ Left-turn lane width of 16' ▪ Significant excavation needed in steep slopes on southwest side of OR 99 ▪ Shoulder widening to 8' (could be combined with Concepts 26 and 28)	▪ Existing Jackson County zoning is general commercial, rural residential, or exclusive farm use ▪ No land use impacts ▪ Bear Creek is located on the east side of OR 99 through this section but no impacts anticipated ▪ Additional stormwater treatment needed with increased impervious surface ▪ Air quality and noise analysis may be needed ▪ Consideration of Statewide Planning Goals needed	▪ $1.6 million ▪ Does not include utility relocation or ROW
29	Talent Ave to Bear Creek Greenway Trail Connection (MP 16.26-16.38)	Provide multi-use path on east side of OR 99 connecting Talent Ave crossing to Bear Creek Greenway Trail	Provide facilities along OR 99 for all modes of travel	▪ Current ADT: 9,000 vpd ▪ Forecast ADT: 12,000 vpd ▪ Multi-use trail alongside OR 99 provides paved connection from Bear Creek Greenway Trail to Talent Ave crossing ▪ Southbound bicyclists (or pedestrians) cross at Talent Ave and use multi-use path adjacent to OR 99 to connect with Greenway Trail ▪ Northbound cyclists (or pedestrians) on Greenway Trail continue along OR 99 and can cross to access Talent Ave or continue on OR 99	▪ Existing roadway width 50' in 80-270+' ROW ▪ 10'bi-directional multi-use path adjacent to OR 99, separated from roadway by minimum 5' ▪ May require additional fill if multi-use path is combined with northbound left-turn lane at Talent Avenue ▪ May require reconstruction of some portion of connection to Greenway Trail	▪ Existing Jackson County zoning is exclusive farm use ▪ No land use impacts ▪ Bear Creek is located on the east side of OR 99 through this section but no impacts anticipated ▪ Additional stormwater treatment needed with increased impervious surface	▪ $300,000 ▪ Does not include utility relocation or ROW
30	Talent Ave to Entrance to Jackson Hot Springs (MP 16.26-16.92)	Modify roadway cross section to better serve bicycles and pedestrians - northbound from MP 16.26 to 16.38 (Greenway Trail) and southbound from MP 16.26 to 16.92 (entrance to Jackson Hot Springs) ▪ <u>Option A:</u> Widen existing 4-lane roadway to provide wider shoulders (6') and painted median (2') ▪ <u>Option B:</u> Widen existing 4-lane roadway to increase striped median width (4') and provide standard width shoulders (8')	Provide facilities along OR 99 for all modes of travel	▪ Current ADT: 9,000 ▪ Forecast ADT: 12,000 ▪ 4 crashes during 5-year analysis period <u>Option A:</u> ▪ No changes to roadway capacity ▪ Provides wider shoulders to more safely accommodate bicyclists and pedestrians ▪ Northbound bicyclists (or pedestrians) use Greenway Trail from S Valley View Rd until it separates from alignment adjacent to highway and then use shoulders to Talent Ave ▪ Southbound bicyclists (or pedestrians) use shoulder from Talent Ave to S Valley View Rd <u>Option B:</u> ▪ Benefits are similar to but slightly greater than Option A because shoulder widths center median are wider	▪ Existing roadway width 50' in 80-270+' ROW ▪ Keeps alignment along current center line <u>Option A:</u> ▪ 4-lane rural section (12' travel lanes, 6' shoulders, 2' painted median) ▪ Paved width increases up to 62' ▪ Desired ROW ~85'-95' for slopes and drainage ▪ Significant excavation for ditches ▪ Relocation of all parallel culverts needed <u>Option B:</u> ▪ 4-lane rural section (12' travel lanes, 8' shoulders, 4' painted median) ▪ Paved width increases up to 68' ▪ Desired ROW ~90-100' for slopes and drainage ▪ Significant excavation for ditches ▪ Culvert impacts slightly greater than Option A	▪ Existing Jackson County zoning is rural residential, open space reserve, or exclusive farm use: potential Section 4(f) and 6(f) impacts ▪ Bear Creek runs near OR 99 to the northeast <u>Option A:</u> ▪ Some potential ROW impacts ▪ Fish passage may need to be considered with culvert extensions ▪ Additional stormwater treatment needed with increased impervious surface ▪ Consideration of Statewide Planning Goals needed <u>Option B:</u> ▪ Similar impacts to Option A but more extensive	<u>Option A:</u> ▪ NB = $200,000 ▪ SB = $1.2 million ▪ Total = $1.4 million ▪ Does not include utility relocation or ROW ▪ No additional fish passage or stormwater treatment is included <u>Option B:</u> ▪ NB = $300,000 ▪ SB = $1.5 million ▪ Total = $1.8 million ▪ Does not include utility relocation or ROW ▪ No additional fish passage or stormwater treatment is included

OR 99 Improvement Concepts – Summary Evaluation Matrix

ID	Location	General Description	Purpose	Traffic Operations and Safety[1,2,3]	Basic Roadway Geometry and Right of Way[4]	Environmental and Land Use[5]	Cost Opinion[6]
31	S Valley View Rd Intersection (MP 17.02)	Widen S Valley View Rd to provide dual westbound left-turn lanes at OR 99	Increase capacity and improve safety	▪ Current v/c =0.76, with dual westbound left-turn v/c=0.62 ▪ Forecast baseline v/c=0.87, with dual westbound left-turn v/c=0.62 ▪ 14 crashes in 5-year analysis period including 5 rear end and 6 turning collisions ▪ Improved operations could mean fewer stops at the intersection thus reducing rear end collision potential	▪ S Valley View approaches OR 99 on a structure that would need replacement to widen roadway ▪ RTP includes Tier 2 (unfunded) Project #940 - Realign Valley View Dr at OR 99 and replace bridge ▪ Jackson County TSP Tier 1 Long Term Project 34 include widening S Valley View to 5 lanes with bike lanes and sidewalks	▪ Existing Jackson County zoning is open space reserve and exclusive farm use along S Valley View Rd ▪ S Valley View Bridge crosses Bear Creek and the Greenway Trail ▪ Section 4(f) and 6(f) impacts to Greenway Trail ▪ Air quality and noise analysis may be needed ▪ Impacts to Bear Creek and wildlife associated with bridge replacement ▪ Additional stormwater treatment needed with increased impervious surface ▪ Consideration of Statewide Planning Goals needed ▪ ROW impacts anticipated	▪ RTP cost estimate of $20 million (Project 940) ▪ Jackson County TSP estimate of $8 million (Project 34)

Notes:

1. Traffic operations were evaluated for concepts that were identified to address operational deficiencies. The operational assessment focuses on the volume-to-capacity (v/c) ratio and level of service (LOS) for the 2010 existing and 2034 future condition.
2. At intersections where potential changes in traffic control or turn lanes were considered, the procedures in the ODOT Analysis Procedures Manual (APM) were followed.
3. Some improvements are focused on addressing safety concerns or may address safety as well as traffic operations deficiencies. Crash patterns from the five-year analysis period (2005 through 2009) are discussed for those improvements that address safety.
4. Illustrations of basic roadway geometry and right-of-way needs were developed for concepts that involve infrastructure improvements. The drawings approximate roadway centerlines, edge of roadway and right of way using available base mapping.
5. Impacts to resources were qualitatively assessed based on the data assembled for the environmental and land use reconnaissance. The level of analysis of the study area is designed to identify those areas judged to have considerable potential for conflict.
6. Rough order of magnitude cost opinions were developed using present day dollars and are consistent with standard estimating methods. The estimates include a contingency factor but do not include right-of-way costs. The cost opinions are intended to help differentiate alternatives by approximating the relative costs of each project.

OR 99 Rogue Valley Corridor Plan

Garfield Road to S. Valley View Road **Corridor**

Technical Memorandum #5s – Supplement

Additional Concept Development and Evaluation

Prepared for

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5S. ADDITIONAL CONCEPT DEVELOPMENT AND EVALUATION

The improvement concepts identified for OR 99 are intended to address corridor deficiencies for all modes while meeting established goals and objectives. Initially, 31 improvement concepts were developed at various locations and the evaluation was presented in *Technical Memorandum #5: Concept Development and Evaluation (TM#5)*. Two additional concepts that consider road diets in Talent and between Talent and Ashland were presented in *Technical Memorandum #6: Talent Area Road Diet Analysis (TM#6)*. In this supplemental memorandum, six additional improvement concepts have been developed and evaluated.

5S.1. Concept Development

After an initial set of improvement concepts were developed, additional improvement concepts were considered to augment the original set of improvements. Some of the new improvements are alternatives to concepts considered in the original evaluation. Others are entirely new concepts that address issues raised during the evaluation process.

See *Technical Memorandum #5: Concept Development and Evaluation* for details on project goals[1] and concept improvement categories.

5S.2. Concept Evaluation

Similar to the original proposed improvement concepts, not all of the alternative concepts proposed in this memorandum will be recommended for implementation. Each improvement concept will be evaluated with regard to applicable impacts (e.g. traffic operations, safety, environmental, etc.), feasibility, stakeholder feedback, and ability to meet the goals of the corridor plan.

The concept analysis included traffic operations, road geometries and right-of-way (ROW) requirements, environmental and land use consequences, and cost opinions. Further descriptions of evaluation measures may be found in *Technical Memorandum #5: Concept Development and Evaluation.*

5S.3. Additional Improvement Concepts

Six additional improvement concepts were developed for this supplemental evaluation. Each concept is summarized in Table 5S-1 and then discussed in detail.

[1] Objectives associated with each goal can be found in *Technical Memorandum #1: Definition and Background*.

Table 5S-1. South Medford to Phoenix Segment Improvement Concepts

ID	Location	General Description	Purpose
34	Charlotte Ann Rd to Coleman Creek Culvert (MP 8.75-11.03)	Modify roadway cross section from 5 lanes to 3 lanes, add bike lanes, and construct continuous sidewalks	Provide facilities along OR 99 for all modes of travel
35	Coleman Creek Crossing (MP 11.03)	Provide bicycle and pedestrian facilities on or adjacent to the Coleman Creek Culvert. ▪ Option A: Modify lane striping and add sidewalks and bike lanes to each side of the roadway ▪ Option B: Modify lane striping and add multi-use paths to each side of the roadway ▪ Option C: Modify lane striping and add parallel path structures over Coleman Creek	Provide facilities along OR 99 for all modes of travel and enhance downtown environment
36	Phoenix South End of Couplet to South City Limits (MP 11.96-12.36)	Modify roadway cross section from 4 lanes to 3 lanes, add bike lanes, and construct continuous sidewalks	Provide facilities along OR 99 for all modes of travel
37	Phoenix South City Limits to Talent North City Limits (MP 12.36-13.75)	Modify roadway cross section from 4 lanes to 2 or 3 lanes and widen shoulders	Provide facilities along OR 99 for all modes of travel
38	Phoenix South City Limits to Colver/ Suncrest Rd (MP 12.36-13.86)	Install Pedestrian Crosswalk and Activated Crossing Device	Improve OR 99 crossing opportunities and connectivity
39	Various Corridor Locations	Enhance signage at existing Bear Creek Trail access points and add new trail access points for better connectivity through the study area	Increase visibility of, and connections to, the Bear Creek Trail

5S.3.1. Concept 34 – Charlotte Ann Rd to Coleman Creek Culvert – Implement a Road Diet and Add Bike Lanes and Sidewalks

The south Medford to Phoenix section of OR 99 is a typical 5-lane urban arterial with a center left-turn lane, a posted speed 45 mph, limited bicycle facilities, and intermittent pedestrian facilities adjacent to the roadway.

Very few blocks have paved standard-width sidewalks and are generally limited to areas surrounding Garfield Street, South Stage Road, and new developments. The roadway concepts provide adjacent pedestrian facilities via ROW or easements. The majority of the pedestrian access in this segment is provided by narrow paths (gravel, dirt, and paved), parking lots, local circulation roads, or no path at all. For these sections, additional ROW or easements will be needed to provide a continuous pedestrian facility. In the locations where sidewalks are present, deterioration has been observed.

Currently, bicycle facilities along this segment of OR 99 are only located between Garfield Street and Charlotte Ann Road. This lack of bicycle facilities generally deters bike traffic, or forces users to ride along the edge of the outside travel lane. Bike lanes would clearly designate

a lane for bicyclists on the roadway. The lane must be wide enough to allow a bicyclist to avoid conflicts with passing vehicles and be far enough from the edge of pavement to avoid debris.

The purpose of this improvement concept is to provide facilities for all modes of travel along OR 99 from just north of Charlotte Anne Road (MP 8.75) to the improvements associated with the Fern Valley interchange (MP 11.03), as shown in Figure 5S-1. This improvement concept would reduce the number of travel lanes on OR 99 from five lanes to three lanes, adding bike lanes through restriping, and constructing sidewalks. Concept 34 is directly comparable to the options presented in Concept 3 of TM#5.

Concept 34 – Traffic Operations and Safety

Current traffic demand in this segment ranges from 17,000 vpd at the north end in Medford and 14,000 vpd at the south end near Phoenix. The 2034 forecast demand is expected to range from 22,000 vpd in Medford to 19,000 vpd near Phoenix.

Analysis of signalized intersections with the road diet resulted in v/c ratios of 1.0 at S Stage Road and 0.97 at Lowry Lane for the year 2034 which would exceed both the Oregon Highway Plan (OHP) target of 0.95 and the Highway Design Manual (HDM) standard of 0.85. These v/c results included the assumption of right-turn lanes on OR 99, which would negate some of the benefit of the road diet and would likely require ROW acquisition to construct sidewalks.

If the 15 percent increase in growth is applied for the sensitivity analysis, both intersections would have v/c ratios over 1.0 and the signal at Bear Creek Corporation Drive would also be approaching the OHP target with a forecast v/c ratio of 0.93 and exceeding the HDM standard.

Concept 34 would improve safety and mobility for both pedestrians and bicyclists by providing facilities that do not currently exist or improving substandard facilities. Analysis using the Highway Safety Manual (HSM) Part C - Predictive Method for Urban and Suburban Arterials indicates that the predicted number of bicycle and pedestrian crashes for the 3-lane cross section would be lower than the rate of the existing 5-lane cross section. This reflects the shorter crossing distances of the 3-lane cross section. With either cross section, the predictive rate has less than one pedestrian and one bicycle crash per year.

Concept 34 would likely result in more vehicular crashes based on the predictive method from the HSM Part C. Vehicular crashes are estimated to be higher for the 3-lane than 5-lane cross section primarily because there would be an increase in driveway-related crashes. If the road diet were accompanied by significant access control, the predicted crash rates would be comparable.

Concept 34 – Basic Roadway Geometries and ROW Requirements

Concept 34 could implement the road diet through restriping of the existing paved surface; the physical impacts and costs of this option would be similar to those presented for Concept 3, Option A. However, the existing curb-to-curb paved surface ranges from 66 to 72 feet. Even with 6-foot bike lane with 3-foot buffers, travel lanes would likely be wide (14 to 18 feet) to

fully utilize the existing pavement. Widening the bike lanes too much could confuse drivers who might use a wide bike lane as a turn lane into driveways and side streets. Therefore, the concept cross-section focuses on narrowing the roadway to allow for improvements within existing ROW instead.

The 3-lane cross section for Concept 34 could have one 12-foot travel lane in each direction, a 16-foot painted median, and 6-foot bike lanes on each side of the road, as shown in Figure 5S-1. The revised cross section would only need 52 feet of paved surface rather than the existing 66 to 72 feet that currently exists. The reduced roadway cross section width would allow for construction of 6-foot sidewalks on both sides of the roadway within the existing ROW without impact to adjacent properties except at signalized intersections where additional right-turn lanes are necessary. This basic facility width requirement of 64 feet in at 70-foot ROW would allow for the option to add bike lane buffers to the paved section or landscape buffers for the sidewalks.

Concept 34 would require relocating the existing curbs and constructing a new drainage system for OR 99. It would also require relocation or replacement of traffic control devices throughout the corridor..

The transition points between four travel lanes (two in each direction) and two travel lanes (one in each direction) should be located a sufficient distance from the signalized intersection of OR 99 at Garfield Road to safely merge southbound traffic at 45 mph. Access management measures may be needed in the transition areas to maintain safe operations.

Concept 34 – Environmental and Land Use Assessment

This concept could be constructed primarily within the existing ROW but would result in some property impacts near traffic signals where right-turn lanes would be required. Some access modifications could occur that would also potentially impact properties. Concept 34 would not increase impervious surface and would not require the extension of culverts in the corridor.

Concept 34 – Cost Opinions

The cost for this concept is estimated at $7.3 million. This estimate assumes excavation costs, drainage reconstruction, and relocation of most traffic control. It does not include any costs for ROW acquisition or utility relocation at some of the signalized intersections.

5S.3.2. Concept 35 – Coleman Creek Crossing - Add Bicycle and Pedestrian Facilities

The Fern Valley Interchange improvements stop just short of the OR 99 crossing over Coleman Creek. The culvert crossing includes 66 feet of paved surface and approximately 2 feet of curb and asphalt sidewalk on either side of the roadway. The paved roadway both north and south of the culvert is also 66 feet wide.

South of the crossing, the Fern Valley Interchange improvements include implementing a lane diet that would narrow travel lanes to 11 feet and allow for 5-foot bike lanes to be striped in each direction. The improvements also include 6-foot, curb-tight sidewalks along OR 99. Although these improvements required a design exception, the lane diet option was selected to avoid substantial ROW acquisition from businesses along OR 99.

The purpose of this improvement concept is to provide facilities for all modes of travel along OR 99 across Coleman Creek. Concept 35 has three separate options to consider:

- Option A: Modify travel lane striping (eliminate the center turn lane and narrow through travel lanes), add striped bike lanes, and widen sidewalks (Figure 5S-2). A raised median may be necessary for access control.
- Option B: Modify travel lane striping (reduce center lane median width and narrow through travel lanes) and add a raised multi-use path on either side of the roadway (Figure 5S-3). A raised median may be necessary for access control.
- Option C: Modify travel lane striping (narrow travel lanes), add striped bike lanes, and construct parallel pedestrian path structures over Coleman Creek on either side of the roadway (Figure 5S-4).

Concept 35 – Traffic Operations and Safety

Current traffic demand in this segment is approaching 16,000 vpd. The 2034 forecast demand is expected to range from 22,000 vpd in Medford to 19,000 vpd near Phoenix. The posted speed drops from 45 mph to 30 mph just north of the culvert.

Concept 35, Option A would result in minor changes to vehicular capacity due to narrower travel lanes. The addition of 5-foot wide bicycle lanes would provide a clearly defined travel way for bicyclists, allowing enough space from passing vehicles to avoid conflicts. The addition of continuous 6-foot wide sidewalks would improve safety and mobility for pedestrians. The elimination of the center median lane would affect access at four driveways and could require a continuation of the raised median and turn restrictions currently in place between the crossing and Cheryl Lane. Narrower travel lanes would likely have a negligible change to vehicular safety, and would encourage more modest travel speeds where the posted speed is 30 mph. Even with reduced widths, the bike lane combined with the travel lanes would still provide a 29-foot "hole in the air" to accommodate specialized freight needs.

Concept 35, Option B would also result in minor changes to vehicular capacity due to narrower travel lanes. The addition of a 10-foot wide multi-use path would accommodate both bicyclists and pedestrians and would improve safety and mobility for both. As with Option A, the elimination of the center median lane would affect access at four driveways and could require a raised median and turn restrictions. Narrower travel lanes would likely have a negligible change to vehicular safety, with a possibility of decreasing travel speeds. Even with reduced widths, the travel lanes would still provide a 25-foot "hole in the air" to accommodate specialized freight needs.

Concept 35, Option C would have a roadway cross section consistent with the restriping plans on OR 99 associated with the Fern Valley Interchange improvement. The narrower travel lanes would result in minor changes to vehicular capacity and the center turn lane would not require any access restrictions. The addition of 5-foot wide bicycle lanes would provide a clearly defined travel way for bicyclists, allowing enough space from passing vehicles to avoid conflicts. Instead of providing pedestrian facilities on the current crossing, Option C would provide parallel structures specifically designed for pedestrian use. The 8- to 10-foot wide paths would improve safety and mobility for pedestrians. Narrower travel lanes would likely have a negligible change to vehicular safety, and would encourage more modest travel speeds where the posted speed is 30 mph. Because Option C does not change the paved surface, it would provide the existing 33-foot "hole in the air" to accommodate specialized freight needs.

Concept 35 – Basic Roadway Geometries and ROW Requirements

All three options for Concept 35 add bicycle and pedestrian facilities to the existing roadway while maintaining the existing number of through vehicular travel lanes. The highway ROW is approximately 90 feet in the vicinity of Coleman Creek itself but narrows to 70 feet north of the creek and 75 feet south of the creek. The culvert that carries Coleman Creek under OR 99 is 75 feet wide and currently supports approximately 70 feet of roadway structure.

Concept 35, Option A would narrow the paved surface from 66 feet to 58 feet to allow for the addition of a 6-foot curb and sidewalk on both sides of OR 99. The narrower paved surface would be striped with 5-foot bike lanes and 11-foot travel lanes. The center median lane would be reduced to a 4-foot median. The existing curb and asphalt sidewalks would be widened from approximately 2 feet to 6 feet. These changes would not result in any changes to the 70-foot wide roadway structure on the Coleman Creek culvert. The transitional striping from the 4-lane creek crossing to a 5-lane cross section would need to extend a minimum distance of 225 feet north of the crossing (assuming 45 mph speed) and 150 feet south of the crossing (assuming 30 mph speed). These minimum distances would overlap four driveway accesses and eliminate the left-turn refuge are on OR 99; therefore, a raised median should be considered to enforce turn restrictions for safety and operational reasons.

Concept 35, Option B would narrow the paved surface from 66 feet to 50 feet to allow for the addition of a 10-foot curb and path on both sides of OR 99. The narrower paved surface would be striped with 5-foot bike lanes and 11- to 12-foot travel lanes. The center median lane would be reduced to a 4-foot median. The existing curb and asphalt sidewalks would be widened from approximately 2 feet to 10 feet to provide a path for bicycles and pedestrians. The path would need ramps from OR 99 for bicycle access. These changes would not result in any changes to the 70-foot wide roadway structure on the Coleman Creek culvert. The transitional striping for Option B would be the same as described for Option A and a raised median should also be considered to enforce turn restrictions for safety and operational reasons.

Concept 35, Option C would not change the 66-foot paved surface but would restripe the roadway with 5-foot bike lanes and 11-foot travel lanes. The center median lane would be reduced to 12 feet. Instead of providing pedestrian facilities on the current crossing, Option C

would provide 8- to 10-foot parallel structures specifically designed for pedestrian use. The existing culvert cannot be extended without addressing fish passage issues; thus separate pedestrian structures have been assumed for this option. Connections from existing sidewalks to the pedestrian paths would be needed and would likely require ROW acquisition from adjacent property owners. The OR 99 ROW at the creek is approximately 90 feet and additional ROW would be required to construct the parallel structures. These structures could be constructed from a variety of materials; concrete would have higher construction costs but lower maintenance costs while timber would likely have lower construction costs but higher maintenance costs.

All three options for Concept 35 would likely require design exceptions for the lane width reductions.

Concept 35 – Environmental and Land Use Assessment

The existing Coleman Creek culvert under OR 99 has fish passage issues that would need to be addressed if the roadway was widened to provide bicycle and pedestrian facilities. All three options assume that the existing culvert would remain untouched and that the improvements would not change the existing roadway structure width of approximately 70 feet. Thus, the fish passage through the culvert is not addressed and is not included in the cost estimates.

Concept 35, Options A and B would be constructed entirely within the existing roadway structure and ROW. With the elimination of the center median lane, turn restrictions at four driveways are recommended with a raised median limiting access to right turns only. Two of the impacted properties would have alternate access but one property with two driveways would not. These options could be constructed with minimal impact to environmental justice populations in the vicinity of the improvements.

Concept 35, Option C would have some ROW impacts to adjacent properties for the construction of the pedestrian path and bridges. The new structures would be designed to accommodate fish passage in Coleman Creek. Option C would not require any access restrictions because restriping would not eliminate the center median lane.

Concept 35 – Cost Opinions

The estimates for this concept with different cross sections are:

- Concept 35, Option A: $350,000
- Concept 35, Option B: $300,000
- Concept 35, Option C: $1.3 million

The cost for Options A and B are considerably lower than Option C because both work within the existing roadway structure. None of these costs includes utility relocation or acquisition of additional ROW.

5S.3.3. Concept 36 – Phoenix South End of Couplet to South City Limits - Implement a Road Diet and Add Bike Lanes and Sidewalks

South of the couplet in Phoenix, OR 99 is a 4-lane roadway with neither bicycle nor pedestrian facilities. The posted speed is 40 mph although many northbound vehicles may still be traveling at faster speeds as they transition from the 55-mph rural section.

Concept 36 would reduce the number of travel lanes on OR 99 from 4 lanes to 3 lanes, adding bike lanes through additional restriping, and constructing sidewalks between the south end of the downtown couplet and the Phoenix south city limits (MP 11.96-12.36), as shown in Figure 5S-5. The purpose of this improvement concept is to provide facilities for all modes of travel along OR 99. Concept 36 is directly comparable to the options presented in Concept 18 of TM#5.

Concept 36 – Traffic Operations and Safety

Current traffic demand in this segment ranges from 8,000 to 9,000 vpd. The 2034 forecast demand is expected to range from 13,000 to 14,000 vpd. There are currently no signalized intersections on this section of OR 99 and no need for future signals is anticipated at this time.

Analysis of unsignalized intersections with the road diet indicates that year 2034 v/c ratios on OR 99 would be well below the OHP mobility targets and HDM standards. Side street traffic may see operational improvements because of the shorter crossing distance but the benefit would be offset to some degree by a higher density of traffic in the through travel lanes on OR 99. The 3-lane cross-section could also accommodate additional traffic growth beyond that forecast for the year 2034.

Concept 36 would improve safety and mobility for both pedestrians and bicyclists by providing facilities that do not currently exist or improving substandard facilities. The crossing distances of the 3-lane cross section would not be substantially different than the current 4-lane cross section because the overall paved surface would remain the same. However, both pedestrians and bicyclists would only have to cross two lanes of flowing traffic rather four lanes.

Concept 36 would likely result in fewer vehicular crashes based on the predictive method from the HSM Part C. Vehicular crashes are estimated to be lower for the 3-lane than 4-lane cross section.

Concept 36 – Basic Roadway Geometries and ROW Requirements

Concept 36 would implement the road diet through restriping of the existing paved surface. The 3-lane cross section would include one 12-foot travel lane in each direction, a 14-foot painted median, and 6-foot bike lanes on each side of the road, as shown in Figure 5S-5. The revised cross section would only use the existing 50 feet of paved surface rather than widening to add bike lanes or a center median as discussed for Concept 18. The reduced roadway cross section width would allow for construction of 6-foot sidewalks on both sides of the roadway

within the existing 75-foot ROW without impact to adjacent properties. There would be no change to the 25-foot "hole in the air" to accommodate specialized freight needs.

Depending on the roadway cross sections to the north and south, transitions between four travel lanes (two in each direction) and two travel lanes (one in each direction) will be necessary if implemented in conjunction with Concept 37. Transitions should be located a sufficient distance from the intersections to safely merge traffic at the posted speeds. Access management measures may be needed in the transition areas to maintain safe operations.

Concept 36 – Environmental and Land Use Assessment

This concept could be constructed within the existing ROW with no impact to environmental justice populations in the vicinity of the improvements. Some access modifications could occur that would also potentially impact properties. Concept 36 would not increase impervious surface and would not require the extension of culverts in the corridor. The addition of sidewalks could require culvert extensions, thus fish passage would need to be considered.

Concept 36 – Cost Opinions

The cost for this concept is estimated at $1.2 million.

5S.3.4. Concept 37 – Phoenix South City Limits to Talent – Implement a Road Diet and Widen Shoulders

The section of OR 99 between the South City Limits of Phoenix and North City Limits of Talent is a four-lane arterial through a rural area with a posted speed of 55 mph. This section of roadway has no median and shoulder widths are narrow at 2 feet for most of the segment, widening to 6 feet near the Colver/Suncrest Road intersection. Because of the narrow shoulders, bicyclists (and pedestrians) must use the outer lane to travel through the area.

Concept 37 would reduce the number of travel lanes on OR 99 from four lanes to two lanes (with some turn lanes at intersections) or three lanes with wider shoulders. The purpose of this improvement concept is to provide facilities for all modes of travel along OR 99. Concept 37 is directly comparable to the options presented in Concept 20 of TM#5.

Concept 37 – Traffic Operations and Safety

Current traffic demand in this segment is approximately 10,000 vpd. The 2034 forecast demand is expected to be approximately 14,000 vpd. Eighteen collisions have been reported in this segment during the 5-year analysis period.

Analysis of unsignalized intersections with the road diet indicates that year 2034 v/c ratios on OR 99 would be well below the OHP mobility targets and HDM standards. Side street traffic may see operational improvements because of the shorter crossing distance but the benefit would be offset to some degree by a higher density of traffic in the through travel lanes on OR 99. If the 2-lane cross section is striped, then left-turn lanes should be included at major

intersections and driveways. The 2- to 3-lane cross section could also accommodate additional traffic growth beyond that forecast for the year 2034.

Concept 37 would improve safety and mobility for both pedestrians and bicyclists on this rural section of roadway by providing full-width shoulders rather than the substandard 2-foot shoulders currently provided. Although the overall paved surface would remain the same, the crossing distances of the 2- to 3-lane cross section would be shorter than the current 4-lane cross section. And both pedestrians and bicyclists would only have to cross two lanes of flowing traffic rather four lanes.

Concept 37 would likely result in fewer vehicular crashes based on the predictive method from the HSM Part C. Vehicular crashes are estimated to be lower for both the 2-lane and 3-lane cross sections as compared with the 4-lane cross section.

The wider shoulders would also provide space for vehicles to pull off the road in the event of a breakdown.

Concept 37 – Basic Roadway Geometries and ROW Requirements

Concept 37 does not change the roadway cross-section but does reallocate the paved surface, as shown in Figure 5S-6. The 2-lane cross section would include one 12-foot travel lane in each direction, an 8-foot painted median, and 10-foot shoulders on each side of the road. The 3-lane cross section would include one 12-foot travel lane in each direction, a 14-foot painted median (or left-turn lane at an intersection), and 7-foot shoulders on each side of the road. The revised cross section would only use the existing 52 feet of paved surface rather than widening to increase shoulder or median width as discussed for Concept 20. There would be no change to the 26-foot "hole in the air" to accommodate specialized freight needs.

The existing ROW varies between 70 and 130 feet which adequately accommodates either striping option.

The transition points between four travel lanes (two in each direction) and two travel lanes (one in each direction) should be located a sufficient distance from the Suncrest/Colver Road intersection to safely merge northbound traffic at 55 mph. Access management measures may be needed in the transition areas to maintain safe operations.

Concept 37 – Environmental and Land Use Assessment

Since this improvement maintains the paved cross-section, environmental and land use impacts are not expected.

Concept 37 – Cost Opinions

The estimated cost of Concept 37 is approximately $225,000.

5S.3.5. Concept 38 – North of Hartley Rd – Install Midblock Pedestrian Crossing

Concept 38 considers adding a midblock crosswalk and a pedestrian-activated crossing device, such as the Rectangular Rapid Flashing Beacon (RRFB) or a Pedestrian Hybrid Beacon to OR 99 north of Hartley Road between the cities of Phoenix and Talent. The purpose of this improvement is to improve OR 99 crossing safety for the Southern Oregon Education Service District building and connectivity to nearby transit stops.

Concept 38 – Traffic Operations and Safety

Current traffic demand in this segment is approximately 10,000 vpd. The 2034 forecast demand is expected to be approximately 15,000 vpd. The roadway currently has four travel lanes (two in each direction), 2-foot shoulders, and a posted speed of 55 mph. A transit stop located just north of Hartley Road serves the Southern Oregon Education Service District building as well as Jackson County Animal Care.

Concept 38 would install a midblock pedestrian crossing and pedestrian-activated crossing device at a location north of Hartley Road, as illustrated in Figure 5S-7. The use of a pedestrian-activated crossing device increases driver awareness of when pedestrians are present at a crossing location. The RRFB and Pedestrian Hybrid Beacon have a higher compliance of vehicles stopping for pedestrians than a striped crosswalk alone or no crosswalk at all. The current 4-lane configuration could not accommodate a raised median in the center of the roadway. However, the road diet discussed in Concept 37 would allow for a raised median installation in conjunction with crosswalk striping.

While pedestrian-activated crossing devices have been installed at many urban and suburban locations, there have been few applications on 55 mph rural roadways. Additional warning measures, such as advance beacons and signage, would need to be a part of a rural installation.

A pedestrian-activated crossing device in a rural corridor could raise some safety concerns. From the vehicular perspective, stopping traffic in a rural corridor could result in an increase in rear end collisions. With the 4-lane section, vehicles changing lanes to avoid slowing traffic is a concern for pedestrian safety and visibility.

As noted with other crossing concepts in TM#5, facilities under state jurisdiction will likely require that pedestrian crossing warrants are met. Installation of crossing devices generally requires exceeding minimum pedestrian crossing thresholds which have not been evaluated in this process because of insufficient pedestrian data.

Concept 38 – Basic Roadway Geometries and ROW Requirements

For purposes of describing the crossing layout and estimating cost, the RRFB has been assumed for Concept 38. The pedestrian hybrid beacon requires overhead mast arms that may be less desirable for the rural highway corridor.

The crossing would need a minimum of three RRFB signs to be placed for each direction of traffic. One sign would be placed in advance of the crossing to warn drivers that the crossing has been activated and allow vehicles to safely come to a stop at the crossing. The other two would be placed on each side of the highway to indicate that pedestrians could be crossing from either side. The RRFBs would be synchronized to act together via interconnect. No passing zones prior to the crossing should be considered if the 4-lane section is maintained on OR 99. If the road diet from Concept 37 is implemented, a 10-foot raised median could be installed.

There would be no anticipated roadway or ROW impacts as a result of the proposed installation of pedestrian activated crossing devices.

Concept 38 – Environmental and Land Use Assessment

There would be no anticipated environmental or land use impacts as a result of the enhancements associated with the proposed installation of pedestrian activated crossing devices.

Concept 38 – Cost Opinions

The estimated cost of Concept 38 is approximately $50,000. This cost does not include construction of a raise median.

5S.3.6. Concept 39 – Enhanced Bear Creek Greenway Connections

OR 99 provides varying degrees of discontinuous bicycle and pedestrian facilities throughout the corridor. In some areas, bicycles have their own lane while in others they must share the road with traffic traveling between 30 and 55 mph. Similarly, pedestrian facilities vary from full width sidewalks to 2-foot pathways (both paved and unpaved) to walking on the roadway with traffic. There is an alternative to traveling along OR 99 for these modes: the Bear Creek Greenway Trail (BCG extends 17.5 miles and parallels OR 99 through the study area). It serves recreational needs and can provide a functional alternative for some non-auto traffic.

Direct trail access points are few and the proximity to OR 99 varies as the BCG meanders. For non-auto users, it is currently difficult to know how far away the nearest access point is, and in some cases the distance between OR 99 and the BCG. The corridor could benefit from increased visibility of and connectivity to the BCG.

Concept 39 considers enhanced signage along OR 99 at existing BCG access points and improved trail access throughout the study area, as shown in Table 5S-2 and Figure 5S-8. This improvement concept would add wayfinding signage to OR 99 at ten locations where local streets or paths connect with the BCG to increase visibility of the trail. It would also formalize currently informal pathways with pavement.

Concept 39 works well with Concept 13, which enhances connections from Bear Creek Drive to the BCG near 4th Street and Oak Street in downtown Phoenix. It is also compatible with

Concept 4, which installs median islands on OR 99 to facilitate crossing the highway. Improved highways crossings would allow BCG access for both northbound and southbound travelers.

Table 5S-2. Concept 39 Improvement Locations

Locations	Existing Facilities	Potential Improvements
Enhanced Trail Signage		
OR 99 at Lowry Lane	Sidewalks on north side	Could add bicycle sharrows
OR 99 at South Stage Road	Existing bike lanes & sidewalks	No changes
OR 99 at E Glenwood Road	Unpaved easement	Consider paving to trail
OR 99 at Northridge Terrace	Sporadic sidewalks	Could add bicycle sharrows
OR 99 at Fern Valley Road	Bike lanes & sidewalks constructed as part of Interchange project	No changes
OR 99 at Bolz Road		
OR 99 at 4th Street	Sidewalks on north side	Could add bicycle sharrows or possible bike lane striping
OR 99 at Oak Street	No facilities	Could add bike lane striping and sidewalks
OR 99 at Suncrest Road	Some bike lane striping, continuous sidewalk on one side	Could add bicycle sharrows
OR 99 at West Valley View Road	Existing bike lanes & sidewalks	No changes
New Connection Opportunities		
Connection to Bear Creek Drive opposite 4th Street	Currently unpaved	Concept 13 includes paving gravel connection
Connection to Bear Creek Drive at entrance to Blue Heron Park	Currently use park entrance to connect to trail	Concept 13 includes constructing a new direct connection
Connection to OR 99 1650' south of Creel Road	Currently informal connection	Pave connection and include signage

Concept 39 – Traffic Operations and Safety

Concept 39 would improve safety and mobility for both pedestrians and bicyclists by improving access to parallel off-road facilities. Trail markers (signage) could also alert drivers to potential conflicts with other modes.

Impacts along OR 99 associated with vehicular traffic operation, access, transit, or lighting are not expected with this concept.

Concept 39 – Basic Roadway Geometries and Right-of-Way Requirements

No roadway geometry changes are anticipated as part of this concept. Enhanced signage along OR 99 is assumed to be placed within ODOT ROW. Any striping or signage that may also be added to local streets could also be placed within public ROW. The new path connections may require additional ROW or easements.

Concept 39 – Environmental and Land Use Assessment

The enhanced signage improvements on OR 99 could be constructed within the ODOT ROW with no property or environmental impacts.

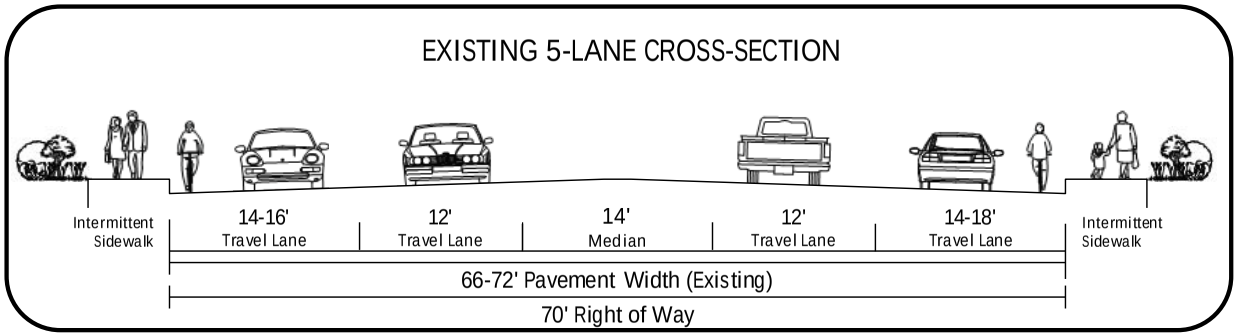
The new access points may require some additional ROW. The amount of additional ROW is dependent on the design and can potentially be addressed with an easement or public/private partnership. One of the connections identified for Concept 13 would have some wetlands impacts that would require mitigation. Additionally, at the southernmost location (south of Creel Road) the new access point would likely be located within an ODFW Priority site (ranking 7-8) and near the 100-year flood plain. The three new access points would slightly increase the amount of impervious surface along the corridor.

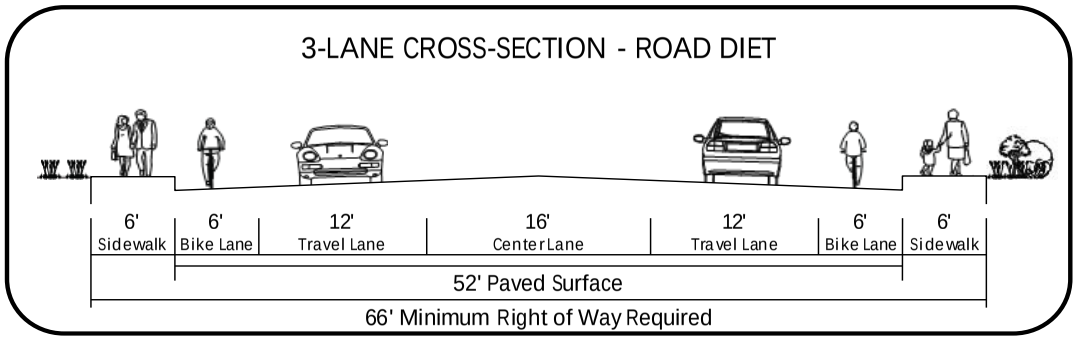
Concept 39 – Cost Opinions

The cost for the signage portion of Concept 39 depends on the number, location, and type of signs installed. A budget of $25,000 would easily allow for 25 to 50 signs to be installed on OR 99 and at trail connections to the street system. The one new paved trail connection identified south of Creel Road is estimated at less than $50,000 for the connection and space for a maintenance vehicle to park. Concept 13, which includes the two trail connections in downtown Phoenix, is estimated at $400,000. Costs for striping bike lanes (or sharrows), paving currently unpaved connections, or adding sidewalks have not been prepared for this concept..

Attachments:

Figure 5S-1. Concept 34 – South Medford to Phoenix Transition Segment Road Diet and Multimodal Improvements
Figure 5S-2. Concept 35, Option A – Coleman Creek Crossing Multimodal Improvements
Figure 5S-3. Concept 35, Option B – Coleman Creek Crossing Multimodal Improvements
Figure 5S-4. Concept 35, Option C – Coleman Creek Crossing Multimodal Improvements
Figure 5S-5. Concept 36 – South Phoenix Road Diet and Multimodal Improvements
Figure 5S-6. Concept 37 – Phoenix to Talent Transition Segment Road Diet
Figure 5S-7. Concept 38 – OR 99 North of Hartley Rd Midblock Pedestrian Crossing
Figure 5S-8. Concept 39 – Enhance Trail Connections





OR 99 Corridor Plan

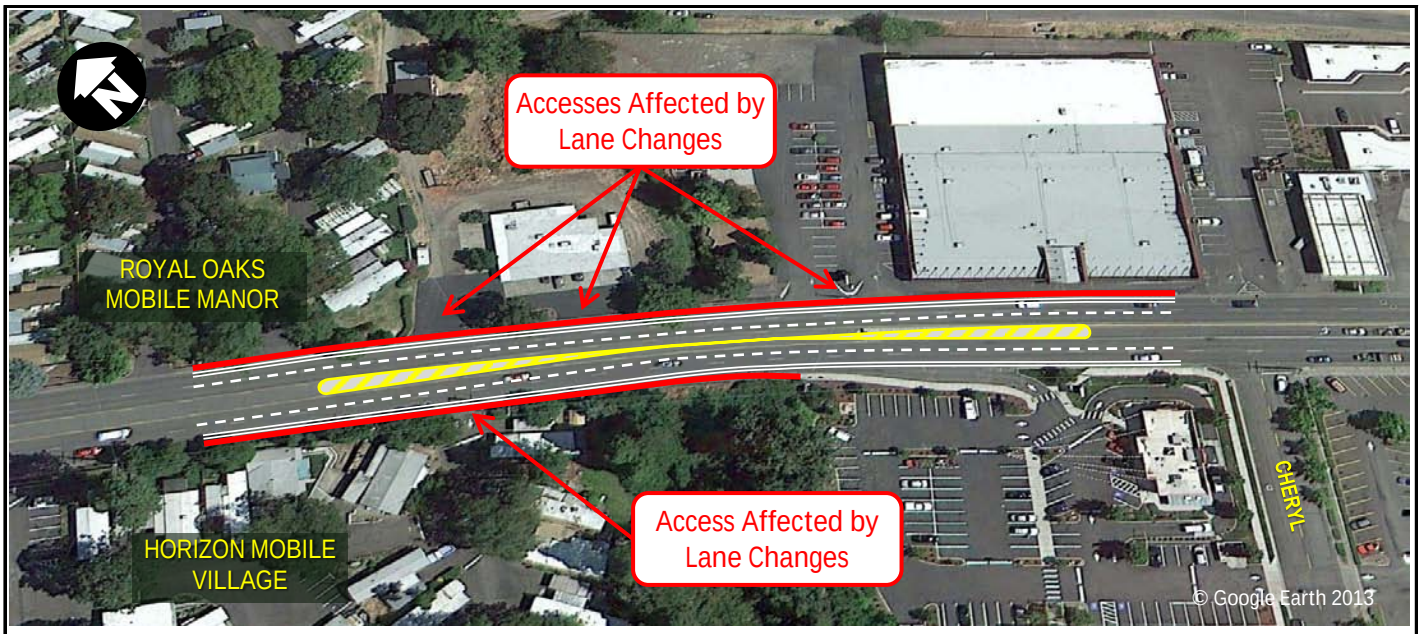
Legend

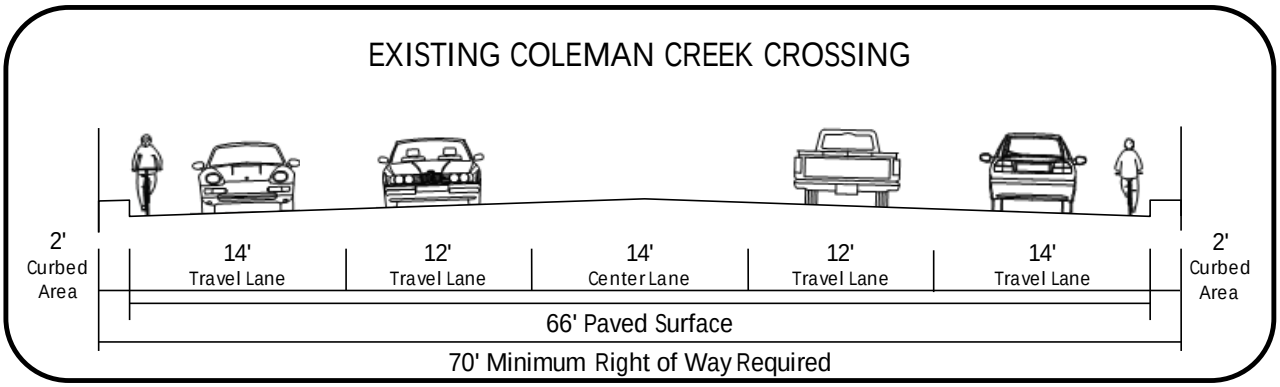
Extent of Concept Improvements

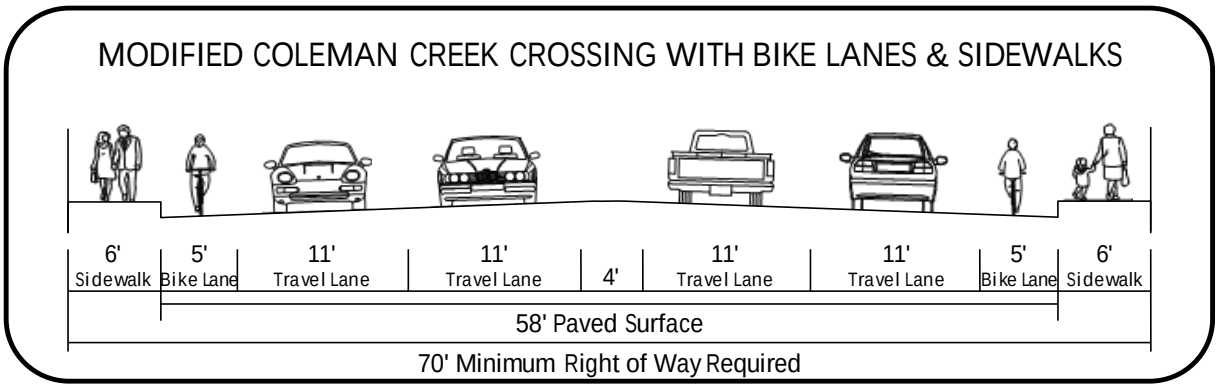
Traffic Signal

Figure 5S-1

Concept 34 – South Medford to Phoenix Transition Road Diet and Multimodal Improvements







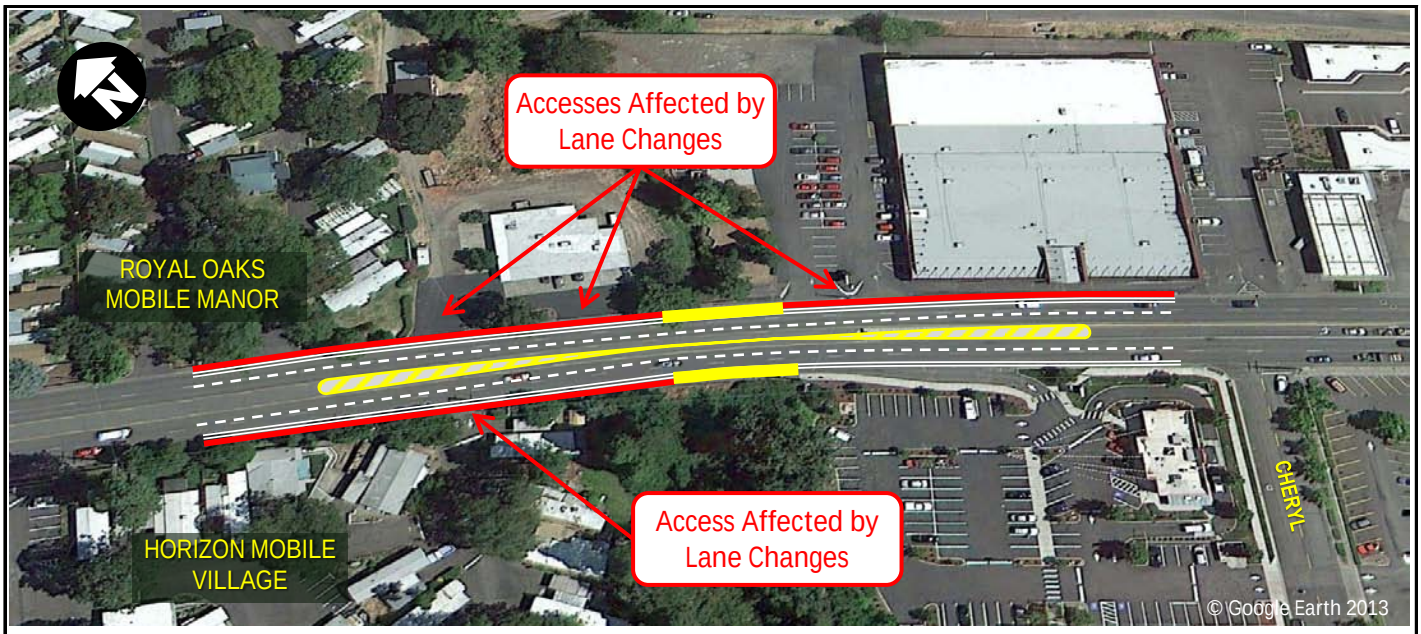
OR 99 Corridor Plan

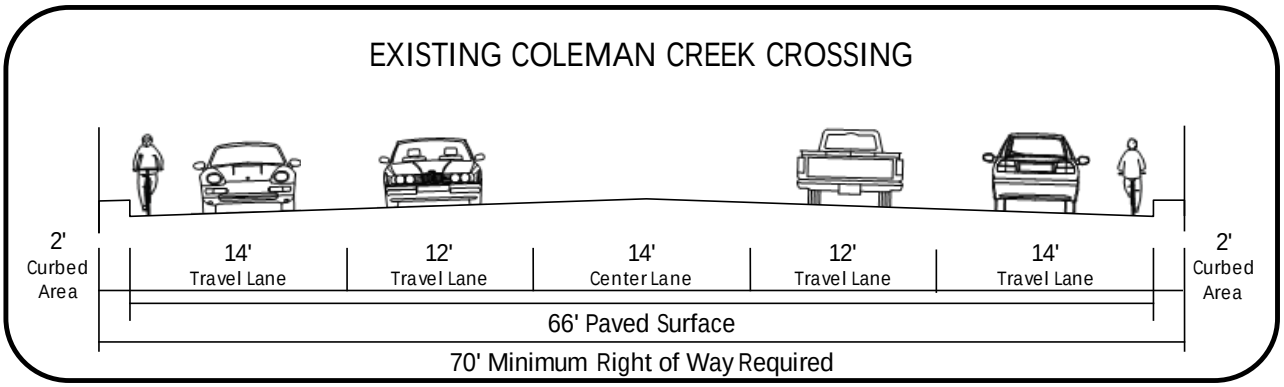
Legend

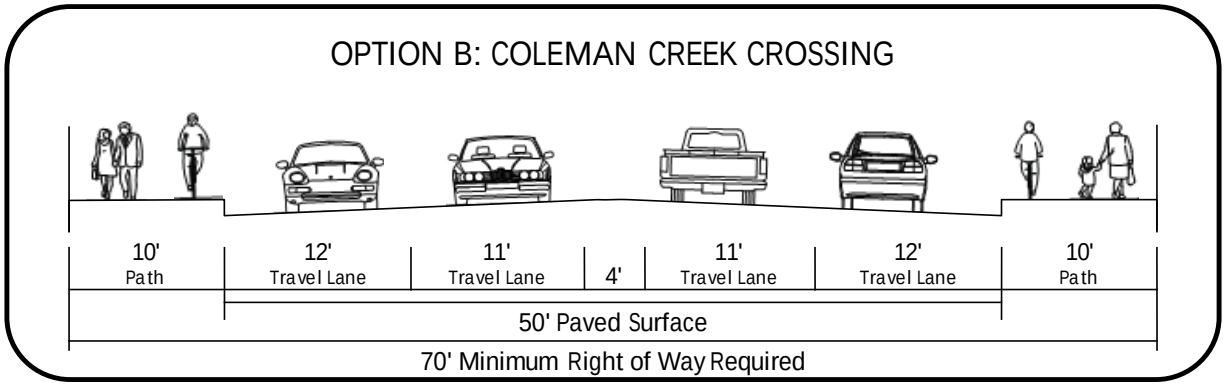
- Median
- Bike Lane
- Sidewalks

Figure 5S-2

Concept 35, Option A – Coleman Creek Crossing Multimodal Improvements







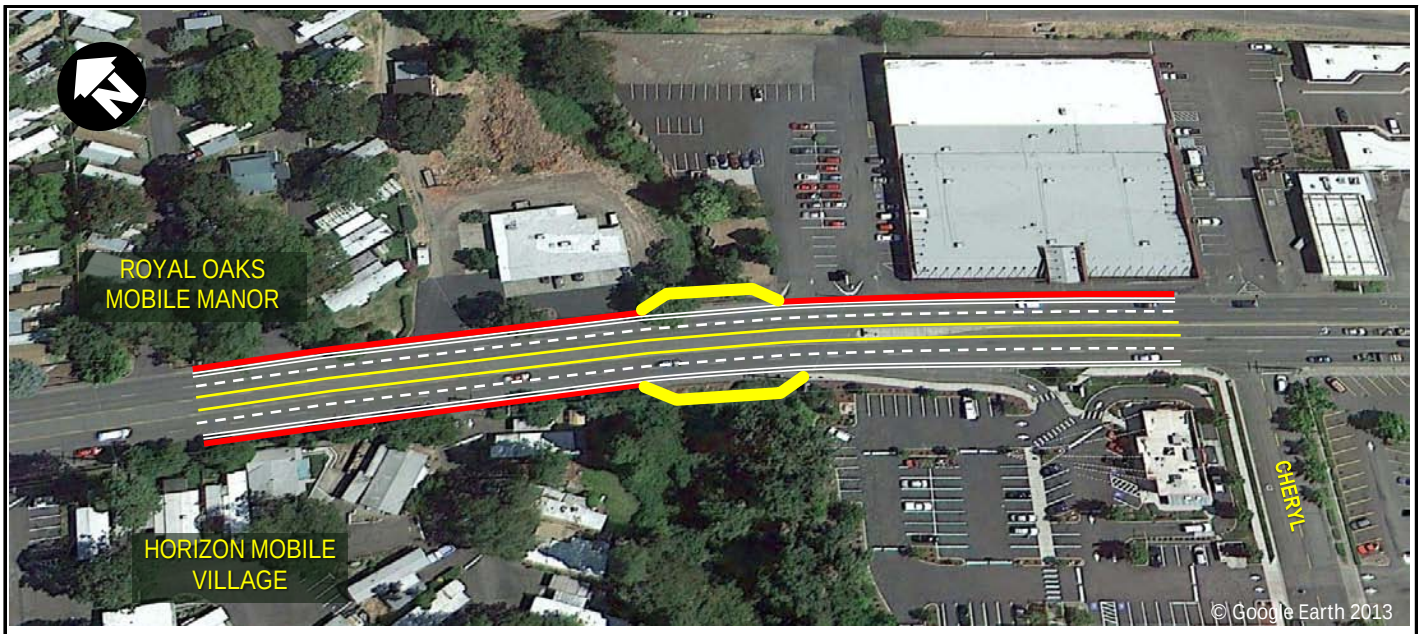
OR 99 Corridor Plan

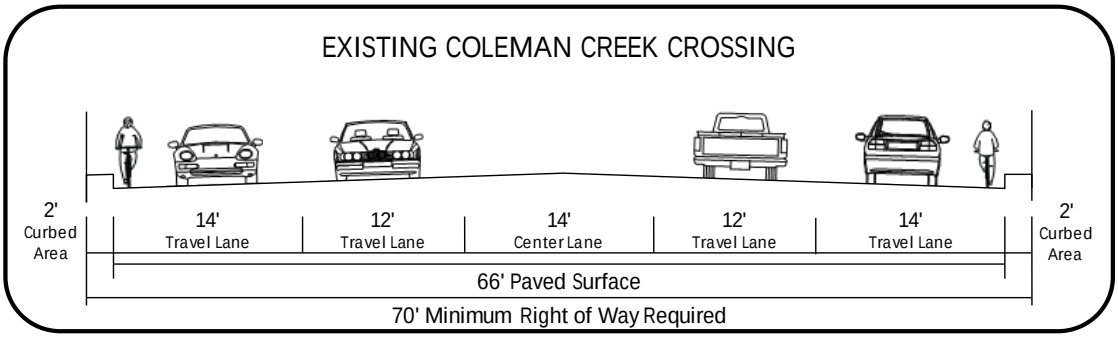
Legend

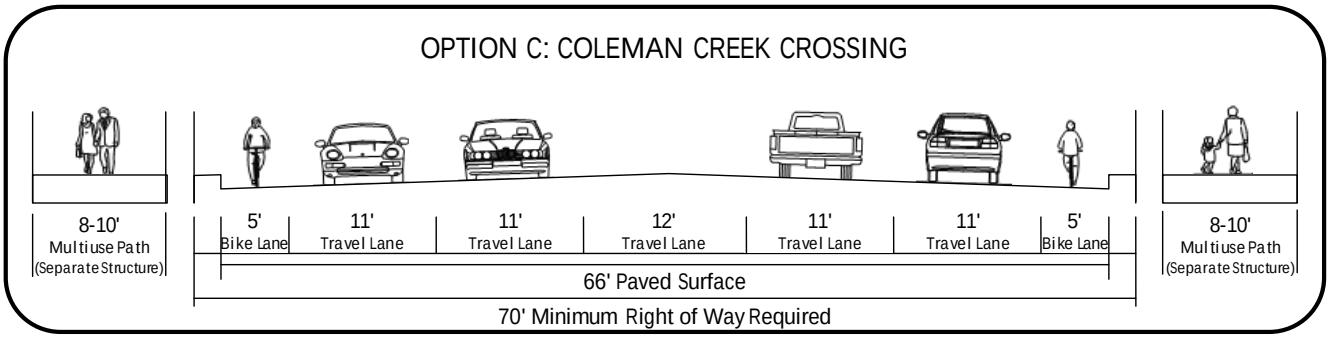
- Median
- Bike Lane
- Sidewalks
- Raised Multiuse Path

Figure 5S-3

Concept 35, Option B – Coleman Creek Crossing Multimodal Improvements







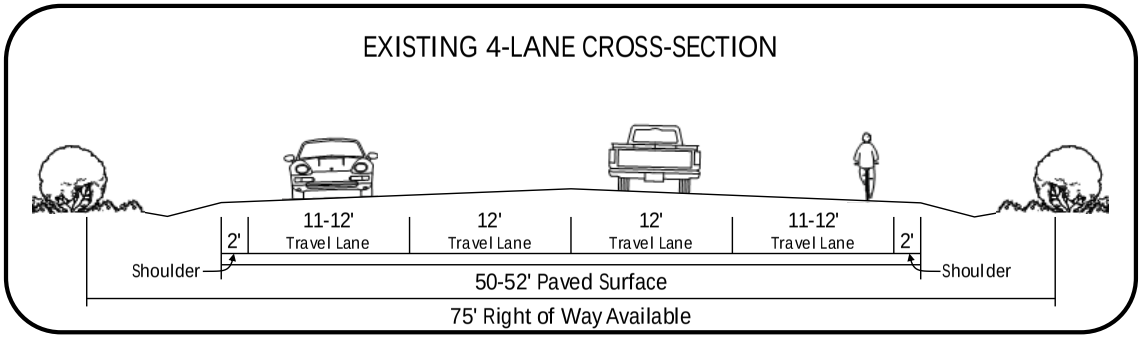
OR 99 Corridor Plan

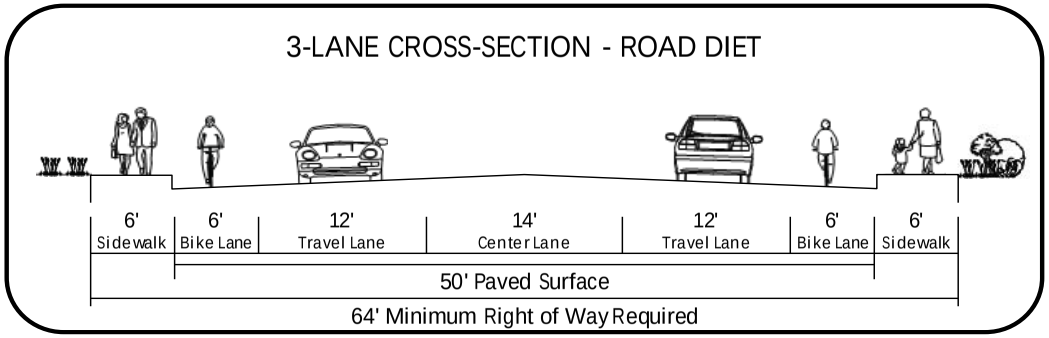
Legend

- Median/Center Lane
- Bike Lane
- Sidewalks
- Raised Multiuse Path

Figure 5S-4

Concept 35, Option C – Coleman Creek Crossing Multimodal Improvements





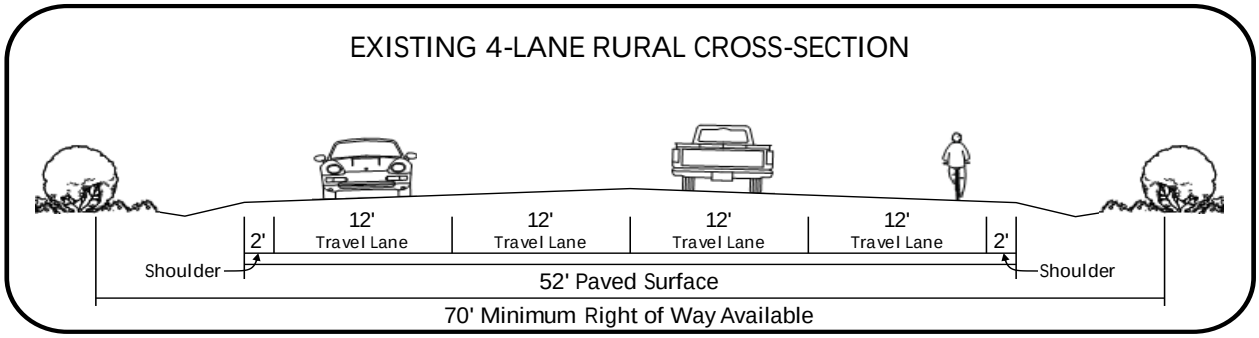
OR 99 Corridor Plan

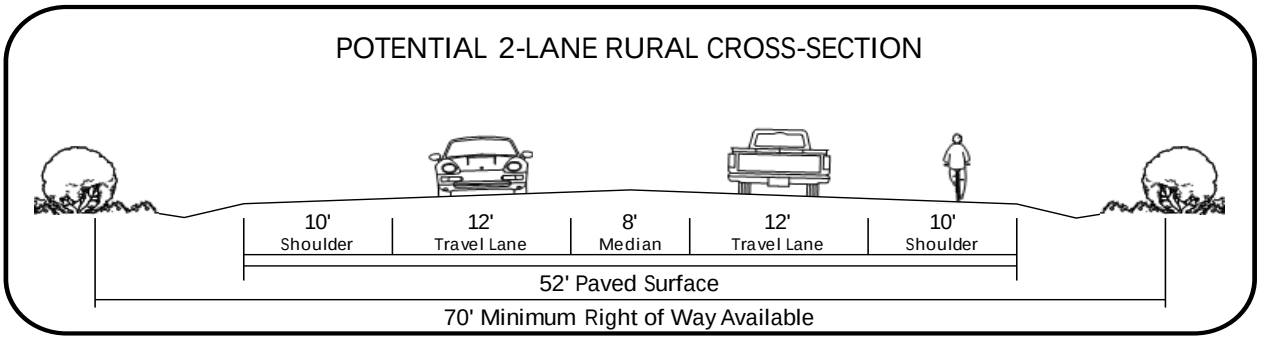
Legend

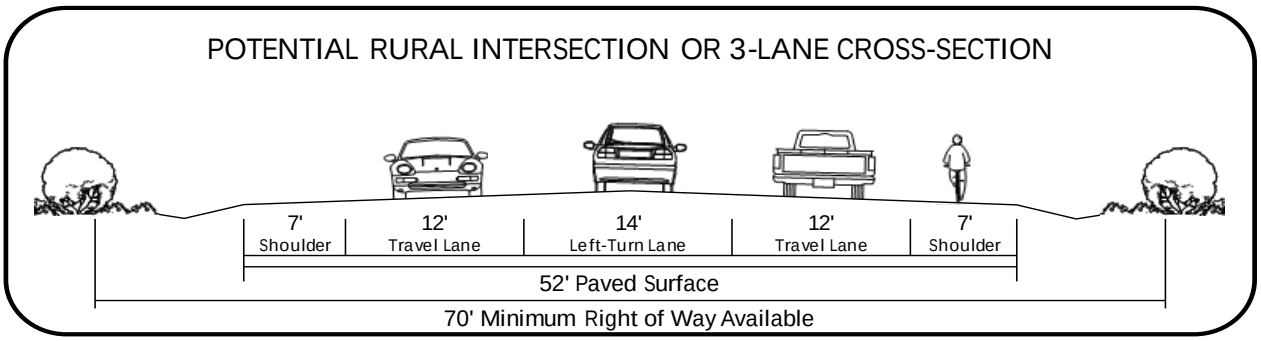
- Median/Center Lane
- Bike Lane
- Sidewalks

Figure 5S-5

Concept 36 – South Phoenix Road Diet and Multimodal Improvements







OR 99 Corridor Plan

Legend

Extent of Concept Improvements

Traffic Signal

Figure 5S-7

Concept 37 - Phoenix to Talent Transition Road Diet

Rectangular Rapid Flashing Beacon (RRFB) and advanced warning signage on US 97/Bend Parkway

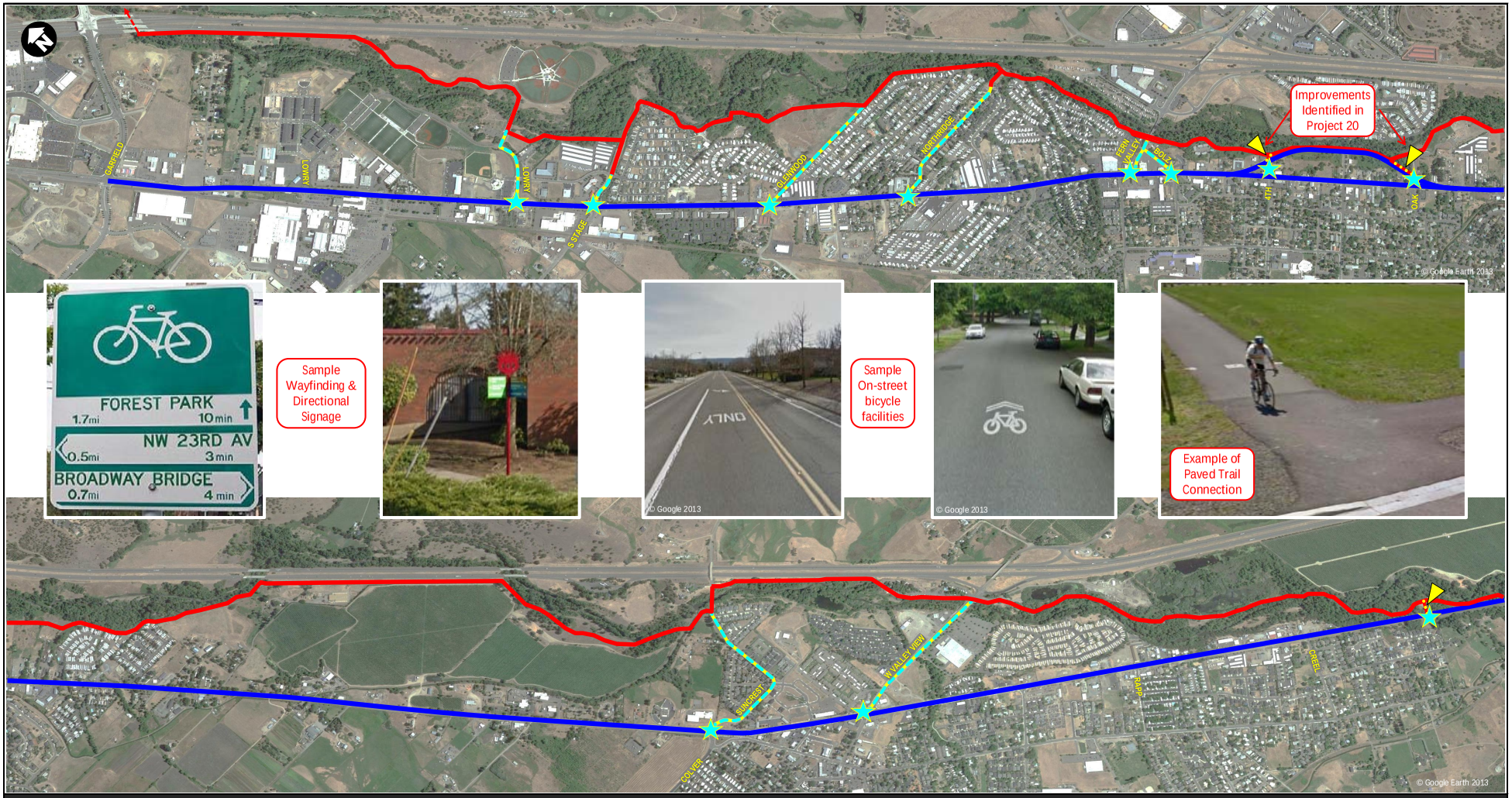
OR 99 Corridor Plan

Legend

- Striping for pedestrian crossing
- Transit Stop
- Rectangular Rapid Flashing Beacon or other Pedestrian-Activated Crossing Device

Figure 5S-7

Concept 38 – OR 99 North of Hartley Rd Midblock Pedestrian Crossing



OR 99 Corridor Plan

Legend

- Location of new trail connection
- Location of enhanced trail signage
- OR Highway 99
- Bear Creek Greenway
- Street connection to Bear Creek Greenway
- New trail connection to Bear Creek Greenway

Figure 5S-8

Concept 39 – Enhanced Bear Creek Trail Connections

OR 99 Rogue Valley Corridor Plan

Garfield Road to S. Valley View Road

Technical Memorandum #6

Talent Area Lane Conversion Analysis

Prepared for

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September 2014

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6. INTRODUCTION

The purpose of this technical memorandum is to evaluate the feasibility of several alternative lane configurations for OR 99 though the City of Talent. A currently programmed STIP project would widen OR 99 from four lanes to five lanes and add sidewalks and bike lanes on both sides of the highway from south of Rapp Road, where the existing five-lane section ends, through Creel Road. The STIP project will also consider access management, right-turn deceleration lanes, and a traffic signal. The City of Talent has requested that ODOT consider a three-lane rather than five-lane cross section in this portion of the corridor. This memorandum expands upon previous analyses to evaluate the feasibility of a "lane conversion" for this portion of OR 99.

6.1. Study Area

The lane conversion study area is assumed to extend through Talent from the intersection of OR 99 with Suncrest/Colver Road to the intersection of OR 99 with S. Valley View Road. This study area encompasses the links to the two major routes parallel to OR 99: I-5 from West Valley View Road (Exit 21) to S. Valley View Road (Exit 19) and Talent Avenue from Colver Road to OR 99.

6.2. Lane Conversion Scenarios

The two lane conversion scenarios evaluated for OR 99 between Rapp Road and S. Valley View Road are described below:

1. The first scenario (LC Scenario 1) assumes that OR 99 is reduced from four lanes to three lanes from just south of Rapp Road to just south of Creel Road, but the four-lane section is maintained from south of Creel Road to north of S. Valley View Road.

2. The second scenario (LC Scenario 2) assumes that OR 99 is reduced from four lanes to three lanes from just south of Rapp Road to just south of Creel Road, and OR 99 is reduced from four lanes to two lanes (with some turn lanes at intersections) or three lanes from south of Creel Road to north of S. Valley View Road.

Analysis of these two scenarios is compared to current STIP plans to widen OR 99 to five lanes from south of Rapp Road, where the current five-lane improvements end, to south of Creel Road. The analysis does not include potential improvements to widen shoulders and provide other bicycle and pedestrian amenities for the section of OR 99 south of Creel Road. These improvements would address existing deficiencies but have no identified funding at this time and would require a substantial infrastructure investment.

6.3. Existing Conditions Analysis

This section provides a summary of the existing transportation system and traffic conditions through the OR 99 corridor in the Talent area.

6.3.1. Existing Transportation System Inventory

The OR 99 corridor serves local and regional vehicular and freight traffic as well as transit, bicycles and pedestrians. Table 6-1 presents a summary of the corridor study area roadways and classifications.

Table 6-1. Talent Area Roadway Inventory

Roadway/ Highway Name	ODOT[1]/Federal[2] Functional Classification	Local Functional Classification	Posted Speed (mph)	No. of Lanes
ODOT Facilities				
Colver/Suncrest Road to Wagner Creek	District Highway/ Principal Arterial	State Highway	40	5
Wagner Creek to Rapp Road	District Highway/ Principal Arterial	State Highway	45	5
Rapp Road to Talent S. City Limits	District Highway/ Principal Arterial	State Highway	45	4
Talent S. City Limits to S. Valley View Rd	District Highway/ Principal Arterial	State Highway	55	4
City of Talent[3]	-			
Colver/Suncrest Road	Urban Collector	Major Collector	35/25	2
W. Valley View Road	Minor Arterial	Major/Minor Arterial	40/25	4/2
Rapp Road	Urban Collector	Major Collector	25	2
Arnos Road	Local	Minor Collector	25	2
Creel Road	Urban Collector	Major Collector	30	2
Jackson County[4]				
Talent Avenue/Old Pacific Highway	Rural Major Collector	Collector	NP	2
S. Valley View Rd	Statewide Highway	Arterial	35	2-3

Acronyms: NP = Not Posted

Notes:

1. Oregon Highway Plan, 1999
2. ODOT Transportation Maps, http://www.oregon.gov/ODOT/TD/TDATA/gis/odotmaps.shtml#City_Maps
3. City of Talent Transportation System Plan. March 2007
4. Jackson County Transportation System Plan, March 2005

Through the study area, OR 99 parallels Interstate 5 (I-5) to the west with occasional connections between the two facilities. The OR 99 corridor has one connection to the north, and one connection to the south of the Talent Area Lane Conversion Analysis:

- Interchange 21 (W. Valley View) provides access to the north of the City of Talent via STOP-controlled intersections on W. Valley View Road. The interchange has a gull wing configuration for the northbound freeway ramp terminals and a half-diamond configuration for the southbound terminals.
- Interchange 19 (North Ashland) provides the main link between the I-5 corridor and the northern end of Ashland and southern end of Talent via OR-99. Currently a two-lane facility, S. Valley View Road carries high volumes because of significant intraregional

trips between Ashland and Medford. In addition to the heavy movement of intraregional trips, the interchange also serves local residents and businesses in the interchange vicinity. S. Valley View Road is planned for expansion into a five-lane facility between the interchange and the OR 99 intersection.

As a parallel route to I-5, OR 99 serves as a detour route when a section of the freeway is fully or partially closed in response to an incident (i.e., vehicle crash or other event that would block freeway lanes). Maintaining throughput capacity on OR 99 has been an ODOT goal to help reduce delays during these temporary detour traffic conditions.

Table 6-2 summarizes the physical characteristics of OR 99 within the study area including bicycle and pedestrian facilities along the corridor. Crosswalks are striped at the signalized intersections with Colver/Suncrest Road, W. Valley View Road, and S. Valley View Road.

Table 6-2. Shoulder, Median, and Lane Width Inventory

Section of OR 99	No. of Travel Lanes	Lane Width	Shoulder Type/ Width	Median Type/Width	Sidewalks
Colver/Suncrest Rd to north of W. Valley View Rd	5 Lanes	Outside: 14' Inside: 12'	Paved Bike Lane: 6' (both sides)	Raised: Varies Turn Lanes: 14'	SW side: Continuous NE side: Sporadic
North of W. Valley View Rd to Rapp Rd	5 Lanes	12'	Paved Bike Lane: 6' (both sides)	Raised: Varies Center Lane: 14'	SW side: Continuous NE side: Sporadic
Rapp Rd to Arnos St	4	12'	Gravel: 4-6'	None	No
Arnos St to Creel Rd	4	12'	Gravel: 4-8'	None	No
Creel Rd to Talent Ave	4	12'	Gravel: 6-8'	None	No
Talent Ave to S. Valley View Rd	4	12'	Gravel: 6-12'	None	No

Source: ODOT Highway Inventory Summary, refreshed on 8/24/2010

Pedestrian and Bicycle Facilities Inventory

In addition to the existing bicycle and pedestrian facilities summarized along OR 99, the Bear Creek Greenway trail is a regional bicycle and pedestrian facility that generally parallels OR 99 to the west of Interstate 5. With recent completion of a segment of the greenway near Interchange 27 as part of the South Medford Interchange project, the multi-use trail is now a continuous 21-mile path between Interchange 35 north of Central Point to Oak Street in Ashland.

Pedestrian volumes through the corridor are shown in Table 6-3. Overall, pedestrian volumes are concentrated at intersections with transit stops and access to I-5. The volumes through the remainder of the corridor are low.

Table 6-3. Pedestrian Crossing Volumes

Location	Design Hour/Total for Count Period				Count Period
	East	West	North	South	
OR 99 at Suncrest/Colver Rd	0/2	0/0	0/0	0/7	16 hours
OR 99 at West Valley View Rd	12/92	12/93	12/93	3/38	16 hours
OR 99 at Rapp Rd	0/0	0/3	0/3	0/5	16 hours
OR 99 at Arnos Rd					3 hours
OR 99 at Creel Rd					3 hours
OR 99 at Talent Ave	-	0/11	0/3	0/3	16 hours
OR 99 at S. Valley View Rd	2/45	-	0/0	0/3	16 hours

Shading indicates no pedestrian count data captured
- Movement does not exist

Source: 2010 Traffic Counts provided by ODOT, summarized by David Evans and Associates, Inc.

Bicycle volumes through the corridor are shown in Table 6-4. Bicycle volumes were highest at the north end of Talent and at the south end of the study area, near Ashland. Talent Avenue also had high bicycle volumes as riders traveling to/from Talent accessed OR 99 and the Bear Creek Greenway Trail.

Table 6-4. Bicycle Volumes

Location	Design Hour/Total for Count Period				Count Period
	Eastbound	Westbound	Northbound	South	
OR 99 at Suncrest/Colver Rd	0/16	0/22	0/12	0/11	16 hours
OR 99 at West Valley View Rd	0/10	0/9	0/13	0/12	16 hours
OR 99 at Rapp Rd	0/4	-	1/6	2/15	16 hours
OR 99 at Arnos Rd	1/1	-	0/0	1/4	3 hours
OR 99 at Creel Rd	0/0	-	0/1	1/2	3 hours
OR 99 at Talent Ave	1/24	-	2/28	0/8	16 hours
OR 99 at S. Valley View Rd	-	1/13	3/49	1/48	16 hours

- Movement does not exist

Source: 2010 Traffic Counts provided by ODOT, summarized by David Evans and Associates, Inc.

Transit Inventory

Rogue Valley Transportation District (RVTD) operates one transit route through the study area: Route 10. Route 10 travels the entire length of the corridor Monday through Friday leaving the Front Street Station between 5:00 am and 8:30 pm. Between 7:00 am and 5:00 pm service operates on 20-minute headways, while 30-minute headways are provided during shoulder times (5:00-7:00 am and 5:00 pm-8:30 pm). Recently hourly service for Route 10 was added on Saturdays leaving the Front Street Station between 8:00 am and 4:00 pm. While the route primarily runs along OR 99 in the study area, it deviates from OR 99 in Talent to run along Talent Avenue. There are 23 stops located within the study area (six along OR 99, 17 along Talent Avenue).

Transit stop locations on OR 99 as well as ridership are shown in Table 6-5. While there was no data provided at the W. Valley View Road intersection, the pedestrian volumes presented in the Pedestrian and Bicycle Facilities Inventory section suggest that ridership is similar to that shown for Jackson Hot Spring (NB), possibly higher.

Table 6-5. Transit Ridership

Stop Description	Transit Stop ID	Total (Boarding & Alighting)
South of Suncrest Rd	101	NA[2]
North of W. Valley View Rd	100	NA[2]
Talent Ave & OR 99	NA[1]	NA[2]
Jackson Hot Spring (NB)	87	17
Jackson Hot Spring (SB)	37	12
At S. Valley View Rd.	38	2

Notes:
1. No stop ID shown, though labeled online
2. No data was provided for this stop

Source: Ridership Data provided by Rogue Valley Transit District, summarized by David Evans and Associates, Inc.

Highway Freight Inventory

The majority of through freight trips use I-5 through the Rogue Valley. Even shorter distance trips, such as those between Medford and Talent, are more likely to use I-5 rather than OR 99. Localized freight trips which link the agricultural lands to the manufacturing plants tend to use OR 99 and make up a relatively small percentage of the overall traffic volumes for the corridor. More information regarding the truck distribution throughout the study area can be found in the Freight Traffic discussion under the Traffic Conditions of this report.

6.3.2. Traffic Conditions

The assessment of traffic conditions includes development of existing traffic volumes, traffic operations evaluation, and a review of historical crash patterns.

Traffic Volumes

Traffic volume data collected for this project consist of a mix of turning movement counts and detailed classification counts.

Average Annual Daily Traffic Volumes

The average annual daily traffic (AADT) volumes along OR 99 are currently available through the year 2010. Volumes from years 2001 through 2010 are summarized in Table 6-6.

Table 6-6. Historical Average Annual Daily Traffic

Mile-point	Count Location	Average Annual Daily Traffic (AADT) Volume[1]									
		2001[2]	2002[3]	2003	2004[2]	2005[3]	2006	2007[2]	2008[3]	2009	2010[2]
OR 99											
13.76	0.10 mi N of Colver Rd	11,000	11,000	11,300	10,900	12,200	10,800	10,000	9,400	9,700	8,300
14.4	0.20 mi S of W. Valley View Rd	11,000	11,000	11,300	10,900	12,200	10,800	11,000	10,400	10,700	9,200
15.93	0.33 mi N of Talent Ave	9,400	9,400	9,700	9,400	10,500	9,300	9,300	8,800	9,000	8,800
17.04	0.02 mi S of S. Valley View Rd	19,100	19,100	19,500	19,900	19,300	18,200	18,700	17,600	18,200	17,400
I-5											
11.03	0.86 mi S of OR 99	14,700	16,000	16,100	15,800	15,800	15,900	15,800	14,800	15,100	14,900
18.6	0.50 mi S of IC 19 (S. Valley View)	24,700	26,800	27,100	27,000	26,000	26,300	26,200	23,500	24,400	24,400
19.87	0.77 mi N of IC 19 (S. Valley View)	37,000	39,800	40,100	41,400	34,900	35,400	35,200	33,400	34,700	34,800
23.9	0.50 mi S of IC 24 (Fern Valley Rd)	40,800	43,200	43,600	44,100	39,200	39,700	39,600	37,100	36,800	37,300
28.33	0.33 mi S of the Medford Int.	46,200	48,200	48,800	49,100	47,200	48,200	48,200	45,900	46,400	45,600

Notes:
1. The Transportation Systems Monitoring Unit compiles the traffic count information for the state highway system. One third of the state highway system is counted each year and adjusted to reflect AADTs. The AADTs for the remaining two thirds of the system are estimated to reflect area traffic trends. Bold locations indicate permanent counters where data is collected every year.
2. Actual counts were collected for OR 99 in 2001, 2004, 2007 and 2010
3. Actual counts were collected for I-5 in 2002, 2005, and 2008.

Source; 2001-2010 Transportation Volume Tables, ODOT Transportation Data Section, Transportation Systems Monitoring Unit.

Annual growth trends on OR 99 and I-5 generally declined over the ten-year period examined. There are three ATRs between the two facilities, one on OR 99 and two on I-5. The ATR along OR 99 at mile point 15.93 shows consistent AADT volumes between 2001 and 2007, with a slight decline in 2010. The ATRs along I-5 both show declining patterns throughout the count years of 2002, 2005, and 2008. Lower present day traffic volumes on OR 99 and I-5 are consistent with trends throughout the state and likely reflect the economic downturn along with an increase in 2007 gas prices that influenced driver behavior.

Traffic Counts

Traffic volume data collected for this project consist of 3-hour and 16-hour turning movement counts. The 16-hour counts use 15 minute intervals in the 2-6 PM period, and the 3-hour counts use 15-minute intervals for the duration of the count. Table 6-7 below provides a list of all intersection count locations and includes the type of count.

Table 6-7. Vehicle Count Locations and Types

Location	Type of Count	Count Date
OR 99		
OR 99 @ Colver/Suncrest Road (Signalized)	16-hour Turning Movement Classification	7/15/2010
OR 99 @ W. Valley View Road (Signalized)	16-hour Turning Movement Classification	7/15/2010
OR 99 @ Rapp Road (Signalized)	16-hour Turning Movement Classification	8/2/2010
OR 99 @ Arnos Road	3-hour PM Turning Movement Classification	7/1/2010
OR 99 @ Creel Road	3-hour PM Turning Movement Classification	7/6/2010
OR 99 @ Talent Avenue/Old Pacific Hwy	16-hour Turning Movement Classification	8/3/2010
OR 99 @ S. Valley View Road (Signalized)	16-hour Turning Movement Classification	10/6/2009
Talent Avenue		
Talent Avenue @ W. Valley View Road	3-hour PM Turning Movement Classification	7/18/2012
Talent Avenue @ Rapp Road	3-hour PM Turning Movement Classification	7/18/2012
Talent Avenue @ Creel Road	3-hour PM Turning Movement Classification	7/18/2012

The traffic volume data were examined to determine a common peak hour among the intersections, which is the one-hour period when the sum of volumes entering at all corridor intersections is highest. The common peak hour for the corridor intersections was found to occur between 4:30 and 5:30 PM. The peak hour at each intersection may or may not correspond to the common peak hour but all peaks generally overlap at least have of the common hour.

Design Hourly Volumes

ODOT generally requires that transportation facilities be analyzed under design hourly volumes (DHVs), known as 30th highest hour volumes. The 30th highest hour volumes are used in traffic operations analysis so that results are valid for all but a few hours of the year. The procedure for determining 30th highest hour volumes is specified in ODOT's Analysis Procedures Manual (APM)[1] and the data used in calculating the seasonal factors is included in Appendix A.

Peak hour count data was seasonally adjusted, and volumes were balanced to achieve a uniform dataset for analysis. Because the counts were collected in 2010 (the baseline analysis year), an annual growth adjustment was not applied.

Figure 6-1 shows the existing balanced PM peak design hour volumes developed for this project. It also shows the PM peak link volumes for the parallel routes (Talent Avenue and I-5).

[1] Analysis Procedures Manual, Oregon Department of Transportation, Transportation Development Division Planning Section, Transportation Planning and Analysis Unit, Salem, Oregon, April, 2006, Section 4.3.

Freight Traffic

Trucks are an important component of traffic for any corridor. According to the classification breakdown for ATR 15-014 on OR 99 (Talent), trucks comprise less than 4% of the total average annual daily traffic in the area. The design hour intersection traffic counts also show relatively low truck percentages. However, this corridor is home to a major agricultural and manufacturing plant, Bear Creek Corporation (also known as Harry and David). Bear Creek Corporation is located between Medford and Phoenix. While it may bring in produce from a variety of sources, it also utilizes the agricultural land located in the Phoenix/Talent area. At harvest time (generally late summer/early fall) truck traffic between the crop sites and manufacturing facility peaks. Table 6-8 shows the design hour truck volumes and corresponding percentage of total vehicles.

Table 6-8. Design Hour Truck Traffic

	Approach Truck Traffic/Total Traffic (Percent Trucks)			
Location	Eastbound	Westbound	Northbound	Southbound
OR 99 @ Colver/Suncrest Rd	3/168 (1.8%)	0/52 (0%)	1/491 (0.2%)	0/424 (0.0%)
OR 99 @ W. Valley View Rd	0/202 (0.0%)	0/531 (0%)	1/589 (0.2%)	2/471 (0.4%)
OR 99 @ Rapp Rd	1/150 (0.7%)	-	1/454 (0.2%)	1/435 (0.2%)
OR 99 @ Arnos Rd	0/63 (0.0%)	-	0/453 (0.0%)	0/339 (0.0%)2
OR 99 @ Creel Rd	0/30 (0.0%)	-	4/437 (0.2%)	2/332 (0.3%)
OR 99 @ Talent Ave	0/24 (0.0%)	-	2/481 (0.4%)	1/328 (0.3%)
OR 99 @ S. Valley View Rd	-	1/421 (0.2%)	8/511 (1.6%)	4/376 (1.1%)

Note: Truck traffic includes trucks with 3 axles or more

Source: 2010 Traffic Counts provided by ODOT, summarized by David Evans and Associates, Inc.

Operational Criteria

Transportation engineers have established various methods for measuring traffic operations of roadways and intersections. Most jurisdictions use either volume-to-capacity (v/c) ratio or level of service (LOS) to establish performance criteria. Both the LOS and v/c ratio scenarios require consideration of factors that include traffic demand, capacity of the intersection or roadway, delay, frequency of interruptions in traffic flow, relative freedom for traffic maneuvers, driving comfort, convenience, and operating cost.

Volume-to-Capacity (V/C) Ratio

A comparison of traffic volume demand to intersection capacity is one method of evaluating how well an intersection is operating. This comparison is presented as a v/c ratio. A v/c ratio of less than 1.00 indicates that the volume is less than capacity. When it is closer to zero, traffic conditions are generally good, with little congestion and low delays for most intersection movements. As the v/c ratio approaches 1.00, traffic becomes more congested and unstable, with longer delays.

Level of Service (LOS)

Level of service is also a widely recognized and accepted measure and descriptor of traffic operations. At both stop-controlled and signalized intersections, LOS is a function of control delay, which includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Six standards have been established, ranging from LOS A, where there is little or no delay, to LOS F, where there is delay of more than 50 seconds at unsignalized intersections, or more than 80 seconds at signalized intersections.

It should be noted that, although delays can sometimes be long for some movements at a STOP-controlled intersection, the v/c ratio may indicate that there is adequate capacity to process the demand for that movement. Similarly at signalized intersections, some movements, particularly side street approaches or left turns onto side streets, may experience longer delays because they receive only a small portion of the green time during a signal cycle, but their v/c ratio may be relatively low. For these reasons, it is important to examine both v/c ratio and LOS when evaluating overall intersection operations. Both are reported in the following section.

95th Percentile Queues

In addition to the operational criteria that measure intersection performance, it is also important to examine queuing and where demand may exceed available storage. Queues that spill out of storage bays and into adjacent travel lanes impair intersection performance by reducing capacity and creating potential safety concerns. Queues may also extend from one intersection through another upstream intersection which also impairs performance. The 95th percentile queue length (meaning 95 percent of all queues will be shorter) is used for this analysis.

Traffic Operations

The PM peak design hourly traffic volumes were used to assess the intersection operations in the study area. The standards, methodology, and resulting operations are summarized below.

Mobility Standards

The Oregon Highway Plan (OHP)[2] has established several policies that enforce general objectives and approaches for maintaining highway mobility. Of these policies, the Highway Mobility Standards (Policy 1F) establish maximum v/c ratio standards for peak hour operating conditions for all highways in Oregon based on the location and classification of the highway segment being examined. The OHP policy also specifies that the v/c ratio standards be maintained for ODOT facilities through a 20-year horizon.

[2] Table 6: Maximum Volume to Capacity Ratio Targets for Peak Hour Operating Conditions, 1999 Oregon Highway Plan, OHP Policy 1F Revisions, Adopted December 21, 2011, Oregon Department of Transportation, website: http://www.oregon.gov/ODOT/TD/TP/docs/ohp11/policyadopted.pdf

Although the corridor resides within Jackson County, none of the study intersections are maintained by the county. The County TSP language states that "where one or more approaches is maintained by a city or ODOT, the more restrictive of the County's or other agency's performance standards will be applied." The city of Talent does not have mobility standards, but instead defers to the OHP standards. Applicable mobility standards are shown in Table 6-9, in the existing conditions section.

Traffic Operations Analysis Procedures

All operations were evaluated using the methodology outlined in the *2000 Highway Capacity Manual* (HCM) along with the procedures outlined in ODOT's Analysis Procedures Manual (APM). The Synchro/SimTraffic analysis software was selected to perform the intersection analysis since it can provide the v/c ratio and LOS output of an HCM analysis and consider the systematic interaction of the intersections with regard to queuing and delays.

Synchro is a macroscopic model similar to the Highway Capacity Software (HCS), and like the HCS, is based on the 2000 HCM. The Synchro model explicitly evaluates traffic operations under coordinated and uncoordinated systems of signalized and unsignalized intersections. The v/c ratios and LOS presented in this report are based on the Synchro model output.

SimTraffic animates traffic flow based on input volumes and signal timing and allows viewing of traffic flow under saturated traffic conditions where traffic may spill over from one intersection to another. It is particularly effective at evaluating closely spaced intersections. The SimTraffic model was run multiple times using different arrival patterns to determine how sensitive traffic operations are with subtle variations in traffic flows. The 95th percentile queues from the SimTraffic model are also considered in this report.

As noted above, the results from both Synchro and SimTraffic were considered in this document. Because these programs evaluate operations using different methodologies, the analysis results sometimes vary; however, the differences are generally minor unless saturated or congested conditions are present. Under saturated conditions, SimTraffic queuing and delays present results that reflect how congested intersections impact each other, while Synchro represents intersection performance in isolation and may reflect better performance results.

Existing Traffic Operations

Table 6-9 summarizes the results of the traffic operations analysis and Figure 6-2 presents the v/c ratios and LOS performance, delay, and queuing by lane group for the corridor intersections. These findings reflect the current signal timing plans implemented by ODOT at all signalized corridor intersections. Operations are described in the following sections and the detailed analysis worksheets are presented in Appendix B.

Table 6-9. Existing (2010) Design Hour Intersection Operations

Intersection	Critical[1] /Controlling Movement	2010 PM Peak Hour		Mobility Standards[3]
		V/C Ratio[2]	LOS[2]	OHP
OR 99 @ Colver/Suncrest Road (Signalized)	Overall	0.41	A	0.95
OR 99 @ W. Valley View Rd (Signalized)	Overall	0.56	B	0.95
OR 99 @ Rapp Road (Signalized)	Overall	0.44	B	0.95
OR 99 @ Arnos Road	EB L/R[4]	0.14	B	0.95
	NB L/T[5]	0.23	--	0.95
OR 99 @ Creel Road	EB L/R[4]	0.08	B	0.95
	NB L/T[5]	0.24	--	0.95
OR 99 @ Talent Avenue/Old Pacific Hwy	EB L/R[4]	0.23	C	0.95
	SB T/R[5]	0.26	--	0.95
OR 99 @ S. Valley View Road (Signalized)	Overall	0.76	C	0.85

Acronyms: For intersection approaches NB = northbound, SB = southbound, EB = eastbound, and WB = westbound. At the intersection approach L = left-turn movement, T = through movement, and R right-turn movement. Some approaches have shared lanes where two or more travel movements may be permitted as indicated with a slash. (--) LOS only reported for stopped or yielding movement.

Notes:
1. The critical movement at a signalized intersection is the overall operation of the intersection. The controlling movement at an unsignalized intersection is the stopped (or yield) movement with the worst v/c ratio.
2. The v/c ratio and LOS are provided from Synchro HCM Intersection Analysis Reports
3. Mobility standards are drawn from Table 6 of the 1999 OHP and corresponding TSPs.
4. Controlling movement on side street approach to OR 99.
5. Controlling movement on OR 99.

Shaded results indicate where mobility standards are not met

Traffic operations are acceptable under existing conditions throughout the corridor. The highest overall or critical movement v/c ratio throughout the corridor is 0.76, and the worst LOS is C. Furthermore, none of the study intersections currently exceed applicable mobility standards.

Crash Analysis

A crash analysis was conducted to determine whether any significant, documented safety issues exist within the corridor and to help inform the selection of improvements or general strategies for improving overall safety. As part of the crash analysis, historical crash data were reviewed, intersection and segment crash rates were calculated, and the state's Safety Priority Index System (SPIS) was examined.

Crash Rates

Crash rates were calculated for the study area intersections and corridor segments. At intersections, the crash rate is calculated as the number of crashes per million vehicles entering the intersection. Intersections with a crash rate greater than 1.0 crashes per million entering vehicles (crashes/mev) generally warrant closer investigation but are not necessarily indicative of safety concern. For segments, the crash rate is calculated as the number of crashes per

million vehicle mi traveled (crashes/mvm). This rate is compared with the 2007-2011 statewide, suburban principal arterial crash rate of 1.30[3].

Crash History

The crash analysis included a review of crash history data supplied by the ODOT Crash Analysis and Reporting Unit for the period between January 1, 2005, and December 31, 2011, which were the seven most recent full years for which crash data were available at the time of the analysis. The data is summarized in Table 6-10 and the reports are contained in Appendix C.

Table 6-10. Summary of Collision Types (January 1, 2005 through December 31, 2011)

	Collision Type												Total Crashes by Location	Severity			Crash Rate
Study Location, Along Hwy OR 99	Rear End	Fixed Object	Angle	Other	Backing	Turning	Sideswipe Opposite	Sideswipe Meeting	Head On	Non-Collision	Parked	Pedestrian		Fatal & Injury A	Injury (B-C)	PDO	
Colver/Suncrest Road	5	2	1	1	0	5	0	0	0	0	0	0	14	0	2	12	0.43
Between Colver & W. Valley View	*1*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*2*	*0*	*0.54*
W. Valley View Road	9	1	5	0	0	9	3	0	0	0	0	0	27	1	5	21	0.58
Between W. Valley View & Rapp	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*2*	*0.42*
Rapp Road	4	0	1	0	0	2	0	0	0	0	0	0	7	0	2	5	0.24
Between Rapp & Arnos	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.00*
Arnos Road	6	2	0	0	1	2	0	0	0	0	0	0	11	0	1	10	0.42
Between Arnos & Creel	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*2*	*0.34*
Creel Road	1	4	1	0	0	6	0	0	0	0	0	0	12	2	1	9	0.48
Between Creel & Talent/Old Pacific	*0*	*1*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*1*	*3*	*0.23*
Talent Avenue/Old Pacific Hwy	2	1	0	0	0	0	0	0	0	0	0	0	3	0	1	2	0.12
Between Talent & S. Valley View	*2*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*1*	*3*	*0.28*
S. Valley View Road	*7*	*0*	*0*	*2*	*0*	*8*	*0*	*0*	*0*	*0*	*0*	*1*	*18*	*0*	*5*	*13*	*0.35*
South of S. Valley View	*1*	*5*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*11*	*0*	*0*	*11*	*0.36*
Totals	38	18	8	7	1	41	3	0	0	0	0	1	117	3	29	85	
% Crashes by Type	32%	15%	7%	6%	1%	35%	3%	0%	0%	0%	0%	1%		3%	25%	73%	

Note: Crashes listed in this table include all reported collisions within 265' of the listed facility along side streets.

Source: ODOT Crash Analysis and Reporting Unit, January 1, 2005 through December 31, 2011.

The ODOT database includes records for 117 crashes in the Lane Conversion section of the corridor. Of these crashes, approximately 3 percent resulted in a fatality or incapacitating injury (Type A), 25 percent resulted in minor injuries, and the remaining 73 percent resulted in property damage only. The majority of reported crashes occurred during the day, in dry conditions. Turning-related collisions (35 percent) and rear-end collisions (32 percent) were the most common types, followed by fixed-object (15 percent), angle (7 percent) and sideswipe (3 percent) collisions.

Fatal or serious injury crashes were reported at 2 different locations throughout the Lane Conversion corridor. One fatal or serious injury crash was reported at W. Valley View Road, and 2 were reported at Creel Road.

[3] 2011 Oregon State Highway Crash Rate Tables, p. 5, ODOT, August 2012.

Safety Priority Index System (SPIS)

The SPIS is a method used in Oregon to identify safety problem areas along state highways. Highways are evaluated in approximately one-tenth mile increments (often grouped into larger segments). Each year these segments are ranked by assigning a SPIS score based on the frequency and severity of crashes observed, while taking traffic volume into account. When a segment is ranked in the top 10% of the index, a crash analysis is typically warranted and corrective actions are considered. There are no segments identified in the top 10% of the most recent (2012) SPIS rankings within the corridor.

6.3.3. Existing Land Uses

This section summarizes existing land use conditions within the study area. Figure 6-3 shows the zoning designations in the study area. Figure 6-4 shows the Comprehensive Plan designations. The information in this section is taken primarily from published documents, maps, GIS data, city and county websites, and other Internet websites.

The northern end of Talent serves High-Density Residential and the Central Business District (CBD). Land use designations adjacent to the OR 99 corridor through Talent are commercial in nature, specifically Highway Commercial (CH), Interchange Commercial (CI), and Highway Central Business District (CBH). Past the commercial areas, the designated land uses change to residential, mainly Mobile Homes (RS-MH), High Density Residential (RM-22), Low Density Residential - 8,000 (RS-8), Low Density Residential - 5,000 (RS-5). There are several districts, area plans, and overlays in the corridor area as well:

- The purpose of the Old Town District Design Standards is "to respect and enhance the character of Talent's original core areas while maintaining the city's traditional, rural, vernacular architectural heritage."
- The Floodway, Parks, Greenway Overlay zone is intended to protect significant resources located within its boundaries that contribute to the unique character of the community. This zone sets minimum standards applicable to new development in or adjacent to areas designated as floodplains, greenways, wetlands, and riparian areas.
- The Historical Overlay is intended to protect historical resources because they contribute to the unique character of the community. Therefore, any projects that may affect these resources must go through design review.
- A supplement to the City of Talent's Comprehensive Plan, the West Valley View Vision Master Plan aims to, among other things, create an accessible, multimodal community. The foundation of the plan is reconfiguring and aligning some of the major streets that provide an entry into Talent, such as OR 99.
- The Wagner Creek Greenway Connector Plan provides a key means, via the Wagner Creek Greenway Trail, to connect the downtown to the existing Bear Creek Trail for pedestrians and bicyclists. A portion of the Wagner Creek Greenway Trail has been constructed. The entire completed trail will be approximately 1.5 miles long and will cross OR 99.

Key sites along the highway include the Talent Work Release Center, the Southern Oregon Education Services District, and the Fire District No. 5 headquarters. The RPS Plan designates this area as a rural buffer to preserve existing zoning and protect the separate identities of the two communities.

An abundance of multiple-unit housing and manufactured dwelling parks cause Talent to have one of the lowest percentages of single-family dwellings in Jackson County, trailing only White City. In 2000, about 46 percent of homes were single-family dwellings, compared to 63 percent for the county. Talent also has a cluster of industrial uses on Rapp Road near the railroad.

The area between Talent and Ashland is primarily rural, with forest and commercial land uses. The area along the corridor is zoned Woodland Resource (WR), Rural Residential - 5 (RR-5), Open Space Reserve (OSR), Exclusive Farm Use (EFU), and General Commercial (GC).

An RPS community buffer begins near the Talent Avenue intersection with OR 99 to preserve the separate identity of Talent and Ashland. A grade separation between the highway and the railroad exists between the two cities. Land uses align to the highway, while the railroad crosses undeveloped hillside. Automobile dealers, tourist facilities, and other commercial uses abut the highway. The northern freeway access to Ashland connects to OR 99 in this area.

6.4. Future Conditions Analysis

This section provides a summary of the 2034 Future Baseline (no-build) transportation conditions through the OR 99 corridor, as well as two lane conversion scenarios. The analysis examines conditions where the transportation system has been improved by projects with likely funding sources and population and employment in the region surrounding the corridor and traffic volumes continue to grow. The long-range regional growth forecasts are consistent with currently-planned land use zoning. The analysis identifies anticipated operational deficiencies and serves as the basis for later evaluation to compare scenarios that address deficiencies.

6.4.1. Future Traffic Volume Development

Future Baseline traffic volume forecasts were developed using the regional travel demand forecasting model, which is based on long-range land use assumptions. These forecasts are consistent with the Rogue Valley Metropolitan Planning Organization (RVMPO) Regional Transportation Plan (RTP) through the year 2034. The travel demand forecasting process is briefly described below.

Travel Demand Forecasting Models

The future traffic volumes are developed from travel demand forecasting models. Travel demand models have been in use since the 1950s and employ a market-based approach by considering both transportation supply and travel demand for producing traffic forecasts. The model relies on socioeconomic data (e.g., households and employment) to determine travel demand and system attributes (e.g., roadway capacity, speeds, and distances) to represent the

transportation supply. The RVMPO currently uses the EMME computer program for estimating travel demand.

Regional Transportation Plan Model

The travel demand model (named RVMPO v1) for the RTP was developed for a base year of 2002 and a forecast year of 2030. While there are currently newer versions of the travel demand model (RVMPO v2 and RVMPO v3), the v1 model appears to provide the most reliable results for the OR 99 study area.

Traffic forecasts for the study area intersections were developed from the 2002 and 2030 RVMPO v1 forecasting models and the 2010 existing traffic data for the future baseline scenario. The process followed the procedures from ODOT's Analysis Procedures Manual (APM)[4]. The forecast year for this corridor study is 2034, which coincides with the RVMPO's 2009-2034 Regional Transportation Plan (RTP); thus, model volumes were extrapolated to 2034.

Future -15% Sensitivity Scenario

As a result of recent fluctuations in the economy, traffic volumes have seen a decline over the past several years, with only a small recovery. Because of this trend, developing traffic volume forecasts based on the existing year counts and the travel demand model forecasts may result in lower volumes than would have been estimated just a few years ago. As such, a second future baseline scenario was evaluated that applies a fifteen percent upward adjustment to the baseline scenario volumes to allow for a sensitivity analysis. This allows for an analysis of operations under the assumption that we experience an economic rebound that results in an increase in traffic volumes, to examine the possibility of other system deficiencies.

Future Transportation Network

The network used in the forecasts for the OR 99 corridor is a future network that includes projects from the financially-constrained Tier 1 project lists in the RTP, which was approved in March 2009 (amended April 2009). These projects have known funding sources or are likely to be funded in the next 20 years. Some of these improvements may not be reflected in the travel demand model because travel mode choices are assumed outside of the traffic volume assignment process. However, this corridor plan examines all modes of travel; thus they are appropriate assumptions that should be included for analysis purposes.

In addition to the Tier 1 RTP project list, a planned project in north Ashland was assumed in the baseline scenario. This project is titled Lithia Springs, and includes development to the southwest of S. Valley View Road at OR 99, which would incorporate a south leg to the study intersection.

[4] Analysis Procedures Manual, Oregon Department of Transportation, Transportation Development Division Planning Section, Transportation Planning and Analysis Unit, Salem, Oregon, April, 2006, Section 4.3.

Future Baseline

The Baseline scenario assumes all of the improvements in Error! Reference source not found., s well as the current STIP plans to widen OR 99 from four lanes to five lanes from south of Rapp Road, where the current five-lane improvements end, to south of Creel Road. Potential five-lane cross-sections are illustrated in Figure 6-5.

Future Lane Conversion (LC) Scenario 1

The first concept assumes that OR 99 is reduced from four lanes to three lanes from just south of Rapp Road to just south of Creel Road, but the four-lane section is maintained from south of Creel Road to S. Valley View Road. Potential urban three-lane cross-sections are illustrated in Figure 6-5.

Future Lane Conversion (LC) Scenario 2

The second concept assumes that OR 99 is reduced from four lanes to three lanes from just south of Rapp Road to just south of Creel Road, and OR 99 is reduced from four lanes to two lanes (with some turn lanes at intersections) or three lanes from south of Creel Road to S. Valley View Road. A potential rural two-lane cross-section and a potential rural three-lane cross-section are illustrated in Figure 6-5.

Forecast Turning Movement Volumes

Traffic volumes for the future scenarios and the future sensitivity (+15%) scenarios are presented in Figure 6-6. Volumes show turning movements at seven study area intersections and link volumes on parallel routes are illustrated. The detailed volume development worksheets are presented in Appendix D.

All three future roadway scenarios (Baseline, LC Scenario 1, and LC Scenario 2) were modeled using the 2030 RVMPO v1 regional travel demand model. The forecasts were virtually unchanged from one scenario to the next because the forecasting model indicates areas that are considered for the lane conversion are not anticipated to have any congestion that would result in trip diversions. Therefore, the volumes illustrated in Figure 6-6 also represent the volumes for the two Lane Conversion scenarios and are not repeated again.

Traffic Diversion to Parallel Routes

Traffic diversion to nearby, parallel routes such as I-5 or Talent Avenue was considered as part of the lane conversion analysis for each scenario. The STIP project scenario would increase the capacity along OR 99 and therefore no traffic diversion is expected; although, no increase in traffic volumes would be expected as a result of these improvements either.

Lane Conversion Scenario 1 would reduce capacity along OR 99 between Rapp Road and Creel Road. As noted above, the projected demand (traffic volume) based on forecast model output would remain well below link capacity; therefore, traffic diversion to nearby, parallel routes is not expected.

Lane Conversion Scenario 2 would reduce capacity between Rapp Road and Creel Road (similar to Lane Conversion Scenario 1), but would include further reduction in capacity along OR 99 between Creel Road and S. Valley View Road. Again, the projected demand (traffic volume) based on forecast model output would remain well below link capacity; therefore, traffic diversion to nearby, parallel routes is not expected.

Estimate of Expected Design Life

The analysis included in this document considers a 20-year horizon, year 2034. As a way of comparing the longevity of each alternative an estimate of expected design life has been prepared. The estimate is based on a straight-line projection of the v/c ratios and does not assume any traffic control changes along the corridor. Extrapolations of the v/c ratios were then compared to the applicable standard. Intersections or individual movements that would meet/exceed the applicable standard beyond 2034 and before 2050 are noted. Operations beyond year 2050 are too uncertain and are not considered for this estimate.

While maintain the assumed traffic control beyond 2034 and using straight-line projections are typical methods of evaluating future operations it should be noted that installation of a traffic signal, if warranted, could reduce the north-south through capacity along OR 99.

6.4.2. Intersection Operational Results

Traffic operations were evaluated at the seven study area intersections. Operations are described in the following sections for the two future baseline scenarios and the detailed analysis worksheets are presented in Appendix B. These findings reflect optimized signal timing plans at all signalized corridor intersections.

Future Baseline

The future baseline and future baseline sensitivity (15%) analyses intersection results are summarized below in tabular form and compared to the Oregon Highway Plan (OHP) mobility standards. Table 6-11 presents the results of the future baseline traffic operations and Figure 6-7 illustrates the results for all study area movements.

Note: These results reflect the five-lane STIP improvement from Rapp Road through Creel Road.

Table 6-11. Future (2034) Baseline Scenario - Design Hour Intersection Operations

Intersection	Critical[1] /Controlling Movement	Baseline		15% Sensitivity		Mobility Standards[3]
		V/C Ratio[2]	LOS[2]	V/C Ratio[2]	LOS[2]	OHP
OR 99 @ Colver/Suncrest Rd (Signalized)	Overall	0.57	B	0.63	B	0.95
OR 99 @ W. Valley View Rd (Signalized)	Overall	0.80	C	0.93	C	0.95
OR 99 @ Rapp Rd (Signalized)	Overall	0.67	B	0.76	C	0.95
OR 99 @ Arnos Rd	EB L/R[4]	0.29	C	0.39	D	0.95
	NB T[5]	0.30	--	0.35	--	0.95
OR 99 @ Creel Rd	EB L/R[4]	0.11	C	0.18	C	0.95
	NB L/T[5]	0.31	--	0.36	--	0.95
OR 99 @ Talent Ave/Old Pacific Hwy	EB L/R[4]	0.04	B	0.03	B	0.95
	NB L/T[5]	0.33	--	0.38	--	0.95
OR 99 @ S. Valley View Rd (Signalized)	Overall	0.87	D	1.01	E	0.95

Acronyms: For intersection approaches NB = northbound, SB = southbound, EB = eastbound, and WB = westbound. At the intersection approach L = left-turn movement, T = through movement, and R right-turn movement. Some approaches have shared lanes where two or more travel movements may be permitted as indicated with a slash. (--) LOS only reported for stopped or yielding movement.

Notes:
1. The critical movement at a signalized intersection is the overall operation of the intersection. The controlling movement at an unsignalized intersection is the movement with the worst v/c ratio.
2. The v/c ratio and LOS are provided from Synchro HCM Intersection Analysis Reports.
3. Mobility standards are drawn from Table 6 of the 1999 OHP and corresponding TSPs. All study area intersections are within the UGB and MPO. There are no applicable City standards within the study area.
4. Controlling movement on side street approach to OR 99.
5. Controlling movement on OR 99.

Shaded results indicate where mobility standards are not met

For the Baseline scenario, traffic operations would be acceptable throughout the corridor, with one exception. The signalized intersection of OR 99 at S. Valley View Road would exceed OHP mobility standards with a v/c ratio of 0.87 and an LOS of D. None of the other intersections would fail to meet v/c ratio standards.

Baseline traffic operations for the 15% Sensitivity scenario would be acceptable under future baseline sensitivity conditions throughout the corridor, with one exception. The signalized intersection of OR 99 at S. Valley View Road would exceed OHP mobility standards and capacity with a v/c ratio of 1.01 and an LOS of E. None of the other intersections would fail to meet v/c ratio standards.

Beyond year 2034, the five-lane improvement from south of Rapp Road through Creel Road could easily accommodate growth for additional 20 years assuming traffic continues to grow at similar rates. However, additional improvements would be needed at the W. Valley View Road, Rapp Road, and S. Valley View Road intersections.

Table 6-12 presents the 95th percentile queuing estimates for movements that exceed available storage distances. Three signalized intersections are expected to have 95th percentile queues that would exceed the storage bay length or reach/surpass a public access point for both

scenarios. None of these intersections would be impacted by the five-lane STIP improvement from Rapp Road through Creel Road.

Table 6-12. Future (2034) Baseline Scenario - 95th Percentile Queues Exceeding Available Storage

Intersection	Approach & Movement	Baseline 95th Percentile Queue[1] (ft.)	15% Sensitivity 95th Percentile Queue[1] (ft.)	Available Storage (ft.)
OR 99 @ Colver/Suncrest Road (Signalized)	EB L	125	125	100 [3]
OR 99 @ W. Valley View Road (Signalized)	NB L	n/a	450	350 [3]
OR 99 @ S. Valley View Road (Signalized)	WB L/T/R	1050	950	900 [2]
	NB T	600	2500	200 [2]
	NB R	250	225	150 [3]

Acronyms: For intersection approaches NB = northbound, SB = southbound, EB = eastbound, and WB = westbound. At the intersection approach L = left-turn movement, T = through movement, and R right-turn movement. Some approaches have shared lanes where two or more travel movements may be permitted as indicated with a slash.

Notes:
1. The 95th percentile queuing values are from SimTraffic simulations.
2. Storage distance reflects spacing to the next public access point.
3. Storage distance reflects length of travel lane or turn bay.

Although queuing issues are expected for the Baseline scenarios, they are all associated with signalized intersections that would not be impacted by the five-lane STIP improvement from Rapp Road through Creel Road. The queuing at the intersection of OR 99 and S. Valley View Road is a result of congestion resulting from the single lane approach on S. Valley View Road. No queuing is anticipated on the southbound approach that would affect the evaluation of the Lane Conversion scenarios.

Future LC Scenario 1

The future LC Scenario 1 and future LC Scenario 1 sensitivity (15%) analyses intersection results are summarized below in tabular form and compared to the Oregon Highway Plan (OHP) and Highway Design Manual (HDM) mobility thresholds. Table 6-13 presents the operational results for both scenarios (LC Scenario 1 and LC Scenario 1 (15%)) while Figure 6-7 illustrates the results for all study area movements.

Table 6-13. Future (2034) LC Scenario 1 - Design Hour Intersection Operations

Intersection	Critical[1] /Controlling Movement	LC Scenario 1		15% Sensitivity		Mobility Standards[3]	
		V/C Ratio[2]	LOS[2]	V/C Ratio[2]	LOS[2]	OHP	HDM
OR 99 @ Colver/Suncrest Rd (Signalized)	Overall	0.57	B	0.63	B	0.95	NA
OR 99 @ W. Valley View Rd (Signalized)	Overall	0.80	C	0.93	C	0.95	NA
OR 99 @ Rapp Road (Signalized)	Overall	0.67	B	0.76	C	0.95	NA
OR 99 @ Arnos Rd	EB L/R[4]	0.22	C	0.26	C	0.95	0.85
	NB T[5]	0.45	--	0.52	--	0.95	0.85
OR 99 @ Creel Rd	EB L/R[4]	0.09	B	0.14	C	0.95	0.85
	NB T[5]	0.47	--	0.54	--	0.95	0.85
OR 99 @ Talent Ave/Old Pacific Hwy	EB L/R[4]	0.04	B	0.03	B	0.95	NA
	NB L/T[5]	0.33	--	0.38	--	0.95	NA
OR 99 @ S. Valley View Rd (Signalized)	Overall	0.87	D	1.00	E	0.95	NA

Acronyms: For intersection approaches NB = northbound, SB = southbound, EB = eastbound, and WB = westbound. At the intersection approach L = left-turn movement, T = through movement, and R right-turn movement. Some approaches have shared lanes where two or more travel movements may be permitted as indicated with a slash. (--) LOS only reported for stopped or yielding movement.

Notes:
1. The critical movement at a signalized intersection is the overall operation of the intersection. The controlling movement at an unsignalized intersection is the movement with the worst v/c ratio.
2. The v/c ratio and LOS are provided from Synchro HCM Intersection Analysis Reports, while delay and queuing values are from SimTraffic.
3. Mobility standards are drawn from Table 6 of the 1999 OHP and corresponding TSPs, as well as Table 10-1 of the HDM. All study area intersections are within the UGB and MPO. There are no applicable City standards within the study area.
4. Controlling movement on side street approach to OR 99.
5. Controlling movement on OR 99.

Shaded results indicate where mobility standards are not met

The reduction of OR 99 to three lanes in LC Scenario 1 would only affect operations for the Arnos Road and Creel Road intersections; all others would be similar to the baseline scenarios. The v/c ratios for the stopped movements on both Arnos Road and Creel Road would improve with the three-lane cross section associated with the lane conversion. Traffic simulations indicate that delays could be 5 to 15 seconds longer but still under 30 seconds, even with the 15% sensitivity scenario. The improved v/c ratios on the side streets can be attributed to the shorter crossing distance of the three-lane section, which would require a shorter gap in the OR 99 traffic stream. This benefit is offset to some degree by the increased density of traffic in the remaining through travel lane. On OR 99 itself, the v/c ratios (see Figure 6-7) would increase by 50 to 55 percent in the northbound direction and 55 to 70 percent in the southbound direction with the reduction in through travel lanes, but would still be well below the mobility standards. The v/c ratios on OR 99 would not double with the lane reduction because traffic volumes are generally not distributed evenly across the travel lanes; one usually has more than the other because of turning activity and other characteristics of the roadway.

A southbound right-turn lane could be accommodated within existing right of way at either or both the Arnos Road and Creel Road intersections. Adding the right-turn lane would result in a minor improvement in v/c ratio (0.02 to 0.04) for the southbound through movement.

No measureable changes in queues are expected at any of the intersections in the study area with LC Scenario 1. Locations with excess queuing under baseline conditions would still have queuing issues but the reduction in travel lanes associated with the lane conversion is not expected to make queues worse. Queuing at the Arnos and Creel Road intersections would not change significantly.

Even with the reduction in through capacity on the section of roadway from south of Rapp Road through Creel Road, LC Scenario 1 could easily accommodate growth for additional 20 years beyond 2034 assuming traffic continues to grow at similar rates. However, additional improvements would be needed at the W. Valley View Road, Rapp Road, and S. Valley View Road intersections as noted for the Baseline Scenario.

Future LC Scenario 2

The future LC Scenario 2 and future LC Scenario 2 sensitivity (15%) analyses intersection results are summarized below in tabular form and compared to the Oregon Highway Plan (OHP) mobility standards. Table 6-14 presents the operational results for both scenarios (LC Scenario 2 and LC Scenario 2 (15%)) while Figure 6-7 illustrates the results for all study area movements.

Table 6-14. Future (2034) LC Scenario 2 - Design Hour Intersection Operations

Intersection	Critical[1] /Controlling Movement	LC Scenario 2		15% Sensitivity		Mobility Standards[3]	
		V/C Ratio[2]	LOS[2]	V/C Ratio[2]	LOS[2]	OHP	HDM
OR 99 @ Colver/Suncrest Rd (Signalized)	Overall	0.57	B	0.63	B	0.95	NA
OR 99 @ W. Valley View Rd (Signalized)	Overall	0.80	C	0.93	C	0.95	NA
OR 99 @ Rapp Road (Signalized)	Overall	0.67	B	0.76	C	0.95	NA
OR 99 @ Arnos Rd	EB L/R[4]	0.22	C	0.26	C	0.95	0.85
	NB T[5]	0.45	--	0.52	--	0.95	0.85
OR 99 @ Creel Rd	EB L/R[4]	0.09	B	0.14	C	0.95	0.85
	NB T[5]	0.47	--	0.54	--	0.95	0.85
OR 99 @ Talent Ave/Old Pacific Hwy	EB L/R[4]	0.05	B	0.04	C	0.95	NA
	NB T[5]	0.49	--	0.57	--	0.95	NA
OR 99 @ S. Valley View Rd (Signalized)	Overall	0.87	D	1.00	E	0.85	NA

Acronyms: For intersection approaches NB = northbound, SB = southbound, EB = eastbound, and WB = westbound. At the intersection approach L = left-turn movement, T = through movement, and R right-turn movement. Some approaches have shared lanes where two or more travel movements may be permitted as indicated with a slash. (--) LOS only reported for stopped or yielding movement.

Notes:
1. The critical movement at a signalized intersection is the overall operation of the intersection. The controlling movement at an unsignalized intersection is the movement with the worst v/c ratio.
2. The v/c ratio and LOS are provided from Synchro HCM Intersection Analysis Reports, while delay and queuing values are from SimTraffic.
3. Mobility standards are drawn from Table 6 of the 1999 OHP and corresponding TSPs, as well as Table 10-1 of the HDM. All study area intersections are within the UGB and MPO. There are no applicable City standards within the study area.
4. Controlling movement on side street approach to OR 99.
5. Controlling movement on OR 99.

Shaded results indicate where mobility standards are not met

The reduction of OR 99 to three lanes in LC Scenario 2 would affect operations for the Arnos Road and Creel Road intersections similar to the LC Scenario 1. Additionally the Talent Avenue intersection would be affected as well with the reduction to two lanes with a northbound left-turn lane in this segment. All others in the study area would be similar to the baseline scenarios.

As with LC Scenario 1, the v/c ratios for the stopped movements on both Arnos Road and Creel Road would improve with the three-lane cross section associated with the lane conversion while the v/c ratios on OR 99 would increase. All movements would meet the mobility standards and delays would be under 30 seconds even with the 15% sensitivity scenario. A southbound right-turn lane could be accommodated within existing right of way at either or both the Arnos Road and Creel Road intersections. Adding the right-turn lane would result in a minor improvement in v/c ratio (0.02 to 0.04) for the southbound through movement.

The intersection of OR 99 at Talent Avenue would be affected by the two-lane cross-section associated with LC Scenario 2 (see Figure 6-5). With the reduction in through travel lanes, a separate northbound left-turn lane could be striped on OR 99 at Talent Avenue. PM peak hour analysis shows little difference in the v/c ratio for the stopped movements on Talent Avenue because the volumes are all right-turn movements. On OR 99 itself, the through v/c ratios (see Figure 6-7) would increase by about 50 percent in the northbound direction and 55 to 65 percent in the southbound direction with the reduction in through travel lanes but would still be well below the mobility standards. The v/c ratios on OR 99 would not double with the lane reduction because traffic volumes are generally not distributed evenly across the travel lanes; one usually has more than the other because of turning activity and other characteristics of the roadway.

Although LC Scenario 2 does not include lane changes at the OR 99/S. Valley View Road intersection, the two-lane cross-section to the north could have some impact on operations. Drivers traveling northbound may be more inclined to use the leftmost through travel lane at the signal because of the lane taper from two lanes to one lane north of the intersection. The extent of this behavior can be mitigated by installing the taper at least 500 feet north of the intersection.

No measureable changes in queues are expected at any of the intersections in the study area with LC Scenario 2. Locations with excess queuing under baseline conditions would still have queuing issues but the reduction in travel lanes associated with the lane conversion is not expected make conditions worse. Queuing at the Arnos Road, Creel Road, and Talent Avenue intersections would not change significantly.

Even with the reduction in through capacity on the section of roadway from south of Rapp Road to north of S. Valley View Road, LC Scenario 2 could easily accommodate growth for additional 20 years beyond 2034 assuming traffic continues to grow at similar rates. However, additional improvements would be needed at the W. Valley View Road, Rapp Road, and S. Valley View Road intersections as noted for the Baseline Scenario.

6.4.3. Future Traffic Safety Considerations

A safety analysis was conducted using the Highway Safety Manual (HSM) Part C methodology. This analysis includes a comparison of predicted crash frequencies for each of the proposed scenarios. Predictions were made using empirically determined crash characteristics for each facility type, HSM supported crash modification factors, forecast ADTs, and existing crash data for calibration purposes. The findings from this analysis are summarized in Table 6-15.

Table 6-15. Summary of Expected Average Crash Frequency per Year

	Expected Crash Rate per Year[1]			
Location	Existing[2]	Baseline[3]	LC Scenario 1[4]	LC Scenario 2[5]
Segments				
South of Rapp Rd to South of Creel Rd	1.87	3.12	1.69	1.69
South of Creel Rd to North of S. Valley View Rd	2.20	2.20	2.20	2.30
Intersections				
OR 99 @ Arnos Rd	1.44	1.12	1.12	1.12
OR 99 @ Creel Rd	1.34	0.92	0.92	0.92
OR 99 @ Talent Ave	0.80	0.80	0.80	0.61
OR 99 @ S. Valley View Rd	3.08	3.08	3.08	3.08
Total	10.72	11.24	9.81	9.71

Notes:
1. The expected crash rate per year was calculated using the Highway Safety Manual Part C methodology.
2. Existing analysis assumes four lanes from south of Rapp Rd to north of S. Valley View Rd.
3. Baseline analysis assumes five lanes from south of Rapp Rd to south of Creel Rd and four lanes from there to north of S. Valley View.
4. LC Scenario 1 assumes three lanes from south of Rapp Rd to south of Creel Rd and four lanes from there to north of S. Valley View.
5. LC Scenario 2 assumes three lanes from south of Rapp Rd to south of Creel Rd and two lanes from there to north of S. Valley View.

Baseline

The HSM analysis indicates that the five lane cross-section in the Baseline scenario provides a mix of positive and negative effects resulting in a slightly higher overall crash rate. Predicted rates for the intersections (Arnos Road and Creel Road) would be reduced with the addition of turn lanes, but the segment crash rate (south of Rapp Road to south of Creel Road) would be higher when compared with the existing four-lane section. Factors that might contribute to the higher predicted segment crash rate include the wider cross-section and potentially higher speeds with five lanes versus four lanes. Factors that might contribute to the lower predicted intersection crash rate include the turn lanes.

In addition to the vehicular safety implications, there are also bicycle and pedestrian safety benefits. The baseline concept includes the addition of bike lanes and sidewalks with the five-lane roadway improvement. The presence of these facilities would provide a safety improvement when compared to the existing four-lane configuration (without bike lanes or sidewalks). The wider five-lane cross-section would increase the OR 99 crossing distance for pedestrians which would require longer gaps in traffic to travel across the highway. However,

pedestrians could benefit from the center refuge lane, which may include the installation of raised medians that could serve as a mid-crossing refuge.

LC Scenario 1

LC Scenario 1 shows benefits for both the three-lane segment (south of Rapp Road to south of Creel Road) and the two intersections (Arnos Road and Creel Road) resulting in an overall lower predicted crash rate than both the existing and baseline configurations. Factors that might contribute to the lower predicted crash rates are the narrower cross-section, potentially lower speeds with three lanes, and turn lanes.

LC Scenario 1 would also offer improved bicycle and pedestrian safety with dedicated facilities. The narrower three-lane cross-section would decrease the OR 99 crossing distance for pedestrians, which would limit their exposure to traffic. Additionally, pedestrians could benefit from the center refuge lane with or without raised medians.

LC Scenario 2

In general, LC Scenario 2 shows the lowest overall crash rate of any of the scenarios. Results are the same as LC Scenario 1 for the segment from south of Rapp Road to south of Creel Road but change with the implementation of a two-lane cross-section from south of Creel Road to north of S. Valley View Road. On this segment, predicted rates for the intersection (Talent Avenue) would be reduced with the addition of a turn lane, but the segment crash rate (south of Creel Road to north of S. Valley View Road) would be higher when compared with the existing four-lane section. Factors that might contribute to the higher predicted segment crash rate include higher density with two lanes versus four lanes. A continuous three-lane cross-section would result in a lower segment crash rate (2.25 versus 2.30) for this section. Factors that might contribute to the lower predicted intersection crash rate include the turn lanes.

LC Scenario 2 offers the greatest predicted increase in bicycle and pedestrian safety by increasing the shoulder width in the rural segment from south of Creel Road to north of S. Valley View Road, in addition to the LC Scenario 1 benefits. This may decrease the risk of a vehicle-to-bicycle collision.

6.4.4. Multimodal Assessment

A multimodal analysis provides a comprehensive assessment of all modes, taking into account the impact of adjacent modes of travel. The multimodal analysis conducted as part of the lane conversion analysis uses information from the existing, baseline, and lane conversion scenarios previously discussed. Table 6-16 provides a summary of performance for each mode, using a ranking system with five categories, from very poor to excellent. These rankings take into account available facilities and their widths, vehicular travel speeds, volumes, operations, access, transit routes and frequencies, general conditions, and other factors that influence level of service for each mode. While bicycle, pedestrian, and transit conditions are largely influenced by adjacent modes, vehicular performance is primarily rated based on vehicular-

oriented variables. Further information regarding the assessment methodology can be found in Appendix E.

Table 6-16. Multimodal Assessment

Location	Travel Mode			
	Bicycle	Pedestrian	Transit	Auto
EXISTING				
Rapp Rd to Arnos Rd	Poor	Poor	NA	Good
OR 99 at Arnos Rd	Poor	Poor	NA	Good
Arnos Rd to Creel Rd	Poor	Poor	NA	Good
OR 99 at Creel Rd	Poor	Poor	NA	Good
Creel Rd to Talent Ave	Poor	Poor	NA	Good
OR 99 at Talent Ave	Poor	Poor	Fair	Good
Talent Ave to S. Valley View Rd	Fair	Fair	Fair	Good
FUTURE BASELINE				
Rapp Rd to Arnos Rd	Good	Good	NA	Good
OR 99 at Arnos Rd	Fair	Fair	NA	Good
Arnos Rd to Creel Rd	Good	Good	NA	Good
OR 99 at Creel Rd	Fair	Fair	NA	Good
Creel Rd to Talent Ave	Poor	Poor	NA	Good
OR 99 at Talent Ave	Poor	Poor	Fair	Good
Talent Ave to S. Valley View Rd	Fair	Fair	Fair	Good
FUTURE LC SCENARIO 1				
Rapp Rd to Arnos Rd	Fair	Good	NA	Good
OR 99 at Arnos Rd	Good	Good	NA	Good
Arnos Rd to Creel Rd	Fair	Good	NA	Good
OR 99 at Creel Rd	Good	Good	NA	Good
Creel Rd to Talent Ave	Poor	Poor	NA	Good
OR 99 at Talent Ave	Poor	Poor	Fair	Good
Talent Ave to S. Valley View Rd	Fair	Fair	Fair	Good
FUTURE LC SCENARIO 2				
Rapp Rd to Arnos Rd	Fair	Good	NA	Good
OR 99 at Arnos Rd	Good	Good	NA	Good
Arnos Rd to Creel Rd	Fair	Good	NA	Good
OR 99 at Creel Rd	Good	Good	NA	Good
Creel Rd to Talent Ave	Fair	Fair	NA	Fair
OR 99 at Talent Ave	Good	Good	Good	Good
Talent Ave to S. Valley View Rd	Good	Good	Fair	Fair

Notes:
Multimodal analysis uses available data from existing conditions analysis for all modes.

Future Baseline

The future baseline scenario with the five lane STIP project generally improves all modes of travel between Rapp Road and Creel Road. New bicycle and pedestrian facilities improve conditions for these users. With the five-lane cross-section, the volume in the outer travel lane is lower than it would be for the three-lane cross-section; therefore, the segments were rated better for the baseline condition than LC Scenario 1 or 2. However, the wider crossing width at intersections makes the rating for pedestrians and bicyclist worse for the five-lane versus three-lane cross-sections. Transit service runs along Talent Avenue for most of the corridor and would not be affected by this scenario. Auto operations would improve with the five-lane cross-section but safety issues raised in the HSM analysis may offset some of those benefits.

LC Scenario 1

The reduction from five lanes to three lanes results in several trade-offs for all modes. Because the traffic volumes adjacent to the bicycle lanes would be higher with the three-lane cross-section, the facilities were not rated quite as well as the five-lane cross-section. Conversely, the narrower cross-section would make crossings at intersections easier. Transit service runs along Talent Avenue for most of the corridor and would not be affected by this scenario. Auto operations would meet operational standards but the reduced throughput would result in some additional delays. The safety benefits are assumed to offset these negative impacts.

LC Scenario 2

The ratings for LC Scenario 2 are the same as those for LC Scenario 1 north of Creel Road but would generally be improved south of Creel Road. The ability to provide wider shoulders with the two-lane cross-section would provide a benefit to bicyclists and pedestrians, particularly in the southbound direction. Narrower crossing distances would also be beneficial. Where the existing transit route on Talent Avenue reconnects with OR 99, northbound buses would benefit from the addition of the left-turn lane. Auto operations would meet operational standards but would have reduced throughput. Although safety benefits would be realized at the intersections, the HSM rating for the segment predicted a slightly higher potential for crashes.

6.4.5. Land Use Compatibility

The three road scenarios are evaluated for compatibility with the planned land uses in the corridor that includes both urban sections (the City of Talent) and rural sections (Jackson County).

Compatibility Assessment (STIP Project)

The 2014-2015 STIP includes a roadway widening project along OR 99 between Rapp Road and Creel Road. The Project would continue the five-lane section of roadway currently in use between Suncrest/Colver Road and Rapp Road south to Creel Road. Comprehensive Plan designations and zoning along this section of roadway are primarily commercial which would be served well by the turn lane as part of the STIP project.

Commercial uses need access to the roadway to support business. Each access is an additional conflict point for all users (vehicle, bicycle, and pedestrian). The STIP project would provide a center left-turn lane refuge which may reduce the rear-end collision potential for entering vehicles, but may also reduce the number of adequate gaps for existing vehicles to safely maneuver due to the roadway widening. The STIP project would extend the bicycle lanes and pedestrian facilities through this section of roadway which currently has limited or no facilities providing access to businesses along this section of roadway.

Compatibility Assessment (Lane Conversion Scenario 1)

Unlike the STIP Project scenario, LC Scenario 1 would reduce capacity along OR 99 from south of Rapp Road to south of Creel Road with a three-lane cross-section. Like the STIP project scenario the center left-turn refuge could reduce the rear-end crash potential for vehicle turning left into a business or residence. It would also provide the same bicycle and pedestrian improvements as the STIP project scenario. However, the three-lane cross-section would result in exiting vehicles crossing fewer lanes of traffic when exiting businesses, a safety benefit over the STIP scenario.

Compatibility Assessment (Lane Conversion Scenario 2)

LC Scenario 2 includes modifications to two sections of roadway: those described in LC Scenario 1 as well as lane reductions between Creel Road and S. Valley View Road. For the section of roadway between Rapp Road and Creel Road, LC Scenario 2 would have land use compatibility similar to that described in LC Scenario 1. The section of roadway between Creel Road and S. Valley View Road primarily serves rural residential properties and through traffic along OR 99. The proposed two-lane (with periodic left-turn lanes) or three-lane cross section would be adequate to serve these land uses.

6.4.6. Access Management

Along both the east and west sides of the OR 99 corridor, between Rapp Road and S. Valley View Road, the majority of the segments do not meet current access spacing standards. The one location that does meet the ODOT spacing standard (500 feet) is located between Talent Avenue and S. Valley View Road on the west side of OR 99.

Access Management will be an important element to any corridor scenario (Baseline with STIP project scenario, LC Scenario 1, and LC Scenario 2). Of particular concern will be the sections of OR 99 that include commercial zoning. Access consolidation and local street networks that provide alternative access to OR 99 would move in the direction of access management spacing standards and limit the number of conflict points for all users (vehicle, bicycle, and pedestrian).

At the time of construction or an increase in crash frequency, turn restrictions and roadway turn lanes (right-turn deceleration lane or left-turn refuge lane) should be assessed to determine if criterion is met.

6.4.7. Basic Roadway and Right-of-Way Considerations

The existing cross-sections along with potential cross-sections for the baseline and lane conversion scenarios are illustrated in Figure 6-5.

Future Baseline

The proposed five-lane cross-section for OR 99: Rapp Road to Creel Road STIP project is illustrated in Figure 6-5. The cross-section includes a center lane which can accommodate left turns, 6-foot bike lines, and sidewalks. With the five-lane cross-section, the paved width is shown as 74 to 76 feet; this is more than 20 feet wider than the existing paved surface. A 4- to 8-foot landscape buffer between the curb and sidewalk is shown on one side of the roadway while the sidewalk would be adjacent to the curb on the other side. The ROW in the illustrations is shown as 100 feet, which is available along this segment.

The Baseline scenario includes four travel lanes, two in each direction, throughout the analysis corridor. This configuration will not require any traffic merges in either direction of travel.

This scenario would not result in any throughput capacity reductions on OR 99. In the event that a section of I-5 is fully or partially closed and traffic must be routed onto OR 99, conditions would be better than the existing four-lane roadway.

LC Scenario 1

One potential three-lane cross-section is illustrated in Figure 6-5. The cross-section includes a center lane which can accommodate left turns, 6-foot bike lines and sidewalks. With the reduction from four travel lanes to three lanes, the paved width is shown 50 to 52 feet, the same as the existing roadway. A 4- to 8-foot landscape buffer between the curb and sidewalk is shown on one side of the roadway while the sidewalk would be adjacent to the curb on the other side. The ROW in the illustrations is shown as 100 feet, which is available along this segment.

LC Scenario 1 includes transition points between four travel lanes (two in each direction) and two travel lanes (one in each direction). One of the transitions would be located in the northbound direction south of Creel Road. Traffic simulations and v/c ratios indicate that the merge is feasible without significant backups. The other transition would be located in the southbound direction south of Rapp Road. Drivers traveling southbound through the Rapp Road traffic signal may be more inclined to use the leftmost through travel lane at the signal because of the lane taper from two lanes to one lane south of the intersection. This behavior would reduce the effective capacity of the approach. However, this behavior can be mitigated by installing the taper at least 500 feet south of the intersection.

Although LC Scenario 1 would reduce throughput capacity on OR 99, the three-lane cross-sections would have residual capacity that could accommodate additional traffic when OR 99 must serve as a detour route to I-5 because a section of the freeway is fully or partially closed. The bottlenecks associated with I-5 traffic detours are most likely to occur on the freeway

ramps and at the signalized intersections that access OR 99. Thus, the throughput of a four-lane roadway may not be necessary on this low-volume section of OR 99.

LC Scenario 2

In addition to the potential three-lane cross-sections that would be the same as LC Scenario 1, Figure 6-5 also provides illustrations of a two-lane rural cross-section and a three-lane rural cross-section for LC Scenario 2. The two-lane section includes 10-foot shoulders and an 8-foot painted median in a 52-foot paved surface, the same as the existing roadway. The three-lane section includes 6- to 8-foot shoulders and a 16-foot turn lane with a 52- to 56-foot paved surface. The 6-foot shoulders would meet the HDM minimum widths for 3R projects[5] on rural roadways and would not require widening the pavement. The paved surface would need to be widened by 4 feet if the 8-foot shoulders are required. No additional ROW would be needed with either of these sections.

A three-lane section with two through lanes in one direction and one through lane in the other could also be considered for the section south of Creel Road. This section would maintain two-lane throughput in one direction but would require widening the roadway to add left-turn lanes at Talent Avenue or any other access points. The two-lane direction would allow vehicles to pass other slower vehicles but the roadway would still neck down to one lane in each direction from Creel Road to Rapp Road so the capacity benefit would be limited.

LC Scenario 2 includes transition points between four travel lanes (two in each direction) and two travel lanes (one in each direction). One of the transitions would be located in the southbound direction south of Rapp Road, as discussed with LC Scenario 1. Drivers traveling southbound through the Rapp Road traffic signal may be more inclined to use the leftmost through travel lane which could reduce the effective capacity of the approach. A similar issue would occur in the northbound direction north of S. Valley View Road. Because the S. Valley View Road intersection is expected to be very congested until the S. Valley View Road approach is widened, maximizing the northbound lane utilization will be important. The tendency to shift into the leftmost lane can be mitigated by installing the taper at least 500 feet on the far side (northwest side) of the intersection.

Similar to LC Scenario 1, the reduction in throughput capacity may not be a significant concern on this low-volume section of OR 99. LC Scenario 2 would reduce throughput capacity on OR 99 but the two- and three-lane cross-sections would have residual capacity that could accommodate additional traffic when OR 99 must serve as a detour route to I-5. The bottlenecks associated with I-5 traffic detours are more likely to occur on the freeway ramps and at the signalized intersections that access OR 99.

[5] Table 7-3: Minimum 3R Lane and Shoulder Widths, Rural Non-Freeway (Arterials, Collectors, Local Streets), ODOT Highway Design Manual, 2012.

6.5. Conclusions

The evaluation of the currently planned 5-lane STIP project and two lane conversion scenarios considered a variety of factors which are summarized in Table 6-17.

In summary, the analysis indicates that the lane reductions associated with the lane conversion scenarios have many benefits including improved intersection safety, shorter crossing distances, and fewer roadway and right-of-way impacts. There would be a reduction in capacity, but not to a level that approaches forecast demand, or operational standards. The merge points from four through lanes (two in each direction) to two through lanes (one in each direction), associated with the Lane Conversion Scenarios, should be situated to equalize lane usage through the signal but would otherwise meet operational standards. These benefits would be realized with either of the lane conversion scenarios.

Although the lane conversion scenarios have many benefits, maintaining throughput capacity on OR 99 has been an ODOT goal when OR 99 must serve as a detour route to I-5 due to full or partial freeway closure. The three-lane cross-sections would have residual capacity that could accommodate additional traffic. The bottlenecks associated with I-5 traffic detours are most likely to occur on the freeway ramps and at the signalized intersections that access OR 99. Thus, the throughput of a four-lane roadway may not be necessary on this low-volume section of OR 99.

Attachments:

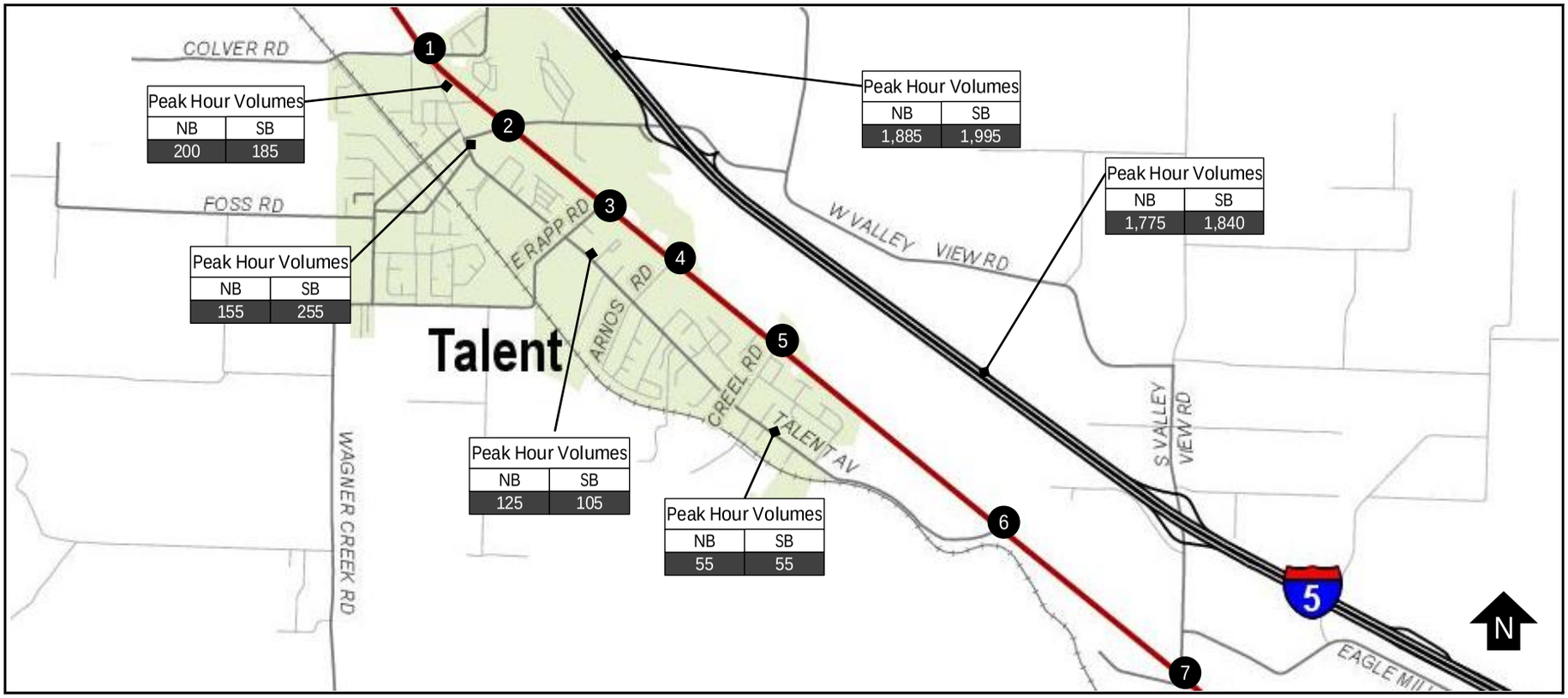
Figure 6-1. Existing (2010) Volumes - PM Peak Hour
Figure 6-2. Existing (2010) Existing (2010) Operations and Parallel Route Link Volumes - PM Peak Hour
Figure 6-3. Zoning
Figure 6-4. Comprehensive Plan
Figure 6-5. Existing and Potential Cross-Section Concepts
Figure 6-6. Forecast 2034 Volumes - PM Peak Hour
Figure 6-7.Future (2034) OR 99 Operations and Parallel Route Link Volumes – PM Peak Hour Lane Conversion Analysis

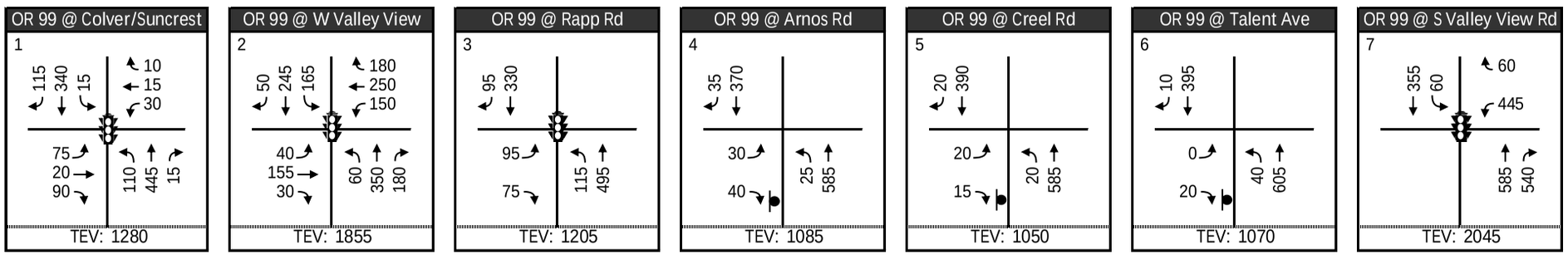
Appendix A. Seasonal Adjustment Factors
Appendix B. Traffic Operations Worksheets
Appendix C. ODOT Crash Analysis Reports (01/01/2005 through 12/31/2012)
Appendix D. Future Baseline Traffic Volume Development Worksheets
Appendix E. Multimodal Assessment Methodology

Table 6-17. Summary of Concept Performance and Impacts

Scenario	Existing Roadway	Baseline	LC Scenario 1	LC Scenario 2
General Description	▪ Existing lane configurations. ▪ Four through travel lanes through corridor	*Section 1 - South of Rapp Rd to South of Creel Rd*: ▪ Widen OR 99 from 4 lanes to 5-lane urban standard ▪ Add sidewalks and bike lanes *Section 2 - South of Creel Road to north of S. Valley View Rd*: ▪ Same as existing	*Section 1 - South of Rapp Rd to South of Creel Rd*: ▪ Narrow OR 99 from 4 lanes to 3-lane urban standard ▪ Add sidewalks and bike lanes *Section 2 - South of Creel Road to north of S. Valley View Rd*: ▪ Same as existing	*Section 1 - South of Rapp Rd to South of Creel Rd*: ▪ Same as LC Scenario 1 *Section 2 - South of Creel Road to north of S. Valley View Rd*: ▪ Narrow OR 99 from 4 lanes to 2-lane or 3-lane rural standard ▪ Widen shoulders (and add turn lanes at intersections for 2-lane option)
Traffic Volumes and Operations[1]	▪ Traffic volumes below available capacity ▪ Traffic operations meet applicable mobility thresholds except one intersection	▪ Traffic volumes far below available capacity ▪ Traffic operations meet applicable mobility thresholds except one intersection	▪ No change in forecast volumes from Baseline ▪ No impacts to parallel routes ▪ Negligible impacts to traffic operations ▪ Benefits from added turn lanes ▪ Adequate capacity in single through lane ▪ Merge near Rapp should be situated to equalize lane usage through signal	▪ No change in volumes from Baseline ▪ No impacts to parallel routes ▪ Negligible impacts to traffic operations ▪ Benefits from added turn lanes ▪ Adequate capacity in single through lane ▪ Merges near Rapp & S. Valley View should be situated to equalize lane usage through signal
Safety[2]	▪ Baseline condition	▪ Decrease in predicted crash rate at intersections ▪ Minor increase in predicted crash rate on 5-lane segment	▪ Decrease in predicted crash rate at intersections ▪ Decrease in predicted crash rate on 3-lane segment	▪ Decrease in predicted crash rate at intersections ▪ Decrease in predicted crash rate on 3-lane segment Minor increase in predicted crash rate on 2-lane segment
Bicycle and Pedestrian	▪ No bicycle or pedestrian facilities	▪ Added bike lanes & sidewalks improve safety ▪ Wider roadway creates longer crossing distances	▪ Added bike lanes & sidewalks improve safety ▪ Narrower roadway creates shorter crossing distances ▪ Higher traffic volume adjacent to bike lanes	▪ Added bike lanes & sidewalks improve safety ▪ Narrower roadway creates shorter crossing distances ▪ Wider rural shoulders ▪ Higher traffic volume adjacent to bike lanes
Basic Roadway Geometry and Right-of-Way	▪ No changes	▪ At least 20 feet additional paved surface on Section 1	▪ 3-lane urban for Section 1 needs same paved surface as existing	▪ 3-lane urban for Section 1 needs same paved surface as existing ▪ 2-lane rural for Section 2 needs same paved surface as existing. ▪ 3-lane rural for Section 2 could potentially require widening

Notes:
1. Traffic analyses not conducted for this scenario. Findings are based on qualitative evaluation.
2. Based on Highway Safety Manual Part C and qualitative analysis





OR 99 Corridor Plan - Road Diet Analysis

Legend

PM Peak Hour Volume

TEV: Total Entering Volume

→ Turning Movement

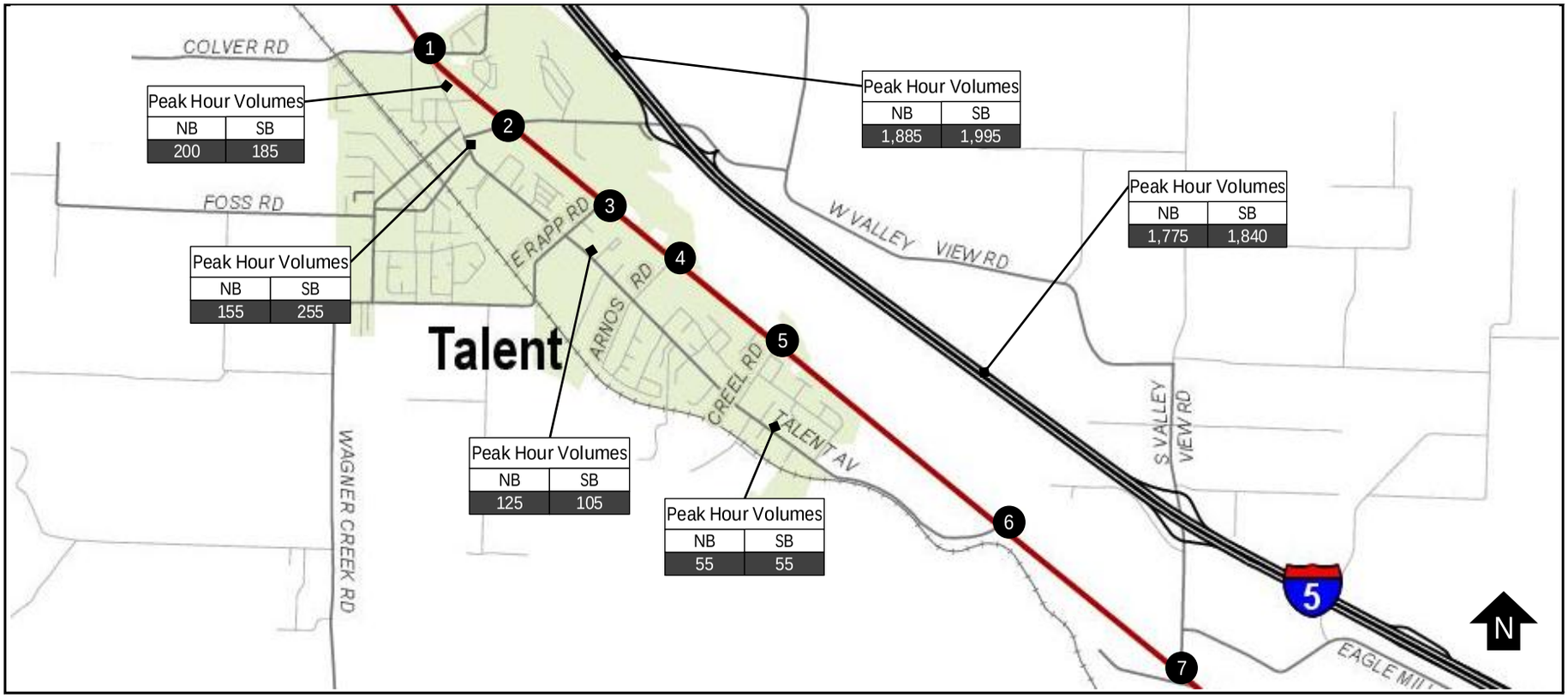
Signalized Intersection

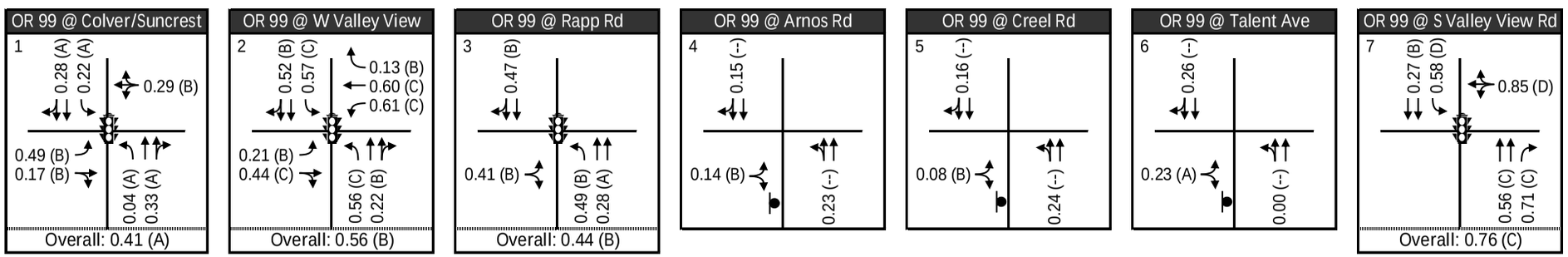
STOP Controlled Approach

**Diagrams show OR 99 as the north and south legs of the study intersections throughout*

Figure 6-1

Existing (2010) Volumes
PM Peak Hour





OR 99 Corridor Plan - Road Diet Analysis

Legend

Lane Configuration

0.01 (A) Lane Group V/C (LOS)
Volume-to-Capacity ratio (Level of Service)

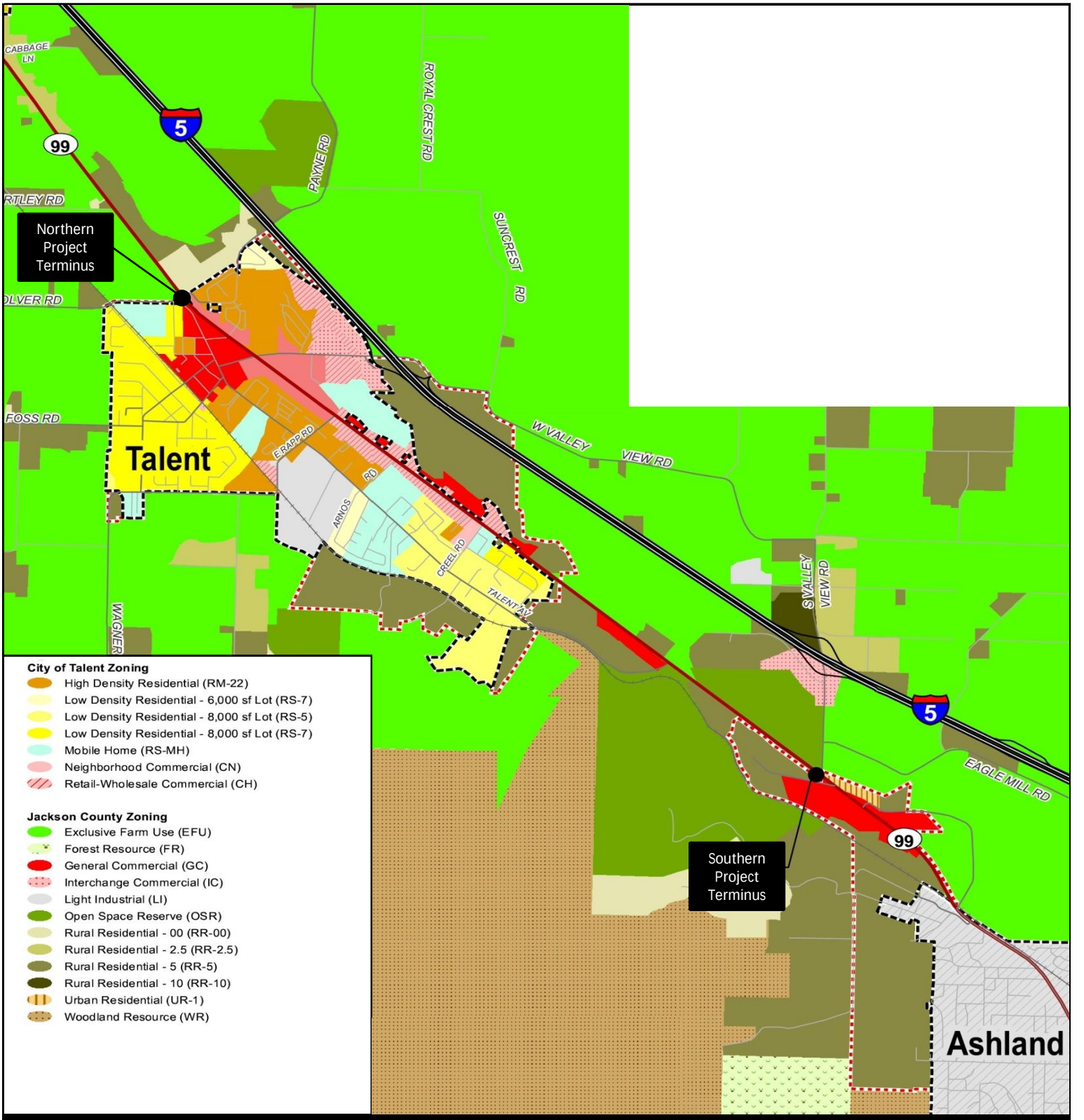
(--) LOS only reported for stopped or yielding movement

Signalized Intersection

STOP Controlled Approach

Figure 6-2

Existing (2010) Operations and Parallel Route Link Volumes PM Peak Hour



OR 99 Corridor Plan - Road Diet Analysis

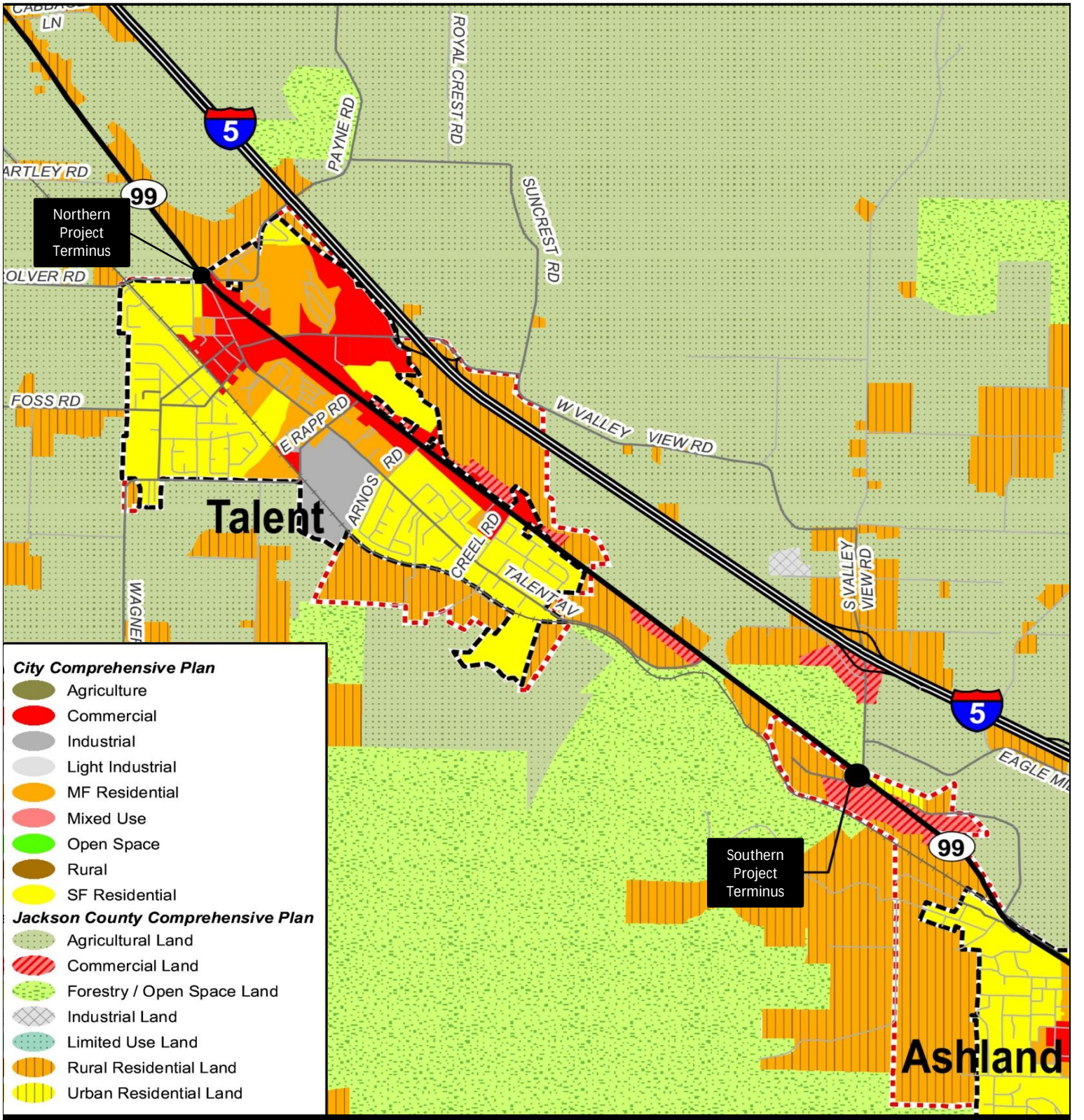
City Boundary
Urban Growth Boundary

0 3,000
Feet

Figure 6-3

Zoning

Source: Jackson County



OR 99 Corridor Plan - Road Diet Analysis

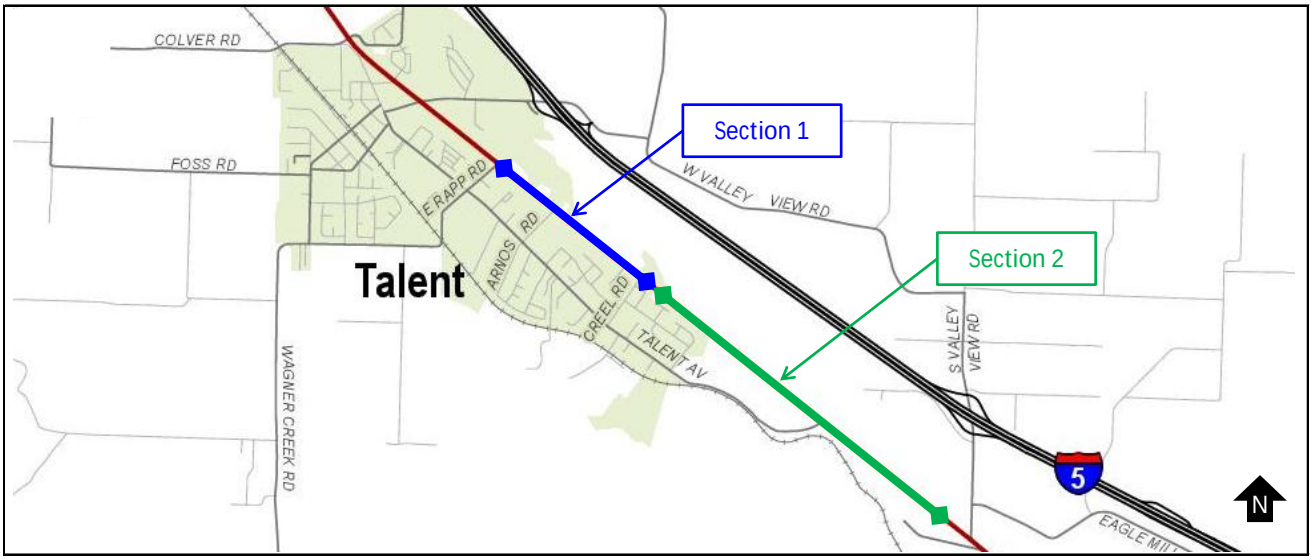
City Boundary
Urban Growth Boundary

0 3,000
Feet

Figure 6-4

Comprehensive Plan

Source: Jackson County

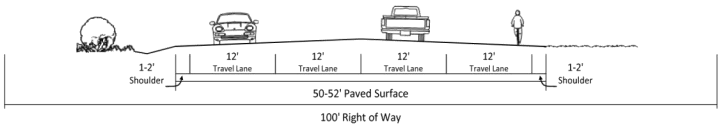


Section 1
South of Rapp Rd to South of Creel Rd

Section 2
South of Creel Rd to North of S. Valley View Rd

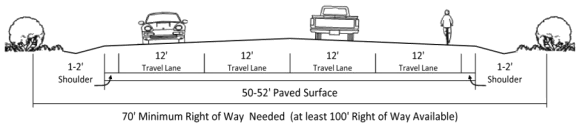
Existing Cross Section

EXISTING 4-LANE URBAN CROSS-SECTION



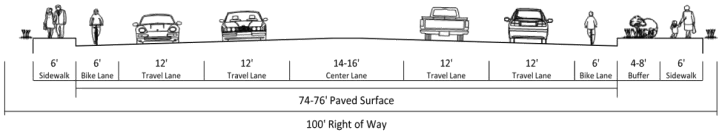
Existing Cross Section

EXISTING 4-LANE RURAL CROSS-SECTION



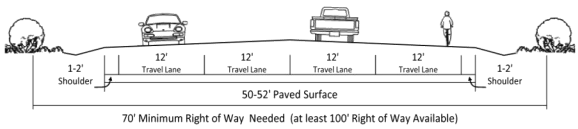
Baseline: 5-Lane Cross Section (STIP Project)

5-LANE URBAN CROSS-SECTION (PER STIP PROJECT)



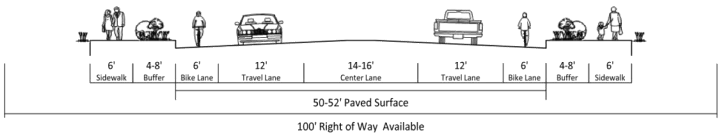
Baseline: 4-Lane Cross Section (Existing)

EXISTING 4-LANE RURAL CROSS-SECTION



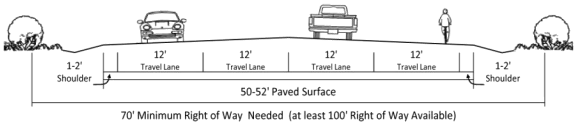
Lane Conversion Scenario 1: 3-Lane Cross Section

3-LANE URBAN CROSS-SECTION



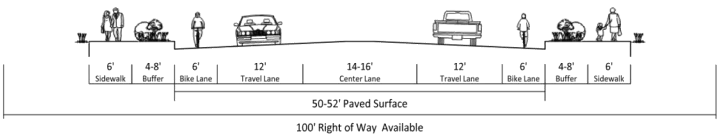
Lane Conversion Scenario 1: 4-Lane Cross Section (Existing)

EXISTING 4-LANE RURAL CROSS-SECTION



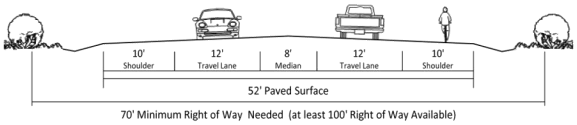
Lane Conversion Scenario 2: 3-Lane Cross Section

3-LANE URBAN CROSS-SECTION

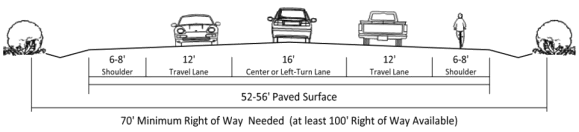


Lane Conversion Scenario 2: 2- and 3-Lane Cross Sections

POTENTIAL 2-LANE RURAL CROSS-SECTION



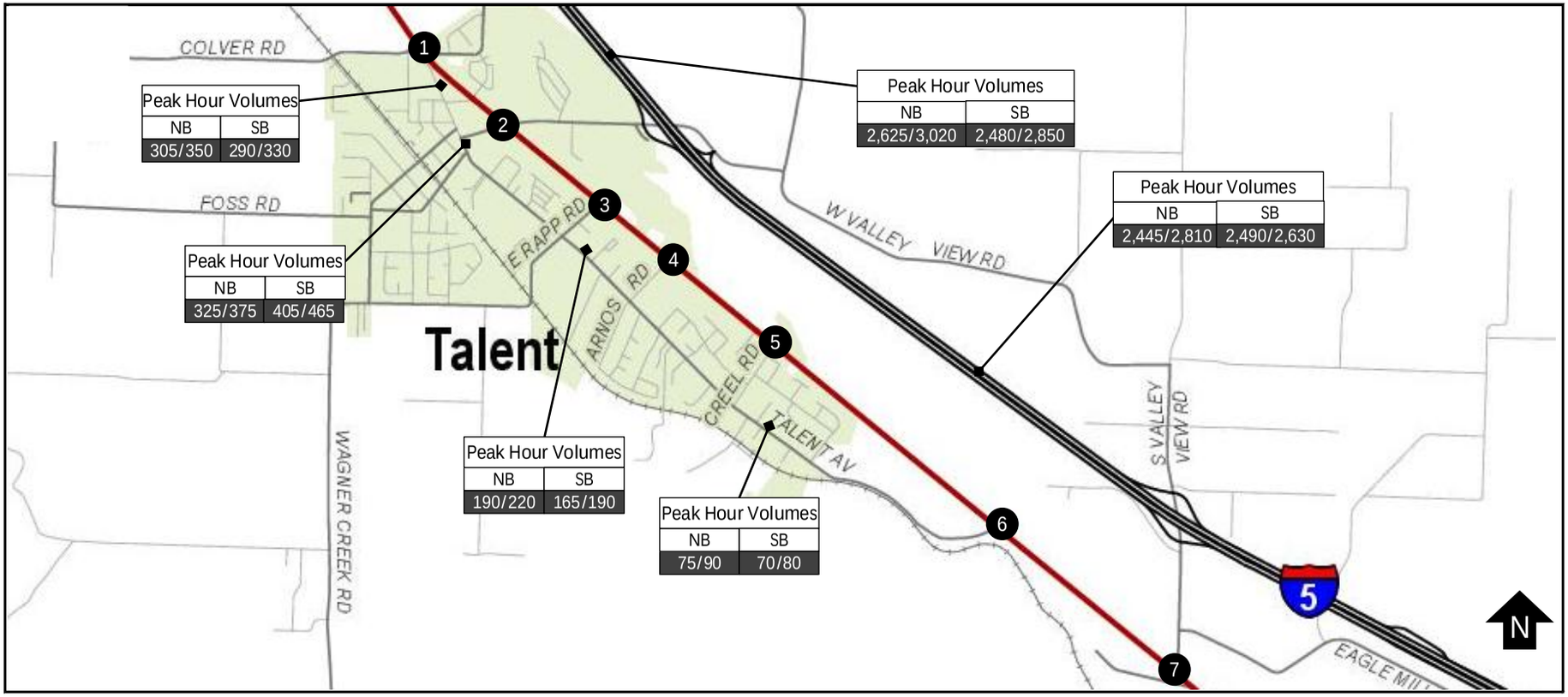
POTENTIAL RURAL INTERSECTION OR 3-LANE CROSS-SECTION

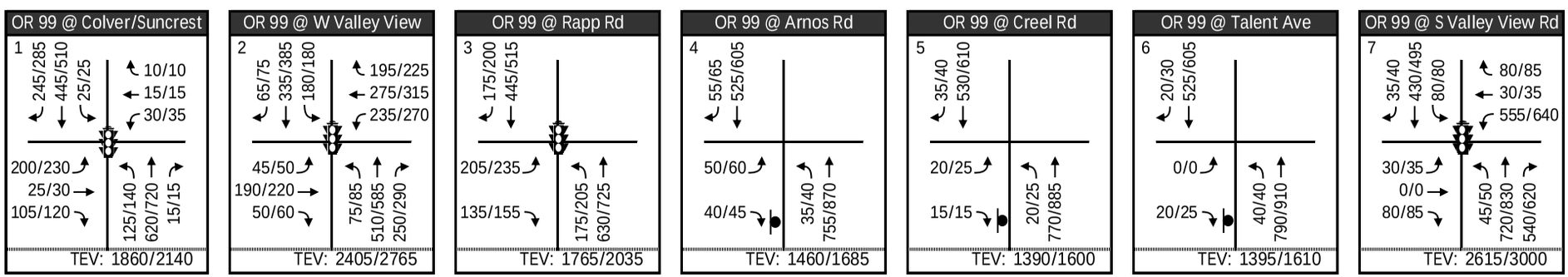


OR 99 Corridor Plan - Lane Conversion Analysis

Figure 6-5

Existing and Potential Cross Section Concepts





OR 99 Corridor Plan - Road Diet Analysis

Legend

Baseline/Baseline+15% PM Peak Hour Volume

TEV: Baseline/Baseline+15% Total Entering Volume

→ Turning Movement

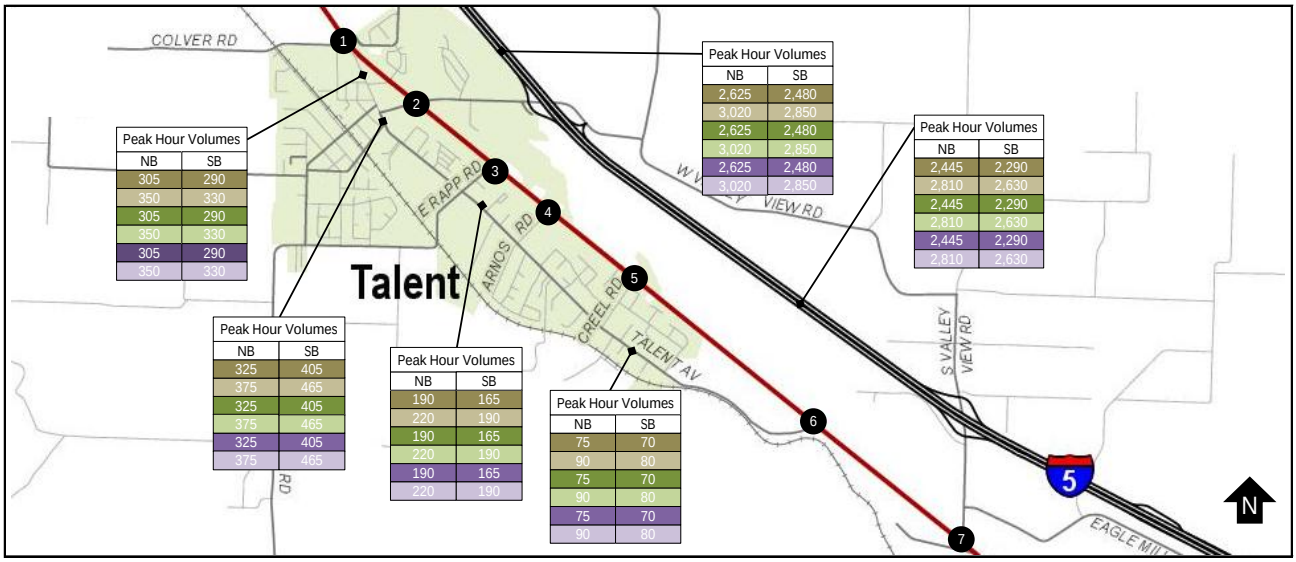
Signalized Intersection

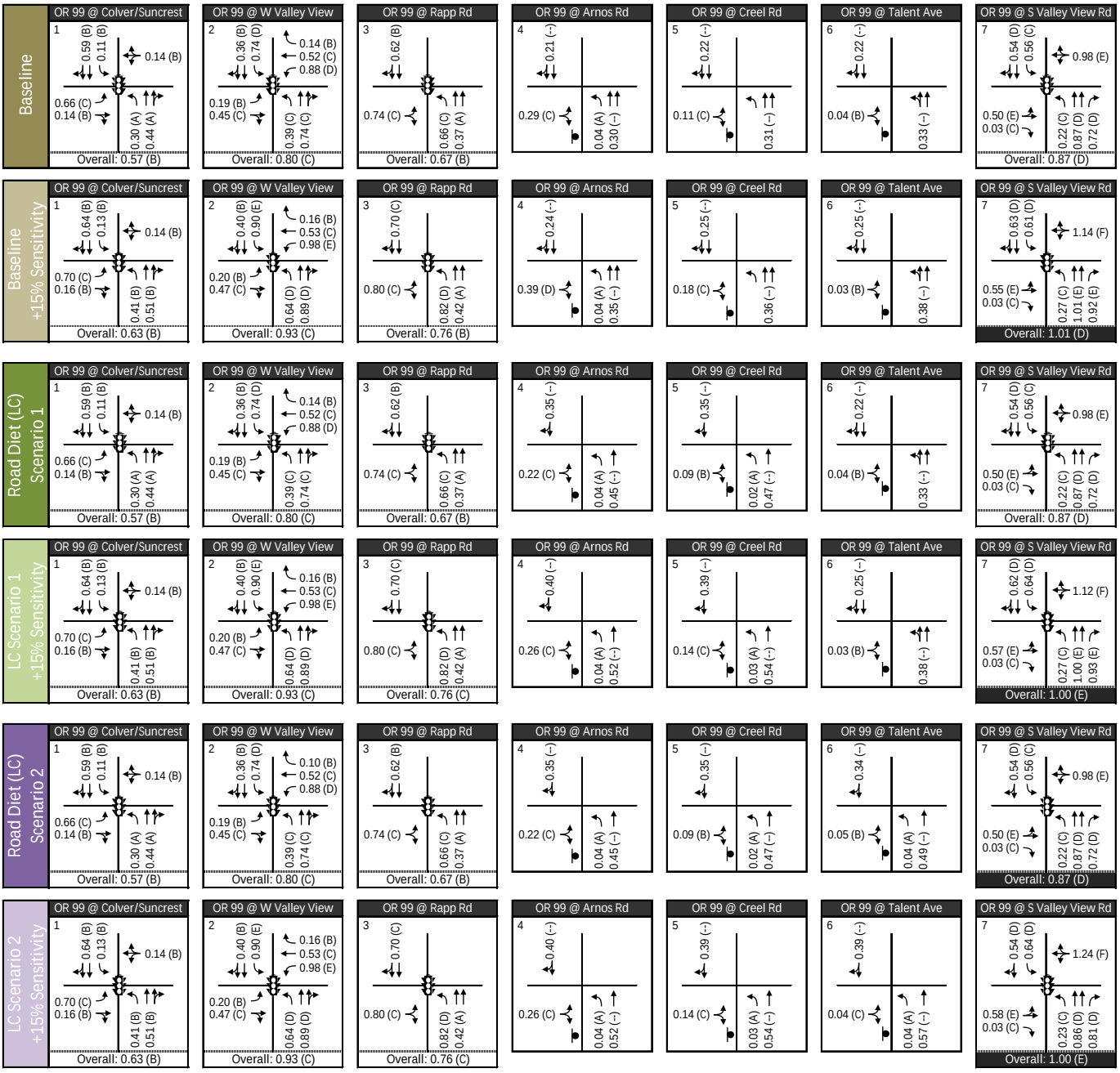
STOP Controlled Approach

Diagrams show OR 99 as the north and south legs of the study intersections throughout

Figure 6-6

Future Baseline (2034) Volumes
PM Peak Hour





OR 99 Corridor Plan - Road Diet Analysis

Legend

Lane Configuration

Signalized Intersection

Figure 6-7

Future (2024) OR 99 Operations

Appendix A. Seasonal Adjustment Factors

SEASONAL FACTOR CALCULATIONS

Project Title: OR 99 Corridor Plan
Project No. ODOT0000-0711

1. On-site ATRs
2. ATR Characteristic Table
3. ATR Seasonal Trend Table

																						Talent Ave			
						S.Stage		Fern Valley		Bolz		4th		Oak		CL of Phoenix/C Suncrest		W. Valley View	CL of Talent/Ant		15.92	Valley View			
			MP			9.74		9.81		11.13		11.27		11.47		11.51		11.87		12.37		13.76		14.4	
Avg. Study Area AADT (No. 63, MP : 9.74-17.04)		**13531**				14700		16300		17500		17000		16700		14900		11700		9800		9700		10700	
	10%	12178	14884																						

SEGMENT: Medford SCL - Oak St & W Valley View Dr-Ashland NCL				SEGMENT: Oak St - W Valley View Dr	
Proposed Seasonal Trend Adjustment Factors	1	15		Proposed ATR Seasonal Adjustment Factors:	
July Seasonal Adjustment:	1.02	1.00	Average of Commuter and Summer Seasonal Trends	July Seasonal Factor =	1.10
August Seasonal Adjustment:	1.00	1.01	Average of Commuter and Summer Seasonal Trends	August Seasonal Factor =	1.13
September Seasonal Adjustment:	1.04	1.06	Average of Commuter and Summer Seasonal Trends	September Seasaonl Factor=	1.13
October Seasonal Adjustment:	1.09	1.12	Average of Commuter and Summer Seasonal Trends	October Seasonal Factor=	1.12

ATR 15-014: Talent (0.33m nw of Talent Ave)
9048

July	**AWT**	**% of ADT**
2009	10098	112
2008	9861	113
2007	10121	109
2006	9806	~~105~~
2005	11926	~~114~~
Average=	10362	111

August	**AWT**	**% of ADT**
2009	9756	108
2008	9546	109
2007	10206	~~110~~
2006	9656	~~104~~
2005	11191	107
Average=	10071	108

September	**AWT**	**% of ADT**
2009	9800	108
2008	9441	108
2007	10512	~~113~~
2006	10078	108
2005	10614	~~101~~
Average=	10089	108

October	**AWT**	**% of ADT**
2009	9900	109
2008	9566	109
2007	10952	~~118~~
2006	10128	109
2005	10488	~~100~~
Average=	10207	109

Peak Mo.		**AWT**	**% of ADT**
April	2009	10520	116
Jul	2008	9861	~~113~~
Oct	2007	10952	118
May	2006	12388	133
April	2005	13971	~~133~~
	Average=	11538	122

July Seasonal Factor =	1.113	1.099
August Seasonal Factor =	1.146	1.133
September Seasaonl Factor=	1.146	1.133
October Seasonal Factor=	1.130	1.122

SEGMENT: Medford SCL - Oak St & S Valley View Dr-Ashland NCL

1 Garfield St
2 Charlette Anne Road
3 Lowry Ln
4 Bear Creek Corp.
5 S Stage Rd
6 Alder St
7 Walnut Way
8 Fern Valley
9 Bolz
10 NB 99/4
11 SB 99/4
12 NB 99/1
13 SB 99/1
14 NB 99/Oak
15 SB 99/Oak

4 Rapp Rd
5 Arnos Rd
6 Creel Rd
7 Talent Av
17 S Valley View Rd

move these 4 intersections to the other segment

SEGMENT: Oak St - S Valley View Dr

1 Creekside Estates
2 Colver/Suncrest
3 W Valley View

pear, apple

Application:

--ATR 15-014 factors: TPAU (Peter) reviewed and OK (email 10-4-10)

--Seasonal Trends Factors: TPAU (Peter) reviewed and OK (email 10-4-10)

--Apply the seasonal factors in the following way:
SEGMENT 1 (Medford SCL-Oak St): Seasonal Trend Factor
SEGMENT 2 (S. of Oak St.-Talent Av): ATR seasonal factor---this segment includes lots of truck traffic for the seasonal/fall fruit
SEGMENT 3 (S Valley View Rd only): Seasonal Trend Factor

	# Intersection	
Medford to Oak	15	Smooth between Oak and Creekside Estates? Use an average of the seasonal factors? Will need to balance between intersections.
Oak to Talent Ave	6	
Talent Ave to Ashland	2	Smooth between Creel and Talent Av? Use an average of the seasonal factors? Will need to balance between intersections.

SEASONAL TREND FACTORS		1	15	Avg 1	Avg 15
July	Commuter	1.00	1.00	1.02	1.00
	Summer	1.03	1.00		
August	Commuter	1.00	1.00	1.00	1.01
	Summer	1.01	1.02		
Sept	Commuter	1.01	1.03	1.04	1.06
	Summer	1.06	1.10		
Oct	Commuter	1.03	1.04	1.09	1.12
	Summer	1.15	1.19		

Hwy 99 at Garfield Street		
Hwy 99 at Lowry Ln	7/12/2010	1.0035
Hwy 99 at Bear Creek Corp Dr	7/13/2010	1.0023
Hwy 99 at South Stage Rd	7/15/2010	1.00
Hwy 99 at Fern Valley Rd	7/14/2010	1.0012
Hwy 99 at Bolz Rd	7/14/2010	1.0012
SB Hwy 99 (N Main St) at 4th St	9/22/2010	1.0752648
NB Hwy 99 (Bear Creek Dr) at 4th St	9/23/2010	1.07708775
SB Hwy 99 (N Main St) at 1st St	9/21/2010	1.07344186
NB Hwy 99 (Bear Creek Dr) at 1st St	9/28/2010	1.08620247
SB Hwy 99 (N Main St) at Oak St	9/16/2010	1.06432714
NB Hwy 99 (Bear Creek Dr) at Oak St	9/16/2010	1.06432714
Hwy 99 at Colver/Suncrest Rd	7/15/2010	1.10
Hwy 99 at W Valley View Rd	7/15/2010	1.10
Hwy 99 at Rapp Rd	8/2/2010	1.13
Hwy 99 at Arnos Rd	7/1/2010	1.10
Hwy 99 at Creel Rd	7/6/2010	1.10
Hwy 99 at Talent Ave	8/3/2010	1.13
Hwy 99 at S Valley View Rd	10/6/2009	1.10076384

2010 SEASONAL TREND TABLE (Printed: 07/07/10)																										Peak
TREND	**1-Jan**	**15-Jan**	**1-Feb**	**15-Feb**	**1-Mar**	**15-Mar**	**1-Apr**	**15-Apr**	**1-May**	**15-May**	**1-Jun**	**15-Jun**	**1-Jul**	**15-Jul**	**1-Aug**	**15-Aug**	**1-Sep**	**15-Sep**	**1-Oct**	**15-Oct**	**1-Nov**	**15-Nov**	**1-Dec**	**15-Dec**	**Period**
INTERSTATE URBANIZED	1.00	1.01	0.99	0.97	0.96	0.95	0.94	0.93	0.94	0.94	0.93	0.91	0.91	0.91	0.91	0.91	0.93	0.94	0.95	0.95	0.96	0.98	0.98	0.99	0.91
INTERSTATE NONURBANIZED	1.26	1.33	1.28	1.23	1.16	1.10	1.08	1.06	1.03	1.00	0.95	0.91	0.88	0.84	0.85	0.85	0.90	0.94	0.99	1.04	1.05	1.06	1.12	1.18	0.84
COMMUTER	1.01	1.02	1.01	0.99	0.98	0.98	0.95	0.93	0.93	0.93	0.92	0.90	0.90	0.90	0.90	0.90	0.91	0.93	0.93	0.94	0.96	0.99	1.00	1.01	0.90
COASTAL DESTINATION	1.20	1.22	1.20	1.18	1.14	1.09	1.09	1.08	1.06	1.04	0.99	0.94	0.88	0.82	0.82	0.83	0.88	0.94	1.01	1.07	1.12	1.16	1.17	1.18	0.82
COASTAL DESTINATION ROU	1.46	1.53	1.49	1.44	1.36	1.28	1.24	1.20	1.15	1.09	1.03	0.96	0.86	0.76	0.77	0.77	0.85	0.93	1.06	1.18	1.25	1.32	1.36	1.39	0.76
AGRICULTURE	1.16	1.18	1.15	1.13	1.11	1.08	1.04	0.99	0.96	0.94	0.92	0.90	0.89	0.88	0.87	0.87	0.89	0.91	0.92	0.93	0.97	1.01	1.07	1.14	0.87
RECREATIONAL SUMMER	1.82	1.95	1.90	1.84	1.73	1.63	1.51	1.40	1.22	1.03	0.95	0.87	0.80	0.74	0.75	0.77	0.82	0.88	1.00	1.11	1.30	1.48	1.59	1.69	0.74
RECREATIONAL SUMMER WI	1.22	1.35	1.35	1.35	1.36	1.37	1.53	1.69	1.64	1.60	1.35	1.09	0.97	0.85	0.91	0.96	1.11	1.27	1.61	1.96	1.74	1.51	1.30	1.08	0.85
RECREATIONAL WINTER	0.98	1.07	1.16	1.25	1.07	0.89	1.30	1.72	2.26	2.80	2.23	1.66	1.42	1.19	1.27	1.35	1.48	1.61	2.05	2.49	2.10	1.71	1.31	0.90	0.89
SUMMER	1.19	1.23	1.20	1.17	1.14	1.12	1.07	1.02	0.99	0.95	0.92	0.89	0.86	0.83	0.84	0.84	0.88	0.91	0.95	0.99	1.04	1.09	1.12	1.16	0.83
SUMMER < 2500	1.34	1.41	1.37	1.33	1.25	1.18	1.10	1.03	0.96	0.90	0.87	0.83	0.81	0.80	0.81	0.82	0.83	0.84	0.89	0.93	1.01	1.08	1.18	1.27	0.80

***Seasonal Trend Table factors are based on previous year ATR data and the table is updated yearly.**

SEASONAL FACTOR CALCULATIONS

Project Title: OR 99 Rogue Valley Corridor Study
Project No. ODOT0000-0711

Other

April Seasonal Factor =	1.084	(Average of Commuter ATR 03-017, ATR 27-006 and Interstate ATR 15-001, ATR 15-019)
May Seasonal Factor =	1.080	(Average of Commuter ATR 03-017, ATR 27-006 and Interstate ATR 15-001, ATR 15-019)

I-5

Mainline (Mar/Apr) =	1.131	(Interstate Urbanized Seasonal Trend)
Ramps (May) =	1.105	(Average of East Pine Street Factor & Mainline Factor)

~~ATR 15-017: NORTH MEDFORD (OR 62)~~

~~April~~	~~AWT~~	~~% of ADT~~
~~2009~~	~~42787~~	~~102~~
~~2008~~	~~44646~~	~~105~~
~~2007~~	~~46000~~	~~104~~
~~2006~~	~~39500~~	~~103~~
~~2005~~	~~39900~~	~~104~~
~~Average=~~	~~42567~~	~~104~~

~~May~~	~~AWT~~	~~% of ADT~~
~~2009~~	~~43254~~	~~103~~
~~2008~~	~~44884~~	~~106~~
~~2007~~	~~46866~~	~~106~~
~~2006~~	~~39500~~	~~103~~
~~2005~~	~~39800~~	~~103~~
~~Average=~~	~~42861~~	~~104~~

~~Peak Mo.~~		~~AWT~~	~~% of ADT~~
~~Jul~~	~~2009~~	~~45638~~	~~109~~
~~Jul~~	~~2008~~	~~46085~~	~~109~~
~~Aug~~	~~2007~~	~~48649~~	~~110~~
~~Aug~~	~~2006~~	~~41600~~	~~108~~
~~Aug~~	~~2005~~	~~41900~~	~~109~~
~~Average=~~		~~44774~~	~~109~~

~~pril Seasonal Factor =~~	~~1.052~~	~~1.052~~
~~/ay Seasonal Factor =~~	~~1.045~~	~~1.046~~

ATR 03-017: CLACKAMAS (OR 212/214)

April	AWT	% of ADT
2009	34564	108
2008	35240	110
2007	35955	107
Average=	35253	108

May	AWT	% of ADT
2009	34287	107
2008	34802	108
2007	36098	108
Average=	35062	108

Peak Mo.		AWT	% of ADT
Jul	2009	36535	114
Jul	2008	36436	113
Aug	2007	37900	113
Average=		36957	113

April Seasonal Factor =	1.048	1.046
May Seasonal Factor =	1.054	1.053

ATR 27-006: OAK KNOLL (OR 22)

April	AWT	% of ADT
2009	27280	104
2008	27284	106
2007	28976	105
2006	29156	104
2005	27921	102
Average=	28123	104

May	AWT	% of ADT
2009	27362	104
2008	27506	107
2007	28713	104
2006	28323	101
2005	28189	103
Average=	28019	104

Peak Mo.		AWT	% of ADT
Jul	2009	28998	110
Aug	2008	28176	109
Aug	2007	30383	110
Aug	2006	29978	107
Aug	2005	29380	107
Average=		29383	109

April Seasonal Factor =	1.045	1.042
May Seasonal Factor =	1.049	1.046

ATR 15-001: Gold Hill

March	AWT	% of ADT
2009	31847	96
2008	33922	105
2007	35263	100
2006	34861	98
2005	35925	101
Average=	34364	100

April	AWT	% of ADT
2009	33361	101
2008	33516	104
2007	35997	102
2006	36133	102
2005	35290	100
Average=	34859	102

May	AWT	% of ADT
2009	34234	103
2008	34170	106
2007	36244	103
2006	36182	102
2005	35252	100
Average=	35216	103

Peak Mo.			
Jul	2009	38768	117
Jul	2008	37467	116
Aug	2007	41322	118
Aug	2006	40868	115
Jul	2005	41100	116
Average=		39905	116

March/April Seasonal Factor =	1.153	1.154
April Seasonal Factor =	1.145	1.143
May Seasonal Factor =	1.133	1.132

ATR 15-019: Medford Viaduct

March	AWT	% of ADT
2009	47000	101
2008	48638	106
2007	49609	103
2006	48000	100
2005	50511	107
Average=	48752	103

April	AWT	% of ADT
2009	48000	101
2008	49100	107
2007	50482	105
2006	50140	104
2005	49031	104
Average=	49351	104

May	AWT	% of ADT
2009	48600	108
2008	49622	108
2007	51126	106
2006	49785	103
2005	49223	104
Average=	49671	106

Peak Mo.			
Aug	2009	53400	116
Aug	2008	52206	114
Aug	2007	55312	115
Aug	2006	55791	116
Jun	2005	53904	114
Average=		54123	115

March/April Seasonal Factor =	1.103	1.108
April Seasonal Factor =	1.097	1.104
May Seasonal Factor =	1.090	1.087

~~Commuter Trend~~

~~Late April Seasonal Factor =~~	~~1.029~~
~~Early May Seasonal Factor =~~	~~1.029~~

Summer Seasonal Trend

Late April Seasonal Factor =	1.236
Early May Seasonal Factor =	1.192

Interstate Urbanized Trend

Late April Seasonal Factor =	1.025
Early May Seasonal Factor =	1.033

2010 SEASONAL TREND TABLE (Printed: 07/07/10)

TREND	1-Jan	15-Jan	1-Feb	15-Feb	1-Mar	15-Mar	1-Apr	15-Apr	1-May	15-May	1-Jun	15-Jun	1-Jul	15-Jul	1-Aug	15-Aug	1-Sep	15-Sep	1-Oct	15-Oct	1-Nov	15-Nov	1-Dec	15-Dec	Peak Period
INTERSTATE URBAN	1.00	1.01	0.99	0.97	0.96	0.95	0.94	0.93	0.94	0.94	0.93	0.91	0.91	0.91	0.91	0.91	0.93	0.94	0.95	0.95	0.96	0.98	0.98	0.99	0.91
INTERSTATE NONUR	1.26	1.33	1.28	1.23	1.16	1.10	1.08	1.06	1.03	1.00	0.95	0.91	0.88	0.84	0.85	0.85	0.90	0.94	0.99	1.04	1.05	1.06	1.12	1.18	0.84
COMMUTER	1.01	1.02	1.01	0.99	0.98	0.98	0.95	0.93	0.93	0.93	0.92	0.90	0.90	0.90	0.90	0.90	0.91	0.93	0.93	0.94	0.96	0.99	1.00	1.01	0.90
COASTAL DESTINAT	1.20	1.22	1.20	1.18	1.14	1.09	1.09	1.08	1.06	1.04	0.99	0.94	0.88	0.82	0.82	0.83	0.88	0.94	1.01	1.07	1.12	1.16	1.17	1.18	0.82
COASTAL DESTINAT	1.46	1.53	1.49	1.44	1.36	1.28	1.24	1.20	1.15	1.09	1.03	0.96	0.86	0.76	0.77	0.77	0.85	0.93	1.06	1.18	1.25	1.32	1.36	1.39	0.76
AGRICULTURE	1.16	1.18	1.15	1.13	1.11	1.08	1.04	0.99	0.96	0.94	0.92	0.90	0.89	0.88	0.87	0.87	0.89	0.91	0.92	0.93	0.97	1.01	1.07	1.14	0.87
RECREATIONAL SUI	1.82	1.95	1.90	1.84	1.73	1.63	1.51	1.40	1.22	1.03	0.95	0.87	0.80	0.74	0.75	0.77	0.82	0.88	1.00	1.11	1.30	1.48	1.59	1.69	0.74
RECREATIONAL SUI	1.22	1.35	1.35	1.35	1.36	1.37	1.53	1.69	1.64	1.60	1.35	1.09	0.97	0.85	0.91	0.96	1.11	1.27	1.61	1.96	1.74	1.51	1.30	1.08	0.85
RECREATIONAL WIN	0.98	1.07	1.16	1.25	1.07	0.89	1.30	1.72	2.26	2.80	2.23	1.66	1.42	1.19	1.27	1.35	1.48	1.61	2.05	2.49	2.10	1.71	1.31	0.90	0.89
SUMMER	1.19	1.23	1.20	1.17	1.14	1.12	1.07	1.02	0.99	0.95	0.92	0.89	0.86	0.83	0.84	0.84	0.88	0.91	0.95	0.99	1.04	1.09	1.12	1.16	0.83
SUMMER < 2500	1.34	1.41	1.37	1.33	1.25	1.18	1.10	1.03	0.96	0.90	0.87	0.83	0.81	0.80	0.81	0.82	0.83	0.84	0.89	0.93	1.01	1.08	1.18	1.27	0.80

***Seasonal Trend Table factors are based on previous year ATR data and the table is updated yearly.**

Appendix B. Traffic Operations Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	200	25	105	30	15	10	25	445	245	125	620	5
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5			4.5		4.5	5.5		4.5	5.5	
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.88			0.97		1.00	0.95		1.00	1.00	
Flt Protected	0.95	1.00			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	1537			1661		1662	3128		1662	3321	
Flt Permitted	0.72	1.00			0.82		0.38	1.00		0.32	1.00	
Satd. Flow (perm)	1257	1537			1403		658	3128		558	3321	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	211	26	111	32	16	11	26	468	258	132	653	5
RTOR Reduction (vph)	0	83	0	0	8	0	0	102	0	0	1	0
Lane Group Flow (vph)	211	54	0	0	51	0	26	624	0	132	657	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	13.3	13.3			13.3		18.5	17.6		28.9	23.0	
Effective Green, g (s)	12.8	12.8			12.8		17.5	17.1		28.3	22.5	
Actuated g/C Ratio	0.25	0.25			0.25		0.35	0.34		0.56	0.45	
Clearance Time (s)	4.0	4.0			4.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)	2.5	2.5			2.5		2.5	4.8		2.5	4.8	
Lane Grp Cap (vph)	321	392			358		237	1066		442	1488	
v/s Ratio Prot		0.04					0.00	c0.20		c0.03	0.20	
v/s Ratio Perm	c0.17				0.04		0.04			0.13		
v/c Ratio	0.66	0.14			0.14		0.11	0.59		0.30	0.44	
Uniform Delay, d1	16.7	14.4			14.5		11.8	13.6		8.0	9.5	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.3	0.1			0.1		0.1	1.2		0.3	0.4	
Delay (s)	21.0	14.6			14.6		12.0	14.9		8.3	9.9	
Level of Service	C	B			B		B	B		A	A	
Approach Delay (s)		18.5			14.6			14.8			9.7	
Approach LOS		B			B			B			A	

Intersection Summary			
HCM Average Control Delay	13.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	50.2	Sum of lost time (s)	14.5
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	45	190	50	235	275	195	180	335	65	75	510	250
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	6.5		4.5	6.5	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.98		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	1695		1662	1750	1488	1662	3217		1662	3140	
Flt Permitted	0.46	1.00		0.51	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	799	1695		890	1750	1488	1662	3217		1662	3140	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	47	200	53	247	289	205	189	353	68	79	537	263
RTOR Reduction (vph)	0	13	0	0	0	140	0	19	0	0	71	0
Lane Group Flow (vph)	47	240	0	247	289	65	189	402	0	79	729	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4		4						
Actuated Green, G (s)	23.0	23.0		23.0	23.0	23.0	11.5	25.2		9.3	23.0	
Effective Green, g (s)	22.5	22.5		22.5	22.5	22.5	11.0	24.7		8.8	22.5	
Actuated g/C Ratio	0.31	0.31		0.31	0.31	0.31	0.15	0.35		0.12	0.31	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	6.0		4.0	6.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.8		2.5	4.8	
Lane Grp Cap (vph)	251	533		280	551	468	256	1111		205	988	
v/s Ratio Prot		0.14			0.17		c0.11	0.12		0.05	c0.23	
v/s Ratio Perm	0.06			c0.28		0.04						
v/c Ratio	0.19	0.45		0.88	0.52	0.14	0.74	0.36		0.39	0.74	
Uniform Delay, d1	17.8	19.6		23.2	20.1	17.6	28.9	17.5		28.9	21.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.4		26.0	0.7	0.1	10.0	0.4		0.9	3.4	
Delay (s)	18.1	20.0		49.2	20.8	17.6	38.9	17.9		29.7	25.3	
Level of Service	B	C		D	C	B	D	B		C	C	
Approach Delay (s)		19.7			29.4			24.4			25.7	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM Average Control Delay	25.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	71.5	Sum of lost time (s)	15.5
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (vph)	445	175	175	630	205	135
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Total Lost time (s)	5.5		4.5	5.5	4.5	
Lane Util. Factor	0.95		1.00	0.95	1.00	
Frt	0.96		1.00	1.00	0.95	
Flt Protected	1.00		0.95	1.00	0.97	
Satd. Flow (prot)	3162		1662	3292	1598	
Flt Permitted	1.00		0.95	1.00	0.97	
Satd. Flow (perm)	3162		1662	3292	1598	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	468	184	184	663	216	142
RTOR Reduction (vph)	59	0	0	0	35	0
Lane Group Flow (vph)	593	0	184	663	323	0
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Turn Type			Prot			
Protected Phases	2		1	6	8	
Permitted Phases						
Actuated Green, G (s)	17.5		10.0	31.5	16.0	
Effective Green, g (s)	17.0		9.5	31.0	15.5	
Actuated g/C Ratio	0.30		0.17	0.55	0.27	
Clearance Time (s)	5.0		4.0	5.0	4.0	
Vehicle Extension (s)	4.8		2.5	4.8	2.5	
Lane Grp Cap (vph)	951		279	1806	438	
v/s Ratio Prot	c0.19		c0.11	0.20	c0.20	
v/s Ratio Perm						
v/c Ratio	0.62		0.66	0.37	0.74	
Uniform Delay, d1	17.0		22.0	7.2	18.7	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	1.7		5.0	0.2	6.0	
Delay (s)	18.7		26.9	7.5	24.7	
Level of Service	B		C	A	C	
Approach Delay (s)	18.7			11.7	24.7	
Approach LOS	B			B	C	

Intersection Summary			
HCM Average Control Delay	16.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	56.5	Sum of lost time (s)	14.5
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (veh/h)	525	55	35	755	50	40
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	536	56	36	770	51	41
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			592		1406	564
vC1, stage 1 conf vol					564	
vC2, stage 2 conf vol					842	
vCu, unblocked vol			592		1406	564
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			96		85	92
cM capacity (veh/h)			994		347	529

Direction, Lane #	SE 1	NW 1	NW 2	NE 1
Volume Total	592	36	770	92
Volume Left	0	36	0	51
Volume Right	56	0	0	41
cSH	1700	994	1700	410
Volume to Capacity	0.35	0.04	0.45	0.22
Queue Length 95th (ft)	0	3	0	21
Control Delay (s)	0.0	8.8	0.0	16.3
Lane LOS		A		C
Approach Delay (s)	0.0	0.4		16.3
Approach LOS				C

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (veh/h)	530	35	20	770	20	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	552	36	21	802	21	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			589		1414	570
vC1, stage 1 conf vol					570	
vC2, stage 2 conf vol					844	
vCu, unblocked vol			589		1414	570
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		94	97
cM capacity (veh/h)			997		355	525

Direction, Lane #	SE 1	NW 1	NW 2	NE 1
Volume Total	589	21	802	36
Volume Left	0	21	0	21
Volume Right	36	0	0	16
cSH	1700	997	1700	412
Volume to Capacity	0.35	0.02	0.47	0.09
Queue Length 95th (ft)	0	2	0	7
Control Delay (s)	0.0	8.7	0.0	14.6
Lane LOS		A		B
Approach Delay (s)	0.0	0.2		14.6
Approach LOS				B

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	54.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (veh/h)	0	20	525	20	40	790
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	21	553	21	42	832
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		1				
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1063	287			574	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1063	287			574	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	97			96	
cM capacity (veh/h)	212	716			1009	

Direction, Lane #	NB 1	SE 1	SE 2	NW 1	NW 2
Volume Total	21	368	205	319	554
Volume Left	0	0	0	42	0
Volume Right	21	0	21	0	0
cSH	537	1700	1700	1009	1700
Volume to Capacity	0.04	0.22	0.12	0.04	0.33
Queue Length 95th (ft)	3	0	0	3	0
Control Delay (s)	12.0	0.0	0.0	1.5	0.0
Lane LOS	B			A	
Approach Delay (s)	12.0	0.0		0.6	
Approach LOS	B				

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	48.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	30	30	40	555	30	80	80	430	35	45	720	540
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0	3.5		5.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frt		1.00	0.85		0.98		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.98	1.00		0.96		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1674	1458		1638		1662	3252		1630	3292	1473
Flt Permitted		0.98	1.00		0.96		0.12	1.00		0.33	1.00	1.00
Satd. Flow (perm)		1674	1458		1638		208	3252		563	3292	1473
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	33	43	603	33	87	87	467	38	49	783	587
RTOR Reduction (vph)	0	0	31	0	4	0	0	5	0	0	0	297
Lane Group Flow (vph)	0	66	12	0	719	0	87	500	0	49	783	290
Heavy Vehicles (%)	2%	2%	2%	1%	2%	0%	0%	1%	2%	2%	1%	1%
Turn Type	Split		custom	Split			pm+pt			pm+pt		Perm
Protected Phases	4	4		8	8		1	6		5	2	
Permitted Phases			6				6			2		2
Actuated Green, G (s)		8.1	33.6		52.5		40.6	33.6		37.8	32.2	32.2
Effective Green, g (s)		9.6	35.1		54.0		40.6	34.6		37.8	33.2	33.2
Actuated g/C Ratio		0.08	0.29		0.45		0.34	0.29		0.31	0.27	0.27
Clearance Time (s)		5.5	5.0		6.5		4.0	5.0		4.0	5.0	5.0
Vehicle Extension (s)		5.2	5.2		2.5		2.5	5.2		2.5	5.2	5.2
Lane Grp Cap (vph)		133	424		732		154	931		226	905	405
v/s Ratio Prot		c0.04			c0.44		c0.03	0.15		0.01	c0.24	
v/s Ratio Perm			0.01				0.16			0.06		0.20
v/c Ratio		0.50	0.03		0.98		0.56	0.54		0.22	0.87	0.72
Uniform Delay, d1		53.3	30.7		32.9		30.7	36.3		29.8	41.7	39.5
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		6.4	0.1		29.3		3.8	2.2		0.4	10.8	10.3
Delay (s)		59.7	30.8		62.2		34.5	38.6		30.2	52.5	49.9
Level of Service		E	C		E		C	D		C	D	D
Approach Delay (s)		48.3			62.2			38.0			50.6	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM Average Control Delay	50.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	120.8	Sum of lost time (s)	17.0
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	330	0	10	375	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	359	0	11	408	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				152		
pX, platoon unblocked					0.98	
vC, conflicting volume			359		788	359
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			359		771	359
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1200		356	686

Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	359	11	408	0
Volume Left	0	11	0	0
Volume Right	0	0	0	0
cSH	1700	1200	1700	1700
Volume to Capacity	0.21	0.01	0.24	0.00
Queue Length 95th (ft)	0	1	0	0
Control Delay (s)	0.0	8.0	0.0	0.0
Lane LOS		A		A
Approach Delay (s)	0.0	0.2		0.0
Approach LOS				A

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	25.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	40	5	10	60	55	55
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	43	5	11	65	60	60
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					179	
pX, platoon unblocked	0.99	0.99	0.99			
vC, conflicting volume	177	90	120			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	162	74	104			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	99	99			
cM capacity (veh/h)	814	977	1471			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	49	76	120
Volume Left	43	11	0
Volume Right	5	0	60
cSH	829	1471	1700
Volume to Capacity	0.06	0.01	0.07
Queue Length 95th (ft)	5	1	0
Control Delay (s)	9.6	1.1	0.0
Lane LOS	A	A	
Approach Delay (s)	9.6	1.1	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	21.5%	ICU Level of Service	A
Analysis Period (min)	15		

13: Colver/Suncrest Rd & OR 99 Performance by approach

Approach	EB	WB	SE	NW	All
Delay / Veh (s)	16.6	18.9	11.6	10.8	12.5

14: W Valley View Rd & OR 99 Performance by approach

Approach	EB	WB	SE	NW	All
Delay / Veh (s)	14.0	18.4	26.2	52.5	31.5

15: OR 99 & Rapp Rd Performance by approach

Approach	SE	NW	NE	All
Delay / Veh (s)	12.1	13.4	20.5	14.2

16: OR 99 & Arnos Rd Performance by approach

Approach	SE	NW	NE	All
Delay / Veh (s)	2.0	3.9	18.9	4.1

17: OR 99 & Creel Rd Performance by approach

Approach	SE	NW	NE	All
Delay / Veh (s)	3.1	0.7	15.1	2.1

18: Talent Av (Old Pacific Hwy) & OR 99 Performance by approach

Approach	NB	SE	NW	All
Delay / Veh (s)	7.6	2.0	10.8	7.3

19: S Valley View Rd & OR 99 Performance by approach

Approach	NB	SB	SE	NW	All
Delay / Veh (s)	45.8	194.4	37.7	57.5	87.1

23: Colver/Suncrest Rd & Performance by approach

Approach	EB	WB	All
Delay / Veh (s)	6.2	0.6	3.1

52: Jackson & S Valley View Rd Performance by approach

Approach	EB	NB	SB	All
Delay / Veh (s)	22.2	8.5	0.9	7.5

Total Zone Performance

Delay / Veh (s)	5106.0

13: Colver/Suncrest Rd & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Delay / Veh (s)	21.7	17.1	7.5	21.9	18.8	7.8	14.7	12.7	9.3	18.1	9.4	8.4

13: Colver/Suncrest Rd & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	12.5

14: W Valley View Rd & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Delay / Veh (s)	24.0	13.2	8.2	32.1	15.0	6.5	33.4	24.0	16.6	34.7	61.9	38.6

14: W Valley View Rd & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	31.5

15: OR 99 & Rapp Rd Performance by movement

Movement	SET	SER	NWL	NWT	NEL	NER	All
Delay / Veh (s)	15.0	4.9	40.6	5.7	24.1	15.7	14.2

16: OR 99 & Arnos Rd Performance by movement

Movement	SET	SER	NWL	NWT	NEL	NER	All
Delay / Veh (s)	2.1	1.2	6.5	3.7	24.4	11.4	4.1

17: OR 99 & Creel Rd Performance by movement

Movement	SET	SER	NWL	NWT	NEL	NER	All
Delay / Veh (s)	3.2	2.6	2.9	0.7	20.7	7.2	2.1

18: Talent Av (Old Pacific Hwy) & OR 99 Performance by movement

Movement	NBR	SET	SER	NWL	NWT	All
Delay / Veh (s)	7.6	2.0	2.0	12.5	10.7	7.3

19: S Valley View Rd & OR 99 Performance by movement

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Delay / Veh (s)	80.3	71.3	4.4	195.6	194.6	188.7	44.5	37.3	28.8	60.1	68.7	42.2

19: S Valley View Rd & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	87.1

23: Colver/Suncrest Rd & Performance by movement

Movement	EBT	WBL	WBT	All
Delay / Veh (s)	6.2	2.3	0.5	3.1

52: Jackson & S Valley View Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	24.5	4.6	6.8	8.7	1.0	0.8	7.5

Total Zone Performance

Delay / Veh (s)	5106.0

Intersection: 13: Colver/Suncrest Rd & OR 99

Movement	EB	EB	WB	SE	SE	SE	NW	NW	NW
Directions Served	L	TR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	112	83	76	45	162	200	116	134	155
Average Queue (ft)	89	62	27	11	61	85	45	38	64
95th Queue (ft)	120	103	60	32	125	164	92	106	132
Link Distance (ft)	90	90	771		6514	6514		1732	1732
Upstream Blk Time (%)	14	1							
Queuing Penalty (veh)	24	1							
Storage Bay Dist (ft)				300			325		
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 14: W Valley View Rd & OR 99

Movement	EB	EB	WB	WB	WB	SE	SE	SE	NW	NW	NW
Directions Served	L	TR	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	79	178	215	184	99	214	156	169	224	521	554
Average Queue (ft)	22	58	109	78	24	96	81	85	54	236	278
95th Queue (ft)	55	129	190	157	66	178	144	147	183	546	583
Link Distance (ft)		619		1090	1090		1732	1732		1013	1013
Upstream Blk Time (%)										0	0
Queuing Penalty (veh)										0	0
Storage Bay Dist (ft)	300		200			325			350		
Storage Blk Time (%)			1	0					0	6	
Queuing Penalty (veh)			3	0					0	5	

Intersection: 15: OR 99 & Rapp Rd

Movement	SE	SE	NW	NW	NW	NE
Directions Served	T	TR	L	T	T	LR
Maximum Queue (ft)	246	204	234	140	159	309
Average Queue (ft)	130	60	123	50	69	145
95th Queue (ft)	221	143	204	111	132	250
Link Distance (ft)	895	895		419	419	375
Upstream Blk Time (%)						0
Queuing Penalty (veh)						0
Storage Bay Dist (ft)			275			
Storage Blk Time (%)			0			
Queuing Penalty (veh)			0			

Intersection: 16: OR 99 & Arnos Rd

Movement	NW	NE
Directions Served	L	LR
Maximum Queue (ft)	44	118
Average Queue (ft)	11	53
95th Queue (ft)	37	95
Link Distance (ft)		579
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	275	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: OR 99 & Creel Rd

Movement	NW	NE
Directions Served	L	LR
Maximum Queue (ft)	34	66
Average Queue (ft)	9	26
95th Queue (ft)	31	53
Link Distance (ft)		448
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	275	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Talent Av (Old Pacific Hwy) & OR 99

Movement	NB	NW	NW
Directions Served	R	LT	T
Maximum Queue (ft)	42	84	28
Average Queue (ft)	20	21	2
95th Queue (ft)	51	67	27
Link Distance (ft)		3878	3878
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	25		
Storage Blk Time (%)	2		
Queuing Penalty (veh)	0		

Intersection: 19: S Valley View Rd & OR 99

Movement	NB	NB	SB	SE	SE	SE	NW	NW	NW	NW
Directions Served	LT	R	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	79	53	925	110	200	238	174	697	835	175
Average Queue (ft)	43	20	846	42	101	126	34	359	409	136
95th Queue (ft)	85	44	1101	96	180	209	116	779	874	240
Link Distance (ft)	67	67	891		3878	3878		2095	2095	
Upstream Blk Time (%)	20	0	42							
Queuing Penalty (veh)	10	0	0							
Storage Bay Dist (ft)				200			150			150
Storage Blk Time (%)					0		0	28	26	4
Queuing Penalty (veh)					0		0	13	141	16

Intersection: 23: Colver/Suncrest Rd &

Movement	EB	WB
Directions Served	T	L
Maximum Queue (ft)	219	28
Average Queue (ft)	56	3
95th Queue (ft)	158	19
Link Distance (ft)	815	90
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 52: Jackson & S Valley View Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	110	99
Average Queue (ft)	35	11
95th Queue (ft)	79	53
Link Distance (ft)	164	304
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 214

HCM Signalized Intersection Capacity Analysis
13: Colver/Suncrest Rd & OR 99

9/3/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	230	30	130	25	25	15	30	510	285	140	710	10
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5			4.5		4.5	5.5		4.5	5.5	
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.88			0.97		1.00	0.95		1.00	1.00	
Flt Protected	0.95	1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	1537			1663		1662	3126		1662	3318	
Flt Permitted	0.71	1.00			0.87		0.30	1.00		0.26	1.00	
Satd. Flow (perm)	1247	1537			1475		532	3126		448	3318	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	242	32	137	26	26	16	32	537	300	147	747	11
RTOR Reduction (vph)	0	99	0	0	12	0	0	99	0	0	1	0
Lane Group Flow (vph)	242	70	0	0	56	0	32	738	0	147	757	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	16.1	16.1			16.1		23.4	21.5		31.6	25.6	
Effective Green, g (s)	15.6	15.6			15.6		22.4	21.0		30.6	25.1	
Actuated g/C Ratio	0.28	0.28			0.28		0.40	0.37		0.54	0.44	
Clearance Time (s)	4.0	4.0			4.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)	2.5	2.5			2.5		2.5	4.8		2.5	4.8	
Lane Grp Cap (vph)	344	424			407		238	1160		360	1471	
v/s Ratio Prot		0.05					0.00	c0.24		c0.04	0.23	
v/s Ratio Perm	c0.19				0.04		0.05			0.18		
v/c Ratio	0.70	0.16			0.14		0.13	0.64		0.41	0.51	
Uniform Delay, d1	18.4	15.6			15.4		13.2	14.7		12.1	11.4	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.9	0.1			0.1		0.2	1.5		0.6	0.6	
Delay (s)	24.4	15.7			15.6		13.4	16.2		12.6	11.9	
Level of Service	C	B			B		B	B		B	B	
Approach Delay (s)		20.8			15.6			16.1			12.0	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM Average Control Delay	15.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	56.6	Sum of lost time (s)	14.5
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	50	220	60	270	315	225	205	385	75	85	585	290
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	6.5		4.5	6.5	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.98		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	1694		1662	1750	1488	1662	3217		1662	3139	
Flt Permitted	0.42	1.00		0.47	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	737	1694		817	1750	1488	1662	3217		1662	3139	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	53	232	63	284	332	237	216	405	79	89	616	305
RTOR Reduction (vph)	0	12	0	0	0	153	0	21	0	0	75	0
Lane Group Flow (vph)	53	283	0	284	332	84	216	463	0	89	846	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4		4						
Actuated Green, G (s)	28.5	28.5		28.5	28.5	28.5	11.9	23.2		13.0	24.3	
Effective Green, g (s)	28.0	28.0		28.0	28.0	28.0	11.4	22.7		12.5	23.8	
Actuated g/C Ratio	0.36	0.36		0.36	0.36	0.36	0.14	0.29		0.16	0.30	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	6.0		4.0	6.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.8		2.5	4.8	
Lane Grp Cap (vph)	262	603		291	623	529	241	928		264	949	
v/s Ratio Prot		0.17			0.19		c0.13	0.14		0.05	c0.27	
v/s Ratio Perm	0.07			c0.35		0.06						
v/c Ratio	0.20	0.47		0.98	0.53	0.16	0.90	0.50		0.34	0.89	
Uniform Delay, d1	17.6	19.6		25.0	20.2	17.3	33.1	23.3		29.4	26.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.4		45.7	0.7	0.1	31.6	0.8		0.6	11.1	
Delay (s)	17.9	20.0		70.7	20.8	17.4	64.7	24.1		30.0	37.3	
Level of Service	B	C		E	C	B	E	C		C	D	
Approach Delay (s)		19.7			36.5			36.6			36.7	
Approach LOS		B			D			D			D	

Intersection Summary			
HCM Average Control Delay	34.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	78.7	Sum of lost time (s)	15.5
Intersection Capacity Utilization	89.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (vph)	515	200	205	725	235	155
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Total Lost time (s)	5.5		4.5	5.5	4.5	
Lane Util. Factor	0.95		1.00	0.95	1.00	
Frt	0.96		1.00	1.00	0.95	
Flt Protected	1.00		0.95	1.00	0.97	
Satd. Flow (prot)	3162		1662	3292	1598	
Flt Permitted	1.00		0.95	1.00	0.97	
Satd. Flow (perm)	3162		1662	3292	1598	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	542	211	216	763	247	163
RTOR Reduction (vph)	57	0	0	0	34	0
Lane Group Flow (vph)	696	0	216	763	376	0
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%
Turn Type			Prot			
Protected Phases	2		1	6	8	
Permitted Phases						
Actuated Green, G (s)	20.1		10.3	34.4	18.7	
Effective Green, g (s)	19.6		9.8	33.9	18.2	
Actuated g/C Ratio	0.32		0.16	0.55	0.29	
Clearance Time (s)	5.0		4.0	5.0	4.0	
Vehicle Extension (s)	4.8		2.5	4.8	2.5	
Lane Grp Cap (vph)	998		262	1797	468	
v/s Ratio Prot	c0.22		c0.13	0.23	c0.24	
v/s Ratio Perm						
v/c Ratio	0.70		0.82	0.42	0.80	
Uniform Delay, d1	18.6		25.3	8.3	20.3	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	2.6		18.2	0.3	9.4	
Delay (s)	21.3		43.6	8.7	29.7	
Level of Service	C		D	A	C	
Approach Delay (s)	21.3			16.4	29.7	
Approach LOS	C			B	C	

Intersection Summary			
HCM Average Control Delay	20.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	62.1	Sum of lost time (s)	14.5
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (veh/h)	605	65	40	870	60	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	617	66	41	888	61	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			684		1620	651
vC1, stage 1 conf vol					651	
vC2, stage 2 conf vol					969	
vCu, unblocked vol			684		1620	651
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			96		79	95
cM capacity (veh/h)			919		298	472

Direction, Lane #	SE 1	NW 1	NW 2	NE 1
Volume Total	684	41	888	87
Volume Left	0	41	0	61
Volume Right	66	0	0	26
cSH	1700	919	1700	334
Volume to Capacity	0.40	0.04	0.52	0.26
Queue Length 95th (ft)	0	3	0	25
Control Delay (s)	0.0	9.1	0.0	19.5
Lane LOS		A		C
Approach Delay (s)	0.0	0.4		19.5
Approach LOS				C

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (veh/h)	600	30	30	885	25	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	625	31	31	922	26	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			656		1625	641
vC1, stage 1 conf vol					641	
vC2, stage 2 conf vol					984	
vCu, unblocked vol			656		1625	641
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			97		91	95
cM capacity (veh/h)			941		303	479

Direction, Lane #	SE 1	NW 1	NW 2	NE 1
Volume Total	656	31	922	52
Volume Left	0	31	0	26
Volume Right	31	0	0	26
cSH	1700	941	1700	371
Volume to Capacity	0.39	0.03	0.54	0.14
Queue Length 95th (ft)	0	3	0	12
Control Delay (s)	0.0	9.0	0.0	16.3
Lane LOS		A		C
Approach Delay (s)	0.0	0.3		16.3
Approach LOS				C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (veh/h)	0	15	610	15	35	915
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	16	642	16	37	963
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		1				
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1205	329			658	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1205	329			658	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			96	
cM capacity (veh/h)	172	673			939	

Direction, Lane #	NB 1	SE 1	SE 2	NW 1	NW 2
Volume Total	16	428	230	358	642
Volume Left	0	0	0	37	0
Volume Right	16	0	16	0	0
cSH	505	1700	1700	939	1700
Volume to Capacity	0.03	0.25	0.14	0.04	0.38
Queue Length 95th (ft)	2	0	0	3	0
Control Delay (s)	12.4	0.0	0.0	1.3	0.0
Lane LOS	B			A	
Approach Delay (s)	12.4	0.0		0.5	
Approach LOS	B				

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	35	35	40	640	35	85	90	495	40	50	830	620
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0	3.5		5.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frt		1.00	0.85		0.98		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.98	1.00		0.96		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1674	1458		1639		1662	3253		1630	3292	1473
Flt Permitted		0.98	1.00		0.96		0.12	1.00		0.27	1.00	1.00
Satd. Flow (perm)		1674	1458		1639		208	3253		461	3292	1473
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	38	43	696	38	92	98	538	43	54	902	674
RTOR Reduction (vph)	0	0	31	0	4	0	0	5	0	0	0	296
Lane Group Flow (vph)	0	76	12	0	822	0	98	576	0	54	902	378
Heavy Vehicles (%)	2%	2%	2%	1%	2%	0%	0%	1%	2%	2%	1%	1%
Turn Type	Split		custom	Split			pm+pt			pm+pt		Perm
Protected Phases	4	4		8	8		1	6		5	2	
Permitted Phases			6				6			2		2
Actuated Green, G (s)		8.1	33.6		52.5		40.6	33.6		37.8	32.2	32.2
Effective Green, g (s)		9.6	35.1		54.0		40.6	34.6		37.8	33.2	33.2
Actuated g/C Ratio		0.08	0.29		0.45		0.34	0.29		0.31	0.27	0.27
Clearance Time (s)		5.5	5.0		6.5		4.0	5.0		4.0	5.0	5.0
Vehicle Extension (s)		5.2	5.2		2.5		2.5	5.2		2.5	5.2	5.2
Lane Grp Cap (vph)		133	424		733		154	932		198	905	405
v/s Ratio Prot		c0.05			c0.50		c0.04	0.18		0.01	c0.27	
v/s Ratio Perm			0.01				0.18			0.07		0.26
v/c Ratio		0.57	0.03		1.12		0.64	0.62		0.27	1.00	0.93
Uniform Delay, d1		53.6	30.7		33.4		32.0	37.4		30.2	43.7	42.7
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		9.6	0.1		71.9		7.3	3.1		0.5	29.1	30.8
Delay (s)		63.2	30.8		105.3		39.3	40.4		30.7	72.9	73.5
Level of Service		E	C		F		D	D		C	E	E
Approach Delay (s)		51.5			105.3			40.3			71.7	
Approach LOS		D			F			D			E	

Intersection Summary			
HCM Average Control Delay	73.0	HCM Level of Service	E
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	120.8	Sum of lost time (s)	17.0
Intersection Capacity Utilization	94.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	390	0	0	450	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	424	0	0	489	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				152		
pX, platoon unblocked					0.96	
vC, conflicting volume			424		913	424
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			424		890	424
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1135		301	630

Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	424	0	489	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.25	0.00	0.29	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				A
Approach Delay (s)	0.0	0.0		0.0
Approach LOS				A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	29.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	40	5	5	70	60	65
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	43	5	5	76	65	71
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					179	
pX, platoon unblocked	0.99	0.99	0.99			
vC, conflicting volume	188	101	136			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	168	80	116			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	99	100			
cM capacity (veh/h)	807	966	1452			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	49	82	136
Volume Left	43	5	0
Volume Right	5	0	71
cSH	822	1452	1700
Volume to Capacity	0.06	0.00	0.08
Queue Length 95th (ft)	5	0	0
Control Delay (s)	9.7	0.5	0.0
Lane LOS	A	A	
Approach Delay (s)	9.7	0.5	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	19.3%	ICU Level of Service	A
Analysis Period (min)	15		

13: Colver/Suncrest Rd & OR 99 Performance by approach

Approach	EB	WB	SE	NW	All
Delay / Veh (s)	18.4	15.1	15.7	13.8	15.5

14: W Valley View Rd & OR 99 Performance by approach

Approach	EB	WB	SE	NW	All
Delay / Veh (s)	14.5	26.3	32.1	178.6	75.0

15: OR 99 & Rapp Rd Performance by approach

Approach	SE	NW	NE	All
Delay / Veh (s)	15.9	14.8	22.7	16.7

16: OR 99 & Arnos Rd Performance by approach

Approach	SE	NW	NE	All
Delay / Veh (s)	2.4	3.9	28.9	4.6

17: OR 99 & Creel Rd Performance by approach

Approach	SE	NW	NE	All
Delay / Veh (s)	3.3	0.9	16.1	2.4

18: Talent Av (Old Pacific Hwy) & OR 99 Performance by approach

Approach	NB	SE	NW	All
Delay / Veh (s)	7.4	2.0	11.4	7.6

19: S Valley View Rd & OR 99 Performance by approach

Approach	NB	SB	SE	NW	All
Delay / Veh (s)	56.0	488.0	38.9	372.4	312.9

23: Colver/Suncrest Rd & Performance by approach

Approach	EB	WB	All
Delay / Veh (s)	15.0	0.6	7.4

52: Jackson & S Valley View Rd Performance by approach

Approach	EB	NB	SB	All
Delay / Veh (s)	27.7	16.7	0.9	11.0

Total Zone Performance

Delay / Veh (s)	7421.2

13: Colver/Suncrest Rd & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Delay / Veh (s)	23.7	15.9	9.2	16.5	19.2	7.2	19.5	16.9	13.1	24.5	11.7	10.8

13: Colver/Suncrest Rd & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	15.5

14: W Valley View Rd & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Delay / Veh (s)	26.2	13.6	8.5	48.5	21.4	7.0	39.4	30.1	21.2	105.6	195.4	166.0

14: W Valley View Rd & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	75.0

15: OR 99 & Rapp Rd Performance by movement

Movement	SET	SER	NWL	NWT	NEL	NER	All
Delay / Veh (s)	19.6	6.0	44.6	6.4	25.1	19.0	16.7

16: OR 99 & Arnos Rd Performance by movement

Movement	SET	SER	NWL	NWT	NEL	NER	All
Delay / Veh (s)	2.6	1.4	8.2	3.7	32.6	20.4	4.6

17: OR 99 & Creel Rd Performance by movement

Movement	SET	SER	NWL	NWT	NEL	NER	All
Delay / Veh (s)	3.3	2.8	3.8	0.8	22.4	9.8	2.4

18: Talent Av (Old Pacific Hwy) & OR 99 Performance by movement

Movement	NBR	SET	SER	NWL	NWT	All
Delay / Veh (s)	7.4	2.0	1.6	13.8	11.3	7.6

19: S Valley View Rd & OR 99 Performance by movement

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Delay / Veh (s)	81.3	88.1	4.4	487.7	489.8	489.4	51.3	37.4	29.3	367.8	370.5	376.1

19: S Valley View Rd & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	312.9

23: Colver/Suncrest Rd & Performance by movement

Movement	EBT	WBT	All
Delay / Veh (s)	15.0	0.6	7.4

52: Jackson & S Valley View Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	29.8	11.6	14.6	16.8	0.9	0.8	11.0

Total Zone Performance

Delay / Veh (s)	7421.2

Intersection: 13: Colver/Suncrest Rd & OR 99

Movement	EB	EB	WB	SE	SE	SE	NW	NW	NW
Directions Served	L	TR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	130	83	76	50	213	277	144	206	245
Average Queue (ft)	98	65	24	16	86	121	57	56	87
95th Queue (ft)	121	103	56	39	170	221	112	147	179
Link Distance (ft)	90	90	771		6514	6514		1732	1732
Upstream Blk Time (%)	27	1							
Queuing Penalty (veh)	53	2							
Storage Bay Dist (ft)				300			325		
Storage Blk Time (%)								0	
Queuing Penalty (veh)								0	

Intersection: 14: W Valley View Rd & OR 99

Movement	EB	EB	WB	WB	WB	SE	SE	SE	NW	NW	NW	B26
Directions Served	L	TR	L	T	R	L	T	TR	L	T	TR	T
Maximum Queue (ft)	71	189	225	604	207	253	187	210	374	1000	1005	298
Average Queue (ft)	22	69	143	163	34	115	100	114	139	700	729	72
95th Queue (ft)	50	143	237	460	113	213	174	189	401	1235	1234	362
Link Distance (ft)		619		1090	1090		1732	1732		1013	1013	895
Upstream Blk Time (%)				0						10	15	0
Queuing Penalty (veh)				0						48	70	0
Storage Bay Dist (ft)	300		200			325			350			
Storage Blk Time (%)			8	1		0			0	51		
Queuing Penalty (veh)			26	2		0			0	43		

Intersection: 14: W Valley View Rd & OR 99

Movement	B26
Directions Served	T
Maximum Queue (ft)	312
Average Queue (ft)	76
95th Queue (ft)	373
Link Distance (ft)	895
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: OR 99 & Rapp Rd

Movement	SE	SE	NW	NW	NW	NE
Directions Served	T	TR	L	T	T	LR
Maximum Queue (ft)	328	261	228	184	202	324
Average Queue (ft)	164	79	130	65	78	176
95th Queue (ft)	280	185	221	152	149	282
Link Distance (ft)	895	895		419	419	375
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			275			
Storage Blk Time (%)			1			
Queuing Penalty (veh)			3			

Intersection: 16: OR 99 & Arnos Rd

Movement	SE	NW	NE
Directions Served	TR	L	LR
Maximum Queue (ft)	5	56	173
Average Queue (ft)	0	17	60
95th Queue (ft)	4	44	124
Link Distance (ft)	1005		579
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		275	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: OR 99 & Creel Rd

Movement	NW	NE
Directions Served	L	LR
Maximum Queue (ft)	38	86
Average Queue (ft)	13	32
95th Queue (ft)	38	65
Link Distance (ft)		448
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	275	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Talent Av (Old Pacific Hwy) & OR 99

Movement	NB	NW	NW
Directions Served	R	LT	T
Maximum Queue (ft)	42	108	41
Average Queue (ft)	14	21	2
95th Queue (ft)	44	72	28
Link Distance (ft)		3878	3878
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	25		
Storage Blk Time (%)	2		
Queuing Penalty (veh)	0		

Intersection: 19: S Valley View Rd & OR 99

Movement	NB	NB	SB	SE	SE	SE	NW	NW	NW	NW
Directions Served	LT	R	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	78	60	922	164	214	242	174	2114	2121	197
Average Queue (ft)	52	21	910	55	117	142	45	1975	2001	173
95th Queue (ft)	89	48	916	127	198	217	146	2452	2414	204
Link Distance (ft)	67	67	891		3878	3878		2095	2095	
Upstream Blk Time (%)	32	0	57					10	19	
Queuing Penalty (veh)	18	0	0					0	0	
Storage Bay Dist (ft)				200			150			150
Storage Blk Time (%)				0	0		0	57	49	18
Queuing Penalty (veh)				0	0		0	29	306	74

Intersection: 23: Colver/Suncrest Rd &

Movement	EB
Directions Served	T
Maximum Queue (ft)	453
Average Queue (ft)	127
95th Queue (ft)	338
Link Distance (ft)	815
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 52: Jackson & S Valley View Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	109	150
Average Queue (ft)	36	23
95th Queue (ft)	82	90
Link Distance (ft)	164	304
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 675

Appendix C. ODOT Crash Analysis Reports (01/01/2005 through 12/31/2012)

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

001 PACIFIC

Rogue Valley Hwy (OR 99/ Hwy 063) MP 8.50 to 9.75 plus 265 feet on each leg
January 1, 2005 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUGS	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01810	N	N	N			09/25/2009	JACKSON	1	17	3	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE						Fri	MEDFORD	6	0	GARFIELD ST	NE		TRF SIGNAL	N	DRY	REAR		PRVTE	NE SW									000		00
						10A	MEDFORD UA	26.76		ROGUE VALLEY HY	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	41	M	OR-Y	026		038		07
																									OR<25					
																	02	NONE	STOP									012		00
																		PRVTE	NE SW									000		00
																		PSNGR CAR		01	DRVR	INJC	55	F	OR-Y	000		000		00
																									OR<25					
02437	Y	N	N	N	N	12/12/2009	JACKSON	1	16	3	STRGHT		N	Y	SLT	FIX OBJ	01	NONE	STRGHT										088,124	01
CITY						Sat	MEDFORD	6	0	GARFIELD ST	NE	(NONE)	NONE	N	ICE	FIX		PRVTE	NE SW									000	088,124	00
						5A	MEDFORD UA	26.77		ROGUE VALLEY HY	08			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	52	F	OR-Y	047,081		017		01
												(04)													OR<25					

063 ROGUE VALLEY

Rogue Valley Hwy (OR 99/ Hwy 063) MP 8.50 to 9.75 plus 265 feet on each leg
January 1, 2005 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00731	N	N	N			04/05/2006	JACKSON	1	14		STRGHT		Y	N	RAIN	S-STRGHT	01	NONE 0	STRGHT											07
NO RPT						Wed	MEDFORD	0	0	ROGUE VALLEY HY	NW	(NONE)	UNKNOWN	N	WET	REAR		PRVTE	NW SE									000		00
						3P	MEDFORD UA	8.55		GARFIELD RD	04			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	74	F	OR-Y		042	088		07
												(04)													OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	NW SE									006		00
																		PSNGR CAR		01	DRVR	NONE	79	F	OR-Y		000	000		00
																									OR<25					
01426	N	N	N			07/04/2007	JACKSON	1	14		STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT											07,27
NO RPT						Wed	MEDFORD	0	0	ROGUE VALLEY HY	NW	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	SE NW									000		00
						10P	MEDFORD UA	8.55		GARFIELD ST	05			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	M	OR-Y		026	038		07
												(04)													OR<25					
																	02	NONE	STRGHT											
																		PRVTE	SE NW									000		00
																		PSNGR CAR		01	DRVR	NONE	31	M	OR-Y		000	000		00
																									OR<25					
02028	N	N	N	N	N	10/11/2009	JACKSON	1	14		INTER		N	N	CLR	OVERTURN	01	NONE 0	STRGHT										010	33
CITY						Sun	MEDFORD	0	0	GARFIELD ST	SE		TRF SIGNAL	N	DRY	OTH		PRVTE	NW SE									000	010	00
						5P	MEDFORD UA	8.56		ROGUE VALLEY HY	05	1		N	DAY	INJ		MTRCYCLE		01	DRVR	INJB	35	M	OR-Y		051	000		33
																									OR<25					
																				02	PSNG	INJB	20	F			000	000		00
91103	N	N	N			05/10/2006	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-1TURN	01	NONE	STRGHT											07
CITY						Wed	MEDFORD	0	0	BELKNAP RD	SE		TRF SIGNAL	N	DRY	REAR		PRVTE	SE NW									000		00
						3P	MEDFORD UA	8.56		ROGUE VALLEY HY	06	0		N	DAY	INJ		MTRCYCLE		01	DRVR	INJA	79	M	OR-Y		043	000	001	07
																									OR<25					
																	02	NONE	TURN-R											
																		PRVTE	SE NE									013		00
																		PSNGR CAR		01	DRVR	NONE	56	F	OR-Y		000	000		00
																									OR<25					
00237	Y	N	N			01/16/2007	JACKSON	1	14		INTER	CROSS	N	N	SNOW	S-1STOP	01	NONE	STRGHT										124	01
NONE						Tue	MEDFORD	0	0	BELKNAP RD	SE		TRF SIGNAL	N	ICE	REAR		PRVTE	SE NW									000	124	00
						12P	MEDFORD UA	8.56		ROGUE VALLEY HY	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	63	F	OR-Y		047,026	000		01
																									OR<25					
																	02	NONE	STOP											
																		PRVTE	SE NW									011		00
																		PSNGR CAR		01	DRVR	NONE	20	M	OTH-Y		000	000		00
																									N-RES					
01809	N	N	N			10/13/2008	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-1TURN	01	NONE	STRGHT											07
NONE						Mon	MEDFORD	0	0	GARFIELD ST	SE		L-GRN-SIG	N	DRY	REAR		PRVTE	SE NW									000		00
						10A	MEDFORD UA	8.56		ROGUE VALLEY HY	06	0		N	DAY	PDO		TRUCK		01	DRVR	NONE	50	M	OR-Y		026	000		07
																									OR<25					

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Rogue Valley Hwy (OR 99/ Hwy 063) MP 8.50 to 9.75 plus 265 feet on each leg
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A	R U C S	S H L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE PRVTE PSNGR CAR	TURN-L SE SW									000	00
																				01	DRVR	NONE	00	U	UNK UNK		000	000	00
01978	Y	N	N	N	N	11/16/2008	JACKSON	1	14		INTER	CROSS	N	N	FOG	S-1STOP	01	NONE	STRGHT											01,07
CITY						Sun	MEDFORD	0	0	GARFIELD ST	NW		TRF SIGNAL	N	WET	REAR		PRVTE	NW SE									000	00
						8A	MEDFORD UA	8.56		ROGUE VALLEY HY	06	0		N	DAWN	INJ		PSNGR CAR		01	DRVR	INJC	22	M	OR-Y OR<25	047,043	000		01,07
																	02	NONE PRVTE PSNGR CAR	STOP NW SE									011	00
																				01	DRVR	NONE	46	M	OR-Y OR<25	000	000		00
01666	N	N	N			08/26/2005	JACKSON	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0 PRVTE	STRGHT SE NW											04
NO RPT						Fri	MEDFORD	0	0	BELKNAP RD	CN		TRF SIGNAL	N	DRY	ANGL		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y OR<25	020	000		00
						6A	MEDFORD UA	8.56		ROGUE VALLEY HY	01	0		N	DAY	INJ													04
																	02	NONE 0 PRVTE PSNGR CAR	TURN-L NE SE									000	00
																				01	DRVR	INJA	51	F	OR-Y OR<25	000	000		00
00016	N	N	N	N	N	01/01/2009	JACKSON	1	14		INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE 0 PRVTE	STRGHT NW SE											04
CITY						Thu	MEDFORD	0	0	GARFIELD RD	CN		TRF SIGNAL	N	WET	ANGL		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y OR<25	020	000		00
						3P	MEDFORD UA	8.56		ROGUE VALLEY HY	01	1		N	DAY	INJ													04
																				02	PSNG	INJC	17	F		000	000		00
																	02	NONE 0 PRVTE PSNGR CAR	STRGHT NE SW									000	00
																				01	DRVR	INJB	21	M	OR-Y OR<25	000	000		00
01983	N	N	N	N	N	10/10/2009	JACKSON	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0 PRVTE	STRGHT NW SE											32,04
CITY						Sat	MEDFORD	0	0	GARFIELD ST	CN		TRF SIGNAL	N	DRY	ANGL		PSNGR CAR		01	DRVR	INJB	18	M	OR-Y OR<25	052,020	000		00
						12A	MEDFORD UA	8.56		ROGUE VALLEY HY	01	0		N	DLIT	INJ													32,04
																				02	PSNG	INJB	18	M		000	000		00
																	02	NONE 1 PRVTE SEMI TOW	STRGHT NE SW									000	00
																				01	DRVR	NONE	39	M	OTH-Y N-RES	000	000		00
00081	N	N	N	N	N	01/22/2008	JACKSON	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE PRVTE PSNGR CAR	STRGHT SW NE									000	04
CITY						Tue	MEDFORD	0	0	GARFIELD ST	CN		TRF SIGNAL	N	DRY	ANGL													00
						9P	MEDFORD UA	8.56		ROGUE VALLEY HY	02	0		N	DLIT	INJ				01	DRVR	NONE	18	M	OR-Y OR<25	000	000		00

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Rogue Valley Hwy (OR 99/ Hwy 063) MP 8.50 to 9.75 plus 265 feet on each leg
January 1, 2005 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	RSLT	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																		02	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	INJB	83	M	OR-Y OR<25	020	000	000	00 04
																					02	PSNG	INJB	84	F		000	000		00
00671 NO RPT	N	N	N				04/01/2008 Tue 7A	JACKSON MEDFORD MEDFORD UA	1 14 0 0 8.56		GARFIELD ST ROGUE VALLEY HY	INTER CN 02	CROSS 0	N TRF SIGNAL	N N N	CLR DRY DAY	ANGL-OTH ANGL PDO	01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	39	F	OR-Y OR<25	020	000	000	04 00 04
																		02	NONE PRVTE PSNGR CAR	STRGHT SW NE	01	DRVR	NONE	41	F	OR-Y OR<25	000	000	000	00 00
01589 CITY	N	N	N	N	N		08/21/2009 Fri 7P	JACKSON MEDFORD MEDFORD UA	1 14 0 0 8.56		GARFIELD ST ROGUE VALLEY HY	INTER CN 02	CROSS 0	N TRF SIGNAL	N N N	CLR DRY DAY	S-STRGHT REAR INJ	01	NONE 0 PRVTE PSNGR CAR	TURN-R NE NW	01	DRVR	NONE	20	M	OR-Y OR<25	026	000	000	07 00 07
																		02	NONE 0 PRVTE PSNGR CAR	TURN-R NE NW	01	DRVR	INJC	60	F	OR-Y OR<25	000	000	000	00 00
01286 CITY	N	N	N	N	N		06/14/2006 Wed 12P	JACKSON MEDFORD MEDFORD UA	1 14 0 0 8.56		BELKNAP RD ROGUE VALLEY HY	INTER CN 03	CROSS 0	N TRF SIGNAL	N N N	CLR DRY DAY	ANGL-OTH ANGL INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT NE SW	01	DRVR	NONE	68	F	OR-Y OR<25	020	000	000	04 00 04
																		02	NONE 0 PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	INJC	18	F	OR-Y OR<25	000	000	000	00 00
00724 CITY	N	N	N				04/04/2006 Tue 4P	JACKSON MEDFORD UA	1 14 0 0 8.57			STRGHT UN 04	(NONE) (04)	N UNKNOWN	N N N	CLR DRY DAY	S-1STOP REAR INJ	01	NONE 1 PRVTE SEMI TOW	STRGHT S N	01	DRVR	NONE	54	M	OR-Y OR<25	026	000	000	07 00 07
																		02	NONE 0 PRVTE PSNGR CAR	STOP S N	01	DRVR	INJC	24	F	OR-Y OR<25	000	011	000	00 00
01523 NO RPT	N	N	N				08/02/2009 Sun 3P	JACKSON MEDFORD MEDFORD UA	1 14 0 0 8.57		GARFIELD ST ROGUE VALLEY HY	INTER NW 06	CROSS 0	N TRF SIGNAL	N N N	CLR DRY DAY	S-1STOP REAR PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	00	M	OR-Y OR<25	026	000	000	07 00 07

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January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	ALC R	DUS H	RSL W	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																02	NONE 0	STOP											
																	PRVTE	NW SE								011			00
																	PSNGR CAR		01	DRVR	NONE	57	M	OR-Y	000	000			00
																								OR<25					
02756	N	N	N		12/04/2006	JACKSON	1	14		STRGHT		N		N	CLR	S-1STOP	01	NONE	STRGHT											07,27
NONE					Mon		0	0		UN	(NONE)	TRF SIGNAL		N	DRY	REAR		PRVTE	S N								000			00
					3P	MEDFORD UA	8.58			06				N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	23	F	OR-Y	026	038			07
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	S N								011			00
																	PSNGR CAR		01	DRVR	NONE	58	F	OR-Y	000	000			00
																								OR<25					
00737	Y	N	N		04/03/2007	JACKSON	1	14		STRGHT		N		N	CLR	S-STRGHT	01	NONE	STRGHT											01
NO RPT					Tue		0	0		UN	(NONE)	UNKNOWN		N	DRY	REAR		PRVTE	N S								000			00
					6P	MEDFORD UA	8.59			04				N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	48	F	OR-Y	042	000			01
											(04)													OR<25					
																02	NONE	STRGHT											
																	PRVTE	N S								006			00
																	PSNGR CAR		01	DRVR	NONE	54	F	OR-Y	000	000			00
																								OR<25					
00750	N	N	N		04/22/2005	JACKSON	1	14		STRGHT		N		N	CLD	S-STRGHT	01	NONE 0	STRGHT											07
COUNTY					Fri		0	0		UN	(NONE)	UNKNOWN		N	DRY	REAR		PRVTE	S N								000			00
					8P	MEDFORD UA	8.60			06				N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y	042	000			07
											(04)													OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	S N								000			00
																	PSNGR CAR		01	DRVR	NONE	16	M	OR-Y	000	000			00
																								OR<25					
01985	N	N	N		09/01/2005	JACKSON	1	14		STRGHT		N		N	CLR	S-1STOP	01	NONE	STRGHT									013		07
STATE					Thu		0	0		UN	(NONE)	UNKNOWN		N	DRY	REAR		PRVTE	N S								000			00
					12P	MEDFORD UA	8.62			04				Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	24	M	OR-Y	043	000			07
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	N S								011	013		00
																	PSNGR CAR		01	DRVR	NONE	41	M	OR-Y	000	000			00
																								OR<25					
																03	NONE	STOP											
																	PRVTE	N S								011			00
																	PSNGR CAR		01	DRVR	NONE	82	M	OR-Y	000	000			00
																								OR<25					
02033	N	N	N		09/07/2005	JACKSON	1	14		ALLEY		N		N	CLR	ANGL-OTH	01	NONE	STRGHT									040		10
STATE					Wed		0	0		UN	(NONE)	UNKNOWN		N	DRY	BACK		PRVTE	S N								088	040		00
					8P	MEDFORD UA	8.62			07				N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	16	M	OR-Y	000	000			00
											(05)													OR<25					

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SER# INVEST	S P E D	A L C	R U S L	S C H	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																02	NONE	BACK											
																	PRVTE	E S								018			00
																	PSNGR CAR		01	DRVR	NONE	25	F	OR-Y	011	000			10
																								OR<25					
00138	N	N	N			01/29/2005	JACKSON	1 14		ALLEY		N		N CLR	S-1TURN	01	NONE	STRGHT											08
NO RPT						Sat		0 0		UN	(NONE)	UNKNOWN		N DRY	TURN		PRVTE	S N								000			00
						1P	MEDFORD UA	8.79		06				N DAY	INJ		PSNGR CAR		01	DRVR	NONE	41	M	OR-Y	000	000			00
											(05)													OR<25					
																			02	PSNG	INJC	82	F		000	000			00
																02	NONE	TURN-L											
																	PRVTE	S W								019			00
																	PSNGR CAR		01	DRVR	NONE	55	M	OR-Y	006	000			08
																								OR<25					
02135	N	N	N			10/10/2006	JACKSON	1 14		STRGHT		N		N CLR	S-1STOP	01	NONE	STRGHT										013	07,32
STATE						Tue		0 0		UN	(NONE)	UNKNOWN		N DRY	REAR		PRVTE	S N								000			00
						1P	MEDFORD UA	8.80		05				N DAY	INJ		PSNGR CAR		01	DRVR	NONE	16	M	OR-Y	043,052	000			07,32
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	S N								011	013		00
																	PSNGR CAR		01	DRVR	NONE	16	M	OR-Y	000	000			00
																								OR<25					
																03	NONE	STOP											
																	PRVTE	S N								011			00
																	PSNGR CAR		01	DRVR	INJC	56	F	OR-Y	000	000			00
																								OR<25					
02646	N	N	N	N	N	12/25/2007	JACKSON	1 14		INTER	3-LEG	N		N SNOW	ANGL-OTH	01	NONE	TURN-L											02
STATE						Tue		0 0		CN		ONE-WAY		N ICE	TURN		PRVTE	E S								015			00
						9P	MEDFORD UA	8.81		01	0			N DARK	PDO		PSNGR CAR		01	DRVR	NONE	55	M	OR-Y	028	000			02
																								OR<25					
																02	NONE	STRGHT											
																	PRVTE	N S								000			00
																	PSNGR CAR		01	DRVR	NONE	21	M	OR-Y	000	000			00
																								OR>25					
																			02	PSNG	NO<5	02	F		000	000			00
01274	N	N	N			06/12/2006	JACKSON	1 14		INTER	3-LEG	N		N RAIN	ANGL-OTH	01	NONE 0	STRGHT										082	02
STATE						Mon		0 0		CN		UNKNOWN		N WET	TURN		PRVTE	S N								000			00
						12P	MEDFORD UA	8.81		02	0			N DAY	INJ		PSNGR CAR		01	DRVR	INJB	87	F	OR-Y	000	000			00
																								OR<25					
																02	NONE 0	TURN-L											
																	PRVTE	E S								000			00
																	PSNGR CAR		01	DRVR	NONE	77	F	OR-Y	028	000	082		02
																								OR<25					

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SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02014	N	N	N			09/01/2006	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	TURN-L										010,001	02
STATE						Fri		0	0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	W N								018		00
						1P	MEDFORD UA	8.83			04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	53	F	OR-Y	028	000		02
												(04)													OR<25				
																	02	NONE	STRGHT											
																		PRVTE	N S								007	010	00
																		MTRCYCLE		01	DRVR	INJA	33	M	OR-Y	000	000	001	00
																									OR<25				
02164	N	N	N			11/17/2009	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	TURN-R											02
NONE						Tue		0	0	02107	S	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	E N								018		00
						8P	MEDFORD UA	8.83		00190	06			N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y	028	000		02
												(04)													OR<25				
																	02	NONE 0	STRGHT											
																		PRVTE	S N								000		00
																		PSNGR CAR		01	DRVR	INJC	29	F	OR-Y	000	000		00
																									OR<25				
01836	N	N	N	N	N	09/02/2009	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	STRGHT										083	02
CITY						Wed	MEDFORD	0	0	ROGUE VALLEY HY	SE	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	SE NW								000		00
						9P	MEDFORD UA	8.88		GARFIELD ST	06			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	49	F	OR-Y	000	000		00
												(04)													OR<25				
																	02	NONE	TURN-L											
																		PRVTE	NE SE								018		00
																		PSNGR CAR		01	DRVR	NONE	80	M	OR-Y	028	000	083	02
																									OR<25				
01192	N	N	N			06/10/2005	JACKSON	1	14		ALLEY		N	N	CLR	S-STRGHT	01	NONE	STRGHT											07
STATE						Fri		0	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	N S								000		00
						5P	MEDFORD UA	8.89			04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	28	M	OR-Y	043,042	000		07
												(05)													OR<25				
																	02	NONE	STRGHT											
																		PRVTE	N S								006		00
																		PSNGR CAR		01	DRVR	INJC	54	F	OR-Y	000	000		00
																									OR<25				
																				02	PSNG	INJC	10	M		000	000		00
02269	N	N	N			10/30/2006	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02
STATE						Mon		0	0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	S N								000		00
						3P	MEDFORD UA	8.89			05			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	48	M	OR-Y	000	000		00
												(04)													OR<25				
																	02	NONE	TURN-L											
																		PRVTE	E S								018		00
																		PSNGR CAR		01	DRVR	INJC	34	F	OR-Y	028	000		02
																									OR<25				

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SER# INVEST	SPE D	ALC R	DSL S	WOR W	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02003	N	N	N		09/03/2006	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	TURN-L											02
STATE					Sun		0	0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	E S									018		00
					9P	MEDFORD UA	8.89			06			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	53	M	OR-Y	028		000		02
											(04)													OR<25					
																02	NONE	STRGHT											
																	PRVTE	S N									000		00
																	PSNGR CAR		01	DRVR	NONE	51	M	OR-Y	000		000		00
																								OR<25					
01425	N	N	N		07/04/2007	JACKSON	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NO RPT					Wed		0	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N									000		00
					9P	MEDFORD UA	8.90			06			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y	026		000		07
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	S N									011		00
																	PSNGR CAR		01	DRVR	NONE	20	F	OR-Y	000		000		00
																								OR<25					
02443	N	N	N		11/15/2005	JACKSON	1	14		STRGHT		N	N	CLR	S-STRGHT	01	NONE 0	STRGHT											10
NO RPT					Tue		0	0		UN	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	S N									000		00
					4P	MEDFORD UA	8.97			05			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	62	M	OR-Y	045		000		10
											(04)													OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	S N									000		00
																	PSNGR CAR		01	DRVR	NONE	69	F	OR-Y	000		000		00
																								OR<25					
01516	N	N	N	Y	07/27/2007	JACKSON	1	14		TRANS		N	N	CLR	S-STRGHT	01	NONE	STRGHT											13
STATE					Fri		0	0		UN	(NONE)	L-TURN REF	N	DRY	SS-O		PRVTE	S N									000		00
					12P	MEDFORD UA	9.00			05			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	33	F	SUSP	045		000		13
											(03)													OR<25					
																02	NONE	STRGHT											
																	PRVTE	S N									000		00
																	PSNGR CAR		01	DRVR	NONE	62	F	OR-Y	000		000		00
																								OR<25					
01010	N	N	N		05/21/2007	JACKSON	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE					Mon		0	0		UN	(NONE)	TRF SIGNAL	N	UNK	REAR		PRVTE	N S									000		00
					5P	MEDFORD UA	9.03			03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	UNK	026		000		07
											(04)													UNK					
																02	NONE	STOP											
																	PRVTE	N S									011		00
																	PSNGR CAR		01	DRVR	NONE	45	M	OR-Y	000		000		00
																								OR<25					
00753	N	N	N		04/12/2006	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NO RPT					Wed		0	0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	N S									000		00
					1P	MEDFORD UA	9.05			03			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	23	F	OR-Y	000		000		00
											(04)													OR<25					

063 ROGUE VALLEY

Rogue Valley Hwy (OR 99/ Hwy 063) MP 8.50 to 9.75 plus 265 feet on each leg
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	ALC	DRSUGHL	CWOR	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																			02	PSNG	NO<5	02	M			000	000		00
																02	NONE 0	TURN-L											
																	PRVTE	E S									018		00
																	OTHER		01	DRVR	NONE	69	M	OR-Y	028	000			02
																								OR<25					
02529	N	N	N		11/22/2005	JACKSON	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT										013	07,27
STATE					Tue		0	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N								000			00
					3P	MEDFORD UA	9.05			06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	36	M	OR-Y	043	038			07
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	S N								011	013		00
																	PSNGR CAR		01	DRVR	NONE	79	M	OR-Y	000	000			00
																								OR<25					
																03	NONE	STOP											
																	PRVTE	S N								011	013		00
																	PSNGR CAR		01	DRVR	NONE	50	F	OR-Y	000	000			00
																								OR>25					
																04	NONE	STOP											
																	PRVTE	S N								011			00
																	PSNGR CAR		01	DRVR	NONE	50	M	OR-Y	000	000			00
																								OR<25					
00470	N	N	N		03/05/2005	JACKSON	1	14		STRGHT		Y	N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE					Sat		0	0		UN	(NONE)	TRF SIGNAL	N	DRY	REAR		PRVTE	N S								000			00
					2P	MEDFORD UA	9.06			03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	61	F	OR-Y	026	000			07
											(05)													OR<25					
																02	NONE	STOP											
																	PRVTE	N S								011			00
																	PSNGR CAR		01	DRVR	INJC	28	F	OR-Y	000	000			00
																								OR<25					
																			02	PSNG	INJC	35	M		000	000			00
01855	N	N	N		09/20/2005	JACKSON	1	14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE	STRGHT											07
STATE					Tue		0	0		S		TRF SIGNAL	N	DRY	REAR		PRVTE	S N								000			00
					2P	MEDFORD UA	9.07			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	36	M	OR-Y	043	000			07
																								OR<25					
																02	NONE	STOP											
																	PRVTE	S N								011			00
																	PSNGR CAR		01	DRVR	INJC	37	M	OR-Y	000	000			00
																								OR<25					
00684	N	N	N	N	N 04/09/2009	JACKSON	1	14		INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE	STRGHT											04
CITY					Thu	MEDFORD	0	0	LOWERY LN	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	SE NW								000			00
					1P	MEDFORD UA	9.07		ROGUE VALLEY HY	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	82	F	OR-Y	020	000			04
																								OR<25					

063 ROGUE VALLEY

Rogue Valley Hwy (OR 99/ Hwy 063) MP 8.50 to 9.75 plus 265 feet on each leg
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	ALC	DRSLG	SWOHK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																02	NONE PRVTE PSNGR CAR	TURN-L NE SE									000		00
																			01	DRVR	NONE	81	M	OR-Y OR<25		000	000		00
00742 CITY	N	N	N	N	N 04/24/2009 Fri 4P	JACKSON MEDFORD MEDFORD UA	1 14 0 0 9.08		ROGUE VALLEY HY LOWERY LN	STRGHT SE 05	(NONE) (04)	N UNKNOWN	N	N CLR N DRY N DAY	S-1STOP REAR INJ	01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	26	M	OR-Y OR<25		014,026	000 038		07 00 07
																02	NONE PRVTE PSNGR CAR	STOP SE NW	01	DRVR	INJB	60	F	OR-Y OR<25		000	011 000		00 00
00986 CITY	N	N	N	N	N 06/08/2009 Mon 12P	JACKSON MEDFORD UA	1 14 0 0 9.11			STRGHT UN 03	(NONE) (04)	N UNKNOWN	N	N CLR N DRY N DAY	S-1STOP REAR PDO	01	NONE PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	45	M	OR-Y OR<25		043	000		07 00 07
																02	NONE PRVTE PSNGR CAR	STOP N S	01	DRVR	NONE	69	F	OR-Y OR<25		000	011 000		00 00
00622 STATE	N	N	N		03/17/2007 Sat 7A	JACKSON MEDFORD UA	1 14 0 0 9.13			STRGHT UN 08	(NONE) (04)	N UNKNOWN	N	Y CLR N DRY N DAWN	FIX OBJ FIX PDO	01	NONE PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	30	M	NONE OR<25		081	088 025	040,061,053 040,061,053	16 00 16
00929 NO RPT	N	N	N	Y	05/06/2005 Fri 1P	JACKSON MEDFORD UA	1 14 0 0 9.23			STRGHT UN 07	(NONE) (05)	N UNKNOWN	N	N CLR N DRY N DAY	S-1STOP REAR INJ	01	NONE PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	25	F	OR-Y OR<25		026	000 038	013	07,27 00 10
																02	NONE PRVTE PSNGR CAR	STOP S N	01	DRVR	INJC	56	F	OR-Y OR<25		000	011 000	013	00 00
																03	NONE PRVTE PSNGR CAR	STOP S N	01	DRVR	INJC	33	F	OR-Y OR<25		000	011 000		00 00
																			02	PSNG	INJC	44	M			000	000		00
01886 NONE	N	N	N		09/15/2005 Thu 4P	JACKSON MEDFORD UA	1 14 0 0 9.27			INTER S 06	CROSS 0	N TRF SIGNAL	N	N CLR N DRY N DAY	S-1STOP REAR PDO	01	NONE PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	00	M	OR-Y OR<25		026	000		07 00 07

063 ROGUE VALLEY

Rogue Valley Hwy (OR 99/ Hwy 063) MP 8.50 to 9.75 plus 265 feet on each leg
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A	R U C S	S G H L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE PRVTE PSNGR CAR	STOP S N	01	DRVR	NONE	36	M	OR-Y OR<25	000	011 000		00 00
01952 STATE	N	N	N			09/20/2006 Wed 10A	JACKSON MEDFORD UA	1 14 0 0 9.27			INTER CN 04	CROSS 0	N TRF SIGNAL	N N	CLR DRY DAY	ANGL-OTH TURN PDO	01	NONE PRVTE PSNGR CAR	TURN-R E N	01	DRVR	NONE	76	F	OR-Y OR<25	000	000		04 00 00
																	02	NONE PUBLC OTH BUS	STRGHT S N	01	DRVR	NONE	47	M	OR-Y OR<25	020	000 000		00 04
02640 NONE	N	N	N			12/24/2007 Mon 12P	JACKSON MEDFORD UA	1 14 0 0 9.38			STRGHT NW 06	(NONE) (04)	N UNKNOWN	N N	RAIN WET DAY	S-1STOP REAR PDO	01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	49	M	OR-Y OR<25	026	000		07 00 07
																	02	NONE PRVTE PSNGR CAR	STOP SE NW	01	DRVR	NONE	84	M	OR-Y OR<25	000	011 000		00 00
02398 NONE	N	N	N			11/08/2006 Wed 1P	JACKSON MEDFORD UA	1 14 0 0 9.40			ALLEY UN 06	(NONE) (04)	N UNKNOWN	N N	RAIN WET DAY	ANGL-OTH TURN INJ	01	NONE PRVTE PSNGR CAR	TURN-L W N	01	DRVR	NONE	55	F	OR-Y OR<25	028	018 000		02 00 02
																	02	NONE PRVTE PSNGR CAR	STRGHT S N	01	DRVR	INJC	51	F	OTH-Y N-RES	000	000 000		00 00
																				02	PSNG	INJC	22	F		000	000		00
00457 CITY	N	N	N	N	N	02/26/2007 Mon 1P	JACKSON MEDFORD UA	1 14 0 0 9.40			INTER NE 06	3-LEG 0	N STOP SIGN	Y N	CLR DRY DAY	FIX OBJ FIX PDO	01	NONE 1 PRVTE SEMI TOW	TURN-R NE NW	01	DRVR	NONE	47	M	OR-Y OR>25	002	007 000	057,053,092 057,053,092	08,26 26 08
01714 STATE	N	N	N			08/19/2005 Fri 4P	JACKSON MEDFORD UA	1 14 0 0 9.54			ALLEY UN 03	(NONE) (05)	N UNKNOWN	N N	CLR DRY DAY	ANGL-OTH TURN INJ	01	NONE 0 PRVTE PSNGR CAR	TURN-L S W	01	DRVR	INJB	60	F	OR-Y OR<25	028	019 000		02 00 02
																	02	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	INJB	26	M	OR-Y OR<25	000	000 000		00 00

063 ROGUE VALLEY

Rogue Valley Hwy (OR 99/ Hwy 063) MP 8.50 to 9.75 plus 265 feet on each leg
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U C S L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02599	N	N	N	N	12/19/2007	JACKSON	1	14		STRGHT		N		N RAIN	S-STRGHT	01	NONE	STRGHT											13
COUNTY					Wed		0	0		UN	(RSDMD)	UNKNOWN		N WET	SS-O		PRVTE	N S									001		00
					5P	MEDFORD UA	9.59			03				N DLIT	PDO		PSNGR CAR		01	DRVR	NONE	45	F	OR-Y	045		000		13
											(04)													OR<25					
																02	NONE	STRGHT											
																	PRVTE	N S									000		00
																	PSNGR CAR		01	DRVR	NONE	29	F	OR-Y	000		000		00
																								OR<25					
02722	N	N	N		12/27/2005	JACKSON	1	14		STRGHT		N		N RAIN	S-STRGHT	01	NONE	STRGHT										092	13,26
NONE					Tue		0	0		UN	(NONE)	UNKNOWN		N WET	SS-O		PRVTE	S N									007	092	26
					5P	MEDFORD UA	9.61			05				N DLIT	PDO		PSNGR CAR		01	DRVR	NONE	29	M	OR-Y	045		000		13
											(04)													OR<25					
																02	NONE	STRGHT											
																	PRVTE	S N									000		00
																	PSNGR CAR		01	DRVR	NONE	21	F	OR-Y	000		000		00
																								OR<25					
01173	Y	Y	N		06/02/2007	JACKSON	1	14		STRGHT		N		N CLR	S-STRGHT	01	NONE	STRGHT											01
CITY					Sat		0	0		UN	(NONE)	UNKNOWN		N DRY	REAR		PRVTE	N S									000		00
					12P	MEDFORD UA	9.69			03				N DAY	PDO		PSNGR CAR		01	DRVR	NONE	50	M	OR-Y	042		000		01
											(04)													OR<25					
																02	NONE	STRGHT											
																	PRVTE	N S									000		00
																	PSNGR CAR		01	DRVR	NONE	51	F	OR-Y	000		000		00
																								OR<25					
02020	N	N	N		11/13/2008	JACKSON	1	14		STRGHT		N		N CLR	S-1STOP	01	NONE	STRGHT											07
NO RPT					Thu		0	0		UN	(NONE)	UNKNOWN		N DRY	REAR		PRVTE	N S									000		00
					1P	MEDFORD UA	9.69			04				N DAY	PDO		PSNGR CAR		01	DRVR	NONE	73	M	OR-Y	026		000		07
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	N S									011		00
																	PSNGR CAR		01	DRVR	NONE	00	F	UNK	000		000		00
																								UNK					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF MEDFORD, JACKSON COUNTY

Rogue Valley Hwy (OR 99/ Hwy 063) MP 8.50 to 9.75 plus 265 feet on each leg
January 1, 2005 through December 31, 2009

SER# INVEST	SPEEL	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02088	N	N	N			09/29/2006	16	BELKNAP RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT										093	07,27
NONE						Fri	0	ROGUE VALLEY HY	NE		L-GRN-SIG	N	DRY	REAR		PRVTE	NE SW									000		00
						10A			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	58	F	OR-Y		016,014,026	038	093	07
																							OR<25					
															02	NONE	STOP											
																PRVTE	NE SW									012		00
																PSNGR CAR		01	DRVR	INJC	39	F	OR-Y		000	000		00
																							OR<25					
00662	N	N	N			04/02/2008	16	BELKNAP RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE						Wed	0	ROGUE VALLEY HY	NE		TRF SIGNAL	N	DRY	REAR		PRVTE	NE SW									000		00
						3P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	82	M	OR-Y		014,026	000		07
																							OR<25					
															02	NONE	STOP											
																PRVTE	NE SW									012		00
																PSNGR CAR		01	DRVR	INJC	83	F	OR-Y		000	000		00
																							OR<25					

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

063 ROGUE VALLEY

OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U G H S L	C O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02520	N	N	N		12/04/2007	JACKSON	1 14		STRGHT		N	N	CLD	S-STRGHT	01	NONE	STRGHT										040	27
NO RPT					Tue		0 0		UN	(NONE)	UNKNOWN	N	WET	SS-O		PRVTE	N S									088	040	00
					5P	MEDFORD UA	9.77		04			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	56	F	OR-Y	016,045		038		27
										(04)													OR<25					
															02	NONE	STOP											
																PRVTE	N S									011		00
																PSNGR CAR		01	DRVR	NONE	58	F	OR-Y	000		000		00
																							OR<25					
															03	NONE	STOP											
																PRVTE	N S									022		00
																PSNGR CAR		01	DRVR	INJC	28	F	OR-Y	000		000		00
																							OR<25					
00106	N	N	N		01/07/2007	JACKSON	1 14		STRGHT		Y	N	CLD	S-1STOP	01	NONE	STRGHT											07
NONE					Sun		0 0		UN	(NONE)	TRF SIGNAL	N	WET	REAR		PRVTE	N S									000		00
					2P	MEDFORD UA	9.78		03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	33	F	OR-Y	026		000		07
										(04)													OR<25					
															02	NONE	STOP											
																PRVTE	N S									011		00
																PSNGR CAR		01	DRVR	NONE	00	F	UNK	000		000		00
																							UNK					
00688	N	N	N		04/08/2005	JACKSON	1 14		STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NONE					Fri		0 0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N									000		00
					4P	MEDFORD UA	9.78		06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	41	F	OR-Y	026		000		07
										(04)													OR<25					
															02	NONE 0	STOP											
																PRVTE	S N									011		00
																PSNGR CAR		01	DRVR	NONE	41	F	OR-Y	000		000		00
																							OR<25					
01341	N	N	N		08/19/2008	JACKSON	1 14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE					Tue		0 0		N	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	N S									000		00
					12P	MEDFORD UA	9.78		03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	25	F	OR-Y	026		000		07
										(04)													OR<25					
															02	NONE	STOP											
																PRVTE	N S									011		00
																PSNGR CAR		01	DRVR	INJC	32	F	OR-Y	000		000		00
																							OR<25					
																		02	PSNG	NO<5	02	M		000		000		00
																		03	PSNG	NO<5	04	M		000		000		00
00031	N	N	N		01/04/2005	JACKSON	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE					Tue		0 0		N		TRF SIGNAL	N	DRY	REAR		PRVTE	NW SE									000		00
					4P	MEDFORD UA	9.79		06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	23	M	OR-Y	026		000		07
																							OR<25					

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A	R U C	S G H	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																02	NONE PRVTE PSNGR CAR	STOP NW SE									011	00
																			01	DRVR	NONE	80	M	OR-Y OR<25		000	000	00
01591	N	N	N			08/02/2005 Tue 3P	JACKSON MEDFORD UA	1 14 0 0 9.79		INTER N 06	CROSS 0	N TRF SIGNAL	N DRY N DAY	CLR REAR INJ	S-1STOP	01	NONE PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	18	M	OR-Y OR<25	045	088 000		13,22 22 13
																02	NONE PRVTE PSNGR CAR	STOP N S	01	DRVR	NONE	58	F	OR-Y OR<25	000	011 000		00 00
																03	NONE PRVTE PSNGR CAR	STOP N S	01	DRVR	INJB	76	F	OR-Y OR<25	000	011 000		00 00
																			02	PSNG	INJA	92	M		000	000		00
01880	N	N	N			09/28/2007 Fri 5P	JACKSON MEDFORD UA	1 14 0 0 9.79		INTER N 06	CROSS 0	N TRF SIGNAL	N CLD N WET N DAY	S-1STOP REAR PDO		01	NONE PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	37	F	OR-Y OR<25	026	000 000		07 00 07
																02	NONE PRVTE PSNGR CAR	STOP N S	01	DRVR	NONE	57	F	OR-Y OR<25	000	011 000		00 00
01038	N	N	N			05/23/2006 Tue 4P	JACKSON MEDFORD MEDFORD UA	1 14 0 0 9.79	ROGUE VALLEY HY SOUTH STAGE RD	INTER SE 06	CROSS 0	N TRF SIGNAL	N CLR N DRY N DAY	S-1STOP REAR INJ		01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	40	M	OR-Y OR<25	043	000 038		07,27 00 07
																02	NONE PRVTE PSNGR CAR	STOP SE NW	01	DRVR	INJC	21	M	OR-Y OR<25	000	011 000		00 00
																			02	PSNG	INJC	24	M		000	000		00
01034	N	N	N			06/14/2008 Sat 7P	JACKSON MEDFORD UA	1 14 0 0 9.79		INTER SE 06	CROSS 0	N TRF SIGNAL	N CLR N DRY N DAY	S-1STOP REAR INJ		01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	18	F	OR-Y OR<25	026	000 000		07 00 07
																02	NONE PRVTE PSNGR CAR	STOP SE NW	01	DRVR	INJC	62	F	OR-Y OR<25	000	011 000		00 00

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
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SER# INVEST	S P E D	A L C	R S U C S L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00431	N	N	N	N	03/10/2008	JACKSON	1 14		INTER	CROSS	N	N	CLR	O-OTHER	01	NONE	TURN-L											08
STATE					Mon		0 0		S		TRF SIGNAL	N	DRY	TURN		PRVTE	E S									000		00
					5P	MEDFORD UA	9.79		05	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	52	M	OR-Y	007	000			08
																							OR<25					
															02	NONE	TURN-R											
																PRVTE	W S									000		00
																PSNGR CAR		01	DRVR	NONE	25	F	OR-Y	000	000			00
																							OR<25					
01249	N	N	N		06/05/2006	JACKSON	1 14		INTER	CROSS	N	N	CLR	S-1TURN	01	NONE	STRGHT											08
NO RPT					Mon		0 0		CN		TRF SIGNAL	N	DRY	TURN		PRVTE	N S									000		00
					6P	MEDFORD UA	9.79		01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	18	F	OTH-Y	000	000			00
																							N-RES					
															02	NONE	TURN-R											
																PRVTE	N W									000		00
																PSNGR CAR		01	DRVR	NONE	27	F	OR-Y	006	000			08
																							OR<25					
00389	N	N	N		02/17/2007	JACKSON	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											04
STATE					Sat		0 0		CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	S N									000		00
					4P	MEDFORD UA	9.79		02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	61	F	OR-Y	020	026			04
																							OR<25					
															02	NONE	STRGHT											
																PRVTE	E W									000		00
																PSNGR CAR		01	DRVR	NONE	54	M	OR-Y	000	000			00
																							OR<25					
01773	N	N	N		08/28/2006	JACKSON	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02
NONE					Mon		0 0		CN		TRF SIGNAL	N	DRY	TURN		PRVTE	N S									000		00
					3P	MEDFORD UA	9.79		03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	59	F	OR-Y	000	000			00
																							OR<25					
															02	NONE	TURN-R											
																PRVTE	W S									016		00
																PSNGR CAR		01	DRVR	NONE	15	M	OR-Y	028	000			02
																							OR<25					
02282	N	Y	N	N	11/03/2007	JACKSON	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT										053	04,33,00
CITY					Sat		0 0		CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	W E									000		00
					11P	MEDFORD UA	9.79		03	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJB	18	M	OR-Y	020,051	038			04,33
																							OR<25					
																		02	PSNG	INJB	20	M		000	000			00
															02	NONE	STRGHT											
																PRVTE	N S									000	053	00
																PSNGR CAR		01	DRVR	INJA	21	F	OR-Y	000	000			00
																							OR<25					
																		02	PSNG	INJA	22	M		000	000			00
																		03	PSNG	INJC	01	M		000	000			00

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SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01049	N	N	N	N	N	06/13/2009	JACKSON	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											04
CITY						Sat		0	0		CN		TRF SIGNAL	N	DRY	TURN		PRVTE	N S									000		00
						12P	MEDFORD UA	9.79			03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	88	M	OR-Y		020	000		04
																									OR<25					
																	02	NONE	TURN-L											
																		PRVTE	W N									000		00
																		PSNGR CAR		01	DRVR	NONE	48	F	OR-Y		000	000		00
																									OR<25					
01295	N	N	N			06/20/2005	JACKSON	1	14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	STRGHT											04
STATE						Mon		0	0		CN		L-GRN-SIG	N	DRY	TURN		PRVTE	S N									000		00
						9A	MEDFORD UA	9.79			04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	33	M	OR-Y		020,028	088		04
																									OR<25					
																	02	NONE 0	TURN-L											
																		PRVTE	N E									000		00
																		PSNGR CAR		01	DRVR	NONE	16	M	OR-Y		000	000		00
																									OR<25					
																				02	PSNG	NO<5	02	M			000	000		00
02345	N	N	N	N	N	12/13/2008	JACKSON	1	14		STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT										092	07,10,26
STATE						Sat		0	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N									007	092	26
						1P	MEDFORD UA	10.00			06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	60	M	OR-Y		043	000		07
												(04)													OR<25					
																	02	NONE	STRGHT											
																		PRVTE	S N									006		00
																		PSNGR CAR		01	DRVR	NONE	58	F	OR-Y		049	000		10
																									OR<25					
01822	N	N	N			10/26/2008	JACKSON	1	14		ALLEY		N	N	CLR	S-1TURN	01	NONE	STRGHT											07
NONE						Sun		0	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	N S									000		00
						2P	MEDFORD UA	10.16			03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	63	F	OR-Y		026	000		07
												(04)													OR<25					
																	02	NONE	TURN-R											
																		PRVTE	N W									019		00
																		PSNGR CAR		01	DRVR	INJC	17	F	OR-Y		000	000		00
																									OR<25					
02572	N	N	N			11/27/2005	JACKSON	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
STATE						Sun		0	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	N S									088		00
						2P	MEDFORD UA	10.20			03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	32	M	OR-Y		043	000		07
												(05)													OR<25					
																	02	NONE	STOP											
																		PRVTE	N S									011		00
																		PSNGR CAR		01	DRVR	NONE	21	M	OR-Y		000	000		00
																									OR<25					

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SER# INVEST	SPE D	DAEC	RSLG	SWOK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00157	N	N	N		01/25/2006	JACKSON	1	14		INTER	3-LEG	N		N	CLR	ANGL-OTH	01	NONE	TURN-L										02
STATE					Wed		0	0		CN		STOP SIGN		N	DRY	TURN		PRVTE	W N								015		00
					10A	MEDFORD UA	10.24			03	0			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	24	M	OR-Y	028	000		02
																									OR<25				
																	02	NONE	STRGHT										
																		PRVTE	N S								000		00
																		PSNGR CAR		01	DRVR	INJC	25	F	OR-Y	000	000		00
																									OR<25				
																				02	PSNG	NO<5	03	F		000	000		00
02640	N	N	N	N	12/31/2009	JACKSON	1	14		STRGHT		N		N	RAIN	S-1STOP	01	NONE	0 STRGHT									004	07
STATE					Thu		0	0		UN	(NONE)	UNKNOWN		N	WET	REAR		PRVTE	NW SE								000		00
					3P	MEDFORD UA	10.25			06				N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	20	M	OR-Y	043	000		07
											(04)														OR<25				
																	02	NONE	0 STOP										
																		PRVTE	NW SE								011		00
																		PSNGR CAR		01	DRVR	NONE	31	F	OR-Y	000	000		00
																									OR-?				
00460	Y	N	N		03/04/2005	JACKSON	1	14		ALLEY		N		N	CLR	ANGL-OTH	01	NONE	STRGHT										01,02
STATE					Fri		0	0		UN	(NONE)	UNKNOWN		N	DRY	TURN		PRVTE	S N								000		00
					1P	MEDFORD UA	10.40			07				N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y	047	000		01
											(05)														OR<25				
																				02	PSNG	INJC	16	F		000	000		00
																	02	NONE	TURN-L										
																		PRVTE	E S								018		00
																		PSNGR CAR		01	DRVR	INJB	37	F	OR-Y	028	000		02
																									OR<25				
00853	N	N	N		04/12/2007	JACKSON	1	14		ALLEY		N		N	CLR	O-1TURN	01	NONE	STRGHT										02
STATE					Thu		0	0		UN	(NONE)	UNKNOWN		N	DRY	TURN		PRVTE	S N								000		00
					4P	MEDFORD UA	10.45			06				N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	54	M	OR-Y	000	000		00
											(04)														OR<25				
																	02	NONE	TURN-L										
																		PRVTE	N E								000		00
																		PSNGR CAR		01	DRVR	NONE	83	M	OR-Y	004,028	000		02
																									OR<25				
02019	N	N	N	N	10/10/2007	JACKSON	1	14		ALLEY		N		N	RAIN	O-1TURN	01	NONE	STRGHT										02
CITY					Wed		0	0		UN	(NONE)	UNKNOWN		N	WET	TURN		PRVTE	N S								007		00
					4P	MEDFORD UA	10.49			03				N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	45	M	OR-Y	000	000		00
											(04)														OR<25				
																	02	NONE	TURN-L										
																		PRVTE	S W								019		00
																		PSNGR CAR		01	DRVR	NONE	48	F	OR-Y	000	000		00
																									OR<25				

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SER# INVEST	SPE D	DAL C	RSL S	SUC H	WOR K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01477	N	N	N			07/11/2007	JACKSON	1 14		ALLEY		N	N	UNK	ANGL-OTH	01	NONE	TURN-L											02
NONE						Wed		0 0		UN	(NONE)	UNKNOWN	N	UNK	TURN		PRVTE	E S								018			00
						12P	MEDFORD UA	10.53		06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	F	UNK	028	000			02
											(04)													UNK					
																02	NONE	STRGHT											
																	PRVTE	S N								000			00
																	PSNGR CAR		01	DRVR	NONE	64	F	OR-Y	000	000			00
																								OR<25					
00203	N	N	N			01/15/2005	JACKSON	1 14		INTER	3-LEG	N	N	RAIN	S-1TURN	01	NONE	STRGHT											07
NO RPT						Sat		0 0		S		UNKNOWN	N	WET	REAR		PRVTE	S N								000			00
						5P	MEDFORD UA	10.58		06	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	M	UNK	026	000			07
																								UNK					
																02	NONE	1 TURN-R											
																	PRVTE	S E								000			00
																	PSNGR CAR		01	DRVR	NONE	29	M	OR-Y	000	000			00
																								OR<25					
01645	N	N	N	N	N	08/20/2009	JACKSON	1 14		INTER	3-LEG	N	N	CLR	S-STRGHT	01	NONE	0 STRGHT											07
STATE						Thu		0 0		S		UNKNOWN	N	DRY	REAR		PRVTE	S N								000			00
						12P	MEDFORD UA	10.58		06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	20	M	OR-Y	043	000			07
																								OR<25					
																02	NONE	0 TURN-R											
																	PRVTE	S E								000			00
																	PSNGR CAR		01	DRVR	NONE	82	F	OR-Y	000	000			00
																								OR<25					
00845	N	N	N			04/15/2007	JACKSON	1 14		INTER	3-LEG	N	N	CLR	O-STRGHT	01	NONE	STRGHT									092		10,26
STATE						Sun		0 0		CN		UNKNOWN	N	DRY	SS-M		PRVTE	S N								007	092		26
						4P	MEDFORD UA	10.58		01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	44	M	OR-Y	080	000			10
																								OR<25					
																02	NONE	STRGHT											
																	PRVTE	N S								000			00
																	PSNGR CAR		01	DRVR	NONE	18	M	OR-Y	000	000			00
																								OR<25					
																			02	PSNG	INJC	42	F		000	000			00
02385	N	N	N			11/07/2006	JACKSON	1 14		INTER	3-LEG	N	N	CLD	ANGL-OTH	01	NONE	STRGHT											02
STATE						Tue		0 0		CN		STOP SIGN	N	WET	TURN		PRVTE	S N								000			00
						7A	MEDFORD UA	10.58		02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	34	M	OR-Y	000	000			00
																								OR<25					
																02	NONE	TURN-R											
																	PRVTE	E N								015			00
																	PSNGR CAR		01	DRVR	NONE	31	F	OR-Y	028	000			02
																								OR<25					

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U C S L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02290	N	N	N	N	11/01/2007	JACKSON	1 14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	TURN-L											02
STATE					Thu		0 0		CN		STOP SIGN	N	DRY	TURN		PRVTE	E S									015		00
					4P	MEDFORD UA	10.58		02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	46	M	OR-Y	028	000		02
																							OR<25				
															02	NONE	STRGHT										
																RENTL	S N								000		00
																PSNGR CAR		01	DRVR	INJC	63	M	OR-Y	000	000		00
																							OR>25				
00929	N	N	N	N	05/19/2009	JACKSON	1 14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02
STATE					Tue		0 0		CN		STOP SIGN	N	DRY	TURN		PRVTE	S N									007		00
					6P	MEDFORD UA	10.58		02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	58	F	OR-Y	000	000		00
																							OR<25				
															02	NONE	TURN-L										
																PRVTE	E S									015		00
																PSNGR CAR		01	DRVR	INJC	47	F	OR-Y	028	000		02
																							OR<25				
																		02	PSNG	NO<5	04	F		000	000		00
01311	N	N	N	N	07/25/2009	JACKSON	1 14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02
STATE					Sat		0 0		CN		UNKNOWN	N	DRY	TURN		PRVTE	N S									000		00
					6P	MEDFORD UA	10.58		03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	33	M	OR-Y	000	000		00
																							OR<25				
															02	NONE	TURN-L										
																PRVTE	E S									000		00
																PSNGR CAR		01	DRVR	NONE	71	M	OR-Y	028	000		02
																							OR<25				
01105	N	N	N		06/11/2005	JACKSON	1 14		INTER	3-LEG	N	N	CLD	O-1TURN	01	NONE 0	STRGHT											02
COUNTY					Sat		0 0		CN		NONE	N	DRY	TURN		PRVTE	S N									000		00
					4P	MEDFORD UA	10.58		04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	21	M	OR-Y	000	000		00
																							OR<25				
															02	NONE 0	TURN-L										
																PRVTE	N E									088		00
																PSNGR CAR		01	DRVR	INJC	63	F	OR-Y	004,028	000		02
																							OR<25				
02561	N	N	N	N	12/23/2009	JACKSON	1 14		INTER	3-LEG	N	N	CLR	O-1TURN	01	NONE	STRGHT											08,02
STATE					Wed		0 0		CN		UNKNOWN	N	DRY	TURN		PRVTE	S N									007		00
					5P	MEDFORD UA	10.58		04	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	INJC	44	F	OR-Y	000	000		00
																							OR<25				
																		02	PSNG	INJC	63	F		000	000		00
															02	NONE	TURN-L										
																PRVTE	N E									000		00
																PSNGR CAR		01	DRVR	NONE	71	M	OR-Y	004,028	000		02,08
																							OR<25				

063 ROGUE VALLEY

OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A L C	D R S U C S	W O R L K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00722	N	N	N		04/15/2005	JACKSON	1 14		STRGHT		N	N	CLR	S-STRGHT	01	NONE 0	STRGHT											13
NONE					Fri		0 0		UN	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	S N									000		00
					1P	MEDFORD UA	10.63		07			Y	DAY	INJ		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y		045	000		13
										(05)													OR<25					
															02	NONE 0	STRGHT											
																PRVTE	S N									000		00
																PSNGR CAR		01	DRVR	INJC	27	F	OR-Y		000	000		00
																							OR<25					
																		02	PSNG	NO<5	01	F			000	000		00
00024	N	N	N		01/03/2005	JACKSON	1 14		ALLEY		N	N	CLR	O-1TURN	01	NONE	TURN-L											08
COUNTY					Mon		0 0		UN	(NONE)	NONE	N	DRY	TURN		PRVTE	S W									019		00
					2P	MEDFORD UA	10.65		03			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	43	M	OR-Y		004,051	000		08
										(04)													OR<25					
															02	NONE	STRGHT											
																PRVTE	N S									000		00
																PSNGR CAR		01	DRVR	INJB	39	F	OR-Y		000	000		00
																							OR<25					
																		02	PSNG	INJC	07	M			000	000		00
01337	N	N	N	N	N 07/12/2009	JACKSON	1 14		STRGHT		N	N	CLR	ANGL-OTH	01	NONE	STRGHT										010,088	13
STATE					Sun		0 0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	S N									088	010,088	00
					1P	MEDFORD UA	10.65		06			N	DAY	INJ		MTRCYCLE		01	DRVR	INJA	60	M	OTH-Y		080,045	000		13
										(04)													N-RES					
															02	NONE	STRGHT											
																PRVTE	S N									000		00
																PSNGR CAR		01	DRVR	NONE	19	M	NONE		000	000		00
																							OR<25					
01909	N	N	N		09/27/2005	JACKSON	1 14		ALLEY		N	N	CLR	O-1TURN	01	NONE	STRGHT											08,27
COUNTY					Tue		0 0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	S N									000		00
					8P	MEDFORD UA	10.66		07			N	DUSK	INJ		PSNGR CAR		01	DRVR	NONE	46	F	OR-Y		000	000		00
										(05)													OR<25					
															02	NONE	TURN-L											
																PRVTE	N E									019		00
																PSNGR CAR		01	DRVR	INJC	20	F	OR-Y		004	038		08
																							OR<25					
00254	N	N	N	N	N 02/18/2009	JACKSON	1 14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											32
STATE					Wed		0 0		UN	(NONE)	BUS STPSGN	N	DRY	REAR		PRVTE	S N									000		00
					3P	MEDFORD UA	10.71		05			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	40	F	OR-Y		041,052	000		32
										(04)													OR<25					
															02	NONE 1	STOP											
																PRVTE	S N									011		00
																PSNGR CAR		01	DRVR	NONE	57	M	OR-Y		000	000		00
																							OR>25					

063 ROGUE VALLEY

OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DRCA S	SWOLH R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00624	N	N	N	03/29/2005	JACKSON	1	14		ALLEY		N	N	CLD	S-1TURN	01	NONE	STRGHT											07
STATE				Tue		0	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PUBLC	S N									000		00
				11A	MEDFORD UA	10.71			07			N	DAY	INJ		OTH BUS		01	DRVR	NONE	56	M	OR-Y		043	000		07
										(05)													OR<25					
															02	NONE	TURN-R	1										
																PRVTE	S E									019		00
																PSNGR CAR		01	DRVR	INJC	46	M	OR-Y		000	000		00
																							OR<25					
00322	N	N	N	N N	02/07/2009	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	TURN-R										082	02
STATE					Sat		0	0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	W S								018		00
					11A	MEDFORD UA	10.76			04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	49	M	OR-Y		028	000	082	02
											(04)												OR<25					
															02	NONE	STRGHT											
																PRVTE	N S									000		00
																PSNGR CAR		01	DRVR	INJC	19	M	OR-Y		000	000		00
																							OR<25					
00010	N	N	N	N N	01/02/2008	JACKSON	1	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02
STATE					Wed		0	0		CN		STOP SIGN	N	DRY	TURN		PRVTE	S N								000		00
					6A	MEDFORD UA	10.77			02	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	31	F	OR-Y		000	000		00
																							OR<25					
																			02	PSNG	INJC	05	F			000	000		00
															02	NONE	TURN-L											
																PRVTE	E S									015		00
																PSNGR CAR		01	DRVR	NONE	32	M	OR-Y		028	000		02
																							OR<25					
00574	Y	N	N		03/13/2005	JACKSON	1	14		INTER	3-LEG	N	N	CLR	S-1TURN	01	NONE	STRGHT											07
STATE					Sun		0	0		UN		UNKNOWN	N	DRY	REAR		PRVTE	S N								000		00
					10A	MEDFORD UA	10.79			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	42	F	OR-Y		043,042	000		01,07
																							OR<25					
															02	NONE	TURN-R											
																PRVTE	S E									006		00
																PSNGR CAR		01	DRVR	INJC	55	M	OR-Y		000	000		00
																							OR>25					
00322	N	N	N		02/07/2008	JACKSON	1	14		STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT											13
NO RPT					Thu		0	0		UN	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	N S								000		00
					2P	MEDFORD UA	10.84			03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	33	M	OR-Y		045	000		13
											(04)												OR<25					
															02	NONE	STRGHT											
																PRVTE	N S									007		00
																PSNGR CAR		01	DRVR	INJC	59	M	OR-Y		000	000		00
																							OR<25					
																			02	PSNG	INJC	54	F			000	000		00

063 ROGUE VALLEY

OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U C S L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00553	N	N	N		03/02/2007	JACKSON	1 14		ALLEY		N	N	RAIN	ANGL-OTH	01	NONE	STRGHT										013	02,08
STATE					Fri		0 0		UN	(NONE)	UNKNOWN	N	WET	TURN		PRVTE	N S								007	013	00
					3P	MEDFORD UA	10.84		04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y	000	000		00
										(04)													OR<25					
															02	NONE	TURN-R											
																PRVTE	W S								018		00
																PSNGR CAR		01	DRVR	NONE	53	F	OR-Y	028,007	000		02,08
																							OR<25					
															03	NONE	STRGHT											
																PRVTE	S N								022	013	00
																PSNGR CAR		01	DRVR	INJB	30	F	OR-Y	000	000		00
																							OR<25					
																		02	PSNG	INJB	02	M		000	000		00
																		03	PSNG	INJB	05	F		000	000		00
															04	NONE	STRGHT											
																PRVTE	S N								022		00
																PSNGR CAR		01	DRVR	INJB	52	F	OR-Y	000	000		00
																							OR<25					
00654	N	N	N	N	04/14/2008	JACKSON	1 14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	STRGHT										082	02
STATE					Mon		0 0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	N S								000		00
					9A	MEDFORD UA	10.84		04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	72	M	OR-Y	000	000		00
										(04)													OR<25					
															02	NONE	TURN-L											
																PRVTE	W N								018		00
																PSNGR CAR		01	DRVR	INJC	18	F	NONE	028	000	082	02
																							OR<25					
02511	N	N	N	N	12/09/2007	JACKSON	1 14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02
CITY					Sun		0 0		UN	(NONE)	UNKNOWN	N	DRY	ANGL		PRVTE	SW NE								019		00
					7P	MEDFORD UA	10.84		06			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	17	F	OR-Y	028	000		02
										(04)													OR<25					
															02	NONE	STRGHT											
																PRVTE	S N								007		00
																PSNGR CAR		01	DRVR	NONE	31	M	OR-Y	000	000		00
																							OR<25					
01864	N	N	N		09/17/2009	JACKSON	1 14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	TURN-L											02
NO RPT					Thu		0 0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	E S								018		00
					9A	MEDFORD UA	10.85		05			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	24	F	OR-Y	028	000		02
										(04)													OR<25					
																		02	PSNG	NO<5	03	M		000	000		00
															02	NONE	STRGHT											
																PRVTE	S N								000		00
																PSNGR CAR		01	DRVR	INJC	18	M	NONE	000	000		00
																							OR<25					

063 ROGUE VALLEY

OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	A	DRC L	SUC S	WHR L	O K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02234	N	N	N				10/26/2005	JACKSON	1 14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02
STATE							Wed		0 0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	S N								000			00
							6P	MEDFORD UA	10.85		07			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	36	M	OR-Y	000	000			00
												(05)													OR<25					
																	02	NONE	TURN-L											
																		PRVTE	E S								018			00
																		PSNGR CAR		01	DRVR	INJB	17	M	OR-Y	028	000			02
																									OR<25					
02631	N	N	N				12/09/2005	JACKSON	1 14		ALLEY		N	N	FOG	ANGL-OTH	01	NONE	STRGHT										082	02
STATE							Fri		0 0		UN	(NONE)	UNKNOWN	N	WET	TURN		PRVTE	S N								088			00
							9A	MEDFORD UA	10.85		07			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	60	F	OR-Y	000	000			00
												(05)													OR<25					
																				02	PSNG	INJB	35	M		000	000			00
																	02	NONE	TURN-L											
																		PRVTE	E S								018			00
																		PSNGR CAR		01	DRVR	INJB	20	F	OR-Y	028	000	082		02
																									OR<25					
02075	N	N	N				09/09/2006	JACKSON	1 14		ALLEY		N	N	CLR	S-OTHER	01	NONE	TURN-R											08
NONE							Sat	PHOENIX	0 0	ROGUE VALLEY HY	NW	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	SW SE								018			00
							2P	MEDFORD UA	10.85	ROSE ST	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	42	F	OTH-Y	003,010	000			08
												(04)													N-RES					
																	02	NONE	TURN-R											
																		PRVTE	SW SE								018			00
																		PSNGR CAR		01	DRVR	NONE	54	F	OR-Y	000	000			00
																									OR<25					
02402	N	N	N	N	N		12/18/2008	JACKSON	1 14		INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE	STRGHT											02
STATE							Thu		0 0		CN		STOP SIGN	N	WET	TURN		PRVTE	N S								000			00
							12P	MEDFORD UA	10.86		03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	43	F	OR-Y	000	000			00
																									OR<25					
																	02	NONE	TURN-L											
																		PRVTE	W N								015			00
																		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y	028	000			02
																									OR<25					
00946	N	N	N				05/10/2005	JACKSON	1 14		INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE	TURN-L										082	02
CITY							Tue	PHOENIX	0 0	ROGUE VALLEY HY	CN		STOP SIGN	N	WET	TURN		PRVTE	SW NW								015			00
							11A	MEDFORD UA	10.86	ROSE ST	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	55	F	OR-Y	028	000	082		02
																									OR<25					
																	02	NONE	STRGHT											
																		PRVTE	NW SE								000			00
																		PSNGR CAR		01	DRVR	NONE	57	M	OR-Y	000	000			00
																									OR<25					

063 ROGUE VALLEY

OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02343	N	N	N			10/14/2006	JACKSON	1	14		INTER	3-LEG	N		N CLR	ANGL-OTH	01	NONE	TURN-L										084	02
CITY						Sat	PHOENIX	0	0	ROGUE VALLEY HY	CN		STOP SIGN		N DRY	TURN		PRVTE	SW NW								015		00
						11A	MEDFORD UA	10.86		ROSE ST	04	0			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	83	F	OR-Y		028	000	084	02
																									OR<25					
																	02	NONE	STRGHT											
																		PRVTE	NW SE								007		00
																		PSNGR CAR		01	DRVR	NONE	24	M	OR-Y		000	000		00
																									OR<25					
01304	N	N	N			06/28/2007	JACKSON	1	14		INTER	3-LEG	N		N CLR	ANGL-OTH	01	NONE	TURN-R											02
NONE						Thu	PHOENIX	0	0	ROGUE VALLEY HY	CN		STOP SIGN		N DRY	TURN		PRVTE	SW SE								015		00
						10A	MEDFORD UA	10.86		ROSE ST	04	0			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	F	UNK		028	000		02
																									UNK					
																	02	NONE	STRGHT											
																		PRVTE	NW SE								000		00
																		PSNGR CAR		01	DRVR	NONE	80	F	OR-Y		000	000		00
																									OR<25					
02740	N	N	N	N	N	12/15/2007	JACKSON	1	14		INTER	3-LEG	N		N RAIN	ANGL-OTH	01	NONE	STRGHT											03,33
CITY						Sat	PHOENIX	0	0	ROGUE VALLEY HY	CN		STOP SIGN		N WET	TURN		PRVTE	NW SE								000		00
						4P	MEDFORD UA	10.86		ROSE ST	04	0			N DUSK	INJ		PSNGR CAR		01	DRVR	INJB	26	M	OR-Y		000	000		00
																									OR>25					
																				02	PSNG	INJB	30	F			000	000		00
																				03	PSNG	INJB	24	M			000	000		00
																	02	NONE	TURN-L											
																		PRVTE	SW NW								000		00
																		PSNGR CAR		01	DRVR	INJB	20	F	OR-Y		021,051	000		03,33
																									OR<25					
																				02	PSNG	INJB	21	M			000	000		00
																				03	PSNG	NO<5	01	F			000	000		00
																				04	PSNG	NO<5	03	F			000	000		00
01794	N	N	N	N	N	10/14/2008	JACKSON	1	14		ALLEY		N		N CLR	ANGL-OTH	01	NONE	STRGHT										013,001	02
STATE						Tue		0	0		UN	(NONE)	UNKNOWN		N DRY	TURN		PRVTE	N S								007	013	00
						1P	MEDFORD UA	10.88			04				N DAY	INJ		MOPED		01	DRVR	INJB	77	M	OR-Y		000	000	001	00
												(04)													OR<25					
																	02	NONE	TURN-L											
																		PRVTE	W N								018		00
																		PSNGR CAR		01	DRVR	NONE	67	F	OR-Y		028	000		02
																									OR<25					
																	03	NONE	STRGHT											
																		PRVTE	S N								022		00
																		PSNGR CAR		01	DRVR	NONE	31	F	OR-Y		000	000		00
																									OR<25					
																				02	PSNG	NO<5	01	M			000	000		00

063 ROGUE VALLEY

OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DAL C	RSU L	CSH L	WOR K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02121	N	N	N			11/23/2008	JACKSON	1	14		INTER	3-LEG	N		N	CLR	ANGL-OTH	01	NONE	STRGHT										02
NONE						Sun		0	0		CN		UNKNOWN		N	DRY	TURN		PRVTE	S N								000		00
						2P	MEDFORD UA	10.92			02	0			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	56	M	OR-Y OR<25	000	000		00
																		02	NONE PRVTE	TURN-L E S								000		00
																			PSNGR CAR		01	DRVR	NONE	44	F	OR-Y OR<25	028	000		02
01392	N	N	N	N	N	07/24/2007	JACKSON	1	14		ALLEY		N		N	CLR	PED	01	NONE	TURN-R										02
CITY						Tue		0	0		UN	(NONE)	NONE		N	DRY	PED		PRVTE	SW SE								018		00
						10A	MEDFORD UA	10.95			03				N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	63	M	OR-Y OR<25	029	000		02
												(04)								STRGHT SE NW	01	PED	INJC	76	M		09	000	040		00
01545	N	N	N	N	N	09/08/2008	JACKSON	1	14		STRGHT		N		N	CLR	S-1STOP	01	NONE	STRGHT										07
COUNTY						Mon		0	0		UN	(NONE)	BUS STPSGN		N	DRY	REAR		PRVTE	S N								000		00
						8A	MEDFORD UA	11.02			04				N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	35	F	OR-Y OR<25	043,041	000		07
												(04)																		
																		02	NONE PRVTE	STOP S N								011		00
																			PSNGR CAR		01	DRVR	INJC	30	F	OR-Y OR<25	000	000		00
01268	N	N	N	N	N	07/26/2008	JACKSON	1	14		ALLEY		N		N	CLR	ANGL-OTH	01	NONE	TURN-L									044	02
CITY						Sat	PHOENIX	0	0	ROGUE VALLEY HY	NW	(NONE)	UNKNOWN		N	DRY	TURN		PRVTE	NE SE								018		00
						11A	MEDFORD UA	11.04		FERN VALLEY RD	04				N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y OR<25	028	000		02
												(04)																		
																		02	NONE PRVTE	STRGHT NW SE								000	044	00
																			PSNGR CAR		01	DRVR	INJC	25	M	OR-Y OR<25	000	000		00
00928	N	N	N	N	N	05/11/2007	JACKSON	1	14		STRGHT		N		N	CLR	S-STRGHT	01	NONE	STRGHT										13
NO RPT						Fri	PHOENIX	0	0	ROGUE VALLEY HY	NW	(NONE)	UNKNOWN		N	DRY	SS-O		PRVTE	NW SE								000		00
						5P	MEDFORD UA	11.05		CHERYL LN	04				N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	23	F	OR-Y OR<25	000	000		00
												(04)																		
																		02	NONE PRVTE	STRGHT NW SE								000		00
																			PSNGR CAR		01	DRVR	NONE	49	M	OR-Y OR<25	045	000		13
01826	N	N	N	N	N	10/30/2008	JACKSON	1	14		ALLEY		N		N	CLR	S-1TURN	01	NONE	STRGHT										32
CITY						Thu	PHOENIX	0	0	ROGUE VALLEY HY	NW	(NONE)	UNKNOWN		N	DRY	REAR		PRVTE	SE NW								000		00
						4P	MEDFORD UA	11.05		FERN VALLEY RD	06				N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y OR<25	026,052	038		32
												(04)																		

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	ALC R	USL S	GHK W	OR	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE PRVTE PSNGR CAR	TURN-R SE NE									019		00
																				01	DRVR	INJB	30	F	OR-Y OR<25	000	000		00
																				02	PSNG	INJB	25	F		000	000		00
01392	N	N	N	N	N	06/23/2006	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0 PRVTE PSNGR CAR	STRGHT SE NW									000		02 00
COUNTY						Fri 11A	PHOENIX MEDFORD UA	0 11.07	0	ROGUE VALLEY HY CHERYL LN	N 06	(NONE) (04)	UNKNOWN	N	DRY DAY	TURN PDO				01	DRVR	NONE	39	M	OR-Y OR<25	000	000		00
																	02	NONE 0 PRVTE PSNGR CAR	TURN-L E SE									018		00
																				01	DRVR	NONE	48	F	OR-Y OR<25	028	000		02
01513	N	N	N			09/12/2008	JACKSON	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE PRVTE PSNGR CAR	STRGHT SE NW											07
NONE						Fri 12P	PHOENIX MEDFORD UA	0 11.09	0	ROGUE VALLEY HY FERN VALLEY RD	NW 06	(RSDMD) (04)	UNKNOWN	N	DRY DAY	REAR INJ				01	DRVR	NONE	58	M	OR-Y OR<25	026	000		00 07
																	02	NONE PRVTE PSNGR CAR	STOP SE NW									011		00
																				01	DRVR	INJC	33	F	OR-Y OR<25	000	000		00
01101	N	N	N	N	N	05/29/2007	JACKSON	1	14		INTER	3-LEG	N	N	CLR	S-STRGHT	01	NONE PRVTE PSNGR CAR	STRGHT NW SE											13
CITY						Tue 8P	PHOENIX MEDFORD UA	0 11.11	0	CHERYL LN ROGUE VALLEY HY	NW 06	0	NONE	N	DRY DLIT	SS-O INJ				01	DRVR	INJC	17	F	OR-Y OR>25	045	000		00 13
																	02	NONE PRVTE PSNGR CAR	STRGHT NW SE									000		00
																				01	DRVR	NONE	25	F	OR-Y OR<25	000	000		00
02421	N	N	N			12/10/2009	JACKSON	1	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE PRVTE PSNGR CAR	STRGHT NW SE											02,08
CITY						Thu 2P	PHOENIX MEDFORD UA	0 11.11	0	CHERYL LN ROGUE VALLEY HY	CN 04	0	STOP SIGN	N	DRY DAY	TURN INJ				01	DRVR	INJC	19	F	OR-Y OR<25	000	000		00
																				02	PSNG	INJC	26	M		000	000		00
																	02	NONE PRVTE PSNGR CAR	TURN-R SW SE									015		00
																				01	DRVR	NONE	39	F	OR-Y OR>25	007,028	000		02,08
00638	N	N	N			03/16/2006	JACKSON	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE PRVTE PSNGR CAR	STRGHT NW SE									000	099	07
NONE						Thu 4P	PHOENIX MEDFORD UA	0 11.12	0	ROGUE VALLEY HY FERN VALLEY RD	NW 04	(NONE) (04)	BUS STPSGN	N	DRY DAY	REAR INJ				01	DRVR	NONE	00	M	UNK UNK	026,041	000	099	00 07

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DEAL C	RSUCSH L	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																02	NONE	STOP											
																	PRVTE	NW SE									011		00
																	PSNGR CAR		01	DRVR	INJC	34	F	OR-Y		000	000		00
																								OR<25					
00116	N	N	N		01/30/2005	JACKSON	1	14		STRGHT		Y	N	CLD	S-1STOP	01	NONE	STRGHT											10
CITY					Sun	PHOENIX	0	0	ROGUE VALLEY HY	NW	(NONE)	TRF SIGNAL	N	DRY	REAR		PRVTE	NW SE									000		00
					6P	MEDFORD UA	11.13		FERN VALLEY RD	05			N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	83	M	OR-Y		026	000		10
											(05)													OR<25					
																02	NONE	STOP											
																	PRVTE	NW SE									011		00
																	PSNGR CAR		01	DRVR	INJC	29	F	OR-Y		000	000		00
																								OR<25					
																			02	PSNG	INJC	29	F			000	000		00
91245	N	N	N	N	N 06/24/2007	JACKSON	1	14		ALLEY		N	N	CLR	S-1TURN	01	NONE	STRGHT											07
CITY					Sun	PHOENIX	0	0	ROGUE VALLEY HY	NW	(NONE)	NONE	N	DRY	REAR		PRVTE	SE NW									000		00
					3P	MEDFORD UA	11.13		FERN VALLEY RD	06			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	51	F	OR-Y		043	000		07
											(04)													OR<25					
																02	NONE	TURN-R											
																	PRVTE	SE NE									019		00
																	PSNGR CAR		01	DRVR	NONE	63	F	OR-Y		000	000		00
																								OR>25					
																			02	PSNG	INJC	57	F			000	000		00
02061	N	N	N		09/07/2005	JACKSON	1	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											04
CITY					Wed	PHOENIX	0	0	FERN VALLEY RD	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	SE NW									000		00
					11A	MEDFORD UA	11.14		ROGUE VALLEY HY	02	0		Y	DAY	INJ		PSNGR CAR		01	DRVR	NONE	54	M	OR-Y		020	000		04
																								OR<25					
																02	NONE	STRGHT											
																	PRVTE	SW NE									018		00
																	PSNGR CAR		01	DRVR	INJA	24	F	OR-Y		000	000		00
																								OR<25					
02692	N	N	N		12/05/2005	JACKSON	1	14		INTER	3-LEG	N	N	FOG	O-1TURN	01	NONE	TURN-L											04
CITY					Mon	PHOENIX	0	0	FERN VALLEY RD	CN		L-GRN-SIG	N	WET	TURN		PRVTE	NE SE									000		00
					8P	MEDFORD UA	11.14		ROGUE VALLEY HY	03	0		Y	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	31	M	OR-Y		000	000		00
																								OR<25					
																02	NONE	STRGHT											
																	PRVTE	SW NE									000		00
																	PSNGR CAR		01	DRVR	NONE	00	U	UNK		020	000		04
																								UNK					
02735	N	Y	N		12/29/2005	JACKSON	1	14		INTER	3-LEG	N	N	CLR	O-1TURN	01	NONE	STRGHT											08,04
CITY					Thu	PHOENIX	0	0	FERN VALLEY RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	NW SE									000		00
					1P	MEDFORD UA	11.14		ROGUE VALLEY HY	03	0		Y	DAY	INJ		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y		000	000		00
																								OR<25					

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A	R U C S	S H L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE PRVTE PSNGR CAR	TURN-L SE SW									019		00
																				01	DRVR	INJB	56	M	OR-Y OR<25		004,020	000		08,04
02307 NO RPT	N	N	N			11/24/2009 Tue 10A	JACKSON PHOENIX MEDFORD UA	1 0 11.15	14 0	ROGUE VALLEY HY FERN VALLEY RD	ALLEY E 06	(NONE) (04)	N UNKNOWN	N N	CLR DRY DAY	ANGL-OTH TURN PDO	01	NONE 0 PRVTE PSNGR CAR	TURN-R N W	01	DRVR	NONE	00	M	OR-Y OR<25		026	018 000		02 00 02
																	02	NONE 0 PRVTE PSNGR CAR	STOP E W	01	DRVR	NONE	33	M	OR-Y OR<25		000	011 000		00 00
01227 CITY	N	Y	N	N	N	07/19/2008 Sat 9P	JACKSON PHOENIX MEDFORD UA	1 0 11.15	14 0	FERN VALLEY RD ROGUE VALLEY HY	INTER SE 06	3-LEG 0	N TRF SIGNAL	N Y	CLR DRY DLIT	S-1STOP REAR PDO	01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	40	M	OR-Y OR<25		043	000 000		07 00 07
																	02	NONE PRVTE PSNGR CAR	STOP SE NW	01	DRVR	NONE	54	F	OR-Y OR<25		000	011 000		00 00
01858 CITY	N	N	N	N	N	09/16/2009 Wed 7P	JACKSON PHOENIX MEDFORD UA	1 0 11.15	14 0	FERN VALLEY RD ROGUE VALLEY HY	INTER SE 06	3-LEG 0	N TRF SIGNAL	N Y	CLR DRY DAY	ANGL-STP TURN PDO	01	NONE PRVTE PSNGR CAR	TURN-L NE SE	01	DRVR	NONE	35	F	OR-Y OR<25		052,002	000 000		32,08 00 32,08
																				02	PSNG	NO<5	04	M			000	000		00
																	02	NONE PRVTE PSNGR CAR	STOP SE NW	01	DRVR	NONE	55	F	OR-Y OR<25		000	012 000		00 00
00479 CITY	N	N	N	N	N	03/05/2008 Wed 4P	JACKSON PHOENIX MEDFORD UA	1 0 11.15	14 0	FERN VALLEY RD ROGUE VALLEY HY	INTER NW 06	3-LEG 0	N L-GRN-SIG	N Y	CLR DRY DAY	S-1STOP REAR INJ	01	NONE PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	INJC	17	M	OR-Y OR<25		043	000 000		07 00 07
																	02	NONE PRVTE PSNGR CAR	STOP NW SE	01	DRVR	NONE	59	F	OR-Y OR<25		000	012 000		00 00
01653 CITY	N	N	N			08/08/2005 Mon 3P	JACKSON PHOENIX MEDFORD UA	1 0 11.15	14 0	FERN VALLEY RD ROGUE VALLEY HY	INTER CN 01	CROSS 0	N TRF SIGNAL	N N	CLR DRY DAY	S-1STOP REAR INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	23	F	OTH-Y OR<25		026	000 000		07 00 07

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DEA C	RSU L	CSH	OLR K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE 0	STOP											
																		PRVTE	NW SE								011			00
																		PSNGR CAR		01	DRVR	INJB	25	M	OR-Y	000	000			00
																									OR<25					
00435	N	N	N			02/27/2006	JACKSON	1 14			INTER	3-LEG	N		N	RAIN	ANGL-OTH	01	NONE	STRGHT										04
CITY						Mon	PHOENIX	0 0		FERN VALLEY RD	CN		TRF SIGNAL		N	WET	TURN		RENTL	SE NW							000			00
						9P	MEDFORD UA	11.15		ROGUE VALLEY HY	01	0			Y	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	30	F	OR-Y	020	000			04
																									OR<25					
																	02	NONE	TURN-L											
																		PRVTE	NE SE								000			00
																		PSNGR CAR		01	DRVR	NONE	28	M	OR-Y	000	000			00
																									OR<25					
																				02	PSNG	INJB	28	M		000	000			00
																				03	PSNG	INJA	24	F		000	000			00
																				04	PSNG	INJB	04	F		000	000			00
01503	N	N	N	N	N	08/10/2008	JACKSON	1 14			INTER	3-LEG	N		N	CLR	ANGL-OTH	01	NONE	STRGHT										04
CITY						Sun	PHOENIX	0 0		FERN VALLEY RD	CN		TRF SIGNAL		N	DRY	TURN		PRVTE	SE NW							000			00
						5P	MEDFORD UA	11.15		ROGUE VALLEY HY	01	0			Y	DAY	INJ		PSNGR CAR		01	DRVR	NONE	24	F	OR-Y	020	000			04
																									OR<25					
																	02	NONE	TURN-R											
																		PRVTE	NE NW								000			00
																		PSNGR CAR		01	DRVR	INJC	44	M	OR-Y	000	000			00
																									OR<25					
00762	N	N	N	N	N	04/13/2006	JACKSON	1 14			INTER	3-LEG	N		N	CLR	ANGL-OTH	01	NONE 0	STRGHT									013	04
CITY						Thu	PHOENIX	0 0		FERN VALLEY RD	CN		TRF SIGNAL		N	DRY	ANGL		PRVTE	NW SE							000			00
						8P	MEDFORD UA	11.15		ROGUE VALLEY HY	02	0			Y	DLIT	INJ		PSNGR CAR		01	DRVR	INJB	22	F	OR-Y	020	000			04
																									OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	NE SW								000	013		00
																		PSNGR CAR		01	DRVR	INJC	19	F	OTH-Y	000	000			00
																									N-RES					
																	03	NONE 0	STOP											
																		PRVTE	SW NE								022			00
																		PSNGR CAR		01	DRVR	NONE	53	M	OR-Y	000	000			00
																									OR<25					
00592	N	N	N			03/23/2007	JACKSON	1 14			INTER	3-LEG	N		N	CLR	ANGL-OTH	01	NONE	STRGHT										04
NONE						Fri	PHOENIX	0 0		FERN VALLEY RD	CN		TRF SIGNAL		N	DRY	TURN		PRVTE	NW SE							000			00
						10P	MEDFORD UA	11.15		ROGUE VALLEY HY	03	0			Y	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	83	M	OR-Y	020	000			04
																									OR<25					
																	02	NONE	TURN-L											
																		PRVTE	NE SE								000			00
																		PSNGR CAR		01	DRVR	NONE	45	M	OR-Y	000	000			00
																									OR<25					

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DEAC	RSLC	SWOK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01198	N	N	N	N	07/21/2008	JACKSON	1	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											04,22
CITY					Mon	PHOENIX	0	0	FERN VALLEY RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	NW SE									000		22
					9P	MEDFORD UA	11.15		ROGUE VALLEY HY	04	0		Y	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	51	F	OR-Y	020		000		04
																								OR<25					
																02	NONE	TURN-L											
																	PRVTE	SW NW									018		00
																	PSNGR CAR		01	DRVR	INJC	73	F	OR-Y	000		000		00
																								OR<25					
00228	N	Y	N	N	01/27/2009	JACKSON	1	14		INTER	3-LEG	N	N	CLD	S-1STOP	01	NONE 0	STRGHT											07
NO RPT					Tue	PHOENIX	0	0	FERN VALLEY RD	CN		TRF SIGNAL	N	DRY	REAR		PRVTE	SE NW									000		00
					6P	MEDFORD UA	11.15		ROGUE VALLEY HY	04	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	00	F	N-VAL	026		000		07
																								OR<25					
																02	NONE 0	STOP											
																	PRVTE	SE NW									011		00
																	PSNGR CAR		01	DRVR	INJC	34	F	OR-Y	000		000		00
																								OR<25					
00447	N	N	N		02/27/2007	JACKSON	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE					Tue	PHOENIX	0	0	ROGUE VALLEY HY	SE	(NONE)	TRF SIGNAL	N	DRY	REAR		PRVTE	SE NW									000		00
					2P	MEDFORD UA	11.16		FERN VALLEY RD	05			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	46	F	OR-Y	026		000		07
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	SE NW									011		00
																	PSNGR CAR		01	DRVR	INJC	58	M	OR-Y	000		000		00
																								OR<25					
00837	N	N	N		04/08/2006	JACKSON	1	14		INTER	CROSS	N	N	CLD	S-1STOP	01	NONE 0	STRGHT											07
NONE					Sat	PHOENIX	0	0	FERN VALLEY RD	S		UNKNOWN	N	WET	REAR		PRVTE	S N									000		00
					5P	MEDFORD UA	11.16		ROGUE VALLEY HY	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	78	M	OR-Y	026		000		07
																								OR<25					
																02	NONE 0	STOP											
																	PRVTE	S N									011		00
																	PSNGR CAR		01	DRVR	NONE	00	F	OR-Y	000		000		00
																								OR<25					
01670	N	N	N		08/12/2007	JACKSON	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07,22
NO RPT					Sun	PHOENIX	0	0	ROGUE VALLEY HY	SE	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	SE NW									000		22
					12P	MEDFORD UA	11.17		FERN VALLEY RD	05			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	85	M	OR-Y	026		000		07
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	SE NW									011		00
																	PSNGR CAR		01	DRVR	NONE	50	M	OR-Y	000		000		00
																								OR<25					
00984	N	N	N		05/04/2005	JACKSON	1	14		STRGHT		N	N	CLD	S-1STOP	01	NONE 0	STRGHT											07
NO RPT					Wed	PHOENIX	0	0	ROGUE VALLEY HY	UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	SE NW									088		00
					4P	MEDFORD UA	11.18		FERN VALLEY RD	05			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	65	F	OR-Y	026		000		07
											(04)													OR<25					

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DEAL R	SUCS H	WOR K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															02	NONE 0 PRVTE PSNGR CAR	STOP SE NW									011		00
																		01	DRVR	NONE	77	M	OR-Y OR<25		000	000		00
01872	N	N	N		09/18/2009 Fri 1P	JACKSON PHOENIX MEDFORD UA	1 14 0 0 11.21	ROGUE VALLEY HY BOLZ LN	ALLEY NW 03	(NONE) (04)	N UNKNOWN	N DRY N DAY	N CLR	BIKE INJ	01	NONE PRVTE PSNGR CAR	TURN-L SE SW									019		02 00
CITY																		01	DRVR	NONE	53	F	OR-Y OR<25		027	000		02
																	STRGHT NW SE	01	BIKE	INJB	69	M		05	000	039		00
02510	N	N	N		11/05/2005 Sat 5P	JACKSON PHOENIX MEDFORD UA	1 14 0 0 11.22	ROGUE VALLEY HY BOLZ LN	ALLEY NW 03	(NONE) (04)	N UNKNOWN	N WET N DLIT	N RAIN	ANGL-OTH TURN INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT NW SE									000		02 00
NO RPT																		01	DRVR	NONE	16	M	OR-Y OR<25		000	000		00
															02	NONE 0 PRVTE PSNGR CAR	TURN-R SW SE									018		00
																		01	DRVR	INJB	42	M	OR-Y OR<25		028	000		02
00360	N	N	N		02/22/2005 Tue 2P	JACKSON PHOENIX MEDFORD UA	1 14 0 0 11.23	BOLZ LN ROGUE VALLEY HY	INTER NW 06	CROSS 0	N NONE	N DRY N DAY	N CLR	S-1STOP REAR INJ	01	NONE PRVTE PSNGR CAR	STRGHT NW SE										004	07
NO RPT																		01	DRVR	NONE	63	M	OR-Y OR<25		026	000		00 07
															02	NONE PRVTE PSNGR CAR	STOP NW SE									011	004	00
																		01	DRVR	INJC	46	F	OR-Y OR<25		000	000		00
															03	NONE PRVTE PSNGR CAR	STRGHT NW SE									022		00
																		01	DRVR	NONE	16	M	OR-Y OR<25		026	000		00 07
00446	N	N	N		03/02/2005 Wed 12P	JACKSON PHOENIX MEDFORD UA	1 14 0 0 11.23	BOLZ LN ROGUE VALLEY HY	INTER CN 02	CROSS 0	N NONE	N DRY N DAY	N CLR	S-1STOP REAR INJ	01	NONE PRVTE PSNGR CAR	STRGHT SE NW										004	07
CITY																		01	DRVR	NONE	45	F	OR-Y OR<25		043,052	000		00 07
															02	NONE PRVTE PSNGR CAR	STOP SE NW									011	004	00
																		01	DRVR	INJC	53	F	OR-Y OR<25		000	000		00
																		02	PSNG	INJC	14	F			000	000		00
02412	N	N	N		12/08/2009 Tue 8A	JACKSON PHOENIX MEDFORD UA	1 14 0 0 11.35	ROGUE VALLEY HY 6TH ST	CURVE NW 08	(NONE) (04)	N UNKNOWN	Y UNK N DAY	N UNK	FIX OBJ FIX PDO	01	NONE PRVTE PSNGR CAR	STRGHT SE NW									088 038	040,002 002	10 00 10
NO RPT																		01	DRVR	NONE	20	F	OR-Y OR<25		016,081,080			

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SER# INVEST	SPE D	ALC	DUL	RSH	SWO K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00857	N	N	N			05/14/2005	JACKSON	1	14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										079,062	10
CITY						Sat	PHOENIX	0	0	MAIN ST	SE	(NONE)	NONE	N	DRY	FIX		PRVTE	S N									088	079,062	00
						7A	MEDFORD UA	11.95		OAK ST	01			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	77	F	OR-Y	083,081	025		10
												(04)													OR<25				
00923	N	Y	N			05/07/2005	JACKSON	1	14		ALLEY		N	Y	RAIN	FIX OBJ	01	NONE	U-TURN										079	08
CITY						Sat	PHOENIX	0	0	MAIN ST	SE	(NONE)	NONE	N	WET	FIX		PRVTE	SE SE									000	079	00
						10P	MEDFORD UA	11.97		OAK ST	01			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	23	M	OR-Y	008	000		08
												(04)													OR<25				
01518	N	N	N			07/15/2006	JACKSON	1	14		ALLEY		N	Y	CLR	S-OTHER	01	NONE	PARKNG											10
CITY						Sat	PHOENIX	0	0	MAIN ST	SE	(NONE)	UNKNOWN	N	DRY	PARK		PRVTE	NW SE									009		00
						7P	MEDFORD UA	11.97		OAK ST	08			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	45	F	OR-Y	018	000		10
												(04)													OR<25				
																	02	NONE	TURN-L											
																		PRVTE	NW NE									019		00
																		PSNGR CAR		01	DRVR	NONE	27	M	OR-Y	000	000		00
																									OR<25				
02067	N	N	N			09/08/2005	JACKSON	1	14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										061,062	10,27
NO RPT						Thu	PHOENIX	0	0	MAIN ST	SE	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	SE NW									088	061,062	00
						8A	MEDFORD UA	12.04		OAK ST	06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	41	F	OR-Y	081	038		10
												(04)													OR<25				
02202	N	N	N			10/01/2007	JACKSON	1	14		STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT											13
NONE						Mon	PHOENIX	0	0	MAIN ST	SE	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	SE NW									000		00
						3P	MEDFORD UA	12.15		OAK ST	05			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	OR-Y	045	000		13
												(04)													OR<25				
																	02	NONE	STRGHT											
																		RENTL	SE NW									000		00
																		PSNGR CAR		01	DRVR	NONE	53	F	OR-Y	000	000		00
																									OR<25				
01747	N	N	N			08/02/2007	JACKSON	1	14		STRGHT		N	N	CLR	S-OTHER	01	NONE	U-TURN											02,08
NO RPT						Thu	PHOENIX	0	0	MAIN ST	SE	(NONE)	UNKNOWN	N	DRY	PARK		PRVTE	NW NW									051		00
						2P	MEDFORD UA	12.20		OAK ST	03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	37	F	OR-Y	008,028	000		02,08
												(04)													OR<25				
																				02	PSNG	NO<5	01	M		000	000		00
																	02	NONE	STRGHT											
																		PRVTE	NW SE									000		00
																		PSNGR CAR		01	DRVR	NONE	27	M	OR-Y	000	000		00
																									OR>25				
																				02	PSNG	INJC	00	M		000	000		00
01066	N	N	N			06/12/2009	JACKSON	1	14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										043,079	32
COUNTY						Fri	PHOENIX	0	0	MAIN ST	SE	(NONE)	NONE	N	DRY	FIX		PRVTE	S N									088	043,079	00
						3P	MEDFORD UA	12.37		OAK ST	06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	30	F	OR-Y	081,052	017		32
												(04)													OR<25				
																				02	PSNG	NO<5	01	F		000	000		00

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SER# INVEST	SPE D	DRAUCLS	SWOHR	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00132	N	N	N	01/29/2005	JACKSON	1	14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										053,092	10,26
STATE				Sat		0	0		UN	(NONE)	UNKNOWN	N	DRY	FIX		PUBLC	S N								007	053,092	26
				9A	MEDFORD UA	12.44			01			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	28	M	OR-Y	081	017		10
										(03)													OR<25					
02896	N	N	N	N	N 12/08/2006	JACKSON	1	14	ALLEY		N	N	CLD	S-1STOP	01	NONE 0	STRGHT											07,32
STATE					Fri		0	0	UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	NW SE								000		00
					5P	MEDFORD UA	12.50		04			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	83	F	OR-Y	026,052	000		07,32
										(04)													OR<25					
															02	NONE 0	STOP											
																PRVTE	NW SE								012		00
																PSNGR CAR		01	DRVR	NONE	61	F	OR-Y	000	000		00
																							OR<25					
02088	N	N	N	N	N 10/29/2007	JACKSON	1	14	STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
COUNTY					Mon		0	0	UN	(NONE)	NONE	N	DRY	REAR		PRVTE	S N								000		00
					11A	MEDFORD UA	12.55		05			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	28	M	EXP	043	000		07
										(04)													OR<25					
																		02	PSNG	INJC	26	M		000	000		00
															02	NONE	STOP											
																PRVTE	S N								011		00
																PSNGR CAR		01	DRVR	NONE	33	M	OR-Y	000	000		00
																							OR>25					
00597	N	N	N	N	N 04/07/2008	JACKSON	1	14	STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT										082	13
COUNTY					Mon		0	0	UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N								000		00
					2P	MEDFORD UA	12.56		04			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	69	M	OR-Y	045	000	082	13
										(04)													OR<25					
															02	NONE	STRGHT											
																PRVTE	S N								006		00
																PSNGR CAR		01	DRVR	NONE	51	M	OR-Y	000	000		00
																							OR<25					
00859	N	N	N	N	N 05/12/2009	JACKSON	1	14	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02
STATE					Tue		0	0	CN		STOP SIGN	N	DRY	TURN		PRVTE	S N								000		00
					4P	MEDFORD UA	12.59		02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	20	M	OR-Y	000	000		00
																							OR<25					
															02	NONE	TURN-L											
																PRVTE	E S								015		00
																PSNGR CAR		01	DRVR	NONE	38	F	OR-Y	028	000		02
																							OR<25					
00918	Y	Y	N		04/23/2006	JACKSON	1	14	STRGHT		N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT										079,053	01,10
STATE					Sun		0	0	UN	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	S N								000	079,053	00
					12A	MEDFORD UA	12.64		08			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	29	M	OR-Y	047,081	017		01,10
										(04)													OR<25					

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SER# INVEST	SPE D	DEAC	RSLC	UGHS	WOR K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00517	N	N	N			03/24/2006	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	TURN-L										082	02
STATE						Fri		0	0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	W N								018		00
						3P	MEDFORD UA	12.66			04			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	17	F	OR-Y	028	000	082	02
												(04)													OR<25				
																	02	NONE	STRGHT											
																		PRVTE	N S								000		00
																		PSNGR CAR		01	DRVR	INJC	41	F	OR-Y	000	000		00
																									OR<25				
00562	N	N	N	N	N	03/22/2009	JACKSON	1	14		STRGHT		N	N	CLR	ANIMAL	01	NONE	STRGHT										034,043	10
STATE						Sun		0	0		UN	(NONE)	UNKNOWN	N	DRY	OTH		PRVTE	S N								007	034,043	00
						10P	MEDFORD UA	12.79			05			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJB	18	F	OR-Y	081	017		10
												(04)													OR<25				
																				02	PSNG	INJB	19	F		000	000		00
																				03	PSNG	INJB	22	F		000	000		00
01513	N	N	N			07/14/2006	JACKSON	1	14		STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT											13,32
STATE						Fri		0	0		UN	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	S N								088		00
						10P	MEDFORD UA	12.80			05			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y	045,052	000		13,32
												(04)													OR<25				
																	02	NONE	STRGHT											
																		PRVTE	S N								000		00
																		PSNGR CAR		01	DRVR	NONE	24	M	OR-Y	000	000		00
																									OR<25				
02253	N	N	N			10/23/2005	JACKSON	1	14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										079,092	10,26
STATE						Sun		0	0		UN	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	N S								007	079,092	26
						1P	MEDFORD UA	13.00			01			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y	081	017		10
												(04)													OR<25				
02422	N	N	N	N	N	12/10/2009	JACKSON	1	14		ALLEY		N	N	RAIN	S-1STOP	01	NONE 0	STRGHT											07,27
STATE						Thu		0	0		UN	(NONE)	NONE	N	WET	REAR		PRVTE	NW SE								000		00
						6P	MEDFORD UA	13.00			05			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	28	F	OR-Y	026,016	038		07,27
												(04)													OR<25				
																	02	NONE 0	STOP											
																		PRVTE	NW SE								012		00
																		PSNGR CAR		01	DRVR	NONE	60	F	OR-Y	000	000		00
																									OR-?				
																	03	NONE 0	STRGHT											
																		PRVTE	NW SE								000		00
																		PSNGR CAR		01	DRVR	NONE	61	F	OR-Y	000	000		00
																									OR<25				
02583	N	N	N	N	N	12/18/2007	JACKSON	1	14		ALLEY		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
STATE						Tue		0	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	N S								007		00
						5P	MEDFORD UA	13.03			04			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y	043	000		07
												(04)													OR<25				

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SER# INVEST	S P E D	A L C	R U S C H L	S O W R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															02	NONE	STOP											
																PRVTE	N S								012			00
																PSNGR CAR		01	DRVR	NONE	23	M	OR-Y		000	000		00
																							OR<25					
																		02	PSNG	NO<5	03	M			000	000		00
																		03	PSNG	NO<5	01	F			000	000		00
01815	N	N	N		08/08/2006	JACKSON	1 14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE					Tue		0 0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N								031			00
					3P	MEDFORD UA	13.30		05			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y		026	000		07
										(04)													OR<25					
															02	NONE	STOP											
																PRVTE	S N								012			00
																PSNGR CAR		01	DRVR	INJC	52	F	OR-Y		000	000		00
																							OR>25					
02454	N	N	N	N	N 11/18/2007	JACKSON	1 14		STRGHT		N	N	CLR	O-STRGHT	01	NONE	STRGHT										092	05,26
STATE					Sun		0 0		UN	(NONE)	UNKNOWN	N	DRY	HEAD		PRVTE	S N								007	092	26
					1P	MEDFORD UA	13.35		04			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	70	M	OR-Y		080,039,031	000		05
										(04)													OR<25					
																		02	PSNG	INJB	61	F			000	000		00
															02	NONE	STRGHT											
																PRVTE	N S								000			00
																PSNGR CAR		01	DRVR	INJA	55	F	OR-Y		000	000		00
																							OR<25					
01675	N	N	N	N	N 09/18/2008	JACKSON	1 14		ALLEY		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
STATE					Thu		0 0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N								007			00
					2P	MEDFORD UA	13.36		05			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	74	F	OR-Y		043	000		07
										(04)													OR<25					
															02	NONE	STOP											
																PRVTE	S N								011			00
																PSNGR CAR		01	DRVR	NONE	78	M	OR-Y		000	000		00
																							OR<25					
00494	N	N	N	N	N 03/11/2009	JACKSON	1 14		STRGHT		N	N	CLR	OVERTURN	01	NONE	STRGHT										001	10,11
STATE					Wed		0 0		UN	(NONE)	UNKNOWN	N	DRY	NCOL		PRVTE	S N								088			11
					1P	MEDFORD UA	13.62		06			N	DAY	INJ		MTRCYCLE		01	DRVR	INJB	66	M	OR-Y		080,017	017	001	10
										(04)													OR<25					
00514	Y	N	N		03/07/2005	JACKSON	1 14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07,13
STATE					Mon		0 0		UN	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	N S								088			00
					4P	MEDFORD UA	13.66		04			Y	DAY	INJ		PSNGR CAR		01	DRVR	INJB	22	M	OR-Y		045,047	000		07,13
										(04)													OR<25					
															02	NONE	STOP											
																PRVTE	N S								011			00
																PSNGR CAR		01	DRVR	NONE	38	M	OR-Y		000	000		00
																							OR<25					

063 ROGUE VALLEY

OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	EALC	DRSULH	CWOR K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															03	NONE	STRGHT											
																PUBLC	N S								022		00
																OTH BUS		01	DRVR	NONE	42	M	OR-Y	000	000		00
																							OR<25				
00834	N	N	N		04/30/2007	JACKSON	1 14		STRGHT		N	N	CLR	ANIMAL	01	NONE	STRGHT									035	12
NO RPT					Mon		0 0		UN	(NONE)	UNKNOWN	N	DRY	OTH		PRVTE	S N								000	035	00
					9A	MEDFORD UA	13.83		06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	48	M	OR-Y	000	000		12
										(04)													OR<25				
00880	N	N	N	N	05/21/2009	JACKSON	1 14		INTER	5-LEG	N	N	CLR	S-1STOP	01	NONE	STRGHT										32
CITY					Thu		0 0		N		TRF SIGNAL	N	DRY	REAR		PRVTE	N S								000		00
					12P	MEDFORD UA	13.86		06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	54	F	OR-Y	052,026	000		32
																							OR<25				
															02	NONE 1	STOP										
																PRVTE	N S								011		00
																SEMI TOW		01	DRVR	NONE	47	M	OTH-Y	000	000		00
																							N-RES				
01439	N	N	N		07/07/2005	JACKSON	1 14		INTER	5-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										02
CITY					Thu	TALENT	0 0	COLVER RD	CN		STOP SIGN	N	DRY	ANGL		PRVTE	NW SE								000		00
					9P	MEDFORD UA	13.86	ROGUE VALLEY HY	01	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	36	F	OR-Y	000	000		00
																							OR<25				
															02	NONE 0	STRGHT										
																PRVTE	E W								000		00
																PSNGR CAR		01	DRVR	NONE	83	M	OR-Y	028	000		02
																							OR<25				
01931	N	N	N	Y	09/19/2006	JACKSON	1 14		INTER	5-LEG	N	N	CLD	O-1TURN	01	NONE	STRGHT										02
COUNTY					Tue	TALENT	0 0	COLVER RD	CN		STOP SIGN	N	DRY	TURN		PRVTE	NW SE								000		00
					5P	MEDFORD UA	13.86	ROGUE VALLEY HY	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	32	M	OR-Y	000	000		00
																							OR<25				
															02	NONE	TURN-L										
																PRVTE	W NW								015		00
																PSNGR CAR		01	DRVR	NONE	21	F	OR-Y	028	000		02
																							OR<25				
02170	N	N	N	N	10/13/2007	JACKSON	1 14		INTER	5-LEG	N	N	CLR	O-1TURN	01	NONE	STRGHT										02
CITY					Sat	TALENT	0 0	COLVER RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E W								000		00
					6P	MEDFORD UA	13.86	ROGUE VALLEY HY	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	20	M	OR-Y	000	000		00
																							OR<25				
															02	NONE	TURN-L										
																PRVTE	W NW								000		00
																PSNGR CAR		01	DRVR	NONE	21	F	OR-Y	004,028	000		02
																							OR<25				
01999	N	N	N	Y	09/22/2006	JACKSON	1 14		INTER	5-LEG	N	N	CLR	ANGL-OTH	01	NONE	STRGHT										02
CITY					Fri	TALENT	0 0	COLVER RD	CN		STOP SIGN	N	DRY	TURN		PRVTE	NW SE								007		00
					6P	MEDFORD UA	13.86	ROGUE VALLEY HY	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	57	M	OR-Y	000	000		00
																							OR<25				

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A	R L C	S U S	C H L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																		02	NONE PRVTE PSNGR CAR	TURN-L W NW	01	DRVR	INJC	27	F	OR-Y OR>25	028	015 000		00 02
01438 CITY	N	N	N				08/25/2008 Mon 8A	JACKSON TALENT MEDFORD UA	1 0 13.86	14	ROGUE VALLEY HY SUNCREST RD	INTER CN 04	5-LEG 0	N TRF SIGNAL	N DRY N DAY	CLR	O-1TURN INJ	01	NONE PRVTE PSNGR CAR	TURN-L NW E	01	DRVR	INJB	56	F	OR-Y OR<25	004,028	000 000		02 00 02
																		02	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	INJC	35	M	OR-Y OR<25	000	000 000		00 00
00270 CITY	N	N	N				02/15/2008 Fri 10A	JACKSON TALENT MEDFORD UA	1 0 13.89	14	ROGUE VALLEY HY SUNCREST RD	ALLEY SE 06	(NONE) (04)	N UNKNOWN	N DRY N DAY	CLR	S-1TURN REAR INJ	01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	20	M	OR-Y OR<25	043,052	000 000		07,32 00 07,32
																		02	NONE PRVTE PSNGR CAR	TURN-R SE NE	01	DRVR	INJC	40	M	OR-Y OR<25	000	019 000		00 00
00056 CITY	N	N	N				01/07/2005 Fri 3P	JACKSON TALENT MEDFORD UA	1 0 13.92	14	ROGUE VALLEY HY COLVER RD	ALLEY SE 03	(NONE) (04)	N UNKNOWN	N RAIN N WET N DAY		O-1TURN TURN INJ	01	NONE PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	55	M	OR-Y OR<25	000	000 000		08 00 00
																		02	NONE PRVTE PSNGR CAR	TURN-L SE SW	01	DRVR	INJC	28	M	OR-Y OR<25	004	019 000		00 08
01349 CITY	N	N	N	N	N		08/17/2008 Sun 1A	JACKSON TALENT MEDFORD UA	1 0 13.92	14	ROGUE VALLEY HY COLVER RD	STRGHT SE 04	(RSDMD) (04)	N MEDIAN BAR	Y DRY N DLIT	CLR	FIX OBJ FIX PDO	01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	21	F	OR-Y OR<25	081,039	088 025	044,058 044,058	16,05 00 16,05
01208 CITY	N	N	N	N	Y		06/10/2006 Sat 11P	JACKSON TALENT MEDFORD UA	1 0 13.92	14	ROGUE VALLEY HY COLVER RD	STRGHT S 06	(NONE) (04)	N UNKNOWN	N DRY N DARK	CLR	S-1STOP REAR PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	40	F	OR-Y OR<25	026	000 000		07 00 07
																		02	NONE 0 PRVTE PSNGR CAR	STOP S N	01	DRVR	NONE	34	F	OR-Y OR<25	000	011 000		00 00
01700 STATE	Y	N	N		Y		08/04/2006 Fri 8A	JACKSON TALENT MEDFORD UA	1 0 14.00	14	ROGUE VALLEY HY W VALLEY VIEW RD	STRGHT NW 05	(NONE) (04)	N UNKNOWN	N DRY N DAY	CLR	S-STRGHT REAR INJ	01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	18	M	OR-Y OR<25	042,052	000 000		32,01 00 01,32

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DEAC	RSLU	SHGO	WRK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	INJC	50	F	OR-Y OR<25	000	006 000		00 00
01359 CITY	N	N	N	N	N	07/08/2009 Wed 3P	JACKSON TALENT MEDFORD UA	1 14 0 0 14.04		ROGUE VALLEY HY NEW ST	ALLEY NW 03	(NONE) (04)	N NONE	N DRY N DAY	N CLR	S-1TURN INJ	01	NONE PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	18	M	OR-Y OR<25	026,052	000		32 00 32
																	02	NONE PRVTE PSNGR CAR	TURN-R NW SW	01	DRVR	INJC	62	F	OR-Y OR<25	000	019 000		00 00
01561 NO RPT	N	N	N			08/15/2005 Mon 10A	JACKSON TALENT MEDFORD UA	1 14 0 0 14.07		NEW ST ROGUE VALLEY HY	INTER CN 01	3-LEG 0	N UNKNOWN	N DRY N DAY	N CLR	O-1TURN TURN INJ	01	NONE PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	INJC	48	M	OR-Y OR<25	000	000		08 00 00
																	02	NONE PRVTE PSNGR CAR	TURN-L SE W	01	DRVR	NONE	52	M	OTH-Y N-RES	004	000		00 08
90815 CITY	N	N	N		Y	04/06/2006 Thu 8A	JACKSON TALENT MEDFORD UA	1 14 0 0 14.07		NEW ST ROGUE VALLEY HY	INTER CN 06	3-LEG 0	N STOP SIGN	N DRY N DAY	N CLD	S-1STOP REAR INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	23	F	OR-Y OR<25	026	000	092	07,26 00 07
																	02	NONE 0 PRVTE PSNGR CAR	STOP NW SE	01	DRVR	INJC	32	M	OR-Y OR<25	000	011 000	092	26 00
00586 NONE	N	N	N			03/09/2006 Thu 5P	JACKSON TALENT MEDFORD UA	1 14 0 0 14.16		ROGUE VALLEY HY W VALLEY VIEW RD	STRGHT NW 06	(NONE) (04)	N UNKNOWN	N WET N DUSK	N RAIN	S-1STOP REAR INJ	01	NONE PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	00	U	UNK UNK	026	000		07 00 07
																	02	NONE PRVTE PSNGR CAR	STOP SE NW	01	DRVR	INJC	18	F	OR-Y OR<25	000	011 000		00 00
01985 NO RPT	N	N	N			09/22/2006 Fri 4P	JACKSON TALENT MEDFORD UA	1 14 0 0 14.18		ROGUE VALLEY HY W VALLEY VIEW RD	STRGHT NW 03	(NONE) (04)	N UNKNOWN	N DRY N DAY	N CLR	S-STRGHT SS-O PDO	01	NONE PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	23	F	OR-Y OR<25	045	000		13 00 13
																	02	NONE PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	37	M	OR-Y OR<25	000	000		00 00

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DEA C	RSU L	SCH S	WOR K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01803	N	N	N			08/25/2005	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
CITY						Thu	TALENT	0	0	ROGUE VALLEY HY	NW	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	SE SW									019		00
						1P	MEDFORD UA	14.19		W VALLEY VIEW RD	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	67	F	OR-Y	004		000		02
												(04)													OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	NW SE									000		00
																		PSNGR CAR		01	DRVR	NONE	65	F	OR-Y	000		000		00
																									OR<25					
00122	N	N	N			01/27/2005	JACKSON	1	14		STRGHT		N	N	FOG	S-STRGHT	01	NONE	STRGHT											13
CITY						Thu	TALENT	0	0	ROGUE VALLEY HY	NW	(NONE)	TRF SIGNAL	N	ICE	SS-O		PRVTE	NW SE									000		00
						7A	MEDFORD UA	14.19		W VALLEY VIEW RD	04			N	DAWN	PDO		PSNGR CAR		01	DRVR	NONE	36	F	OR-Y	045		000		13
												(05)													OR<25					
																	02	NONE	STRGHT											
																		PRVTE	NW SE									000		00
																		PSNGR CAR		01	DRVR	NONE	39	M	OR-Y	000		000		00
																									OR<25					
02560	N	N	N			11/30/2005	JACKSON	1	14		INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE	STRGHT											07
NONE						Wed	TALENT	0	0	ROGUE VALLEY HY	SE		R-GRN-SIG	N	WET	REAR		PRVTE	SE NW									001		00
						7A	MEDFORD UA	14.20		W VALLEY VIEW RD	06	1		N	DAWN	PDO		PSNGR CAR		01	DRVR	NONE	29	F	OR-Y	026		000		07
																									OR<25					
																	02	NONE	STOP											
																		PRVTE	SE NW									011		00
																		PSNGR CAR		01	DRVR	NONE	60	M	OR-Y	000		000		00
																									OR<25					
02096	N	N	N	N	N	10/30/2007	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT										013	07
CITY						Tue	TALENT	0	0	ROGUE VALLEY HY	SE		L-GRN-SIG	N	DRY	REAR		PRVTE	SE NW									000		00
						12P	MEDFORD UA	14.20		W VALLEY VIEW RD	06	1		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	50	M	OR-Y	043		038		07
																									OR<25					
																	02	NONE	STOP											
																		PRVTE	SE NW									011	013	00
																		PSNGR CAR		01	DRVR	NONE	60	M	OR-Y	000		000		00
																									OR<25					
																	03	NONE	STOP											
																		PRVTE	SE NW									011		00
																		PSNGR CAR		01	DRVR	NONE	30	M	OR-Y	000		000		00
																									OR<25					
00568	N	N	N	N	N	03/23/2009	JACKSON	1	14		INTER	CROSS	N	N	CLD	S-1STOP	01	NONE 0	STRGHT											06
CITY						Mon	TALENT	0	0	ROGUE VALLEY HY	NW		TRF SIGNAL	N	DRY	REAR		PRVTE	NW SE									000		00
						10A	MEDFORD UA	14.20		W VALLEY VIEW RD	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	64	M	OR-Y	026		000		06
																									OR<25					
																	02	NONE 0	STOP											
																		PRVTE	NW SE									011		00
																		PSNGR CAR		01	DRVR	INJC	40	M	OR-Y	000		000		00
																									OR<25					

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DAL C	RSU L	SCH L	WOR K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																				02	PSNG	INJC	32	F			000	000		00
01706	N	N	N			08/05/2006	JACKSON	1 14			INTER	CROSS	N		N	CLR	ANGL-OTH	01	NONE	STRGHT									010	04
CITY						Sat	TALENT	0 0		ROGUE VALLEY HY	CN		TRF SIGNAL		N	DRY	ANGL		PRVTE	NE SW							000		00
						4P	MEDFORD UA	14.20		W VALLEY VIEW RD	01	0			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y	020	000		04
																											OR<25			
																				02	PSNG	NO<5	02	M			000	000		00
																	02	NONE	STRGHT											
																		PRVTE	SE NW								000	010		00
																		PSNGR CAR		01	DRVR	INJC	29	F	OR-Y		000	000		00
																									OR<25					
02730	N	N	N			12/28/2005	JACKSON	1 14			INTER	CROSS	N		N	RAIN	O-1TURN	01	NONE	STRGHT										08
STATE						Wed	TALENT	0 0		ROGUE VALLEY HY	CN		TRF SIGNAL		N	WET	TURN		PRVTE	W E							000		00
						9P	MEDFORD UA	14.20		W VALLEY VIEW RD	03	1			N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	33	F	OR-Y	000	000		00
																									OR<25					
																				02	PSNG	INJC	04	F			000	000		00
																	02	NONE	TURN-L											
																		PRVTE	E SE								000			00
																		PSNGR CAR		01	DRVR	NONE	19	F	OR-Y	004	000			08
																									OR>25					
02500	N	N	N			11/14/2006	JACKSON	1 14			INTER	CROSS	N		N	CLR	O-1TURN	01	NONE	STRGHT										02
CITY						Tue	TALENT	0 0		ROGUE VALLEY HY	CN		TRF SIGNAL		N	DRY	TURN		PRVTE	W E							000		00
						10A	MEDFORD UA	14.20		W VALLEY VIEW RD	03	1			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	76	F	OR-Y	000	000		00
																									OR<25					
																	02	NONE	TURN-L											
																		PRVTE	E SE								000			00
																		PSNGR CAR		01	DRVR	INJC	70	F	OR-Y	004,028	000			02
																									OR<25					
01532	N	N	N	N	N	09/14/2008	JACKSON	1 14			INTER	CROSS	N		N	CLR	O-1TURN	01	NONE	STRGHT										02
CITY						Sun	TALENT	0 0		ROGUE VALLEY HY	CN		TRF SIGNAL		N	DRY	TURN		PRVTE	W E							000		00
						8P	MEDFORD UA	14.20		W VALLEY VIEW RD	03	0			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	22	F	OR-Y	000	000		00
																									OR<25					
																	02	NONE	TURN-L											
																		PRVTE	E SE								000			00
																		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y	004,028	000			02
																									OR<25					
01307	N	N	N		Y	06/29/2006	JACKSON	1 14			INTER	CROSS	N		N	CLR	ANGL-OTH	01	NONE 0	STRGHT										04
CITY						Thu	TALENT	0 0		ROGUE VALLEY HY	CN		TRF SIGNAL		N	DRY	ANGL		PRVTE	SW NE							000		00
						5P	MEDFORD UA	14.20		W VALLEY VIEW RD	04	1			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	45	F	OR-Y	020	026		04
																									OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	SE NW								000			00
																		PSNGR CAR		01	DRVR	NONE	35	M	OR-Y	000	000			00
																									OR<25					
																				02	PSNG	INJC	11	M			000	000		00

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A L C	R U S	S C L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00912	N	N	N			05/05/2007	JACKSON	1 14		INTER	CROSS	N		N CLR	ANGL-OTH	01	NONE	STRGHT											04
CITY						Sat	TALENT	0 0	ROGUE VALLEY HY	CN		TRF SIGNAL		N DRY	ANGL		PRVTE	SE NW									000		00
						11A	MEDFORD UA	14.20	W VALLEY VIEW RD	04	1			N DAY	INJ		PSNGR CAR		01	DRVR	INJC	25	M	OR-Y		000	000		00
																								OR<25					
																02	NONE	STRGHT											
																	PRVTE	W E									000		00
																	PSNGR CAR		01	DRVR	INJB	27	M	OR-Y		020	000		04
																								OR<25					
01485	N	N	N	N	N	08/13/2009	JACKSON	1 14		INTER	CROSS	N		N CLR	ANGL-OTH	01	NONE 0	TURN-R											02
CITY						Thu	TALENT	0 0	ROGUE VALLEY HY	CN		TRF SIGNAL		N DRY	TURN		PRVTE	SE E									016		00
						2P	MEDFORD UA	14.20	W VALLEY VIEW RD	04	0			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	81	F	OR-Y		028	000		02
																								OR-?					
																02	NONE 0	STRGHT											
																	PRVTE	W E									000		00
																	PSNGR CAR		01	DRVR	NONE	22	F	OR-Y		000	000		00
																								OR<25					
00765	N	N	N			04/27/2005	JACKSON	1 14		ALLEY		N		N RAIN	S-1TURN	01	NONE 0	TURN-R											08,02,13
NO RPT						Wed	TALENT	0 0	ROGUE VALLEY HY	SW	(NONE)	UNKNOWN		N WET	TURN		PRVTE	NW SW									019		00
						9P	MEDFORD UA	14.21	W VALLEY VIEW RD	03				N DARK	INJ		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y		006,016,028	000		08,02,13
											(04)													OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	NW SE									000		00
																	PSNGR CAR		01	DRVR	NONE	45	M	OR-Y		000	000		00
																								OR<25					
																			02	PSNG	INJC	45	F			000	000		00
00766	N	N	N			04/27/2005	JACKSON	1 14		ALLEY		N		N RAIN	S-1TURN	01	NONE 0	STRGHT											08,02
CITY						Wed	TALENT	0 0	ROGUE VALLEY HY	SE	(NONE)	NONE		N WET	TURN		PRVTE	NW SE									001		00
						4P	MEDFORD UA	14.29	W VALLEY VIEW RD	05				N DAY	INJ		PSNGR CAR		01	DRVR	INJA	51	M	OR-Y		000	000		00
											(05)													OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	NW SE									088		00
																	PSNGR CAR		01	DRVR	NONE	31	M	OR-Y		006,048,028	000		08,02
																								OR<25					
01962	N	N	N	N	N	11/05/2008	JACKSON	1 14		ALLEY		N		N RAIN	ANGL-OTH	01	NONE	STRGHT											02
CITY						Wed	TALENT	0 0	ROGUE VALLEY HY	SE	(NONE)	NONE		N WET	TURN		PRVTE	NW SE									000		00
						11A	MEDFORD UA	14.34	W VALLEY VIEW RD	03				N DAY	PDO		PSNGR CAR		01	DRVR	NONE	61	M	OR-Y		000	000		00
											(04)													OR<25					
																02	NONE	TURN-L											
																	PRVTE	SW NW									018		00
																	PSNGR CAR		01	DRVR	NONE	81	M	OR-Y		000	000		00
																								OR<25					

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DAYLC	RSUL	SWOK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02579	N	N	N		12/17/2007	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02
CITY					Mon	TALENT	0	0	ROGUE VALLEY HY	SE	(NONE)	UNKNOWN	N	ICE	TURN		PRVTE	NW SE									007		00
					7A	MEDFORD UA	14.37		W VALLEY VIEW RD	03	(04)		N	DAWN	PDO		PSNGR CAR		01	DRVR	NONE	53	M	OR-Y OR<25		000	000		00
																02	NONE	TURN-L											
																	PRVTE	SW NW									018		00
																	PSNGR CAR		01	DRVR	NONE	27	M	OR-Y OR<25		028	000		02
00866	N	N	N		05/24/2005	JACKSON	1	14		INTER	3-LEG	N	N	CLR	S-1TURN	01	NONE	STRGHT											10
CITY					Tue	TALENT	0	0	ROGUE VALLEY HY	SE		UNKNOWN	N	DRY	REAR		PRVTE	SE NW									000		00
					4P	MEDFORD UA	14.59		RAPP RD	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	82	F	OTH-Y N-RES		052,026	000		10
																02	NONE	TURN-L											
																	PRVTE	SE SW									000		00
																	PSNGR CAR		01	DRVR	INJC	28	F	OR-Y OR<25		000	000		00
02152	N	N	N		11/17/2009	JACKSON	1	14		INTER	3-LEG	N	N	RAIN	S-1STOP	01	NONE 0	STRGHT											32,27
CITY					Tue	TALENT	0	0	ROGUE VALLEY HY	SE		TRF SIGNAL	N	WET	REAR		PRVTE	SE NW									000		00
					1P	MEDFORD UA	14.59		RAPP RD	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	58	M	OR-Y OR<25		052,016	000		32,27
																02	NONE 0	STOP											
																	PRVTE	SE NW									011		00
																	PSNGR CAR		01	DRVR	INJC	53	M	OR-Y OR<25		000	000		00
																			02	PSNG	INJC	52	M			000	000		00
01412	N	N	N		07/25/2005	JACKSON	1	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
CITY					Mon	TALENT	0	0	ROGUE VALLEY HY	CN		STOP SIGN	N	DRY	ANGL		PRVTE	N S									000		00
					6P	MEDFORD UA	14.59		RAPP RD	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	35	F	OR-Y OR<25		028	000		02
																02	NONE 0	TURN-L											
																	PRVTE	W N									000		00
																	PSNGR CAR		01	DRVR	NONE	19	M	OR-Y OR<25		000	000		00
																			02	PSNG	INJC	19	F			000	000		00
01554	N	N	N		09/06/2008	JACKSON	1	14		INTER	3-LEG	N	N	CLR	O-1TURN	01	NONE	STRGHT										010,001	32
CITY					Sat	TALENT	0	0	ROGUE VALLEY HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	NW SE									000	010	00
					12A	MEDFORD UA	14.59		RAPP RD	03	0		N	DLIT	INJ		MTRCYCLE		01	DRVR	INJB	28	M	OR-Y OR<25		000	000	001	00
																02	NONE	TURN-L											
																	PRVTE	SE SW									000		00
																	PSNGR CAR		01	DRVR	INJB	39	M	OR-Y OR<25		004,028,052	000		32

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SER# INVEST	S P E D	A L C	R U S	S H L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02489	N	N	N			11/03/2005	JACKSON	1 14		INTER	3-LEG	N		N RAIN	S-1STOP	01	NONE 0	STRGHT										013	07
CITY						Thu	TALENT	0 0	ROGUE VALLEY HY	SE		STOP SIGN		N WET	REAR		PRVTE	SE NW								000			00
						6P	MEDFORD UA	14.60	RAPP RD	06	0			N DLIT	PDO		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y	026	000			07
																								OR<25					
																02	NONE 0	STOP											
																	PRVTE	SE NW								011	013		00
																	PSNGR CAR		01	DRVR	NONE	41	M	OR-Y	000	000			00
																								OR<25					
																03	NONE 0	STOP											
																	PRVTE	SE NW								011			00
																	PSNGR CAR		01	DRVR	NONE	20	M	OR-Y	000	000			00
																								OR<25					
00430	N	Y	N	N	N	03/08/2009	JACKSON	1 14		ALLEY		N		N CLD	S-1TURN	01	NONE	STRGHT											07
CITY						Sun	TALENT	0 0	ROGUE VALLEY HY	NW	(NONE)	NONE		N DRY	REAR		PRVTE	NW SE								000			00
						1P	MEDFORD UA	14.89	ARNOS ST	03				N DAY	PDO		PSNGR CAR		01	DRVR	NONE	62	F	OR-Y	043	000			07
											(04)													OR<25					
																02	NONE	TURN-R											
																	PRVTE	NW SW								019			00
																	PSNGR CAR		01	DRVR	NONE	68	M	OR-Y	000	000			00
																								OR<25					
00452	N	N	N			03/03/2005	JACKSON	1 14		INTER	3-LEG	N		N CLR	S-1STOP	01	NONE	STRGHT											13
NO RPT						Thu	TALENT	0 0	ARNOS ST	SE		UNKNOWN		N DRY	REAR		PRVTE	SE NW								000			00
						4P	MEDFORD UA	14.90	ROGUE VALLEY HY	06	0			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y	000	000			00
																								OR>25					
																02	NONE	STOP											
																	PRVTE	SE NW								011			00
																	PSNGR CAR		01	DRVR	NONE	17	M	OR-Y	045	000			13
																								OR>25					
01135	N	N	N			06/09/2007	JACKSON	1 14		INTER	3-LEG	N		N CLR	S-1STOP	01	NONE	STRGHT											32
CITY						Sat	TALENT	0 0	ARNOS ST	SE		UNKNOWN		N DRY	REAR		PRVTE	SE NW								000			00
						2P	MEDFORD UA	14.90	ROGUE VALLEY HY	06	0			N DAY	INJ		PSNGR CAR		01	DRVR	INJB	57	F	OR-Y	026,052	038			32
																								OR<25					
																02	NONE	STOP											
																	PRVTE	SE NW								012			00
																	PSNGR CAR		01	DRVR	NONE	53	F	OR-Y	000	000			00
																								OR<25					
01688	N	N	N			08/29/2005	JACKSON	1 14		INTER	3-LEG	N		N CLR	ANGL-OTH	01	NONE 0	TURN-L											02
CITY						Mon	TALENT	0 0	ARNOS ST	CN		STOP SIGN		N DRY	TURN		PRVTE	SE SW								022			00
						10A	MEDFORD UA	14.90	ROGUE VALLEY HY	01	0			N DAY	INJ		PSNGR CAR		01	DRVR	NONE	80	F	OR-Y	028	000			02
																								OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	NW SE								022			00
																	PSNGR CAR		01	DRVR	INJB	41	F	OR-Y	000	000			00
																								OR<25					

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SER# INVEST	S P E D	R A C	S U S	C G L	W O H K R	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02418	N	N	N	N	N	12/10/2009	JACKSON	1 14		INTER	3-LEG	N		N CLR	S-1STOP	01	NONE 0	STRGHT											07
CITY						Thu	TALENT	0 0	ARNOS ST	CN		NONE		N DRY	REAR		PRVTE	NW SE									000		00
						2P	MEDFORD UA	14.90	ROGUE VALLEY HY	03	0			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	19	F	OR-Y		043	000		07
																								OR-?					
																02	NONE 0	STOP											
																	PRVTE	NW SE									011		00
																	OTHER		01	DRVR	NONE	67	F	OR-Y		000	000		00
																								OR<25					
00721	N	N	N			04/25/2008	JACKSON	1 14		INTER	3-LEG	N		N CLR	ANGL-OTH	01	NONE	STRGHT											02
NONE						Fri	TALENT	0 0	ARNOS ST	CN		STOP SIGN		N DRY	TURN		PRVTE	NW SE									007		00
						4P	MEDFORD UA	14.90	ROGUE VALLEY HY	04	0			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	55	F	OR-Y		000	000		00
																								OR<25					
																02	NONE	TURN-L											
																	PRVTE	SW NW									015		00
																	PSNGR CAR		01	DRVR	NONE	16	F	OR-Y		028	000		02
																								OR<25					
01699	N	N	N	N	N	09/30/2009	JACKSON	1 14		ALLEY		N		N CLR	S-1STOP	01	NONE	STRGHT										010	32,07
CITY						Wed		0 0		UN	(NONE)	UNKNOWN		N DRY	REAR		PRVTE	N S									000		00
						7P	MEDFORD UA	14.92		04				N DAY	INJ		PSNGR CAR		01	DRVR	INJC	46	F	OR-Y		043,052	000		32,07
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	N S									012	010	00
																	PSNGR CAR		01	DRVR	INJC	39	F	OR-Y		000	000		00
																								OR<25					
02415	N	Y	N			12/06/2009	JACKSON	1 14		STRGHT		N		Y CLR	FIX OBJ	01	NONE	STRGHT										100	10
NO RPT						Sun		0 0		UN	(NONE)	UNKNOWN		N DRY	FIX		PRVTE	N S									088	100	00
						5A	MEDFORD UA	15.00		01				N DLIT	PDO		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y		081,080	017		10
											(02)													OR<25					
00868	N	N	N			04/15/2007	JACKSON	1 14		STRGHT		N		Y CLR	FIX OBJ	01	NONE 1	STRGHT										022,079,023	10,32
CITY						Sun	TALENT	0 0	ROGUE VALLEY HY	SE	(NONE)	UNKNOWN		N DRY	FIX		PRVTE	SE NW									000	022,079,023	00
						3P	MEDFORD UA	15.00	ARNOS ST	01				N DAY	INJ		PSNGR CAR		01	DRVR	NONE	46	M	OR-Y		017,052	000		10,32
											(04)													OR<25					
																			02	PSNG	INJB	19	M			000	000		00
00059	N	N	N			01/03/2006	JACKSON	1 14		STRGHT		N		N CLR	O-STRGHT	01	NONE 1	STRGHT										028,080	24,10
						Tue		0 0		UN	(NONE)	UNKNOWN		N DRY	OTH		PRVTE	N S									000	028	24
						11A	MEDFORD UA	15.15		04				N DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	OR-Y		017	000		10
											(02)													OR<25					
																02	NONE	STRGHT											
																	PRVTE	S N									000	080	00
																	PSNGR CAR		01	DRVR	NONE	46	M	OR-Y		000	000		00
																								OR<25					

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January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U C S L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00599	N	Y	N	N	04/07/2008	JACKSON	1 14		INTER	3-LEG	N	N	CLD	O-1TURN	01	NONE	STRGHT										013	02
CITY					Mon		0 0		CN		NONE	N	DRY	TURN		PRVTE	N S								007			00
					4P	MEDFORD UA	15.26		01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJA	29	F	OR-Y	000	000			00
																							OR<25					
																		02	PSNG	INJB	37	M		000	000			00
															02	NONE 1	TURN-L											
																PRVTE	S W								000	013		00
																PSNGR CAR		01	DRVR	NONE	38	M	OR-Y	004,028	000			02
																							OR<25					
															03	NONE	PRKD-P											
																PRVTE	SE NW								032			00
																PSNGR CAR												
															04	NONE	PRKD-P											
																PRVTE	SE NW								032			00
																PSNGR CAR												
00784	N	N	N		04/20/2006	JACKSON	1 14		STRGHT		N	N	CLD	BIKE	01	NONE 0	STRGHT											18
STATE					Thu	TALENT	0 0	ROGUE VALLEY HY	N	(NONE)	UNKNOWN	N	DRY	ANGL		PRVTE	SE NW								000			00
					4P	MEDFORD UA	15.32	CREEL RD	06			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y	000	000			00
										(04)													OR<25					
																	STRGHT	01	BIKE	INJA	00	M		028	037			18
																	W E											
00141	N	N	N		01/30/2005	JACKSON	1 14		INTER	3-LEG	N	Y	CLR	OTH OBJ	01	NONE	STRGHT										070,029	10,25
CITY					Sun	TALENT	0 0	CREEL RD	SE		NONE	N	DRY	FIX		PRVTE	SE NW								007	070,029		25
					2A	MEDFORD UA	15.34	ROGUE VALLEY HY	06	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	24	F	OTH-Y	081	017			10
																							N-RES					
02012	N	N	N	N	10/09/2007	JACKSON	1 14		INTER	3-LEG	N	N	CLR	O-1TURN	01	NONE	STRGHT											08
CITY					Tue	TALENT	0 0	CREEL RD	CN		NONE	N	DRY	TURN		PRVTE	NW SE								000			00
					3P	MEDFORD UA	15.34	ROGUE VALLEY HY	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	22	M	OR-Y	000	000			00
																							OR<25					
																		02	PSNG	INJC	26	M		000	000			00
															02	NONE	TURN-L											
																PRVTE	SE SW								000			00
																PSNGR CAR		01	DRVR	INJB	87	F	OR-Y	004	000			08
																							OR<25					
01033	N	N	N	N	06/04/2009	JACKSON	1 14		INTER	3-LEG	N	N	CLR	O-1TURN	01	NONE	STRGHT											08
CITY					Thu	TALENT	0 0	CREEL RD	CN		UNKNOWN	N	DRY	TURN		PRVTE	SE NW								000			00
					1P	MEDFORD UA	15.34	ROGUE VALLEY HY	03	0		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	52	M	OR-Y	000	000			00
																							OR<25					
															02	NONE	TURN-L											
																PRVTE	NW NE								019			00
																PSNGR CAR		01	DRVR	NONE	65	M	OTH-Y	004	000			08
																							N-RES					

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U C S L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01569	N	N	N	N	09/10/2008	JACKSON	1 14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	TURN-L											02
CITY					Wed	TALENT	0 0	CREEL RD	CN		STOP SIGN	N	DRY	TURN		PRVTE	SW NW									015		00
					8A	MEDFORD UA	15.34	ROGUE VALLEY HY	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	67	F	OR-Y		028	000		02
																							OR<25					
															02	NONE	TURN-L											
																PRVTE	SE SW									000		00
																PSNGR CAR		01	DRVR	NONE	35	F	OR-Y		000	000		00
																							OR<25					
02059	N	N	N		09/07/2006	JACKSON	1 14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NO RPT					Thu	TALENT	0 0	ROGUE VALLEY HY	SE	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	NW SE									000		00
					2P	MEDFORD UA	15.35	CREEL RD	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	58	F	OR-Y		026,024	000		07
										(04)													OR<25					
															02	NONE	STOP											
																PRVTE	NW SE									011		00
																PSNGR CAR		01	DRVR	NONE	25	F	OR-Y		000	000		00
																							OR<25					
01844	N	N	N	N	09/05/2009	JACKSON	1 14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										079,010,034	32
STATE					Sat		0 0		UN	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	S N									007	079,010,034	00
					12A	MEDFORD UA	16.00		01			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y		083,052,081	017		32
										(04)													OR<25					
01972	N	N	N	N	10/08/2009	JACKSON	1 14		STRGHT		N	N	CLR	ANIMAL	01	NONE 0	STRGHT										034	12
STATE					Thu		0 0		UN	(NONE)	UNKNOWN	N	DRY	OTH		PRVTE	N S									000	034	00
					1A	MEDFORD UA	16.00		04			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	35	M	OR-Y		000	000		12
										(04)													OR<25					
01494	N	N	N	N	08/07/2008	JACKSON	1 14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE	STRGHT										001	07
COUNTY					Thu		0 0		S		UNKNOWN	N	DRY	REAR		PRVTE	S N									000		00
					9A	MEDFORD UA	16.26		06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	16	F	OR-Y		043	000		07
																							OR<25					
															02	NONE	STOP											
																PRVTE	S N									011		00
																MOPED		01	DRVR	INJB	52	F	OR-Y		000	000	001	00
																							OR<25					
02136	N	N	N	N	12/06/2008	JACKSON	1 14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE	STRGHT										082	07
STATE					Sat		0 0		S		UNKNOWN	N	DRY	REAR		PRVTE	S N									000		00
					1P	MEDFORD UA	16.26		06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	19	F	OR-Y		043	000	082	07
																							OR<25					
															02	NONE	STOP											
																PRVTE	S N									012		00
																PSNGR CAR		01	DRVR	INJC	44	F	OR-Y		000	000		00
																							OR<25					
00432	Y	Y	N	N	03/08/2009	JACKSON	1 14		INTER	3-LEG	N	Y	CLR	FIX OBJ	01	NONE	TURN-L										079,010	01,08
STATE					Sun		0 0		W		UNKNOWN	N	DRY	FIX		PRVTE	S W									000	079,010	00
					3A	MEDFORD UA	16.26		05	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	43	M	OR-Y		001,047,081	017		01,08
																							OR<25					

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DRCL	SUCS	WHLK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01168	N	N	N		06/06/2005	JACKSON	1	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	TURN-L											02
NONE					Mon		0	0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	E S								018			00
					7A	MEDFORD UA	16.38			05			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	36	F	OR-Y	028	000			02
											(04)													OR<25					
																02	NONE	STRGHT											
																	PRVTE	S N								088			00
																	PSNGR CAR		01	DRVR	NONE	35	M	OR-Y	000	000			00
																								OR<25					
00147	N	N	N		01/31/2005	JACKSON	1	14		STRGHT		N	N	CLD	S-1STOP	01	NONE	STRGHT											07
STATE					Mon		0	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N								000			00
					4P	MEDFORD UA	16.56			05			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	43	M	OR-Y	043	000			07
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	S N								011			00
																	PSNGR CAR		01	DRVR	NONE	32	M	OR-Y	000	000			00
																								OR<25					
01641	N	N	N	N	N 08/27/2007	JACKSON	1	14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										040,088	10,27
STATE					Mon		0	0		UN	(RSDMD)	UNKNOWN	N	DRY	FIX		PRVTE	S N								088	040,088	00
					7P	MEDFORD UA	16.70			08			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	62	F	OR-Y	080,081,083	038		10
											(04)													OR<25					
01278	N	N	N	N	N 07/23/2009	JACKSON	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
COUNTY					Thu		0	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N								000			00
					2P	MEDFORD UA	16.82			05			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	81	F	OR-Y	043	000			07
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	S N								011			00
																	PSNGR CAR		01	DRVR	INJC	31	M	OR-Y	000	000			00
																								OR<25					
00010	N	N	N		02/05/2005	JACKSON	1	14		ALLEY		N	N	CLR	S-1STOP	01	NONE	STRGHT											07,27
STATE					Sat		0	0		UN	(NONE)	NONE	N	DRY	REAR		PRVTE	S N								000			00
					1P	MEDFORD UA	17.00			05			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	21	F	OR-Y	043	038			07
											(04)													OR<25					
																02	NONE	STOP											
																	PRVTE	S N								012			00
																	PSNGR CAR		01	DRVR	INJC	33	M	OR-Y	000	000			00
																								OR<25					
01682	N	N	N		08/01/2006	JACKSON	1	14		STRGHT		N	N	CLR	ANIMAL	01	NONE	STRGHT										035	12
STATE					Tue		0	0		UN	(NONE)	UNKNOWN	N	DRY	OTH		PRVTE	S N								000	035	00
					10P	MEDFORD UA	17.00			05			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	16	F	OR-Y	000	000			12
											(04)													OR<25					
00482	Y	N	N		03/04/2006	JACKSON	1	14		STRGHT		N	N	CLR	ANIMAL	01	NONE 0	STRGHT										035	01
NONE					Sat		0	0		N	(NONE)	UNKNOWN	N	DRY	OTH		PRVTE	S N								000	035	00
					12P	MEDFORD UA	17.01			03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	57	M	OR-Y	047	000			01
											(04)													OR<25					

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DAEC	RSLG	SWHK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00444	N	N	N		03/21/2008	JACKSON	1	14		INTER	3-LEG	N	N	CLD	S-1STOP	01	NONE	STRGHT											07
NONE					Fri		0	0		N		TRF SIGNAL	N	WET	REAR		PRVTE	N S								000		00
					10P	MEDFORD UA	17.02			06	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	00	M	UNK	026	000		07
																								UNK				
																02	NONE	STOP										
																	PRVTE	N S								011		00
																	PSNGR CAR		01	DRVR	INJC	23	F	OR-Y	000	000		00
																								OR<25				
01233	N	N	N		06/01/2006	JACKSON	1	14		INTER	3-LEG	N	N	RAIN	S-1STOP	01	NONE	STRGHT										013	07,27
NO RPT					Thu		0	0		S		TRF SIGNAL	N	WET	REAR		PRVTE	S N								000		00
					5P	MEDFORD UA	17.02			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	20	M	OR-Y	026,014	038		07
																								OR<25				
																02	NONE	STOP										
																	PRVTE	S N								011	013	00
																	PSNGR CAR		01	DRVR	NONE	21	M	OR-Y	000	000		00
																								OR<25				
																03	NONE	STOP										
																	PRVTE	S N								011		00
																	PSNGR CAR		01	DRVR	NONE	49	M	OR-Y	000	000		00
																								OR<25				
01788	N	N	N		08/31/2006	JACKSON	1	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											04,27
STATE					Thu		0	0		CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S N								007		00
					10P	MEDFORD UA	17.02			01	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	57	F	OR-Y	000	000		00
																								OR<25				
																02	NONE	TURN-L										
																	PRVTE	E S								000		00
																	PSNGR CAR		01	DRVR	INJC	27	F	OR-Y	020	038		04
																								OR<25				
00698	N	N	N		04/23/2008	JACKSON	1	14		INTER	3-LEG	N	N	CLR	S-OTHER	01	NONE	TURN-L											07
NO RPT					Wed		0	0		CN		TRF SIGNAL	N	DRY	TURN		PRVTE	N E								000		00
					8A	MEDFORD UA	17.02			01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	33	F	OR-Y	026	000		07
																								OR<25				
																02	NONE	STOP										
																	PRVTE	N E								013		00
																	PSNGR CAR		01	DRVR	INJC	17	F	OR-Y	000	000		00
																								OR<25				
01479	N	N	N		07/11/2007	JACKSON	1	14		INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE	STRGHT											04
NONE					Wed		0	0		CN		TRF SIGNAL	N	WET	TURN		PRVTE	N S								000		00
					6P	MEDFORD UA	17.02			03	0		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	55	M	OR-Y	000	000		00
																								OR<25				
																02	NONE	TURN-L										
																	PRVTE	W N								018		00
																	PSNGR CAR		01	DRVR	NONE	00	F	UNK	020	000		04
																								UNK				

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	DEAC	RSLC	SWOK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02286	N	N	N		10/28/2006	JACKSON	1	14		INTER	3-LEG	N		N	CLR	O-1TURN	01	NONE	STRGHT											04
COUNTY					Sat		0	0		CN		TRF SIGNAL		N	DRY	TURN		PRVTE	S N									000	00
					12P	MEDFORD UA	17.02			04	0			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	16	M	OR-Y	000		000	00
																									OR<25				
																			02	PSNG	INJB	15	M			000		000	00
																			03	PSNG	INJB	17	M			000		000	00
																	02	NONE	TURN-L										
																		PRVTE	N E									000	00
																		PSNGR CAR		01	DRVR	INJB	49	F	OR-Y	020		000	04
																									OR<25				
00799	N	N	N		04/17/2005	JACKSON	1	14		STRGHT		N		N	RAIN	PED	01	NONE	0 STRGHT											10
COUNTY					Sun		0	0		UN	(NONE)	NONE		N	WET	PED		PRVTE	N S									051	00
					10P	MEDFORD UA	17.06			04				N	DARK	INJ		PSNGR CAR		01	DRVR	NONE	31	M	OR-Y	052		000	00
											(02)														OR<25				
																			STRGHT	01	PED	INJB	44	M		070	04	050	10
																			SE NW										
01957	N	N	N		09/20/2006	JACKSON	1	14		INTER	3-LEG	N		N	CLR	ANGL-OTH	01	NONE	STRGHT											02
STATE					Wed		0	0		CN		STOP SIGN		N	DRY	TURN		PRVTE	N S									000	00
					5P	MEDFORD UA	17.07			03	0			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	50	F	OR-Y	000		000	00
																									OR<25				
																	02	NONE	TURN-L										
																		PRVTE	W N									015	00
																		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y	028		000	02
																									OR<25				
01511	N	N	N	N	N 09/11/2008	JACKSON	1	14		STRGHT		N		N	CLR	O-OTHER	01	NONE	U-TURN											08
STATE					Thu		0	0		UN	(NONE)	UNKNOWN		N	DRY	TURN		PRVTE	S S									000	00
					11A	MEDFORD UA	17.10			03				N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	40	M	OR-Y	008		038	08
											(04)														OR<25				
																	02	NONE	STRGHT										
																		PRVTE	N S									000	00
																		PSNGR CAR		01	DRVR	INJC	57	M	OR-Y	000		000	00
																									OR<25				
00692	N	N	N		04/09/2005	JACKSON	1	14		STRGHT		N		N	CLR	O-1TURN	01	NONE	0 STRGHT											02
STATE					Sat		0	0		UN	(NONE)	UNKNOWN		N	DRY	TURN		PRVTE	N S									000	00
					1P	MEDFORD UA	17.13			03				N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	34	M	OR-Y	000		000	00
											(02)														OR<25				
																	02	NONE	0 TURN-L										
																		PRVTE	S W									000	00
																		PSNGR CAR		01	DRVR	NONE	50	F	OR-Y	004,028		000	02
																									OR<25				
01526	N	N	N	N	N 09/12/2008	JACKSON	1	14		ALLEY		N		N	CLR	O-1TURN	01	NONE	TURN-L											08
STATE					Fri		0	0		UN	(NONE)	UNKNOWN		N	DRY	TURN		PRVTE	N E									019	00
					6A	MEDFORD UA	17.19			04				N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y	004		000	08
											(04)														OR<25				

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPEED	ALCOHOL	DRUG	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	56	M	OR-Y OR<25		007 000			00 00
01503 STATE	N	N	N			07/12/2006 Wed 2P	JACKSON MEDFORD UA	1 14 0 0 17.22			INTER CN 04	3-LEG 0	N UNKNOWN	N N	CLR DRY DAY	O-1TURN TURN INJ	01	NONE PRVTE PSNGR CAR	STRGHT S N	01	DRVR	INJC	45	F	OR-Y OR<25	000	000 000	013		02 00 00
																	02	NONE PRVTE PSNGR CAR	TURN-L N E	01	DRVR	INJB	56	M	OR-Y OR<25	004,028	000 000	013		00 02
																	03	NONE PRVTE PSNGR CAR	STOP E W	01	DRVR	INJC	52	F	OR-Y OR<25	000	012 000			00 00
01772 STATE	N	N	N	N	N	10/17/2008 Fri 2P	JACKSON MEDFORD UA	1 14 0 0 17.24			ALLEY UN 03	(NONE) (04)	N UNKNOWN	N N	CLR DRY DAY	O-1TURN TURN PDO	01	NONE PRVTE PSNGR CAR	TURN-L S W	01	DRVR	NONE	80	F	OR-Y OR<25	004	019 000			08 00 08
																	02	NONE PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	53	F	OR-Y OR<25	000	007 000			00 00
02184 STATE	Y	N	N	N	N	10/01/2007 Mon 10A	JACKSON MEDFORD UA	1 14 0 0 17.27			STRGHT UN 01	(RSDMD) (04)	N UNKNOWN	Y N N	CLD DRY DAY	FIX OBJ FIX INJ	01	NONE PRVTE PSNGR CAR	STRGHT N S	01	DRVR	INJC	19	M	OR-Y OR<25	047,081,080	031 017	040,010,079 040,010,079		01 00 01
00239 STATE	N	N	N	N	N	01/30/2008 Wed 2P	JACKSON MEDFORD UA	1 14 0 0 17.30			ALLEY UN 03	(NONE) (04)	N UNKNOWN	N N	CLD DRY DAY	O-1TURN TURN INJ	01	NONE PRVTE PSNGR CAR	STRGHT N S	01	DRVR	INJB	64	F	OR-Y OR<25	000	000 000	082		02 00 00
																	02	NONE PRVTE PSNGR CAR	TURN-L S W	01	DRVR	NONE	64	M	OR-Y OR<25	028	019 000	082		00 02
01641 STATE	N	N	N	N	N	09/24/2008 Wed 3P	JACKSON MEDFORD UA	1 14 0 0 17.50			ALLEY UN 05	(NONE) (04)	N UNKNOWN	N N	CLR DRY DAY	S-1STOP REAR PDO	01	NONE PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	24	F	OR-Y OR<25	019,016	000 038			27 00 27
																	02	NONE PRVTE PSNGR CAR	STOP S N	01	DRVR	NONE	57	M	OR-Y OR<25	000	012 000			00 00

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OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A L C	R S U C S L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01845	Y	N	N	N	09/05/2009	JACKSON	1 14		CURVE		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										079,034	01
STATE					Sat		0 0		UN	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	N S								007	079,034	00
					5A	MEDFORD UA	17.55		01			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	18	F	OR-Y	047,081	017		01
										(04)													OR<25				
00348	Y	N	N	N	02/13/2009	JACKSON	1 14		STRGHT		N	Y	SNOW	FIX OBJ	01	NONE	STRGHT										053	01
STATE					Fri		0 0		UN	(NONE)	UNKNOWN	N	ICE	FIX		PRVTE	N S								001	053	00
					7A	MEDFORD UA	17.70		01			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	32	M	OR-Y	047,081	017		01
										(04)													OR<25				
02265	Y	N	N	N	11/25/2007	JACKSON	1 14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE	STRGHT										079,010	01,27
STATE					Sun		0 0		UN	(RSDMD)	UNKNOWN	N	DRY	FIX		PRVTE	S N								088	079,010	00
					3P	MEDFORD UA	17.70		08			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	51	M	OR-Y	016,047,081	038		01,27
										(04)													OR<25				
02417	N	N	N		11/21/2006	JACKSON	1 14		CURVE		N	Y	CLD	FIX OBJ	01	NONE	STRGHT										040,048,015	10,21
STATE					Tue		0 0		UN	(RSDMD)	UNKNOWN	N	WET	FIX		PRVTE	S N								088	040,048	21
					6P	MEDFORD UA	17.78		04			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJA	64	F	OR-Y	081	017		10
										(04)													OR<25				
01907	N	N	N		10/01/2008	JACKSON	1 14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07
NONE					Wed	PHOENIX	0 0	ROGUE VALLEY HY	UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	N S								000		00
					3P	MEDFORD UA	999.99	00000	00			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	47	M	OR-Y	026	000		07
										(04)													OR>25				
															02	NONE	STOP										
																PRVTE	N S								011		00
																PSNGR CAR		01	DRVR	NONE	44	M	OR-Y	000	000		00
																							OR<25				
01816	N	N	N		09/13/2007	JACKSON	1 14		STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT											13
CITY					Thu	PHOENIX	1 0	MAIN ST	NW	(NONE)	ONE-WAY	N	DRY	SS-O		PRVTE	NW SE								000		00
					1P	MEDFORD UA	11.35	6TH ST	04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	00	F	UNK	045	000		13
										(02)													UNK				
															02	NONE	STRGHT										
																PRVTE	NW SE								000		00
																PSNGR CAR		01	DRVR	INJB	46	M	OR-Y	000	000		00
																							OR<25				
																		02	PSNG	INJB	23	M		000	000		00
00767	N	N	N		04/14/2006	JACKSON	1 14		INTER	3-LEG	N	N	CLD	ANGL-OTH	01	NONE	STRGHT										082	02
CITY					Fri	PHOENIX	1 0	MAIN ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	NW SE								000		00
					2P	MEDFORD UA	11.36	6TH ST	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	20	F	OR-Y	000	000		00
																							OR<25				
																		02	PSNG	INJB	50	F		000	000		00
															02	NONE	TURN-L										
																PRVTE	SW NW								015		00
																PSNGR CAR		01	DRVR	NONE	29	M	OR-Y	028	000	082	02
																							OR<25				
																		02	PSNG	INJB	09	F		000	000		00

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SER# INVEST	SPE D	DRAUCLS W SHOLK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG TYP MILEPNT	FC CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00216	N	N N	02/27/2005	JACKSON	1 14		STRGHT		N	N	CLD	OVERTURN	01	NONE	STRGHT										092,001	10,26
CITY			Sun	PHOENIX	1 0	MAIN ST	NW	(NONE)	NONE	N	DRY	NCOL		PRVTE	NW SE									007	092	26
			4P	MEDFORD UA	11.47	4TH ST	03			N	DAY	INJ		MTRCYCLE		01	DRVR	INJA	34	M	N-VAL		083	017	001	10
								(02)													OR<25					
00269	N	N N	02/04/2007	JACKSON	1 14		STRGHT		N	N	CLD	S-STRGHT	01	NONE	STRGHT											13
CITY			Sun	PHOENIX	1 0	MAIN ST	NW	(NONE)	ONE-WAY	N	DRY	SS-O		PRVTE	NW SE									000		00
			2P	MEDFORD UA	11.47	4TH ST	04			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y		045	000		13
								(02)													OR<25					
													02	NONE	STRGHT											
														PRVTE	NW SE									000		00
														PSNGR CAR		01	DRVR	NONE	48	F	OR-Y		000	000		00
																					OR<25					
01602	N	N N N N	08/21/2009	JACKSON	1 14		STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT										093	32,07
CITY			Fri	PHOENIX	1 0	MAIN ST	NW	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	NW SE									000		00
			5P	MEDFORD UA	11.47	4TH ST	04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	27	F	OR-Y		016,052,042	038	093	32,07
								(02)													OR<25					
													02	NONE	STRGHT											
														PRVTE	NW SE									006		00
														PSNGR CAR		01	DRVR	NONE	41	F	OTH-Y		000	000		00
																					N-RES					
																02	PSNG	INJC	49	M			000	000		00
01374	N	N N N N	08/05/2008	JACKSON	1 14		INTER	CROSS	N	N	CLR	PED	01	NONE	STRGHT											02,12
CITY			Tue	PHOENIX	1 0	MAIN ST	SW		STOP SIGN	N	DRY	PED		PRVTE	SW NE									015		00
			1P	MEDFORD UA	11.49	4TH ST	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	56	F	OR-Y		029	000		02
																					OR<25					
															STRGHT	01	PED	INJB	63	F		01	062	034		12
															SE NW											
00469	N	N N	02/27/2007	JACKSON	1 14		INTER	CROSS	N	N	SNOW	ANGL-OTH	01	NONE	STRGHT											02
NONE			Tue	PHOENIX	1 0	MAIN ST	CN		STOP SIGN	N	SNO	ANGL		PRVTE	NW SE									000		00
			5A	MEDFORD UA	11.49	4TH ST	03	0		N	DARK	INJ		PSNGR CAR		01	DRVR	INJC	42	F	OR-Y		000	000		00
																					OR<25					
													02	NONE	STRGHT											
														PRVTE	NE SW									015		00
														PSNGR CAR		01	DRVR	NONE	00	M	UNK		028	000		02
																					UNK					
00709	N	N N	04/12/2005	JACKSON	1 14		INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	STRGHT											02
CITY			Tue	PHOENIX	1 0	MAIN ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	SW NE									000		00
			2P	MEDFORD UA	11.49	4TH ST	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	37	F	OR-Y		000	000		00
																					OR<25					
													02	NONE 0	TURN-L											
														PRVTE	NE SE									000		00
														PSNGR CAR		01	DRVR	NONE	51	M	OR-Y		028,004	000		02
																					OR<25					

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SER# INVEST	S P E D	A L C	R S U C S L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00498	N	N	N		03/08/2007	JACKSON	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02,10
NO RPT					Thu	PHOENIX	1 0	MAIN ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	NW SE									000		00
					6P	MEDFORD UA	11.49	4TH ST	04	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	33	M	OR-Y	010		000		10
																							OR<25					
															02	NONE	STRGHT											
																PRVTE	SW NE									015		00
																PSNGR CAR		01	DRVR	NONE	24	M	OR-Y	028		000		02
																							OR<25					
00055	N	N	N		01/06/2005	JACKSON	2 14		INTER	3-LEG	N	N	CLD	ANGL-OTH	01	NONE	TURN-L											02
NONE					Thu	PHOENIX	1 0	BEAR CREEK DR	CN		STOP SIGN	N	DRY	TURN		PRVTE	SW NW									015		00
					3P	MEDFORD UA	11.50	4TH ST	01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	78	F	OR-Y	028		000		02
																							OR<25					
																		02	PSNG	INJB	80	M		000		000		00
															02	NONE	STRGHT											
																PRVTE	SE NW									000		00
																PSNGR CAR		01	DRVR	NONE	00	F	OR-Y	000		000		00
																							OR<25					
00833	N	N	N		04/08/2006	JACKSON	2 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
					Sat	PHOENIX	1 0	BEAR CREEK DR	CN		STOP SIGN	N	DRY	TURN		PRVTE	SW NW									000		00
					2P	MEDFORD UA	11.50	4TH ST	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	82	F	OR-Y	028		000		02
																							OR<25					
															02	NONE 0	STRGHT											
																PRVTE	SE NW									000		00
																PSNGR CAR		01	DRVR	NONE	56	M	OR-Y	000		000		00
																							OR<25					
01095	N	N	N		05/19/2006	JACKSON	2 14		INTER	3-LEG	N	N	CLR	S-1TURN	01	NONE	TURN-L											08
CITY					Fri	PHOENIX	1 0	BEAR CREEK DR	CN		ONE-WAY	N	DRY	TURN		PRVTE	SE SW									000		00
					11A	MEDFORD UA	11.50	4TH ST	03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	79	F	OR-Y	006		000		08
																							OR<25					
															02	NONE	STRGHT											
																PRVTE	SE NW									088		00
																PSNGR CAR		01	DRVR	NONE	41	F	OR-Y	000		000		00
																							OR<25					
02375	N	N	N	N	N 12/17/2009	JACKSON	2 14		STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT											13
CITY					Thu		1 0		UN	(NONE)	NONE	N	DRY	SS-O		PRVTE	S N									000		00
					11A	MEDFORD UA	11.54		03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	82	M	OR-Y	045		000		13
										(02)													OR<25					
															02	NONE	STRGHT											
																PRVTE	S N									000		00
																PSNGR CAR		01	DRVR	NONE	59	F	OR-Y	000		000		00
																							OR<25					

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SER# INVEST	S P E D	A L C	R U S	S G H	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A GE	S EX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00978	N	N	N	N	N	06/16/2008	JACKSON	1	14		INTER	3-LEG	N	Y	CLR	FIX OBJ	01	NONE	STRGHT										040,053	32,16
CITY						Mon	PHOENIX	1	0	MAIN ST	NW		NONE	N	DRY	FIX		PRVTE	NW SE									088	040,053	00
						7A	MEDFORD UA	11.61		2ND ST	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	33	M	OR-Y OR<25	052,081	025			16,32
00977	N	N	N	N	N	06/16/2008	JACKSON	1	14		STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT											13
CITY						Mon	PHOENIX	1	0	MAIN ST	NW	(NONE)	NONE	N	DRY	SS-O		PRVTE	NW SE									000		00
						2P	MEDFORD UA	11.66		1ST ST	04	(02)		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	21	M	OR-Y OR<25	045	000			13
																	02	NONE	STRGHT											
																		PRVTE	NW SE									000		00
																		PSNGR CAR		01	DRVR	NONE	83	M	OR-Y OR<25	000	000			00
02880	N	N	N			12/06/2006	JACKSON	2	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 1	TURN-L											08
NO RPT						Wed	PHOENIX	1	0	BEAR CREEK DR	CN		ONE-WAY	N	DRY	TURN		PRVTE	SW NW									015		00
						12P	MEDFORD UA	11.67		1ST ST	01	0		N	DAY	PDO		SEMI TOW		01	DRVR	NONE	42	M	OTH-Y N-RES	007	000			08
																	02	NONE 9	STRGHT											
																		PRVTE	SE NW									000		00
																		PSNGR CAR		01	DRVR	NONE	62	F	OR-Y OR<25	000	000			00
01018	N	N	N			05/12/2005	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-1TURN	01	NONE	STRGHT											08
NO RPT						Thu	PHOENIX	1	0	MAIN ST	CN		ONE-WAY	N	DRY	TURN		PRVTE	NW SE									000		00
						9A	MEDFORD UA	11.67		1ST ST	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	84	F	OR-Y OR<25	000	000			00
																	02	NONE	TURN-L											
																		PRVTE	NW NE									000		00
																		PSNGR CAR		01	DRVR	NONE	62	M	OTH-Y N-RES	006	000			08
01924	N	N	N			09/28/2005	JACKSON	1	14		INTER	CROSS	N	N	CLR	S-1TURN	01	NONE	TURN-L											08
CITY						Wed	PHOENIX	1	0	MAIN ST	CN		ONE-WAY	N	DRY	TURN		PRVTE	NW NE									000		00
						12P	MEDFORD UA	11.67		1ST ST	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	52	F	OR-Y OR<25	006	000			08
																	02	NONE	STRGHT											
																		PRVTE	NW SE									000		00
																		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y OR<25	000	000			00
02575	N	N	N			11/25/2005	JACKSON	1	14		INTER	CROSS	N	N	RAIN	S-1TURN	01	NONE	STRGHT											08
CITY						Fri	PHOENIX	1	0	MAIN ST	CN		ONE-WAY	N	WET	TURN		PRVTE	NW SE									000		00
						4P	MEDFORD UA	11.67		1ST ST	02	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	40	F	OR-Y OR<25	000	000			00
																	02	NONE	TURN-L											
																		PRVTE	NW NE									000		00
																		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y OR<25	006	000			08

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00419	N	N	N		02/21/2007	JACKSON	1	14		INTER	CROSS	N	N	RAIN	S-1TURN	01	NONE	TURN-L											08
CITY					Wed	PHOENIX	1	0	MAIN ST	CN		ONE-WAY	N	WET	TURN		PRVTE	NW NE								000		00
					8P	MEDFORD UA	11.67		1ST ST	02	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	65	F	OR-Y OR<25	006	000		08
																02	NONE	STRGHT											
																	PRVTE	NW SE								000		00
																	PSNGR CAR		01	DRVR	NONE	55	F	OR-Y OR<25	000	000		00
																			02	PSNG	INJC	18	F		000	000		00
00860	N	N	N	N	05/13/2009	JACKSON	1	14		INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE	STRGHT									010,001	02
CITY					Wed	PHOENIX	1	0	MAIN ST	CN		STOP SIGN	N	WET	ANGL		PRVTE	SW NE								015		00
					4P	MEDFORD UA	11.67		1ST ST	02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	73	M	OR-Y OR<25	028	000		02
																02	NONE	STRGHT											
																	PRVTE	SE NW								000	010	00
																	MTRCYCLE		01	DRVR	INJB	54	M	OR-Y OR<25	000	000	001	00
01596	N	N	N		08/03/2005	JACKSON	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											02
CITY					Wed	PHOENIX	1	0	MAIN ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	NW SE								000		00
					5P	MEDFORD UA	11.67		1ST ST	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	41	F	OR-Y OR<25	000	000		00
																02	NONE	STRGHT											
																	PRVTE	SW NE								015		00
																	PSNGR CAR		01	DRVR	INJC	16	M	OR-Y OR<25	028	000		02
01572	N	N	N	N	08/28/2009	JACKSON	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT									040,058	03
CITY					Fri	PHOENIX	1	0	MAIN ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	SW NE								000		00
					2P	MEDFORD UA	11.67		1ST ST	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y OR<25	021	000		03
																02	NONE	STRGHT											
																	PRVTE	NW SE								000	040,058	00
																	PSNGR CAR		01	DRVR	INJC	26	F	OR-Y OR<25	000	000		00
01910	N	N	N		10/04/2009	JACKSON	1	14		INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE	STRGHT											02
NO RPT					Sun	PHOENIX	1	0	MAIN ST	CN		STOP SIGN	N	WET	ANGL		PRVTE	SW NE								000		00
					10A	MEDFORD UA	11.67		1ST ST	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	79	M	OTH-Y N-RES	028	000		02
																02	NONE	STRGHT											
																	PRVTE	NW SE								000		00
																	PSNGR CAR		01	DRVR	NONE	30	F	OR-Y OR<25	000	000		00

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SER# INVEST	SPE D	DAEC	RSLS	WOHK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02129	N	N	N		10/06/2006	JACKSON	2	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	TURN-L											02
NO RPT					Fri	PHOENIX	1	0	BEAR CREEK DR	CN		UNKNOWN	N	DRY	TURN		PRVTE	SW NW									000		00
					12P	MEDFORD UA	11.68		1ST ST	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	42	M	OTH-Y	028		000		02
																								N-RES					
																02	NONE	STRGHT											
																	PRVTE	SE NW									000		00
																	PSNGR CAR		01	DRVR	NONE	61	F	OR-Y	000		000		00
																								OR<25					
01905	N	N	N		10/01/2009	JACKSON	2	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	TURN-L											02
NONE					Thu	PHOENIX	1	0	BEAR CREEK DR	CN		STOP SIGN	N	DRY	TURN		PRVTE	SW NW									015		00
					6P	MEDFORD UA	11.68		1ST ST	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	OR-Y	028		000		02
																								OR<25					
																02	NONE	TURN-L											
																	PRVTE	SE SW									000		00
																	PSNGR CAR		01	DRVR	NONE	61	F	OR-Y	000		000		00
																								OR<25					
01911	N	N	N		09/14/2006	JACKSON	2	14		INTER	3-LEG	N	N	CLR	S-1TURN	01	NONE	STRGHT											08
NO RPT					Thu	PHOENIX	1	0	BEAR CREEK DR	CN		ONE-WAY	N	DRY	TURN		PRVTE	SE NW									000		00
					3P	MEDFORD UA	11.68		1ST ST	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	45	F	OR-Y	000		000		00
																								OR<25					
																02	NONE	TURN-L											
																	PRVTE	SE SW									000		00
																	PSNGR CAR		01	DRVR	NONE	00	U	UNK	006		000		08
																								UNK					
02453	N	N	N		11/25/2006	JACKSON	1	14		ALLEY		N	N	CLR	S-1TURN	01	NONE	STRGHT											08
CITY					Sat	PHOENIX	1	0	MAIN ST	SE	(NONE)	ONE-WAY	N	DRY	TURN		PRVTE	NW SE									000		00
					6P	MEDFORD UA	11.71		1ST ST	04			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	28	M	OR-Y	000		000		00
											(02)													OR<25					
																			02	PSNG	NO<5	02	M		000		000		00
																02	NONE	TURN-L											
																	PRVTE	NW NE									019		00
																	PSNGR CAR		01	DRVR	NONE	23	M	OR-Y	006		000		08
																								OR<25					
00207	N	N	N		01/27/2006	JACKSON	1	14		STRGHT		N	N	CLD	S-STRGHT	01	NONE	STRGHT											07,27
CITY					Fri	PHOENIX	1	0	MAIN ST	SE	(NONE)	ONE-WAY	N	DRY	REAR		PRVTE	NW SE									000		00
					11A	MEDFORD UA	11.75		1ST ST	04			Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	19	F	OR-Y	043,042		038		07
											(02)													OR<25					
																02	NONE	STRGHT											
																	PRVTE	NW SE									006		00
																	PSNGR CAR		01	DRVR	NONE	77	M	OR-Y	000		000		00
																								OR<25					

063 ROGUE VALLEY

OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	SPE D	ALC R	DUS R	CGL S	SHO W	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01982	N	N	N	N	N	10/10/2009	JACKSON	1 14		STRGHT		N	Y	CLR	PRKD MV	01	NONE	STRGHT											10
CITY						Sat	PHOENIX	1 0	MAIN ST	SE	(NONE)	NONE	N	DRY	REAR		PRVTE	NW SE									088		00
						9P	MEDFORD UA	11.75	1ST ST	05			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	70	F	OR-Y		080	038		10
											(02)													OR<25					
																02	NONE	PRKD-P											
																	PRVTE	NW SE									008		00
																	PSNGR CAR												
01074	N	N	N			06/03/2005	JACKSON	1 14		STRGHT		N	N	CLR	S-OTHER	01	NONE	PARKNG											10
CITY						Fri	PHOENIX	1 0	MAIN ST	NW	(NONE)	ONE-WAY	N	DRY	PARK		PRVTE	NW SE									008		00
						4P	MEDFORD UA	11.79	OAK ST	04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	27	M	OR-Y		018	000		10
											(02)													OR<25					
																02	NONE	STRGHT											
																	PRVTE	NW SE									000		00
																	PSNGR CAR		01	DRVR	NONE	26	M	OR-Y		000	000		00
																								OR<25					
																			02	PSNG	INJC	28	F			000	000		00
																			03	PSNG	NO<5	01	F			000	000		00
																			04	PSNG	NO<5	03	M			000	000		00
00410	N	N	N			02/13/2005	JACKSON	1 14		STRGHT		N	N	CLR	S-STRGHT	01	NONE 1	STRGHT											13
CITY						Sun	PHOENIX	1 0	MAIN ST	NW	(NONE)	ONE-WAY	N	DRY	SS-O		PRVTE	NW SE									000		00
						10A	MEDFORD UA	11.84	OAK ST	04			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	58	M	OTH-Y		045	000		13
											(02)													N-RES					
																02	NONE	STRGHT											
																	PRVTE	NW SE									000		00
																	PSNGR CAR		01	DRVR	NONE	42	M	OR-Y		000	000		00
																								OR<25					
																			02	PSNG	NO<5	03	M			000	000		00
01402	N	Y	N	N	N	07/19/2009	JACKSON	2 14		INTER	3-LEG	N	N	CLR	PED	01	NONE	TURN-L											18,19
CITY						Sun	PHOENIX	1 0	BEAR CREEK DR	SW		NONE	N	DRY	PED		PRVTE	SE SW									000		00
						10P	MEDFORD UA	11.85	OAK ST	05	0		N	DARK	INJ		PSNGR CAR		01	DRVR	NONE	23	F	OR-Y		000	000		00
																								OR<25					
																		STRGHT	01	PED	INJB	55	M		02	028	037		18,19
																		SE NW											
00667	N	N	N	N	N	04/04/2008	JACKSON	2 14		INTER	3-LEG	N	N	CLR	S-STRGHT	01	NONE	STRGHT											13
CITY						Fri	PHOENIX	1 0	BEAR CREEK DR	NW		NONE	N	DRY	SS-O		PRVTE	SE NW									000		00
						6P	MEDFORD UA	11.85	OAK ST	05	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	54	M	OR-Y		045	000		13
																								OR<25					
																02	NONE	STRGHT											
																	PRVTE	SE NW									000		00
																	PSNGR CAR		01	DRVR	INJB	35	M	OR-Y		000	000		00
																								OR<25					
																			02	PSNG	INJB	03	F			000	000		00

063 ROGUE VALLEY

OR 99 (Hwy 063) MP 9.75 to MP 17.86
January 1, 2005 through December 31, 2009

SER# INVEST	S P E D	A L G C	R S U C S L	W O R K	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# FC COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01658	N	N	N		08/15/2006	JACKSON	2 14		INTER	3-LEG	N	N	CLR	S-1TURN	01	NONE	TURN-L											08
CITY					Tue	PHOENIX	1 0	BEAR CREEK DR	CN		ONE-WAY	N	DRY	TURN		PRVTE	SE SW									000		00
					7P	MEDFORD UA	11.85	OAK ST	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	76	M	OTH-Y	006	000		08
																							N-RES				
															02	NONE	STRGHT										
																PRVTE	SE NW								000		00
																PSNGR CAR		01	DRVR	INJB	63	F	OR-Y	000	000		00
																							OR<25				
00169	N	N	N		01/30/2007	JACKSON	2 14		ALLEY		N	N	CLR	O-1TURN	01	NONE	TURN-L											02,27
STATE					Tue	PHOENIX	1 0	BEAR CREEK DR	SE	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	NW NE									019		00
					5P	MEDFORD UA	11.91	OAK ST	04			N	DUSK	INJ		PSNGR CAR		01	DRVR	INJB	78	F	OR-Y	024,004,028	038		02,27
										(02)													OR<25				
																		02	PSNG	INJB	28	F		000	000		00
																		03	PSNG	INJB	24	M		000	000		00
															02	POLCE	STRGHT										
																PUBLC	SE NW								000		00
																PSNGR CAR		01	DRVR	INJC	27	M	OR-Y	000	000		00
																							OR<25				

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF PHOENIX, JACKSON COUNTY

OR 99 (Hwy 063) MP 9.75 to MP 17.86

January 1, 2005 through December 31, 2009

SER# INVEST	SPEED	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01622	N	N	N			08/25/2009	16	1ST ST	STRGHT		Y	N	CLR	S-OTHER	01	NONE	PARKNG											02
NONE						Tue	25	MAIN ST	SW	(NONE)	UNKNOWN	N	DRY	PARK		PRVTE	NE SW									008		00
						6P			05			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	36	F	OR-Y		018,028	000		02
										(02)													OR<25					
																		02	PSNG	INJC	16	F			000	000		00
															02	NONE	TURN-R											
																PRVTE	NW SW									000		00
																PSNGR CAR		01	DRVR	NONE	41	F	OR-Y		000	000		00
																							OR<25					
01700	N	N	N			08/31/2005	17	4TH ST	ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
CITY						Wed	100	MAIN ST	W	(NONE)	NONE	N	DRY	TURN		PRVTE	W N									019		00
						3P			07			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	41	M	OR-Y		028	000		02
										(02)													OR<25					
															02	NONE 0	STRGHT											
																PRVTE	E W									022		00
																PSNGR CAR		01	DRVR	INJC	57	F	OR-Y		000	000		00
																							OR<25					
01565	N	N	N	N	N	09/09/2008	16	MAIN ST	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 1	STRGHT										093	07
CITY						Tue	0	1ST ST	SW		STOP SIGN	N	DRY	REAR		PRVTE	SW NE									000		00
						5P			06	0		N	DAY	INJ		SEMI TOW		01	DRVR	NONE	54	M	NONE		016,014	038	093	07
																							OR<25					
															02	NONE	STOP											
																PRVTE	SW NE									011		00
																PSNGR CAR		01	DRVR	INJC	50	F	OR-Y		000	000		00
																							OR<25					

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

CITY OF TALENT, JACKSON COUNTY

OR 99 (Hwy 063) MP 9.75 to MP 17.86

January 1, 2005 through December 31, 2009

SER# INVEST	SPEEC	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01031	N	Y	N			05/15/2005	19	COLVER RD	INTER	5-LEG	N	Y	CLR	FIX OBJ	01	NONE	TURN-R										040	08
CITY						Sun	0	ROGUE VALLEY HY	W		UNKNOWN	N	DRY	FIX		PRVTE	NW W									088	040	00
						5P			05	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	27	M	OR-Y OR<25		001	017		08
01968	N	N	N		Y	09/22/2005	14	ROGUE VALLEY HY	STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											07,27
NONE						Thu		RAPP RD	SE	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	NW SE									000		00
						7A			03	(04)		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y OR<25		026	038		07
															02	NONE	STOP											
																PRVTE	NW SE									011		00
																PSNGR CAR		01	DRVR	NONE	54	F	OR-Y OR<25		000	000		00
00270	N	N	N			02/02/2005	17	ROGUE VALLEY HY	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	TURN-R											08
NO RPT						Wed	0	RAPP RD	SW		STOP SIGN	N	DRY	TURN		PRVTE	NW SW									000		00
						12P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	53	F	OR-Y OR<25		001	000		08
															02	NONE	STRGHT											
																PRVTE	SW NE									006		00
																PSNGR CAR		01	DRVR	INJC	31	M	OR-Y OR<25		000	000		00
00530	N	N	N			03/22/2006	16	ROGUE VALLEY HY	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											07,32
CITY						Wed	0	W VALLEY VIEW RD	E		TRF SIGNAL	N	DRY	REAR		PRVTE	E W									000		00
						5P			06	1		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	21	F	OR-Y OR<25		043,052	000		07,32
															02	NONE	STOP											
																PRVTE	E W									011		00
																PSNGR CAR		01	DRVR	NONE	38	M	OR-Y OR<25		000	000		00
00071	N	N	N			01/09/2005	17	ROGUE VALLEY HY	INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE	STRGHT											07,27
NO RPT						Sun	0	W VALLEY VIEW RD	SW		TRF SIGNAL	N	WET	REAR		PRVTE	SW NE									000		00
						2P			06	1		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	19	F	OR-Y OR<25		026	038		07
															02	NONE	STOP											
																PRVTE	SW NE									011		00
																PSNGR CAR		01	DRVR	NONE	48	F	OR-Y OR<25		000	000		00
01078	N	N	N		Y	05/16/2006	16	W VALLEY VIEW RD	ALLEY		N	N	CLR	ANGL-OTH	01	NONE	TURN-L										082	02
CITY						Tue	50	ROGUE VALLEY HY	NE	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	NW NE									018		00
						3P			06	(04)		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	31	M	OR-Y OR<25		028	000	082	02
															02	NONE	STRGHT											
																PRVTE	NE SW									000		00
																PSNGR CAR		01	DRVR	NONE	54	F	OR-Y OR<25		000	000		00

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

CITY OF TALENT, JACKSON COUNTY

OR 99 (Hwy 063) MP 9.75 to MP 17.86

January 1, 2005 through December 31, 2009

SER# INVEST	SPEE	ALC	DRUG	SCHL	WORK	DATE DAY TIME	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02632	N	N	N			11/05/2006	16	W VALLEY VIEW RD	STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT											07,13
CITY						Sun	200	ROGUE VALLEY HY	NE	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E W									000		00
						2P			08			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	21	F	OR-Y		043,045	000		07,13
										(04)													OR<25					
															02	NONE	STRGHT											
																PRVTE	E W									000		00
																MOPED		01	DRVR	INJC	51	M	OR-Y		000	000		00
																							OR<25					
00706	N	N	N			04/11/2005	14	W VALLEY VIEW RD	STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
CITY						Mon	20	ROGUE VALLEY HY	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E W									000		00
						4P			06			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	44	F	OR-Y		026	000		07
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	E W									011		00
																OTHER		01	DRVR	INJC	56	F	OR-Y		000	000		00
																							OR<25					
01484	N	N	N			07/12/2007	16	W VALLEY VIEW RD	STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											10
NONE						Thu	100	ROGUE VALLEY HY	E	(NONE)	TRF SIGNAL	N	DRY	REAR		RENTL	E W									000		00
						5P			08			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	62	M	OR-Y		026	000		10
										(04)													OR<25					
															02	NONE	STOP											
																PRVTE	E W									011		00
																PSNGR CAR		01	DRVR	NONE	44	F	OTH-Y		000	000		00
																							N-RES					

OR 99 Corridor Plan - Baseline (STIP Project not Assumed)

Worksheet 3A -- Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes, $N_{observed}$** (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency,**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle nondriveway							
Segment 1	1.946	0.609	1.337	0	1.010	0.337	0.656
Segment 2	4.478	1.401	3.077	0.3	1.010	0.181	1.056
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Single-vehicle							
Segment 1	0.527	0.136	0.391	0.2	0.910	0.676	0.421
Segment 2	1.214	0.313	0.901	0.6	0.910	0.475	0.892
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Multiple-vehicle driveway-related							
Segment 1	1.990	0.681	1.309	0	0.810	0.383	0.762
Segment 2	0.208	0.071	0.137	0.3	0.810	0.856	0.222
Segment 3						1.000	0.000
Segment 4						1.000	0.000
INTERSECTIONS							
Multiple-vehicle							
Intersection 1	1.105	0.405	0.700	1.4	0.800	0.531	1.244
Intersection 2	0.921	0.358	0.563	1.6	0.800	0.576	1.209
Intersection 3	0.854	0.340	0.514	0.4	0.800	0.594	0.670
Intersection 4	3.036	0.983	2.054	2.6	0.390	0.458	2.800
Single-vehicle							
Intersection 1	0.191	0.061	0.131	0.4	1.140	0.821	0.229
Intersection 2	0.152	0.049	0.104	0.2	1.140	0.852	0.159
Intersection 3	0.139	0.045	0.094	0.2	1.140	0.863	0.147
Intersection 4	0.210	0.058	0.152	0.2	0.360	0.930	0.209
COMBINED (sum of column)	16.972	5.509	11.464	8.4	--	--	**10.676**
				2010 annual avg.			

OR 99 Corridor Plan - Baseline (STIP Project Assumed)

Worksheet 3B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	**N_{ped}**	**N_{bike}**
ROADWAY SEGMENTS		
Segment 1	0.040	0.009
Segment 2	0.053	0.012
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.027	0.021
Intersection 2	0.023	0.017
Intersection 3	0.021	0.016
Intersection 4	0.088	0.049
COMBINED (sum of column)	0.252	0.123

Worksheet 3C -- Site-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	**$N_{expected\ (VEHICLE)}$**	**$N_{expected}$**
Total	$(2)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(8)_{COMB}$ Worksheet 3A	(3)+(4)+(5)
	17.0	0.3	0.1	10.7	11.1
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	5.5	0.3	0.1	3.5	3.8
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 3A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	11.5	0.0	0.0	7.2	7.2

OR 99 Corridor Plan - Road Diet Concept 2

Worksheet 3A -- Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes, $N_{observed}$** (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency,**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle nondriveway							
Segment 1 - Rapp to Creel	1.892	0.481	1.411	0	0.660	0.445	0.841
Segment 2 - Creel to S. V. View	3.433	1.003	2.430	0.3	0.840	0.257	1.107
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Single-vehicle							
Segment 1 - Rapp to Creel	0.377	0.106	0.271	0.2	1.370	0.660	0.317
Segment 2 - Creel to S. V. View	1.393	0.287	1.106	0.6	0.810	0.470	0.973
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Multiple-vehicle driveway-related							
Segment 1	1.105	0.268	0.836	0	1.100	0.451	0.499
Segment 2	0.184	0.059	0.124	0.3	0.810	0.871	0.199
Segment 3						1.000	0.000
Segment 4						1.000	0.000
INTERSECTIONS							
Multiple-vehicle							
Intersection 1 - Arnos	0.741	0.272	0.469	1.4	0.800	0.628	0.986
Intersection 2 - Creel	0.530	0.206	0.324	1.6	0.800	0.702	0.849
Intersection 3 - Talent	0.572	0.228	0.345	0.4	0.800	0.686	0.518
Intersection 4 - S. Valley View	3.036	0.983	2.054	2.6	0.390	0.458	2.800
Single-vehicle							
Intersection 1 - Arnos	0.128	0.041	0.088	0.4	1.140	0.872	0.163
Intersection 2 - Creel	0.088	0.028	0.060	0.2	1.140	0.909	0.098
Intersection 3 - Talent	0.093	0.030	0.063	0.2	1.140	0.904	0.103
Intersection 4 - S. Valley View	0.210	0.058	0.152	0.2	0.360	0.930	0.209
COMBINED (sum of column)	13.783	4.049	9.733	8.4	--	--	**9.661**

2010 annual avg.

OR 99 Corridor Plan - Road Diet Concept 2

Worksheet 3B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	**N_{ped}**	**N_{bike}**
ROADWAY SEGMENTS		
Segment 1	0.044	0.024
Segment 2	0.025	0.020
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.018	0.014
Intersection 2	0.013	0.010
Intersection 3	0.014	0.011
Intersection 4	0.088	0.049
COMBINED (sum of column)	0.203	0.127

Worksheet 3C -- Site-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (VEHICLE)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(8)_{COMB}$ Worksheet 3A	(3)+(4)+(5)
	13.8	0.2	0.1	9.7	10.0
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	4.0	0.2	0.1	2.8	3.2
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 3A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	9.7	0.0	0.0	6.8	6.8

OR 99 Corridor Plan - Road Diet Concept 1

Worksheet 3A -- Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes, $N_{observed}$** (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency,**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle nondriveway							
Segment 1 - Rapp to Creel	1.892	0.481	1.411	0	0.660	0.445	0.841
Segment 2 - Creel to S. V. View	4.478	1.401	3.077	0.3	1.010	0.181	1.056
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Single-vehicle							
Segment 1 - Rapp to Creel	0.377	0.106	0.271	0.2	1.370	0.660	0.317
Segment 2 - Creel to S. V. View	1.214	0.313	0.901	0.6	0.910	0.475	0.892
Segment 3						1.000	0.000
Segment 4						1.000	0.000
Multiple-vehicle driveway-related							
Segment 1 - Rapp to Creel	1.105	0.268	0.836	0	1.100	0.451	0.499
Segment 2 - Creel to S. V. View	0.208	0.071	0.137	0.3	0.810	0.856	0.222
Segment 3						1.000	0.000
Segment 4						1.000	0.000
INTERSECTIONS							
Multiple-vehicle							
Intersection 1 - Arnos	0.741	0.272	0.469	1.4	0.800	0.628	0.986
Intersection 2 - Creel	0.530	0.206	0.324	1.6	0.800	0.702	0.849
Intersection 3 - Talent	0.572	0.228	0.345	0.4	0.800	0.686	0.518
Intersection 4 - S. Valley View	3.036	0.983	2.054	2.6	0.390	0.458	2.800
Intersection 1 - Arnos	0.128	0.041	0.088	0.4	1.140	0.872	0.163
Intersection 2 - Creel	0.088	0.028	0.060	0.2	1.140	0.909	0.098
Intersection 3 - Talent	0.093	0.030	0.063	0.2	1.140	0.904	0.103
Intersection 4 - S. Valley View	0.210	0.058	0.152	0.2	0.360	0.930	0.209
COMBINED (sum of column)	14.672	4.486	10.187	8.4	--	--	**9.553**

2010 annual avg.

OR 99 Corridor Plan - Road Diet Concept 1

Worksheet 3B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	**N_{ped}**	**N_{bike}**
ROADWAY SEGMENTS		
Segment 1	0.044	0.024
Segment 2	0.053	0.012
Segment 3		
Segment 4		
INTERSECTIONS		
Intersection 1	0.018	0.014
Intersection 2	0.013	0.010
Intersection 3	0.014	0.011
Intersection 4	0.088	0.049
COMBINED (sum of column)	0.231	0.119

Worksheet 3C -- Site-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	$N_{expected\ (VEHICLE)}$	$N_{expected}$
Total	$(2)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(8)_{COMB}$ Worksheet 3A	(3)+(4)+(5)
	14.7	0.2	0.1	9.6	9.9
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	4.5	0.2	0.1	2.9	3.3
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 3A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	10.2	0.0	0.0	6.6	6.6

Appendix D. Future Baseline Traffic Volume Development Worksheets

Project: OR 99 Rogue Valley Corridor Plan
Job #: ODOT0000-0711
Subject: *PM Turning Movement Volumes*
Created: 9/14/2010
Rev. Date: 3/18/2015

3/18/2015

N-S ID	Synchro ID	Intersection	Direction	Movement	Int ID	Existing Counts 1-Hr Volume PM Peak	Total by Approach	Existing Heavy Vehicle Count	Heavy Veh. by Approach	Existing 2010 Heavy Vehicle Percentage	HV % by Approach	Base Year Adjustment Factor	Seasonal Adjustment Factor	30th Highest Hour Adjusted 1-Hr Volume AM Peak	Volume Balancing Adjustments	Volume Balancing Adjustments To Match KAI TSP Volumes	Final 2010 Balanced Volumes PM Peak	Link Volumes ADT South of Intersection	2034 NCHRP 255-Base Unbalanced No Build	Volume Balancing Adjustments	Final 2034 Base Balanced No Build	2034 vs. 2010 Volume Difference No Build	15% Sensitivity Growth Adjustments	Volume Balancing Adjustments	Final 2034 15% Sensitivity Balanced No Build
13	13	OR 99 @ Colver/Suncrest Rd		EBL	130	68		1		1.5%		1	1.099	75			75		200		200	125	30		230
	13	16 hr Turning Movement Classification Count	EB	EBT	130	18		0		0.0%		1	1.099	20			20		25		25	5	4		30
	13	Count Date: 7/15/2010		EBR	130	82	168	2	3	2.4%	1.8%	1	1.099	90			90		116	-10	105	15	16		120
	13	2010		WBL	130	29		0		0.0%		1	1.099	32			30		22	10	30	0	5		35
	13	Signalized	WB	WBT	130	15		0		0.0%		1	1.099	16			15		19	-5	15	0	2		15
	13			WBR	130	8	52	0	0	0.0%	0.0%	1	1.099	9			10		15	-5	10	0	2		10
	13	PM Peak Hour: 4:30 PM-5:30 PM		NWL	130	100		0		0.0%		1	1.099	110			110		125		125	15	19	-5	140
	13	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NWT	130	377		1		0.3%		1	1.099	414	30		445		606	15	620	175	93	5	720
	13			NWR	130	14	491	0	1	0.0%	0.2%	1	1.099	15			15		9	5	15	0	2		15
	13			SEL	130	13		0		0.0%		1	1.099	14			15		17	10	25	10	4		30
	13	PHF:	SB	SET	130	308		0		0.0%		1	1.099	338			340		404	40	445	105	67		510
	13	0.94		SER	130	103	424	0	0	0.0%	0.0%	1	1.099	113			115		237	10	245	130	37	5	285
		0.95	TEV			1135								1247	30		1280	10300	1794		1860	580	281		2140
14	14	OR 99 @ W Valley View Rd		EBL	140	35		0		0.0%		1	1.099	38			40		45		45	5	7		50
	14	16 hr Turning Movement Classification Count	EB	EBT	140	141		0		0.0%		1	1.099	155			155		192		190	35	29		220
	14	Count Date: 7/15/2010		EBR	140	26	202	0	0	0.0%	0.0%	1	1.099	29			30		51		50	20	8		60
	14	2010		WBL	140	138		0		0.0%		1	1.099	152			150		248	-15	235	85	35		270
	14	Signalized	WB	WBT	140	228		0		0.0%		1	1.099	251			250		275		275	25	41		315
	14			WBR	140	165	531	0	0	0.0%	0.0%	1	1.099	181			180		196		195	15	29		225
	14	PM Peak Hour: 4:30 PM-5:30 PM		NWL	140	55		0		0.0%		1	1.099	60	-10	10	60		87	-10	75	15	11		85
	14	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NWT	140	369		1		0.3%		1	1.099	405	-55		350		503	5	510	160	77		585
	14			NWR	140	165	589	0	1	0.0%	0.2%	1	1.099	181	-20	20	180		288	-40	250	70	38		290
	14			SEL	140	150		0		0.0%		1	1.099	165			165		161	20	180	15	27		205
	14	PHF:	SB	SET	140	276		2		0.7%		1	1.099	303	-60		245		327	10	335	90	50		385
	14	0.94		SER	140	45	471	0	2	0.0%	0.4%	1	1.099	49			50		44	20	65	15	10		75
		0.95	TEV			1793								1970	-145		1855	10150	2417		2405	550	362		2765
15	15	OR 99 @ Rapp Rd		NEL	150	84		1		1.2%		1	1.133	95			95		205		205	110	31		235
	15	16 hr Turning Movement Classification Count	EB	NET	150	0		0		0.0%		1	1.133	0			0		0		0	0	0		0
	15	Count Date: 8/2/2010		NER	150	66	150	0	1	0.0%	0.7%	1	1.133	75			75		137		135	60	20		155
	15	2010		WBL	150	0		0		0.0%		1	1.133	0			0		0		0	0	0		0
	15	Signalized	WB	WBT	150	0		0		0.0%		1	1.133	0			0		0		0	0	0		0
	15			WBR	150	0	0	0	0	0.0%	#DIV/0!	1	1.133	0			0		0		0	0	0		0
	15	PM Peak Hour: 4:30 PM-5:30 PM		NWL	150	87		0		0.0%		1	1.133	99		15	115		177		175	60	26	5	205
	15	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NWT	150	367		1		0.3%		1	1.133	416	50	30	495		689	-60	630	135	95		725
	15			NWR	150	0	454	0	1	0.0%	0.2%	1	1.133	0			0		0		0	0	0		0
	15			SEL	150	0		0		0.0%		1	1.133	0			0		0		0	0	0		0
	15	PHF:	SB	SET	150	360		1		0.3%		1	1.133	408	-80		330		465	-20	445	115	67	5	515
	15	0.95		SER	150	75	435	0	1	0.0%	0.2%	1	1.133	85	10		95		174		175	80	26		200
		0.95	TEV			1039								1177	-20		1205	10150	1847		1765	560	265		2035
16	16	OR 99 @ Arnos Rd		NEL	160	28		1		3.6%		1	1.099	31			30		52		50	20	8		60
	16	3 hr PM Turning Movement Classification Count	EB	NET	160	0		0		0.0%		1	1.099	0			0		0		0	0	0		0
	16	Count Date: 7/1/2010		NER	160	35	63	0	1	0.0%	1.6%	1	1.099	38			40		22	20	40	0	6		45
	16	2010		WBL	160	0		0		0.0%		1	1.099	0			0		0		0	0	0		0
	16		WB	WBT	160	0		0		0.0%		1	1.099	0			0		0		0	0	0		0
	16			WBR	160	0	0	0	0	0.0%	#DIV/0!	1	1.099	0			0		0		0	0	0		0
	16	PM Peak Hour: 3:00 PM-4:00 PM		NWL	160	14		0		0.0%		1	1.099	15		10	25		13	20	35	10	5		40
	16	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NWT	160	439		1		0.2%		1	1.099	482	55	50	585		795	-40	755	170	113		870
	16			NWR	160	0	453	0	1	0.0%	0.2%	1	1.099	0			0		0		0	0	0		0
	16			SEL	160	0		0		0.0%		1	1.099	0			0		0		0	0	0		0
	16	PHF:	SB	SET	160	309		1		0.3%		1	1.099	340	30		370		476	50	525	155	79		605
	16	0.98		SER	160	30	339	0	1	0.0%	0.3%	1	1.099	33			35		56		55	20	8		65
		0.98	TEV			855								939	85		1085	10200	1415		1460	375	219		1685
17	17	OR 99 @ Creel Rd		NEL	170	17		0		0.0%		1	1.099	19			20		20		20	0	3		25
	17	3 hr PM Turning Movement Classification Count	EB	NET	170	0		0		0.0%		1	1.099	0			0		0		0	0	0		0
	17	Count Date: 7/6/2010		NER	170	13	30	0	0	0.0%	0.0%	1	1.099	14			15		18	-5	15	0	2		15
	17	2010		WBL	170	0		0		0.0%		1	1.099	0			0		0		0	0	0		0
	17		WB	WBT	170	0		0		0.0%		1	1.099	0			0		0		0	0	0		0
	17			WBR	170	0	0	0	0	0.0%	#DIV/0!	1	1.099	0			0		0		0	0	0		0
	17	PM Peak Hour: 3:30 PM-4:30 PM		NWL	170	9		0		0.0%		1	1.099	10		10	20		34	-15	20	0	3		25
	17	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NWT	170	428		1		0.2%		1	1.099	470	60	55	585		833	-65	770	185	116		885
	17			NWR	170	0	437	0	1	0.0%	0.2%	1	1.099	0			0		0		0	0	0		0
	17			SEL	170	0		0		0.0%		1	1.099	0			0		0		0	0	0		0
	17	PHF:	SB	SET	170	313		1		0.3%		1	1.099	344	45		390		503	25	530	140	80		610
	17	0.96		SER	170	19	332	0	1	0.0%	0.3%	1	1.099	21			20		26	10	35	15	5		40
		0.96	TEV			799								878	105		1050	10100	1434		1390	340	209		1600
18	18	OR 99 @ Talent Ave/Old Pacific Hwy		NEL	180	0		0		0.0%		1	1.133	0			0		0		0	0	0		0
	18	16 hr Turning Movement Classification Count	EB	NET	180	0		0		0.0%		1	1.133	0			0		0		0	0	0		0
	18	Count Date: 8/3/2010		NER	180	24	24	0	0	0.0%	0.0%	1	1.133	27		-5	20		17	5	20	0	3		25
	18	2010		WBL	180	0		0		0.0%		1	1.133	0			0		0		0	0	0		0
	18		WB	WBT	180	0		0		0.0%		1	1.133	0			0		0		0	0	0		0
	18			WBR	180	0	0	0	0	0.0%	#DIV/0!	1	1.133	0			0		0		0	0	0		0
	18	PM Peak Hour: 3:30 PM-4:30 PM		NWL	180	31		0		0.0%		1	1.133	35		5	40		36	5	40	0	6	-5	40
	18	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NWT	180	450		2		0.4%		1	1.133	510	30	65	605		826	-35	790	185	119		910
	18			NWR	180	0	481	0	2	0.0%	0.4%	1	1.133	0			0		0		0	0	0		0
	18			SEL	180	0		0		0.0%		1	1.133	0			0		0		0	0	0		0
	18	PHF:	SB	SET	180	326		1		0.3%		1	1.133	369	30	-5	395		508	15	525	130	79		605
	18	0.94		SER	180	2	328	0	1	0.0%	0.3%	1	1.133	2	2	5	10		10	10	20	10	3	5	30
		0.95	TEV			833								944	62		1070	10600	1397		1395	325	210		1610
19	19	OR 99 @ S Valley View Rd		EBL	190	0				0.0%		1	1.101	0			0		0	30	30	30	5		35
	19	16 hr Turning Movement Classification Count	EB	EBT	190	0				0.0%		1	1.101	0			0		0	30	30	30	5		35
	19	Count Date: 10/6/2010		EBR	190	0	0		0	0.0%	#DIV/0!	1	1.101	0			0		0	40	40	40	6		45
	19	2010		SBL	190	421		1		0.2%		1	1.101	463		-20	445		553		555	110	83		640
	19	Signalized	WB	SBT	190	0				0.0%		1	1.101	0			0		0	30	30	30	5		35
	19			SBR	190	57	421	0	1	0.0%	0.2%	1	1.101	63		-5	60		94	-15	80	20	12	-5	85
	19	PM Peak Hour: 4:30 PM-5:30 PM		NWL	190	0				0.0%		1	1.101	0			0		0	45	45	45	7		50
	19	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NWT	190	511		3		0.6%		1	1.101	562	-50	75	585		761	-40	720	135	108		830
	19			NWR	190	474	511	5	8	1.1%	1.6%	1	1.101	522		20	540		465	75	540	0	81		620
	19			SEL	190	50		0		0.0%		1	1.101	55	5		60		60	20	80	20	12		90
	19	PHF:	SB	SET	190	326		4		1.2%		1	1.101	359	5	-10	355		426	5	430	75	65		495
	19	0.88		SER	190	0	376		4	0.0%	1.1%	1	1.101	0			0		0	35	35	35	5		40
		0.92	TEV			1839								2024	-40		2045	19250	2360		2615	570	394		3000

Project: OR 99 Rogue Valley Corridor Plan
Job #: ODOT0000-0711
Subject: *PM Turning Movement Volumes*
Created: 9/14/2010
Rev. Date: 3/18/2015

3/18/2015

N-S ID	Synchro ID	Intersection	Direction	Movement	Int ID	Existing Counts 1-Hr Volume PM Peak	Total by Approach	Existing Heavy Vehicle Count	Heavy Veh. by Approach	Existing 2010 Heavy Vehicle Percentage	HV % by Approach	Base Year Adjustment Factor	Seasonal Adjustment Factor	30th Highest Hour Adjusted 1-Hr Volume AM Peak	Volume Balancing Adjustments	Volume Balancing Adjustments To Match KAI TSP Volumes	Final 2010 Balanced Volumes PM Peak	Link Volumes ADT South of Intersection	2034 NCHRP 255-Base Unbalanced No Build	Volume Balancing Adjustments	Final 2034 Base Balanced No Build	2034 vs. 2010 Volume Difference No Build	15% Sensitivity Growth Adjustments	Volume Balancing Adjustments	Final 2034 15% Sensitivity Balanced No Build
30	30	Talent Ave @ W Valley View Rd		EBL	300	0				0.0%		1	1.101	0			0		`		#VALUE!	#VALUE!	#VALUE!		#VALUE!
	30	3 hr PM Intersection Classification Count	EB	EBT	300	0				0.0%		1	1.101	0			0		0		0	0	0		0
	30	Count Date: 7/18/2012		EBR	300	0				0.0%		1	1.101	0			0		0		0	0	0		0
	30	2012		WBL	300	164				0.0%		1	1.101	180			180		553		555	375	83		640
	30	Signalized	WB	WBT	300	0				0.0%		1	1.101	0			0		0		0	0	0		0
	30			WBR	300	141				0.0%		1	1.101	155			155		94		95	-60	14	-5	105
	30	12:00 AM		NBL	300	0				0.0%		1	1.101	0			0		0		0	0	0		0
	30	0	NB	NBT	300	59				0.0%		1	1.101	65			65		761		760	695	114		875
	30			NBR	300	95				0.0%		1	1.101	105			105		465		465	360	70		535
	30			SBL	300	96				0.0%		1	1.101	105			105		60		60	-45	9		70
	30	0	SB	SBT	300	90				0.0%		1	1.101	100			100		426		425	325	64		490
	30	0.00		SBR	300	0				0.0%		1	1.101	0			0		0		0	0	0		0
		0.92	TEV			645								710			710	4500	2360		#VALUE!	#VALUE!	#VALUE!		#VALUE!
31	31	Talent Ave @ Rapp Rd		EBL	310	11				0.0%		1	1.101	10			10		0		0	-10	0		0
	31	3 hr PM Intersection Classification Count	EB	EBT	310	106				0.0%		1	1.101	115			115		0		0	-115	0		0
	31	Count Date: 7/18/2012		EBR	310	10				0.0%		1	1.101	10			10		0		0	-10	0		0
	31	2012		WBL	310	27				0.0%		1	1.101	30			30		553		555	525	83		640
	31	Signalized	WB	WBT	310	117				0.0%		1	1.101	130			130		0		0	-130	0		0
	31			WBR	310	45				0.0%		1	1.101	50			50		94		95	45	14	-5	105
	31	12:00 AM		NBL	310	13				0.0%		1	1.101	15			15		0		0	-15	0		0
	31	0	NB	NBT	310	71				0.0%		1	1.101	80			80		761		760	680	114		875
	31			NBR	310	39				0.0%		1	1.101	45			45		465		465	420	70		535
	31			SBL	310	27				0.0%		1	1.101	30			30		60		60	30	9		70
	31	0	SB	SBT	310	67				0.0%		1	1.101	75			75		426		425	350	64		490
	31	0.00		SBR	310	25				0.0%		1	1.101	30			30		0		0	-30	0		0
		0.92	TEV			558								620			620	2550	2360		2360	1740	354		2715
32	32	Talent Ave @ Creel Rd		EBL	320	1				0.0%		1	1.101	1			2		0		0	-2	0		0
	32	3 hr PM Intersection Classification Count	EB	EBT	320	0				0.0%		1	1.101	0			0		0		0	0	0		0
	32	Count Date: 7/18/2012		EBR	320	0				0.0%		1	1.101	0			0		0		0	0	0		0
	32	2012		WBL	320	11				0.0%		1	1.101	10			10		553		555	545	83		640
	32	Signalized	WB	WBT	320	2				0.0%		1	1.101	2			2		0		0	-2	0		0
	32			WBR	320	19				0.0%		1	1.101	20			20		94		95	75	14	-5	105
	32	12:00 AM		NBL	320	2				0.0%		1	1.101	2			2		0		0	-2	0		0
	32	0	NB	NBT	320	36				0.0%		1	1.101	40			40		761		760	720	114		875
	32			NBR	320	9				0.0%		1	1.101	10			10		465		465	455	70		535
	32			SBL	320	18				0.0%		1	1.101	20			20		60		60	40	9		70
	32	0	SB	SBT	320	36				0.0%		1	1.101	40			40		426		425	385	64		490
	32	0.00		SBR	320	0				0.0%		1	1.101	0			0		0		0	0	0		0
		0.92	TEV			134								146			146	1020	2360		2360	2214	354		2715

Appendix E. Multimodal Assessment Methodology

OR 99 Multimodal Analysis Assessment

A summary of considerations that went into the assessment of OR 99 for the Road Diet analysis are summarized below. A description of the DEA methodology for performing a qualitative assessment of multimodal performance is provided in Attachment A.

Qualitative versus Quantitative

The OR 99 corridor for the Road Diet Analysis is approximately 2.4 miles long with traffic signals at Rapp Road and S. Valley View Road at either end of the analysis area. More than half (1.6 miles) is rural roadway with a posted speed of 55 mph. There are limited bicycle and pedestrian facilities, and transit service is located on Talent Avenue within the city limits. When bicycle and pedestrian facilities are added for the corridor alternatives, the widths of bike lanes, sidewalks, and shoulders are assumed to meet ODOT standards, but the presence and width of buffers is undetermined and could vary.

Conditions along the OR 99 corridor support the use of a qualitative MMLOS analysis to assess the multimodal aspects of existing and future scenarios.

Pedestrian Facilities

There are no existing pedestrian facilities in the corridor except the Bear Creek Greenway Trail (BCGT) located on the east side of OR 99 between Talent Avenue and South Valley View Road. Using this as the baseline, everything for existing was rated poor except for the segment with the BCGT, which was rated fair because it is only located on one side of the road and has minimal buffer between the travel lanes and the path.

Segment 1 – South of Rapp Road to South of Creel Road

All three future scenarios would add a sidewalk or path to each side of the highway and would include a buffer on at least one side of the highway and bike lanes on both sides. The segments were rated as good for these conditions for all three future scenarios (Baseline and the two road diet scenarios). Although there would be less traffic in the adjacent travel lane for the Baseline (5-lane) Scenario, the buffers created by the bike lanes and landscaping were considered sufficient to offset and the detrimental effects of the higher adjacent travel lane volumes of Road Diet (RD) Scenarios 1 and 2 (only 3 lanes).

At intersections, the 3 lanes for RD Scenarios 1 and 2 were rated better than the Baseline (5-lane) Scenario because there would be fewer travel lanes to traverse for pedestrians crossing the highway.

Segment 2 –South of Creel Road to North of S. Valley View Road

Both the future Baseline and RD Scenario 1 would not improve this section of the corridor; therefore, ratings remained the same as existing.

For RD Scenario 2, shoulders would be widened by reducing the number of travel lanes. These wider shoulders were rated better than the narrow (1 to 2-foot) shoulders that currently exist. Even though the volumes in the adjacent travel lane would go up, the presence of sufficiently wide shoulders to meet Oregon Bicycle and Pedestrian Plan standards was assumed to offset that negative impacts.

At the Talent Avenue intersection, RD Scenario 2 would narrow the crossing distance between Talent Avenue and the BCGT connection. It could potentially provide a refuge area opposite a left-turn lane as well. These factors were considered much better than current conditions.

Bicycle Facilities

There are no existing bicycle facilities in the corridor except the BCGT located on the east side of OR 99 between Talent Avenue and South Valley View Road. Using this as the baseline, everything for existing was rated poor except for the segment with the BCGT, which was rated fair because it is only located on one side of the road and has minimal buffer between the travel lanes and the path.

Segment 1 – South of Rapp Road to South of Creel Road

All three future scenarios would add bike lanes to each side of the highway. The Baseline Scenario was rated better for segments than either RD Scenario because traffic volumes in the adjacent travel lane would be lower. There are no other features that would mitigate the difference in adjacent lane volumes.

At intersections, the 3 lanes for RD Scenarios 1 and 2 were rated better than the Baseline (5-lane) Scenario because there would be fewer travel lanes to traverse for bicycles crossing the highway.

Segment 2 –South of Creel Road to North of S. Valley View Road

Both the future Baseline and RD Scenario 1 would not improve this section of the corridor; therefore, ratings remained the same as existing.

For RD Scenario 2, shoulders would be widened by reducing the number of travel lanes. These wider shoulders were rated better than the narrow (1 to 2-foot) shoulders that currently exist. Even though the volumes in the adjacent travel lane would go up, the presence of sufficiently wide shoulders to meet Oregon Bicycle and Pedestrian Plan standards was assumed to offset that negative impacts and improve conditions.

At the Talent Avenue intersection, RD Scenario 2 would narrow the crossing distance between Talent Avenue and the BCGT connection. This factor was considered much better than current conditions.

Transit Facilities

Currently, there is no transit service on OR 99 north of Talent Avenue; the buses travel through the city on Talent Avenue and rejoin OR 99 at the north end of town.

Where transit service is present on OR 99, conditions are not expected to change in any substantial way from existing conditions. RD Scenario 2 would improve the pedestrian connectivity on OR 99 but buses could have more difficulty merging into traffic with the higher density of vehicle in the through travel lane.

Auto Facilities

The assessment reflects the v/c ratio calculations and the Highway Safety Manual (HSM) evaluation. Analysis of existing conditions and all three future scenarios resulted in relatively low v/c ratios with shorter delays on side street approaches. However, the HSM evaluation rated the 2-lane rural cross-section for RD Scenario 2 as worse than the existing 4-lane cross-section; therefore, the auto assessment rated the 4-lane segments better than the 2-lane segment.

Attachment A: DEA Qualitative Multimodal Analysis Methodology

DEA has determined a qualitative multimodal analysis which is appropriate (according to NCHRP 128[1]) under circumstances where one or more of the following conditions prevail:

- The corridor does not easily lend itself to division into segments with uniform characteristics between intersections.
- The corridor is a rural road with infrequent or no signal control.
- Insufficient data is available to complete the analysis.
- Future alternatives may not have sufficient detail to quantify the roadway characteristics.

The qualitative analysis developed by DEA is based on Highway Capacity Manual Multimodal Level of Service (MMLOS) analysis methodology. It considers the roadway characteristics and applies a qualitative assessment of how well the facility serves a particular mode of travel. Because this assessment is a subjective evaluation of facilities, it works particularly well when considering the relative merits of different alternatives, but can also be applied to a single scenario evaluation.

The considerations for each mode of travel are summarized below.

Pedestrian Facilities

On segments, the following factors are considered:

- Outside travel lane width: Wider travel lanes are rated better than narrower travel lanes because of the increased separation between pedestrians and motorized vehicles.
- Bicycle lane/shoulder width: The presence of bicycle lanes or shoulders creates a buffer between traffic and wider facilities are rated better than narrower or nonexistent facilities.
- Presence of buffers (landscape or other): The presence of buffers that separate pedestrians from traffic result in an improved rating. Wider buffers are rated better than narrower or nonexistent buffers.
- Sidewalk/path presence and effective width: The presence of sidewalks/paths versus shoulders or no facilities is a significant consideration with wider facilities rated better than narrow or nonexistent facilities.
- Volume and speed of motorized traffic in the adjacent travel lane: The speed and volume of motorized traffic in the adjacent travel lane affect the pedestrian experience with lower volumes and slower travel speeds rated better than higher volumes and faster travel speeds.

[1] NCHRP Web-Only Document 128, Multimodal Level of Service Analysis for Urban Streets: Users Guide, Appendix D to NCHRP Project 3-70, Updated November 2009.

Note: Pedestrian density is generally not a factor for many assessments because pedestrian volumes are generally low enough that the capacity of the facility is not an issue. However, it may also be considered in a qualitative assessment.

At intersections, the following factors are considered:

- Traffic control: The presence of a traffic signal or all-way STOP control stops pedestrians by stopping traffic. Intersections with a traffic signal or all-way STOP control with crosswalks are rated better than locations with only two-way STOP control, and/or locations without crosswalks.
- Crossing width: The number of approach lanes at an intersection determines the amount of pedestrian exposure and the intersection crossing time. Fewer travel lanes to be crossed is rated better than more travel lanes because it reduces pedestrian exposure and crossing time.
- Median islands: The presence of a median island is rated better than no islands because it reduces crossing time and allows two-stage crossings at unsignalized locations.

Note: The HCM MMLOS only evaluates pedestrian crossings at signalized locations but a qualitative assessment can be performed at intersections with other types of traffic control.

Bicycle Facilities

On segments, the following factors are considered:

- Bicycle lane presence and effective width: The presence of bike lanes is a significant consideration, with wider facilities rated better than narrow or nonexistent facilities.
- Shoulder presence and width: Shoulders serve bicyclists in the absence of bike lanes, and wider facilities are rated better than narrower or nonexistent facilities.
- Outside travel lane width: Wider outside travel lanes are rated better than narrower travel lanes because of the increased separation between bicyclists and motorized vehicles.
- Pavement Condition: Poor pavement conditions or obstacles such as sewer grates affect the bicycling experience with good quality pavement rated better than poor pavement conditions.
- On Street Parking: The presence and utilization of on-street parking affects the bicyclist experience, with no parking or low utilization rated better than high utilization and turnover rates.
- Volume, type, and speed of motorized traffic in the adjacent travel lane: The volume and type of motorized vehicles (i.e., more or less large trucks) in the adjacent travel lane affect the bicycling experience as do travel speeds. Conditions with lower volumes, fewer trucks, and slower travel speeds are rated better than higher volumes, more trucks, and faster travel speeds.

At intersections, the following factors are considered:

- Traffic control: The presence of a traffic signal or all-way STOP control benefit bicyclists trying to cross the major roadway by stopping traffic. Signalized or all-way STOP traffic control is rated better than crossings with only two-way STOP control.
- Crossing width: Fewer travel lanes to be crossed is rated better than more travel lanes because it reduces bicyclist exposure and crossing time.

Transit

The following factors are considered in the transit assessment:

- Service frequency and reliability: Shorter headways and arrival reliability are rated better than longer headways and unreliable arrival times.
- Bus speed/travel times: Faster average speeds and shorter travel times are rated better than slower speeds and longer travel times.
- Bus stop features: The presence of shelters, benches, and lighting is rated better than stops with no amenities.
- Pedestrian network: The quality of the pedestrian facilities serving transit stops affects the transit user's experiences. Bus stops connected to a network of streets with sidewalks are rated better than those with no pedestrian facilities.

Auto

The following factors are considered in the auto assessment:

- Volume-to-capacity (v/c) ratios: The prime consideration for the auto mode is based on the quantitative evaluation of demand (volume) versus roadway capacity with lower v/c ratios rated better than higher v/c ratios.
- Delay: Primarily considered at unsignalized locations with high side-street delays, shorter delays are rated better than longer delays.
- Safety: Roadway conditions that provide for a decreased likelihood of crashes were rated better than conditions with an increased likelihood of crashes.

OR 99 Rogue Valley Corridor Plan

Garfield Road to S. Valley View Road **Corridor**

Technical Memorandum #6s

Talent Area Lane Conversion Analysis - Supplement

Prepared for

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September 2014

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6S. TALENT AREA LANE CONVERSION ANALYSIS - SUPPLEMENT

The OR 99 Corridor Plan Technical Memorandum #5: Concept Development and Evaluation was prepared prior to consideration of the Talent Area Lane Conversion in Technical Memorandum #6. The evaluation of concepts considered the STIP project south of Rapp Road and six other concepts from the Talent south city limits to S. Valley View Road. The Lane Conversion Analysis evaluated the STIP project that would extend the five lane cross-section from Rapp Road through Creel Road but it did not evaluate any of the unfunded concepts. This supplement compares how an improved four-lane roadway would compare with the existing cross-section and the two-lane Lane Conversion for the segment of OR 99 south of the Talent city limits.

6S.1. Improved Four-Lane Cross-Section

The existing four-lane section of OR 99 from south of the Talent city limits to S. Valley View Road includes four 12-foot travel lanes and narrow shoulders (1-2 feet) on both sides. The Bear Creek Greenway Trail runs adjacent to the highway for approximately 0.6 miles from just south of Talent Avenue to S. Valley View Road. There are no separate left-turn lanes on this section of roadway except at S. Valley View Road.

To address deficiencies, three concepts are considered in this supplemental analysis:

- Project #26 – Talent South City Limits to Talent Avenue – Modify roadway cross section to better serve bicyclists and pedestrians –
    - Option A increases roadway width by 12 feet (50 feet to 62 feet) to add 2-foot painted median and 6-foot shoulders on both sides at cost of $2.9 million
    - Option B increases roadway width by 18 feet (50 feet to 68 feet) to add 4-foot painted median and 8-foot shoulders on both sides at a cost of $3.6 million
- Project #28 – Talent Avenue Intersection – Provide a northbound left-turn lane (potentially with an island just north of Talent Avenue to serve as a refuge for pedestrians crossing the highway) at a cost of $1.6 million
- Project #30 – Talent Avenue to Entrance to Jackson Hot Springs – Modify roadway cross section to better serve bicyclists and pedestrians in northbound direction from Greenway Trail to Talent Avenue and in southbound direction from Talent Avenue to Entrance to Jackson Hot Street –
    - Option A increases roadway width by 12 feet (50 feet to 62 feet) to add 2-foot painted median and 6-foot shoulders on both sides at cost of $1.4 million
    - Option B increases roadway width by 18 feet (50 feet to 68 feet) to add 4-foot painted median and 8-foot shoulders on both sides at a cost of $1.8 million

These projects are the preferred concepts based on feedback from the Technical and Citizen Advisory Committees as well as technical staff and members of the community. The combined cost for these improvements is estimated at $6 to $7 million.

6S.2. Comparison

Intersection operations, safety, and multimodal conditions are compared for the existing configuration, Land Conversion (LC) Scenario 2 (two-three lanes), and the improved four-lane cross-section for OR 99 south of the Talent city limits. Figure 6S-1 compares the potential improved four-lane cross-section with the existing cross-section and the potential cross-sections for LC Scenario 2.

6S.2.1. Future Intersection Operations

The only intersection that would be affected by the improved four-lane cross-section is Talent Avenue, where the addition of a northbound left-turn lane on OR 99 would be included. Overall operations would be slightly improved with the addition of the turn lane, yielding the best vehicular operations results of the three cross-sections from a vehicular perspective, as shown in Table 6S-1.

Table 6S-1. Future (2034) Intersection Operations South of Talent City Limits

Intersection	Controlling Movement[1]	Baseline V/C Ratio[2]			15% Sensitivity V/C Ratio[2]		
		Existing X-Section	LC Scenario 2	Improved 4-Lane	Existing X-Section	LC Scenario 2	Improved 4-Lane
OR 99 @ Talent Ave/ Old Pacific Hwy	EB L/R	0.04	0.05	0.04	0.03	0.04	0.03
	NB L/T	0.33	--	--	0.38	--	--
	NBT	--	0.49	0.24	--	0.57	0.28

Acronyms: For intersection approaches NB = northbound, SB = southbound, EB = eastbound, and WB = westbound. At the intersection approach L = left-turn movement, T = through movement, and R right-turn movement. Some approaches have shared lanes where two or more travel movements may be permitted as indicated with a slash.

Notes:
1. The controlling movement at an unsignalized intersection is the movement with the worst v/c ratio.
2. The v/c ratio is provided from Synchro HCM Intersection Analysis Reports.

6S.2.2. Future Traffic Safety Considerations

A safety analysis was conducted using the Highway Safety Manual (HSM) Part C methodology for the segment from Creel Road to S. Valley View Road and for the Talent Avenue intersection with OR 99. The segment rates would be slightly better than existing conditions because of the wider shoulders. The intersection results would be similar to the Lane Conversion because of the additional turn lane. The findings from this analysis are summarized in Table 6S-2.

Table 6S-2. Summary of Expected Average Crash Frequency South of Talent City Limits

Location	Expected Crash Rate per Year[1]		
	Existing X-Section	LC Scenario 2	Improved 4-Lane
Segment - South of Creel Rd to North of S. Valley View Rd	2.20	2.30	2.18
Intersection - OR 99 @ Talent Ave	0.80	0.61	0.61

Notes:
1. The expected crash rate per year was calculated using the Highway Safety Manual Part C methodology.

6S.2.3. Multimodal Assessment

A multimodal analysis provides a comprehensive assessment of all modes, taking into account the impact of adjacent modes of travel. Table 6S-3 provides a summary of performance for each mode. Along the roadway segments, the wider shoulders of the improved 4-lane section would provide a better experience for bicyclists and pedestrians while also benefiting autos. At the Talent Avenue intersection, improved shoulders would be somewhat off-set by a greater crossing distance that would affect pedestrians and bicyclists.

Table 6S-3. Multimodal Assessment South of Talent City Limits

Location	Existing X-Section	LC Scenario 2	Improved 4-Lane
MODE - BICYCLE			
Creel Rd to Talent Ave	Poor	Fair	Good
OR 99 at Talent Ave	Poor	Good	Fair
Talent Ave to S. Valley View Rd	Fair	Good	Good
MODE - PEDESTRIAN			
Creel Rd to Talent Ave	Poor	Fair	Good
OR 99 at Talent Ave	Poor	Good	Fair
Talent Ave to S. Valley View Rd	Fair	Good	Good
MODE - TRANSIT			
Creel Rd to Talent Ave	NA	NA	NA
OR 99 at Talent Ave	Fair	Good	Good
Talent Ave to S. Valley View Rd	Fair	Fair	Fair
MODE - AUTO			
Creel Rd to Talent Ave	Good	Fair	Good
OR 99 at Talent Ave	Good	Good	Good
Talent Ave to S. Valley View Rd	Good	Fair	Good

Notes:
Multimodal analysis uses available data from existing conditions analysis for all modes.

6S.3. Conclusions

The evaluation of the improved four-lane cross-section south of the Talent city limits as compared with the existing configuration and LC Scenario 2 (two-three lanes) is summarized in Table 6S-4.

Table 6S-4. Summary of Concept Performance and Impacts South of Talent City Limits

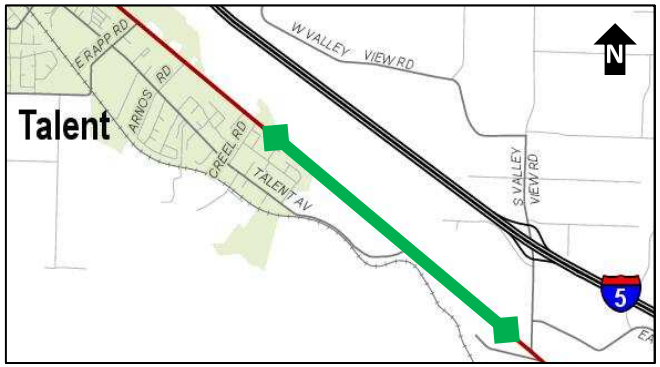
Scenario	Existing X-Section	LC Scenario 2	Improved 4-Lane
General Description	▪ Existing lane configurations. ▪ Four through travel lanes along corridor	▪ Narrow OR 99 from 4 lanes to 2-lane or 3-lane rural standard ▪ Widen shoulders (and add turn lanes at intersections for 2-lane option) ▪ Add painted median	▪ Widen OR 99 to provide 6- to 8-ft shoulders ▪ Add a turn lane at the Talent Avenue intersection ▪ Add painted median
Traffic Volumes and Operations[1]	▪ Traffic volumes far below available capacity ▪ Traffic operations meet applicable mobility thresholds	▪ No change in volumes from Baseline ▪ No impacts to parallel routes ▪ Negligible impacts to traffic operations - meet applicable mobility thresholds ▪ Benefits from added turn lanes ▪ Adequate capacity in single through lane ▪ Merges near Rapp & S. Valley View should be situated to equalize lane usage through signal	▪ Traffic volumes far below available capacity ▪ Traffic operations meet applicable mobility thresholds
Safety[2]	▪ No change	▪ Decrease in predicted crash rate at intersection ▪ Minor increase in predicted crash rate on 2-lane segment	▪ Decrease in predicted crash rate at intersection ▪ Minimal decrease in predicted crash rate on segment
Bicycle and Pedestrian	▪ Added bike lanes & sidewalks improve safety ▪ Wider roadway creates longer crossing distances	▪ Added bike lanes & sidewalks improve safety ▪ Narrower roadway creates shorter crossing distances ▪ Wider rural shoulders ▪ Higher traffic volume adjacent to bike lanes	▪ Added bike lanes & sidewalks improve safety ▪ Wider roadway creates longer crossing distances
Basic Roadway Geometry and Right-of-Way	▪ No change to existing roadway	▪ 2-lane rural needs same paved surface as existing ▪ 3-lane rural could potentially require minor widening	▪ Widens roadway by 12 to 18 feet depending on option selected ▪ Widening is even greater at the Talent Avenue intersection to add turn lane
Estimated Cost	▪ $0	▪ < $100,000	▪ $6-7 million

Notes:
1. Traffic analyses not conducted for this scenario. Findings are based on qualitative evaluation.
2. Based on Highway Safety Manual Part C and qualitative analysis

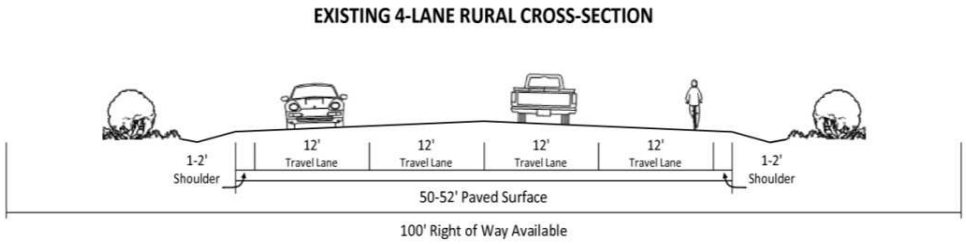
The improved four-lane cross-section provides many of the benefits of the Lane Conversion while maintaining four through travel lanes on OR 99 but comes with an estimated cost for improvements of $6-7 million.

Attachments:

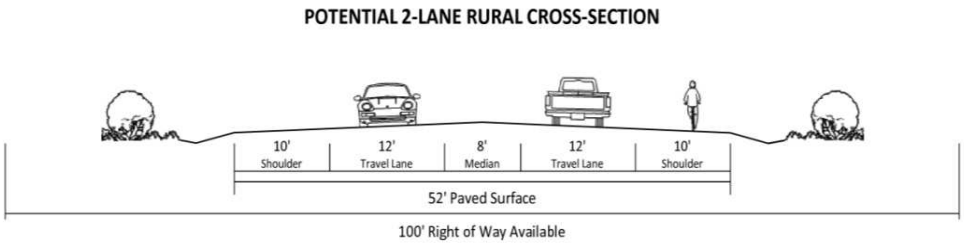
Figure 6S-1. Existing and Potential Cross-Section Concepts

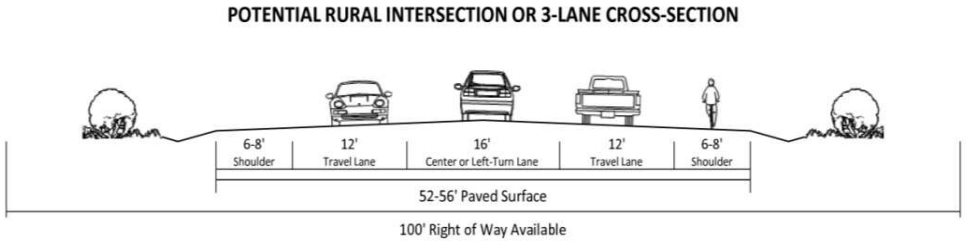


Existing Cross-Section

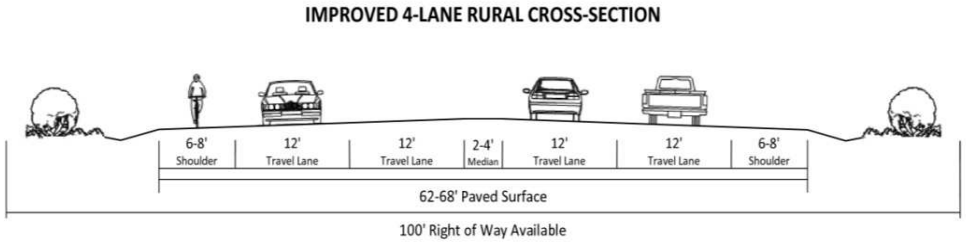


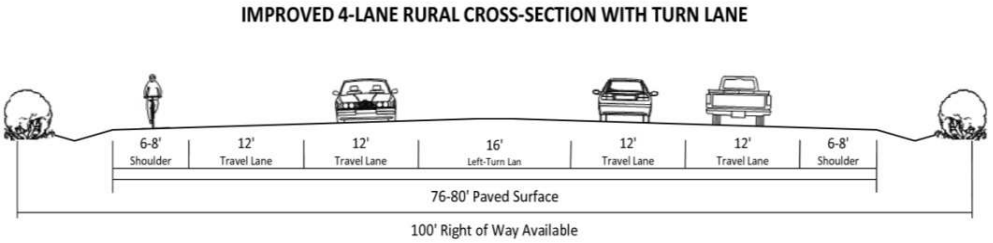
Road Diet Scenario 2





Improved 4-Lane Cross-Section





OR 99 Corridor Plan - Road Diet Analysis - Supplement

Figure 6S-1

Existing and Potential Cross-Section Concepts

OR 99 Rogue Valley Corridor Plan

Garfield Road to S. Valley View Road

Technical Memorandum #7

Preferred Alternative

Prepared for

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7. PREFERRED CONCEPT

This technical memorandum summarizes the recommendations for the improvements that would constitute the preferred concept for the OR 99 corridor. These recommendations are based on feedback from the Technical and Citizen Advisory Committees, comments received at the Public Open Houses, other community review, and input from ODOT staff.

7.1. Concepts Considered

The concept evaluation presented in Technical Memorandum #5 focused on five improvement categories:

- Roadway Segment Improvements
- Pedestrian System Improvements
- Bicycle Facility and Shoulder Improvements
- Safety Improvements
- Operational Improvements

During and following the concept evaluation presentations, several other ideas were identified for consideration. These have been assessed and recommendations are presented in a new category of improvements: *Additional Improvements.*

A table at the end of the memorandum summarizes the recommendations for all of the concepts considered.

7.2. Concept Review and Recommendations

Each of the improvement concepts is summarized below along with potential modifications, recommendations, and suggested priority.

7.2.1. South Medford to Phoenix Segment (Concepts 1 to 7)

Seven potential improvement concepts were considered for this segment to address deficiencies and support a multimodal transportation corridor. Several of these potential improvements had options that were considered with the concept.

Concept 1 – Garfield Street to Charlotte Anne Road – Add Sidewalk

Concept 1 would construct sidewalks along the west side of OR 99 (milepoint [MP] 8.56-8.75) with fencing to separate it from the railroad tracks. The purpose of this improvement is to fill in missing segments of the pedestrian system and connect to an existing transit stop on the west side of the highway. Sidewalks are already constructed on the east side of OR 99.

Discussion

Although there is no highway-facing development on this segment and the railroad tracks create a barrier to development further west, there is a transit stop on the west side of OR 99 opposite Charlotte Anne Road with no connecting pedestrian facilities. This project would be part of a series of pedestrian system improvements along the OR 99 corridor needed to address existing deficiencies and provide a multimodal transportation system.

Recommendation

Concept 1 is recommended as an element of the OR 99 Corridor Plan. This improvement is recommended as medium priority because it addresses existing system deficiencies.

Concept 2 – Garfield Street to Fern Valley Interchange Project Boundary – Add Roadway Lighting at Key Locations

Concept 2 would provide roadway lighting along OR 99 (MP 8.56-11.03) to enhance visibility and safety in the corridor.

Discussion

Roadway lighting provides increased visibility and helps minimize conflicts for all travel modes. To improve overall safety, this urbanized transit corridor should have lighting where there is an identified need (locations with crashes associated with darkness) and potentially at transit stops and at higher volume unsignalized intersections. Signalized intersections in the corridor already include street lighting and none of the unsignalized intersections have crash patterns that meet ODOT's lighting policy at unsignalized locations. However, this urbanized corridor has consistent bicycle and pedestrian activity along OR 99 with people crossing both the highway and the side streets approaching the highway.

Recommendation

Although Concept 2 is recommended as an element of the OR 99 Corridor Plan, street lighting would only be constructed where identified and funded by the local jurisdiction or Rogue Valley Transit District (RVTD).

Concept 3 – Charlotte Anne Road to Fern Valley Interchange Project Boundary – Add Bike Lanes and Sidewalks

Concept 3 considered adding bike lanes and sidewalks along both sides of OR 99 (MP 8.75-11.04). The purpose of this improvement is to fill in missing segments of the pedestrian system, provide improved accessibility to the existing transit stops along the corridor, and delineate travel lanes for bicycles on the highway.

Discussion

Concept 3 would be part of a series of pedestrian and bicycle system improvements along the OR 99 corridor needed to address existing deficiencies and provide a multimodal transportation

system. Although this segment of OR 99 does include some existing sidewalks, many are substandard (too narrow, unpaved, etc.) and are not fully connected to each other or the transit stops in the corridor. Bicyclists share the outer travel lanes with motorized vehicles. Two options were considered in the evaluation: one that would minimize cost and impacts to adjacent lands and the other which would bring the highway closer to design standards.

Option A would maintain the existing roadway surface and add continuous 6-foot sidewalks connecting the existing sidewalks at Charlotte Anne Road, and those constructed as part of Concept 1,to the new sidewalks constructed with the Fern Valley Interchange project. It includes sidewalks on the Coleman Creek Culvert. This option also considered restriping the travel lanes to provide bike lanes on both sides of the highway; however, doing so would require narrowing the travel lanes and center median below desired widths.

Option B would widen the roadway and right of way (ROW) to include 6-foot bike lanes and 6-foot sidewalks from Charlotte Anne Road to the Fern Valley Interchange project. The costs and impacts associated with this option are much greater than those associated with Option A.

Recommendation

Concept 3 is recommended as an element of the OR 99 Corridor Plan with improvements associated with Option A. This concept should be considered for implementation in two phases. The restriping is recommended as high priority because it is easier to implement while the sidewalk construction is suggested for medium priority because implementation is more complex.

Concept 4 – Charlotte Anne Road to Cheryl Avenue – Install Median Islands

Concept 4 would install median islands at select locations to enhance safety for pedestrians crossing OR 99 at locations with a moderate to high crossing demand.

Discussion

Five potential locations were suggested for considerations. Each of these locations is sited near an existing transit stop. If all five were installed, the distance between crossing opportunities would be approximately one-quarter mile. The medians could be installed one of three ways: 1) at intersections as part of de facto crosswalks (not necessarily striped as a pedestrian crossing), 2) as part of a larger access control median, or 3) as a striped mid-block pedestrian crossing (State Traffic Engineer approval required).

Recommendation

Concept 4 is recommended as an element of the OR 99 Corridor Plan, with additional investigation into preferred locations for the median islands to be conducted prior to design. The medians would be part of the overall enhanced pedestrian system and are recommended as medium priority.

Concept 5 – South Stage Road Intersection – Modify Traffic Signal Timing

Concept 5 would modify signal timing at the South Stage Road intersection with OR 99 (MP 9.79) to address existing safety concerns.

Discussion

Crash analysis for the 5-year period between 2005 and 2009 identified 5 reported turning collisions and 2 reported angle collisions. The addition of all-red clearance intervals for all movements, and protected left-turn phases for the South Stage Road approaches could potentially decrease the number of angle and turning collisions. The signal timing changes may decrease operational performance at the intersection but operations are still expected to meet mobility targets through the year 2034.

Recommendation

Concept 5 is recommended as an element of the OR 99 Corridor Plan. Because it addresses an existing safety concern, this transportation system management (TSM) measure is recommended as high priority.

Concept 6 – Northridge Terrace – Improve Turning Radius

Concept 6 would modify the southeast corner of the OR 99 and Northridge Terrace (MP 10.58) to enhance safety for turning vehicles.

Discussion

Increasing the turning radius in the southeast corner of this intersection would improve safety by allowing vehicles to navigate the turn at a higher speed while remaining in the appropriate travel lane. It would have operational benefits for both the turning and through vehicles by reducing delays. This improvement would have some ROW impacts but could be constructed without impact to the existing residence on the corner.

Recommendation

Concept 6 is recommended as an element of the OR 99 Corridor Plan. Because it addresses an existing safety concern, this improvement is recommended as medium priority.

Concept 7 – Reduce Turning Conflicts in Vicinity of Rose Street

Concept 7 would manage access on this high crash segment of OR 99 (MP 10.8-11.0) in the vicinity of Rose Street to address a high crash frequency in this short segment of roadway. The purpose of the improvement would be to improve safety through access control.

Discussion

This concept initially suggested several driveway closures and the construction of a new connection to Rose Street from an adjacent mobile home community. However, traffic circulation limitations within the affected mobile home communities indicate that other access

control measures to reduce conflicts should be considered. These may include a raised median to restrict turning movements to right-in/right-out only, additional traffic flow restrictions (one-way ingress or egress), as well as potential driveway closures and a connection to Rose Street.

Recommendation

Addressing the high crash rate on this section of the corridor is recommended; however, more information is needed to better understand traffic flow within some of the affected properties. Therefore, a detailed access study is recommended as a TSM measure to identify and evaluation potential access modifications that could address the high crash frequency.

7.2.2. Phoenix Segment (Concepts 8 to 19)

Twelve potential improvement concepts were considered for this segment to address deficiencies and support a multimodal transportation corridor. Several of these potential improvements had options that were considered with the concept.

Concept 8 – Address Utility Poles Obstructing Sidewalks

Concept 8 recommended the relocation of utility poles that are currently obstructing sidewalks to enhance the functionality of the existing pedestrian facilities.

Discussion

Concept 8 suggests that utility pole obstructions could be addressed by either relocating the utility poles outside of the sidewalk or widening the sidewalk to prove a 6-foot clear zone around the poles. A narrower zone (not less than 4 feet) could be provided if buildings or other significant barriers prevent the wider zone.

Recommendation

Concept 8 is recommended as an element of the OR 99 Corridor Plan; however, these improvements are anticipated to occur over time with other adjacent infrastructure or development projects. City code modifications/stipulations for utility pole placement may also be needed.

Concept 9 – Downtown Phoenix – Install Gateway Treatments

Concept 9 considered gateway treatments at the north (MP 11.37) and south (MP 11.93) ends of the downtown Phoenix couplet. The purpose of this improvement concept is traffic calming by increasing driver awareness of the downtown environment.

Discussion

The intent of the gateway treatments would be to increase driver's awareness of the changing roadway environment while potentially reducing travel speeds and improving safety in the downtown business area. Gateway features must be carefully designed to attract the driver's attention but not interfere with visibility of other vehicles or pedestrians. The needs of trucks traveling through the corridor must also be accommodated.

Recommendation

Concept 9 is recommended as an element of the OR 99 Corridor Plan. The project would be a local City of Phoenix improvement, and priority should be determined by the City of Phoenix Transportation System Plan (TSP).

Concept 10 – Downtown Phoenix on N Main Street – Restripe Travel Lanes

Concept 10 considered restriping the roadway (MP 11.37-11.93) in downtown Phoenix to include a bike lane and define on-street parking. The purpose of this improvement concept is to provide delineated bike facilities and traffic calming through an enhanced downtown environment.

Discussion

Current striping consists of a single dashed line in the center of the road to delineate the two through travel lanes. When on-street parking activity is low, OR 99 appears to have two 22-foot wide travel lanes. Restriping to add a bike lane would clearly define the travelway for bicyclists and striping for on-street parking would help provide visual cues to drivers that they are traveling in a downtown corridor.

Recommendation

Concept 10 is recommended as an element of the OR 99 Corridor Plan. The project would be part of a series of downtown improvements and priority should be determined by the City of Phoenix Transportation System Plan (TSP).

Concept 11 – Downtown Phoenix on Bear Creek Drive – Improve and Maintain Sight Distance

Concept 11 considered signage and foliage maintenance efforts needed to maximize available sight distance and improve safety for traffic turning onto Bear Creek Drive (MP 11.37-11.96).

Discussion

The roadway curvature of Bear Creek Drive makes it difficult for drivers on 1st and 4th Streets to determine which travel lane northbound vehicle are using. The condition is exacerbated by summer foliage and a few signs that interfere with the sight lines in the corridor. A sight distance study to identify obstructions and subsequent sign relocation and foliage maintenance could improve the safety of this corridor.

Recommendation

Concept 11 is not recommended as an element of the OR 99 Corridor Plan because it is a maintenance issue.

Concept 12 – Downtown Phoenix on N Main Street – Enhance Crossing Opportunities

Concept 12 considered adding striped crosswalks with potential curb extensions to several intersections along N Main Street (MP 11.37-11.93). The purpose of this improvement concept is to improve opportunities to cross OR 99 and traffic calming through an enhanced downtown environment.

Discussion

Concept 12 suggested four potential locations (5th, 4th, 1st, and Oak Streets) to add striped crosswalks on the north side of the intersection where pedestrians would be most visible to drivers turning from the side streets. These could be paired with curb extensions to shorten the crossing distance and increase pedestrian visibility and sight lines. Although facilities under state jurisdiction may require minimum pedestrian volume thresholds, the City of Phoenix may consider crosswalk installation after the jurisdictional transfer of OR 99 through downtown (after completion of the Fern Valley Interchange improvements).

Recommendation

Concept 12 is recommended as an element of the OR 99 Corridor Plan. A jurisdictional transfer agreement for this segment of OR 99 reassigns responsibility from ODOT to the City of Phoenix. The project would be part of a series of downtown improvements and priority should be determined by the City of Phoenix Transportation System Plan (TSP).

Concept 13 – Bear Creek Drive – Enhance Connections to Bear Creek Greenway Trail

Concept 13 considered improving connections between Bear Creek Drive and the Greenway Trail at 4th Street (MP 11.49) and Oak Street (MP 11.92). This improvement concept would provide a convenient parallel route to Bear Creek Drive for bicyclists and pedestrians.

Discussion

Concept 13 would improve safety for bicyclists and pedestrians by separating their travelway from the narrow Bear Creek Drive roadway surface with minimal inconvenience. The connection near Oak Street would have some wetlands impacts that would require mitigation but those impacts would be significantly less than what could result from widening Bear Creek Drive to add a bike lane and sidewalk. Impacts to Section 4(f) and 6(f) resources would need to be addressed with this improvement.

Recommendation

Concept 13 is recommended as an element of the OR 99 Corridor Plan. A jurisdictional transfer agreement for this segment of OR 99 reassigns responsibility from ODOT to the City of Phoenix. The project could be part of a series of downtown improvements or could be completed separately. It is recommended as medium priority.

Concept 14 - Downtown Phoenix on Bear Creek Drive – Enhance Crossing Opportunities

Concept 14 considered adding striped crosswalks at two locations: 4th Street (MP 11.49) and the entrance to Blue Heron Park (MP 11.92). The purpose of this improvement concept is to improve opportunities to cross OR 99 and connectivity between downtown Phoenix and the Bear Creek Greenway Trail.

Discussion

Concept 14 would stripe crosswalks to identify the presence of pedestrian activity in the area and encourage pedestrians to cross where they are most visible (south of intersections) to motorists turning from the side streets. The connection at 4th Street has clear sight lines for pedestrian visibility but sight lines near Blue Heron Park can be obstructed by existing buildings and signs. Although the ideal location of this southern crosswalk would be directly across from the park, the crosswalk may need to be located further south to allow for adequate sight distance. As with the crosswalks on N Main Street, facilities under state jurisdiction may require minimum pedestrian volume thresholds; however, the City of Phoenix may consider crosswalk installation after the jurisdictional transfer of OR 99 through downtown (after completion of the Fern Valley Interchange improvements).

Recommendation

Concept 14 is recommended as an element of the OR 99 Corridor Plan. The project would be part of a series of downtown improvements, and due to the jurisdictional transfer of this segment of OR 99, priority should be determined by the City of Phoenix Transportation System Plan (TSP).

Concept 15 – Install Pedestrian Activated Crossing Device – 4th Street

Concept 15 would add a pedestrian-activated crossing device, such as the Rectangular Rapid Flashing Beacon (RRFB) or a Pedestrian Hybrid Beacon in addition to the crosswalk striping identified in Concepts 12 and 14. The purpose of this improvement is to increase the safety of the pedestrian crossings.

Discussion

The use of a pedestrian-activated crossing device increases driver awareness of when pedestrians are present at a crossing location. The RRFB and Pedestrian Hybrid Beacon have a higher compliance of vehicles stopping for pedestrians than a striped crosswalk alone or no crosswalk at all. This location connects downtown Phoenix to the Bear Creek Greenway Trail and also serves a nearby transit stop. Installation of crossing devices requires meeting/exceeding minimum pedestrian crossing thresholds (not evaluated in this process because of insufficient pedestrian data).

Recommendation

Concept 15 is recommended as an element of the OR 99 Corridor Plan. A jurisdictional transfer agreement for this segment of OR 99 reassigns responsibility from ODOT to the City of Phoenix. The project would be part of a series of downtown improvements and priority should be determined by the City of Phoenix Transportation System Plan (TSP).

Concept 16 – Install Pedestrian Activated Crossing Device – Oak Street/ Blue Heron Park Entrance

Concept 16 considered adding a pedestrian-activated crossing device, such as the RRFB or a Pedestrian Hybrid Beacon in addition to the crosswalk striping identified in Concepts 12 and 14. The purpose of this improvement is to increase the safety of the pedestrian crossings.

Discussion

Similar to Concept 15, this location connects downtown Phoenix to the Bear Creek Greenway and serves a nearby transit stop; it also connects with Blue Heron Park. Installation of crossing devices requires meeting/exceeding minimum pedestrian crossing thresholds and sight distance requirements to be evaluated prior to installation. These considerations would affect the location of the crossing.

Recommendation

Concept 16 is recommended as an element of the OR 99 Corridor Plan. A jurisdictional transfer agreement for this segment of OR 99 reassigns responsibility from ODOT to the City of Phoenix. The project would be part of a series of downtown improvements and priority should be determined by the City of Phoenix Transportation System Plan (TSP).

Concept 17 – Bear Creek Drive at 1st Street – Install Emergency Vehicle Traffic Signal

Concept 17 considered installing a traffic signal at the intersection of Bear Creek Drive and 1st Street (MP 11.68) that would only be activated by emergency vehicles. The purpose of this improvement is to reduce response time and improve safety for emergency responders.

Discussion

Concept 17 was compared with the signal warrant guidelines for emergency vehicle traffic control. Both existing and future delays at this intersection are relatively low, even during peak travel periods; therefore, the need for a traffic signal appears low. Discussions with emergency responders indicate that delays at this intersection are minimal and support for the signal was low.

Recommendation

Concept 17 is not recommended as an element of the OR 99 Corridor Plan.

Concept 18 – South End of Couplet to South Phoenix City Limits – Add Center Median, Bike Lanes, and Sidewalks

Concept 18 considered adding a center median, bike lanes, and sidewalks along both sides of OR 99 (MP 11.96-12.36). The purpose of this improvement is to increase capacity and safety, fill in missing segments of the pedestrian system, provide improved accessibility to the existing transit stops along the corridor, and delineate travel lanes for bicycles on the highway.

Discussion

Concept 18 would be part of a series of pedestrian and bicycle system improvements along the OR 99 corridor needed to address existing deficiencies and provide a multimodal transportation system. In addition to the multi-modal improvements, the center turn lane would provide a refuge for left-turning vehicles that would improve safety for vehicular traffic. Two options were considered in the evaluation: one that would reduce cost and impacts to adjacent lands and the other which would bring the highway closer to design standards.

Option A would widen the highway to five lanes with bike lanes and add continuous 6-foot sidewalks but would minimize the pavement cross-section by providing narrower bike lanes (5 feet) and a narrower center median (12 feet) than standard. This option provides minimal cost savings over the full design-width standard and would still require additional ROW acquisition or easements for sidewalks.

Option B would widen the roadway and right of way (ROW) to include a 14-foot center median, 6-foot bike lanes, and 6-foot sidewalks. The costs of constructing Option B are not significantly higher than Option A but the ROW costs and impacts would be greater.

A third option (Option C) that remains within the available ROW was suggested for consideration, with two cross section alternatives. The first cross section alternative would allow the roadway to be widened from 50 feet to a maximum width of 63 feet with 6-foot sidewalks on both sides and remain just within existing 75-foot ROW. The 63-foot paved width would allow for two 13-foot outer travel lanes, two 12-foot inner travel lanes, and a 13-foot center median lane. This cross-section would require design exceptions and bicyclists would share the outer travel lane with motorized vehicles. The second cross section alternative would be to maintain four 12-foot travel lanes and add 6-foot bike lanes for a paved width of 60 feet. The potential for turning collisions is higher without the center turn lane but the crash history analysis revealed that no turning collisions occurred during the 5-year analysis period. Cost savings for Option C, with the reduced roadway footprint, would likely bring construction costs below $2 million and no additional ROW purchase would be necessary.

Recommendation

Concept 18 is not recommended as an element of the OR 99 Corridor Plan because options are better addressed with Concept 36.

Concept 19 – South End of Couplet to Phoenix South City Limits– Add Roadway Lighting at Key Locations

Concept 19 would provide roadway lighting along OR 99 (MP 11.96-12.36) to enhance visibility and safety in the corridor.

Discussion

Roadway lighting provides increased visibility and helps minimize conflicts for all travel modes. To improve overall safety, this urbanized transit corridor should have lighting where there is an identified need (locations with crashes associated with darkness) and potentially at transit stops and at higher volume unsignalized intersections. None of the unsignalized intersections have crash patterns that meet ODOT's lighting policy at unsignalized locations.

Recommendation

Although Concept 19 is recommended as an element of the OR 99 Corridor Plan, street lighting would only be constructed where identified and funded by the local jurisdiction or RVTD.

7.2.3. Phoenix to Talent Transition Segment (Concepts 20 to 21)

Two potential improvement concepts were considered for this segment to address deficiencies and support a multimodal transportation corridor. One of these potential improvements had options that were considered with the concept.

Concept 20 – Phoenix South City Limits to Colver/Suncrest Road – Widen Shoulders

Concept 20 considered providing wider shoulders and some median separation for bi-directional travel for this section of OR 99 (MP 12.36-13.86). The purpose of this improvement is to increase safety for all roadway users.

Discussion

Concept 20 would add shoulders and be part of a series of pedestrian and bicycle system improvements along the OR 99 corridor needed to address existing deficiencies and provide a multimodal transportation system. In addition to the multi-modal improvements, the wider shoulders would provide more recovery area for vehicles that would improve safety for vehicular traffic. Two options were considered in the evaluation: one that would reduce cost and impacts to adjacent lands and the other which would bring the highway closer to design standards.

Option A would widen the roadway to include 6-foot shoulders and a 2-foot median separation which would minimize the cross-section. Although some design exceptions may be required, this option provides a 20 percent cost savings over the full design-width standard and could require some additional ROW acquisition where existing ROW is only 70 feet.

Option B would widen the roadway and right of way (ROW) to include 8-foot shoulders and a 4-foot center median, 6-foot bike lanes, and 6-foot sidewalks. The costs of constructing Option B are not significantly higher than Option A but the ROW costs and impacts would be greater.

A third option that remains within the available ROW was suggested for consideration: a road diet from four travel lanes to three travel lanes. With little to no widening, this option would allow the roadway to be striped to provide 6-foot shoulders on both sides, one 12-foot through travel lane in each direction, and have sufficient width to provide for a 14- to 16-foot center median lane. While the 3-lane cross-section would likely improve the safety of the roadway, forecast daily traffic volumes would be approximately 80 percent of available capacity, indicating that some platooning (i.e., vehicles grouped together behind a slower-moving vehicle) would occur. Permutations of a 3-lane cross-section that would provide two through travel lanes in one direction are also possible but given the relatively short travel time, the ability to pass slower-moving traffic would result in minimal travel time savings.

Recommendation

Concept 20 is not recommended as an element of the OR 99 Corridor Plan because options are better addressed with Concept 37.

Concept 21 – South End of Couplet to Phoenix South City Limits– Add Roadway Lighting at Key Locations

Concept 21 would provide roadway lighting along OR 99 (MP 12.36-13.86) to enhance visibility and safety in the corridor.

Discussion

Roadway lighting provides increased visibility and helps minimize conflicts for all travel modes. To improve overall safety, lighting could be installed where there is an identified need (locations with crashes associated with darkness) and potentially at transit stops and at higher volume unsignalized intersections. None of the unsignalized intersections have crash patterns that meet ODOT's lighting policy at unsignalized locations.

Recommendation

Concept 21 is not recommended as an element of the OR 99 Corridor Plan; however, RVTD could pursue transit stop lighting at locations with consistent nighttime activity (boardings or deboardings).

7.2.4. Talent Segment (Concepts 22 to 25)

Four potential improvement concepts were considered for this segment to address deficiencies and support a multimodal transportation corridor.

Concept 22 – Colver/Suncrest Road to Rapp Road – Complete Sidewalk System

Concept 22 considers completing the sidewalk system along this section of OR 99 by upgrading substandard sidewalk or constructing missing links to complete the pedestrian network.

Discussion

The sidewalk infill is expected to occur over time as adjacent parcels develop or redevelop. Costs for this concept are assumed to be incurred by the developer.

Recommendation

Concept 22 is recommended as an element of the OR 99 Corridor Plan with implementation over time through adjacent development.

Concept 23 – Colver/Suncrest Road through Creel Road – Add Roadway Lighting at Key Locations

Concept 23 would provide roadway lighting along OR 99 (MP 13.86-15.45) to enhance visibility and safety in the corridor.

Discussion

Roadway lighting provides increased visibility and helps minimize conflicts for all travel modes. To improve overall safety, this urbanized transit corridor should have lighting where there is an identified need (locations with crashes associated with darkness) and potentially at transit stops and at higher volume unsignalized intersections. Signalized intersections in the corridor already include street lighting. Arnos Road, an unsignalized location has a crash pattern that is approaching the 30 percent threshold identified in ODOT's lighting policy for unsignalized locations. Creel Road is below the threshold but should also be considered for lighting, particularly if a median island is installed to facilitate pedestrian crossings.

Recommendation

Concept 23 is recommended as an element of the OR 99 Corridor Plan at the intersections of Arnos Road and Creel Road and should be coordinated with the roadway improvements planned for the section of roadway from Rapp Road to the Talent south city limits.

Concept 24 – W Valley View Road Intersection – Modify Traffic Signal Timing

Concept 24 would modify signal timing at the W Valley View Road intersection with OR 99 (MP 14.20) to address existing safety concerns.

Discussion

Crash analysis for the 5-year period between 2005 and 2009 identified 8 reported turning collisions and 3 reported angle collisions. The addition of all-red clearance intervals for all movements, and protected left-turn phases for the W Valley View Road approaches could potentially decrease the number of angle and turning collisions. The signal timing changes may

decrease operational performance at the intersection but operations are still expected to meet mobility targets through the year 2034.

Recommendation

Concept 24 is recommended as an element of the OR 99 Corridor Plan. Because it addresses an existing safety concern, this transportation system management (TSM) measure is recommended as high priority.

Concept 25 – Rapp Road through Creel Road – Continue 5-lane Cross-Section

Concept 25 considers the project currently identified in the 2012-2015 Statewide Transportation Improvement Program (STIP) for OR 99 (MP 14.71-15.45). The purpose of the project is to improve safety, increase capacity, and provide for all modes of travel.

Discussion

Concept 25 would add a center turn lane to improve the safety of this section of OR 99 which included 17 crashes over a 5-year period (2005 through 2009). The addition of bike lanes and sidewalks would greatly improve the connectivity and safety of the corridor for bicyclists and pedestrians who are currently relegated to a 1- to 2-foot shoulder along the roadway.

Since Concept 25 was evaluated, a road diet concept (Concept 32) was proposed and evaluated for this section of OR 99 as well. The findings of that analysis indicate that a 3-lane cross-section would provide many of the same benefits at a lower cost. The narrower cross-section would provide a shorter crossing distance for pedestrians with negligible impacts to vehicular operations. The 3-lane cross-section is also estimated to have a lower crash rate than a 5-lane cross-section.

Recommendation

Concept 25 is not recommended as an element of the OR 99 Corridor Plan. Rather a 3-lane road diet, discussed as Concept 32, is recommended.

7.2.5. Talent to Ashland Transition Segment (Concepts 26 to 31)

Six potential improvement concepts were considered for this segment to address deficiencies and support a multimodal transportation corridor. Some of these potential improvements had options that were considered within the concept.

Concept 26 – Talent South City Limits to Talent Avenue – Widen Shoulders

Concept 26 considered providing wider shoulders and some median separation for bi-directional travel for this section of OR 99 (MP 15.45-16.26). The purpose of this improvement is to increase safety for all roadway users.

Discussion

Concept 26 would add shoulders and be part of a series of pedestrian and bicycle system improvements along the OR 99 corridor needed to address existing deficiencies and provide a multimodal transportation system. In addition to the multi-modal improvements, the wider shoulders would provide more recovery area for vehicles that would improve safety for vehicular traffic. Two options were considered in the evaluation: one that would reduce cost and impacts to adjacent lands and the other which would bring the highway closer to design standards.

Option A would widen the roadway to include 6-foot shoulders and a 2-foot median separation which would minimize the cross-section. Although some design exceptions may be required, this option provides a 20 percent cost savings over the full design-width standard.

Option B would widen the roadway to include 8-foot shoulders and a 4-foot center median, 6-foot bike lanes, and 6-foot sidewalks. The costs of constructing Option B are not significantly higher than Option A but the impacts would be greater.

Since Concept 26 was evaluated, a road diet concept (Concept 33) was proposed and evaluated for this section of OR 99 as well. The findings of that analysis indicate that a 2- to 3-lane cross-section would provide many of the same benefits at a significantly lower cost. The narrower cross-section would provide a shorter crossing distance for pedestrians with negligible impacts to vehicular operations. A 3-lane cross-section is also estimated to have a lower crash rate than a 4-lane cross-section although a 2-lane cross-section would be slightly higher.

Recommendation

Concept 26 is not recommended as an element of the OR 99 Corridor Plan. Rather a road diet, discussed as Concept 33, is recommended.

Concept 27 – Talent South City Limits to S Valley View Road – Add Roadway Lighting at Key Locations

Concept 27 would provide roadway lighting along OR 99 (MP 15.45-17.02) to enhance visibility and safety in the corridor.

Discussion

Roadway lighting provides increased visibility and helps minimize conflicts for all travel modes. To improve overall safety, this urbanized transit corridor should have lighting where there is an identified need (locations with crashes associated with darkness) and potentially at transit stops and at higher volume unsignalized intersections. Signalized intersections in the corridor already include street lighting. Talent Avenue, an unsignalized location has a crash pattern that is above the 30 percent threshold identified in ODOT's lighting policy for unsignalized locations.

Recommendation

Concept 27 is recommended as an element of the OR 99 Corridor Plan at the intersection of Talent Avenue and should be coordinated with the roadway improvements planned for the section of roadway south of the Talent city limits.

Concept 28 – Talent Avenue Intersection – Add Northbound Left-Turn Lane

Concept 28 considered adding a northbound left-turn lane from OR 99 to Talent Avenue (MP 16.26) to improve safety at the intersection.

Discussion

The northbound left-turn lane would improve the safety of this intersection by separating left-turning vehicles from the through traffic. A median island could be considered on the north side of the intersection to provide a mid-street refuge for pedestrians crossing between Talent Avenue and the Bear Creek Greenway Trail.

Since Concept 28 was evaluated, a road diet concept (Concept 33) was proposed and evaluated for this section of OR 99. The 3-lane cross-section would allow for a left-turn lane at the Talent Avenue intersection with the possibility of a median island as well.

Recommendation

Concept 28 is recommended as an element of the OR 99 Corridor Plan; however, it should be considered as part of Concept 33 rather than a separate project.

Concept 29 – Talent Avenue to Bear Creek Greenway Trail Connection – Add Multi-Use Path

Concept 29 considered constructing a multi-use path on the east side of OR 99 (MP 16.26-16.38) that would connect from the trail access point opposite Talent Avenue approximately 600 feet to where the Greenway Trail connects back to the highway.

Discussion

Concept 29 would provide a shorter (by about 300 feet) bicycle/pedestrian facility along OR 99 than the current Greenway Trail alignment. It would also reduce the grade change for users.

Since Concept 29 was evaluated, a road diet concept (Concept 33) was proposed and evaluated for this section of OR 99. The 2- to 3-lane cross-section would allow for wide shoulders (6 to 10 feet) that could accommodate bicyclist or pedestrians along this section of OR 99.

Recommendation

Concept 29 is not recommended as an element of the OR 99 Corridor Plan. Rather a road diet, discussed as Concept 33, is recommended.

Talent Avenue to Entrance at Jackson Hot Springs – Widen Shoulders

Concept 30 considered providing wider shoulders and some median separation for bi-directional travel for this section of OR 99 (MP 16.26-16.92). The purpose of this improvement is to increase safety for all roadway users.

Discussion

Concept 30 would add shoulders and be part of a series of pedestrian and bicycle system improvements along the OR 99 corridor needed to address existing deficiencies and provide a multimodal transportation system. In addition to the multi-modal improvements, the wider shoulders would provide more recovery area for vehicles that would improve safety for vehicular traffic. Two options were considered in the evaluation: one that would reduce cost and impacts to adjacent lands and the other which would bring the highway closer to design standards.

Option A would widen the roadway to include 6-foot shoulders and a 2-foot median separation which would minimize the cross-section. Although some design exceptions may be required, this option provides a 20 percent cost savings over the full design-width standard.

Option B would widen the roadway to include 8-foot shoulders and a 4-foot center median, 6-foot bike lanes, and 6-foot sidewalks. The costs of constructing Option B are not significantly higher than Option A but the impacts would be greater.

Since Concept 26 was evaluated, a road diet concept (Concept 33) was proposed and evaluated for this section of OR 99. The findings of that analysis indicate that a 2- to 3-lane cross-section would provide many of the same benefits at a lower cost.

Recommendation

Concept 30 is not recommended as an element of the OR 99 Corridor Plan. Rather a road diet, discussed as Concept 33, is recommended.

Concept 31 – S Valley View Road Intersection – Increase Capacity

Concept 31 considered widening the westbound approach of S Valley View Road (MP 17.02) to at least 3 lanes to allow for dual left-turn lanes and a full-length right-turn lane. The purpose of this improvement is to provide additional capacity for traffic that may be using OR 99 north of the intersection as well as traffic traveling to/from Ashland.

Discussion

The S Valley View Road intersection will fail in the future without additional capacity. Improvements to add capacity to S Valley View Road from the interchange with I-5 (Exit 19) to OR 99 have been included in the Regional Transportation Plan (RTP), Interchange Area Management Plan (IAMP 19), and the Jackson County Transportation System Plan (TSP) as a long-term project. With the jurisdictional transfer of S Valley View Road from Jackson County to the state, improvements to this section of roadway will need to be part of the STIP before

they can be constructed. Any improvements to S Valley View Road near OR 99 will involve replacing the bridge structure that crosses over Bear Creek and the Greenway Trail that will result in many environmental and land use issues that would need to be addressed.

Recommendation

Concept 31 is recommended as an element of the OR 99 Corridor Plan; however, the improvements at the intersection will likely be tied to a larger project along S Valley View Road rather than an isolated improvement at the intersection itself. Because of the significant cost and impacts associated with the Bear Creek and Trail crossings, these improvements are recommended as low priority

7.2.6. Additional Improvements (Concepts 32 to 39)

During the presentations of the concept evaluation, the idea of a road diet through Talent from south of Rapp Road through Creel Road was suggested. This concept has been analyzed along with extending the road diet southward from the Talent city limits to just north of the S Valley View Road intersection. A detailed analysis of these road diet concepts is presented in Technical Memorandum #6: Talent Area Road Diet Analysis. The findings and recommendation are summarized below as Concepts 32 and 33.

Concept 32 – Rapp Road to Talent South City Limits – Implement a Road Diet and Add Bike Lanes and Sidewalks

Concept 32 considered reducing the number of travel lanes on OR 99 (MP 14.71-15.45) from 4 lanes to 3 lanes, adding bike lanes through additional restriping, and constructing sidewalks.

Discussion

The road diet analysis indicates that a 3-lane cross-section would provide many of the same benefits as the 5-lane improvement proposed as Concept 25 (and identified in the STIP) at a lower cost. The narrower cross-section would provide a shorter crossing distance for pedestrians with negligible impacts to vehicular operations. The 3-lane cross-section is also estimated to have a lower crash rate than a 5-lane cross-section.

Recommendation

Concept 32 is recommended as an element of the OR 99 Corridor Plan. This project is recommended as high priority. This project is identified in the STIP as Key Number 17478.

Concept 33 –Talent South City Limits to North of S Valley View Road – Implement a Road Diet and Widen Shoulders

Concept 33 considered reducing the number of travel lanes on OR 99 (MP 15.45 to 16.92) from 4 lanes to 2 or 3 lanes and widening shoulders and adding intersection turn lanes through restriping.

Discussion

The road diet analysis indicates that a 2- to 3-lane cross-section would provide many of the same benefits as the improvements identified in Concepts 26, 28, and 30 at a significantly lower cost. The narrower cross-section would provide a shorter crossing distance for pedestrians with negligible impacts to vehicular operations. A 3-lane cross-section is also estimated to have a lower crash rate than a 4-lane cross-section although a 2-lane cross-section would be slightly higher.

Recommendation

Concept 33 is recommended as an element of the OR 99 Corridor Plan. It should be considered for concurrent implementation with Concept 32. If not concurrent, it is recommended as a medium priority.

Concept 34 – Charlotte Anne Rd to Coleman Creek Culvert – Implement a Road Diet and Add Bike Lanes and Sidewalks

Concept 34 would reduce the number of travel lanes on OR 99 from 5 lanes to 3 lanes, adding bike lanes through restriping, and constructing sidewalks. Concept 34 is directly comparable to the options presented in Concept 3.

Discussion

Analysis of signalized intersections with Concept 34 resulted in v/c ratios that would exceed mobility standards at several of the signalized intersections. Vehicular crashes are estimated to be higher for the 3-lane than 5-lane cross section primarily because there would be an increase in driveway-related crashes. If the road diet were accompanied by significant access control, the predicted crash rates would be comparable. However, Concept 34 would improve safety and mobility for both pedestrians and bicyclists by providing facilities that do not currently exist or improving substandard facilities.

The section of the corridor south of South Stage Road to Coleman Creek could potentially be considered for the 3-lane cross section but several concerns would still remain. One concern would be the inconsistency of the roadway cross section; the roadway would be five lanes both north and south of a segment just of one mile in length. Transitions between the 3-lane and 5-lane sections would shorten the functional length of the road diet.

Recommendation

Concept 34 is not recommended as an element of the OR 99 Corridor Plan; the lane restriping and sidewalk from Concept 3 is preferred.

Concept 35 – Coleman Creek Crossing - Add Bicycle and Pedestrian Facilities

Concept 35 considered three options to address the lack of bicycle and pedestrian facilities on the Coleman Creek Crossing. Option A would modify travel lane striping (eliminate the center turn lane and narrow through travel lanes), add striped bike lanes, and widen sidewalks.

Option B is similar but would add a raised multi-use path on either side of the roadway rather than separate bike lanes and sidewalks. Option C would modify travel lane striping (narrow travel lanes), add striped bike lanes, and construct parallel pedestrian path structures over Coleman Creek on either side of the roadway.

Discussion

Options A and B would be constructed entirely within the existing roadway structure and ROW. With the elimination of the center median lane, turn restrictions at four driveways could be necessary. Two of the impacted properties would have alternate access but one property with two driveways would not. These options could be constructed with minimal impact to environmental justice populations in the vicinity of the improvements.

Option C would have some ROW impacts to adjacent properties for the construction of the pedestrian path and bridges. The new structures would be designed to accommodate fish passage in Coleman Creek. Option C would not have access impacts because restriping would not eliminate the center median lane.

None of these options would address the underlying issue of fish passage and scouring in Coleman Creek. Ultimately, a new structure would still be needed.

Recommendation

Concept 35, Option A is recommended for the plan as an interim solution to replacing the culvert with a new structure that would address both environmental issues and provide sufficient width for all travel modes. However, a replacement structure is also recommended for inclusion in the plan.

Concept 36 – Phoenix South End of Couplet to South City Limits - Implement a Road Diet and Add Bike Lanes and Sidewalks

Concept 36 would reduce the number of travel lanes on OR 99 from 4 lanes to 3 lanes, adding bike lanes through additional restriping, and constructing sidewalks between the south end of the downtown couplet and the Phoenix south city limits (MP 11.96-12.36).

Discussion

Concept 36 would accommodate all travel modes as well as traffic growth beyond that forecast for the year 2034. It would improve safety and mobility for both pedestrians and bicyclists by providing facilities that do not currently exist or improving substandard facilities. The crossing distances of the 3-lane cross section would not be substantially different than the current 4-lane cross section because the overall paved surface would remain the same. Concept 36 would likely result in fewer vehicular crashes because the center lane would separate turning vehicles from the through traffic movement.

Recommendation

Concept 36 is recommended as an element of the OR 99 Corridor Plan. Because it addresses existing system deficiencies, this improvement is recommended as medium priority.

Concept 37 – Phoenix South City Limits to Talent – Implement a Road Diet and Widen Shoulders

Concept 37 considered reducing the number of travel lanes on OR 99 (MP 12.36 to 13.75) from 4 lanes to 2 or 3 lanes and widening shoulders and adding intersection turn lanes through restriping.

Discussion

The road diet analysis indicates that a 2- to 3-lane cross-section would provide many of the same benefits as the improvements identified in Concept 18 at a significantly lower cost. The narrower cross-section would provide a shorter crossing distance for pedestrians with negligible impacts to vehicular operations. A 3-lane cross-section is also estimated to have a lower crash rate than a 4-lane cross-section because the center lane would separate turning vehicles from the through traffic movement.

Recommendation

Concept 37 is recommended as an element of the OR 99 Corridor Plan. It should be implemented as medium priority.

Concept 38 – North of Hartley Rd – Install Midblock Pedestrian Crossing

Concept 37 considered adding crosswalk striping and a pedestrian-activated crossing device, such as the Rectangular Rapid Flashing Beacon (RRFB) or a Pedestrian Hybrid Beacon to OR 99 between the cities of Phoenix and Talent. The purpose of this improvement is to improve OR 99 crossing opportunities and connectivity adjacent to the Southern Oregon Education Service District building and nearby transit stops.

Discussion

Because this segment of roadway has a 55 mph posted speed, significant concerns about installation were raised. There have been few applications on 55 mph rural roadways. At minimum, additional warning measures, such as advance beacons and signage, would need to be a part of a rural installation.

A pedestrian-activated crossing device in a rural corridor could raise some safety concerns. From the vehicular perspective, stopping traffic in a rural corridor could result in an increase in rear end collisions. With the 4-lane section, vehicles changing lanes to avoid slowing traffic is a concern for pedestrian safety and visibility.

Recommendation

Concept 38 is not recommended as an element of the OR 99 Corridor Plan.

Concept 39 – Bear Creek Trail – Enhance Connections to OR 99 (Throughout Study Area)

Concept 39 would enhance the connections from OR 99 to the adjacent Bear Creek Trail by adding signage and improving access conditions.

Discussion

Eight locations have been suggested for consideration. Some are potential new access locations while others access points to the trail currently exist, but are not clearly marked. The identified improvements would result in three new connections and five improved connections along the Bear Creek Trail within the corridor project extents. The three potential new connections are located as follows: approximately 1650 feet south of Creel Road, approximately 1850 feet south of Rising Sun Farm Road, and approximately 500 feet south of Rising Sun Farm Road. Five potential locations have been identified for enhanced signage including: Cabbage Lane, Northridge Terrace, Cedar Street via Birch Street, South Stage Road and Lowry Lane (south of Matt Loop. The connection from Cedar/Birch could benefit from multiple signs.

Recommendation

Concept 39 is recommended as an element of the OR 99 Corridor Plan to provide better connections to the Bear Creek Trail, a multimodal alternative to OR 99. The enhancements would be part of the overall pedestrian system and are recommended as medium priority.

7.3. Summary of Recommendations

The following table summarizes each of the concepts and the recommendations for implementation.

Table 7-1. Summary of OR 99 Improvement Concepts and Recommendations

Concept	Recommendation	Implementation
South Medford to Phoenix Segment		
Concept 1 – Garfield St to Charlotte Anne Rd (MP 8.56-8.75):Construct sidewalks along the west side of OR 99	Recommended	Medium Priority
Concept 2 – Garfield St to Phoenix North City Limits (MP 8.56-11.03): Install roadway lighting at key locations	Recommended for local or RVTD consideration	NA
Concept 3 – Charlotte Anne Rd to Fern Valley Interchange Project Boundary (MP 8.75-11.04): Add sidewalks and bike lanes	Recommended	High Priority for bike lane restriping Medium Priority for sidewalks
Concept 4 – Spot Locations between Charlotte Anne Rd and Cheryl Ave (MP 8.75-11.11): Install median islands	Recommended	Medium Priority
Concept 5 – South Stage Rd (MP 9.79): Modify traffic signal timing	Recommended as a TSM measure	High Priority
Concept 6 – Northridge Terrace (MP 10.58): Improve turning radius at Northridge Terrace	Recommended	Medium Priority

Table 7-1. Summary of OR 99 Improvement Concepts and Recommendations

Concept	Recommendation	Implementation
Concept 7 – North of Rose St to 42nd Ave (MP 10.84-10.98): Reduce the number of conflicting turning movements:	Recommended for further study as a TSM measure	High Priority
Phoenix Segment		
Concept 8 – Fern Valley Interchange Project Boundary to South End of Couplet (MP 11.33-11.93): Address utility pole locations	Recommended	Concurrent with other projects and code changes
Concept 9 – Downtown Phoenix at North (MP 11.37) & South (MP 11.93) Ends of Couplet : Add gateway treatments	Recommended	Priority established through local TSP
Concept 10 – Downtown Phoenix on N Main St (MP 11.37-11.93): Restripe existing 2-lane roadway cross section to add bike lanes and define parking areas	Recommended	Priority established through local TSP
Concept 11 – Downtown Phoenix on Bear Creek Dr (MP 11.37-11.96): Improve sight distance in corridor	Considered ongoing maintenance	NA
Concept 12 – Downtown Phoenix on N Main St (MP 11.37-11.93): Stripe crosswalks on the north side of intersection at 5th St, 4th St, 1st St, and Oak St (option to add curb extensions)	Recommended	Priority established through local TSP
Concept 13 – Bear Creek Dr at 4th and Oak Streets (MP 11.33-11.92): Enhance connections to Bear Creek Greenway Trail to provide parallel and convenient bicycle and pedestrian facilities	Recommended	Medium Priority
Concept 14 – Downtown Phoenix on Bear Creek Dr (MP 11.49-11.92): Stripe crosswalks on south side of intersection at 4th St and Blue Heron Park entrance	Recommended	Priority established through local TSP
Concept 15 – Downtown Phoenix on N Main St and Bear Creek Dr at 4th St (MP 11.49): Install pedestrian-activated crossing device with crosswalk striping	Recommended	Priority established through local TSP
Concept 16 – Downtown Phoenix on N Main St at Oak St/Blue Heron Park (MP 11.85-11.92): Install pedestrian-activated crossing device with crosswalk striping	Recommended	Priority established through local TSP
Concept 17 – Bear Creek Dr @1st St (MP 11.68): Add emergency vehicle traffic control signal with advanced warning	Not Recommended	NA
Concept 18 – South End of Couplet to South Phoenix City Limits (MP 11.96-12.36): Modify roadway cross section	Not Recommended (see Concept 36)	NA
Concept 19 – South End of Couplet to Phoenix South City Limits (MP 11.96-12.36): Install roadway lighting at key locations	Recommended for local or RVTD consideration	NA
Phoenix to Talent Transition Segment		
Concept 20 – Phoenix South City Limits to Colver/ Suncrest Rd (MP 12.36-13.86): Modify roadway cross section	Not Recommended (see Concept 37)	NA
Concept 21 – Phoenix South City Limits to Colver/ Suncrest Rd (MP 12.36-13.86): Install roadway lighting at key locations	Recommended for RVTD consideration	NA
Talent Segment		
Concept 22 – Colver/Suncrest Rd to Rapp Rd (MP 13.86-14.59): Upgrade or fill in missing sidewalks along OR 99	Recommended	Concurrent with development
Concept 23 –Colver/Suncrest Rd through Creel Rd (MP 13.86-15.34): Install roadway lighting at key locations	Recommended (Arnos and Creel Road)	Concurrent with other projects

Table 7-1. Summary of OR 99 Improvement Concepts and Recommendations

Concept	Recommendation	Implementation
Concept 24 –W Valley View Rd (MP 14.20): Modify traffic signal timing	Recommended as a TSM measure	High Priority
Concept 25 – South of Rapp Rd through Creel Rd (MP 14.71-15.34): Continue 5-lane cross-section	Not Recommended	NA
Talent to Ashland Transition Segment		
Concept 26 – Talent South City Limits to Talent Ave (MP 15.45-16.26): Modify roadway cross section	Not Recommended	NA
Concept 27 – Talent South City Limits to S Valley View Rd (MP 15.45-17.02):Install roadway lighting at key locations	Recommended (Talent Avenue)	Concurrent with other projects
Concept 28 –Talent Ave Intersection (MP 16.26): Provide a northbound left-turn lane	Recommended as part of Concept 33	NA
Concept 29 – Talent Ave to Bear Creek Greenway Trail Connection (MP 16.26-16.38): Provide multi-use path on east side of OR 99	Not Recommended	NA
Concept 30 – Talent Ave to Entrance at Jackson Hot Springs (MP 16.26-16.92): Modify roadway cross section	Not Recommended	NA
Concept 31 – S Valley View Rd Intersection (MP 17.02): Widen S Valley View Rd to provide dual westbound left-turn lanes at OR 99	Recommended	Low
Additional Concepts		
Concept 32 – Rapp Road to Talent South City Limits (MP 14.71-15.45): Implement a road diet and add bike lanes and sidewalks	Recommended	High Priority
Concept 33 – Talent South City Limits to North of S Valley View Rd (MP 15.45-1): Implement a road diet and widen shoulders	Recommended	Medium Priority
Concept 34- Charlotte Anne Rd to Coleman Creek Culvert (MP 8.75-11.03): Implement a Road Diet and Add Bike Lanes and Sidewalks	Not Recommended	NA
Concept 35 – Coleman Creek Crossing (MP 11.03-11.04): Add Bicycle and Pedestrian Facilities	Recommended but identify both an interim and complete solution	High to Medium Priority
Concept 36 – Phoenix South End of Couplet to South City Limits (MP 12.36-13.75): Implement a Road Diet and Add Bike Lanes and Sidewalks	Recommended	Medium Priority
Concept 37 – Phoenix South City Limits to Talent – Implement a Road Diet and Widen Shoulders	Recommended	Medium Priority
Concept 38 – North of Hartley Rd (MP 13.3 approx.): Install Midblock Pedestrian Crossing	Not Recommended	NA
Concept 39 – Bear Creek Trail (Throughout Study Area)L Enhance Connections to OR 99	Recommended	High Priority

OR 99 Rogue Valley Corridor Plan

Garfield Road to S. Valley View Road

Technical Memorandum #8

Access Management Plan

Prepared for

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8. ACCESS MANAGEMENT PLAN

Access management is an essential tool for maintaining capacity, traffic flow, and safety of the highway system. Implementation of effective access management has two primary effects: (1) protecting the public investment in highway facilities, and (2) enabling them to accommodate traffic volumes safely and efficiently into the future while ensuring circulation necessary for good access to the highway. The OR 99 Corridor Plan acknowledges the vital need of adjacent property owners to maintain roadway access to their businesses and residences. However, a proliferation of driveways and minor street intersections along a highway can drastically increase conflicts, causing operational problems, reducing the capacity of intersections, and generally degrading service for all system users. Hence, the access management plan must balance the competing needs of compatible land uses, private access, and the function of the transportation system.

Although access management imposes some restrictions and reduction of access for property along this district level highway (in both urban and rural areas), access management actions in this plan do not prevent the properties from being used and developed in a manner consistent with their adopted comprehensive planning designations. Access management instead will help to ensure that property owners continue to be able to utilize site advantages of the properties by improving traffic circulation and mobility.

The access management measures identified in this plan represent medium- and long-term actions that may be triggered as land use changes occur (new development or redevelopment), future improvement projects are implemented, or as safety and operational issues arise.

8.1. Access Standards

The 1999 Oregon Highway Plan (OHP) devotes an entire section to the discussion of access management with the most recent revisions adopted in March 2012[1]. More detailed requirements, action definitions, and the access spacing standards for district highways are specified in Oregon Administrative Rule (OAR) 734-051 (Division 51): Highway Approaches, Access Control, Spacing Standards, and Medians[2].

Division 51 and the OHP contain minimum spacing standards for private driveway and public road approach spacing based on highway classifications and speeds. Public road approaches are distinguished by a break in the highway right-of-way line while private approach crosses the right-of-way lane.

[1] 1999 Oregon Highway Plan Revisions to Address Senate Bill 264 (2011) Policy 3A, website: http://www.oregon.gov/ODOT/TD/TP/docs/OHP/policyelement-5-28-13.pdf#nameddest=Policy_3A

[2] Oregon Administrative Rules Chapter 734, Division 51, Highway Approaches, Access Control, Spacing Standards, and Medians, Effective June 30, 2014, website: http://www.oregon.gov/ODOT/HWY/ACCESSMGT/docs/pdf/734-051_Perm_Rule.pdf

The revisions specifically note that the spacing standards do not apply to approaches in existence prior to January 1, 2012 except for changes in use, new approach requests, infill development or redevelopment, and highway construction projects. The specific language from Division 51 is:

> OAR 734-051-4020, Standards and Criteria for Approval of Private Approaches:
>
> (8)(c) The spacing standards in Tables 3 through 6 do not apply to approaches in existence prior to January 1, 2012, except when:
>
> (A) A new approach or change of use of an approach is required under ORS 374.312;
>
> (B) Where infill development or infill redevelopment occurs and spacing or safety will be improved by moving in the direction of the spacing standards in Tables 3 through 6; or
>
> (C) Where a highway or interchange project occurs and spacing or safety will be improved by moving in the direction of the applicable spacing standards in Tables 3 through 6.

Under these circumstances, ODOT "shall determine whether the approach road spacing or safety is improved by moving in the direction of the spacing standards."

The standards applicable to the OR 99 corridor from Garfield Street to South Valley View Road are based on volume and speed[3] as summarized in Table 8-1. These standards are based on roadway OHP standards, district highway classification, and long-range estimates of traffic demand. Upon the OTC's adoption, the OR 99 access management plan governs ODOT's decisions of all future road approaches to OR 99 from the OR 99/Garfield Street intersection to the OR 99/South Valley View Road intersection. Future modifications of the adopted access standards will require OTC's amendment of the OR 99 Corridor Plan.

Jurisdiction of the Phoenix downtown couplet portion of OR 99 (MP 11.37 to 12.0) will be transferred from ODOT to the City of Phoenix when the I-5: Fern Valley Interchange Project (Key No. 12723) is substantially complete and the second notification has been issued by ODOT to the construction contractor[4]. The construction is currently anticipated by ODOT to be completed in 2015. With the jurisdictional transfer, the City of Phoenix could revisit the current Special Transportation Area (STA) designation; however, the STA already has a minimal standard that permits one mid-block access in the downtown Phoenix grid.

[3] Current (2010) volumes range from about 10,000 vehicles per day (vpd) to 19,250 vpd, year 2034 volumes are expected to range from about 15,450 vpd to 23,300 vpd, and year 2034 sensitivity volumes are expected to range from about 17,800 vpd to 26,800 vpd.

[4] Jurisdictional Transfer Agreement No. 766, Unit 1 – Rogue Valley Highway (Main Street), Mp 11.37 To 12.00, Unit 2 – Rogue Valley Highway (Bear Creek Drive), Mp 11.37 To 11.96, Unit 3 – 1st Street And 4th Street (Between Main Street & Bear Creek Drive)

Table 8-1. Minimum Access Spacing Standards for OR 99

Milepoints	Segment Description		Posted Speed (mph)	Minimum Spacing1 (feet)
South Medford and Transition to Phoenix Segments				
8.56 to 11.03	Garfield St to Phoenix North City Limits		45	500
Phoenix Segment				
11.03 to 11.43	Phoenix North City Limits to 5th St		30	350
11.43 to 11.85	Special Transportation Area (STA)	Main St (OR 99 SB) from 5th St to Oak St	30	175[2]
11.43 to 11.85		Bear Creek Dr (OR 99 NB) from 5th St to Oak St	35	175[2]
11.85 to 11.93	Main St (OR 99 SB) from Oak St to South End of Couplet		30	350
11.85 to 11.93	Bear Creek Dr (OR 99 NB) from Oak St to South End of Couplet		35	350
11.93 to 12.37	South End of Couplet to Phoenix South City Limits		40	500
Phoenix to Talent Transition Segment				
12.37 to 12.62	Phoenix South City Limits to End of Speed Zone		50	550
12.62 to 13.86	End of Speed Zone to Talent North City Limits (Colver/Suncrest Rd)		55	700
Talent Segment				
13.86 to 14.38	Colver/Suncrest Rd to Rapp Rd		40	500
14.38 to 15.38	Rapp Rd to End Speed Zone (Talent South City Limits)		45	500
Talent to Ashland Transition Segment				
15.38 to 16.77	Talent South City Limits to 0.25 miles north of S. Valley View Rd		55	700
16.77 to 17.02	0.25 miles north of S. Valley View Rd to S. Valley View Rd		45	500

Notes:
1. Table 6: Access Management Spacing Standards for District and Unclassified Highways with Annual Average Daily Traffic > 5,000, OAR 734-51 Effective June 30, 2014 (Table 15 in the revised OHP).
2. OHP Table 15, Note 6, " the minimum access management spacing for driveways is 175 feet or mid-block if the current city block is less than 350 feet." (Also OAR 734-051-4020, Standards and Criteria for Approval of Private Approaches, Section 8(b)(D))

Ideally, a project will include provisions by which access within the project limits can be made fully compliant with the OR 99 Corridor Plan spacing standards established in Table 8-1. In many instances, however, access needed for existing development will not allow these standards to be met. When the requirements and standards cannot be met, progress toward meeting the applicable standards must be demonstrated.

Requests for deviations from these standards can be made, and the process is outlined in OAR 734-051-3050[5].

8.2. Existing Access Inventory

Access inventory data was obtained from ODOT's Official Project Access List (OPAL) for OR 99 from just south of South Stage Road (MP 9.97) to Jackson Road (MP 17.80). These data include

[5] OAR 734-051-3050 Deviations from Approach Road Spacing, Sight Distance, and Channelization Standards for a Private Approach

public street intersections and public/private approaches to OR 99. Some additional (non-OPAL) data was provided between Garfield Street (MP 8.56) and South Stage Road (MP 9.97); however, the majority of the streets/approaches in this section of roadway were identified by visual assessment of an aerial and do not include milepoint or coordinates (latitude/longitude). A total of 434 accesses were identified (219 on the left side, 215 on the right side).

Aerial mapping depicting access locations are shown in figures at the end of this memorandum (Figure 8-1 through Figure 8-7). Table 8-3 accompanies these figures and provides details for public and private approaches including: tax lot number, property owner, use, and related information. (Appendix A contains the OPAL database output received from ODOT and is available upon request.)

ODOT requires approach permits for approaches to highways under its jurisdiction, but many driveways and public streets predate the permitting process or have come into existence without permits. Of the accesses that have permits, some have been cancelled or are expired. Existing access permits were found for 110 accesses along the corridor, four of which are public roadways. (Appendix B contains the Central Highway Approach/Maintenance Permit System [CHAMPS] database output received from ODOT and is available upon request.) Based on the revised Division 51, ODOT will no longer require a permit for public road approaches.

Along the OR 99 corridor segments speeds and traffic volumes vary as does the adjacent land characteristics (urban or rural). Table 8-2 summarizes the driveway access spacing between the public roadways that intersect OR 99. Because access spacing is measured along one side of the roadway without regard for connections on the opposite side Table 8-2 considers spacing on the "right" and "left" sides of the roadway when traveling from south to north (ascending mile points).

Table 8-2. Driveway Access Spacing between Public Roadways

Segment on OR 99	Begin MP	Distance (miles)	Posted Speed (mph)	Spacing Standard[1] (feet)	No. of Driveway Accesses	No. of Accesses Meeting Standard
ACCESS POINTS ON RIGHT SIDE OF OR 99 (Ascending Milepoints)						
Garfield St to Bear Creek Corp	8.56	0.71	45	500	2	2
Bear Creek Corp to South Stage Rd	9.27	0.52			6	1
South Stage Rd to E. Glenwood St	9.79	0.64			8	0
E. Glenwood St to Rose St	10.23	0.62			32	0
Rose St to Posted Speed Change	10.86	0.17			3	0
Posted Speed Change Cheryl Ave	11.03	0.08	30	350	1	0
Cheryl Ave to Bolz Ln	11.11	0.14			3	0
Bolz Ln to 6th St	11.25	0.11			4	0
6th St to 5th St *(Main St/Bear Creek Dr)*	11.36	0.06	30/35	350	2 *(2/0)*	0
5th St to 4th St *(Main St/Bear Creek Dr)*	11.43	0.06	30/35	175	4 *(3/1)*	1 *(0/1)*
4th St to 3rd St *(Main St/Bear Creek Dr)*	11.49	0.06			2 *(1/1)*	2 *(1/1)*
3rd St to 2nd St *(Main St/Bear Creek Dr)*	11.55	0.06			3 *(3/0)*	0
2nd St to 1st St *(Main St/Bear Creek Dr)*	11.61	0.06			2 *(2/0)*	0
1st St to Oak St *(Main St/Bear Creek Dr)*	11.67	0.18			11 *(11/0)*	0
Oak St to Couplet End *(Main St/Bear Creek Dr)*	11.85	0.08	30/35	350	6 *(5/1)*	0
Couplet End to Phoenix City South Limits	11.93	0.44	35	500	13	0

Table 8-2. Driveway Access Spacing between Public Roadways

Segment on OR 99	Begin MP	Distance (miles)	Posted Speed (mph)	Spacing Standard[1] (feet)	No. of Driveway Accesses	No. of Accesses Meeting Standard
Phoenix South City Limits to End Speed Zone	12.37	0.25	50	550	10	0
End Speed Zone to Hartley Rd	12.62	0.75	55	700	13	1
Hartley Rd to Colver Rd	13.37	0.49			3	1
Colver Rd to New St	13.86	0.21	40	500	5	0
New St to W. Valley View Rd	14.07	0.13			5	0
W. Valley View Rd to Rapp Rd	14.20	0.39			12	0
Rapp Rd to Arnos Ln	14.59	0.31	45	500	10	1
Arnos Ln to Tulipan Rd	14.90	0.36			9	0
Tulipan Rd to Creel Rd	15.26	0.08			1	0
Creel Rd to End Speed Zone	15.34	0.04			0	1
End Speed Zone to Talent Ave	15.38	0.89	55	700	20	0
Talent Ave to Begin Speed Zone	16.26	0.51			5	2
Begin Speed Zone to S. Valley View Rd	16.77	0.25	45	500	2	0
ACCESS POINTS ON LEFT SIDE OF OR 99 (Ascending Milepoints)						
Garfield St to Charlotte Anne Rd	8.56	0.25	45	700	2	1
Charlotte Anne Rd to Lowry Ln	8.81	0.26			3	1
Lowry Ln to Matt Loop	9.07	0.33			3	1
Matt Loop to Lowry Rd	9.41	0.19			1	1
Lowry Rd to South Stage Rd	9.59	0.20			0	NA
South Stage Rd to W. Glenwood St	9.79	0.45			9	1
W. Glenwood St to Northridge Terrace	10.24	0.35			12	0
Northridge Terrace to Oak Crest Way	10.58	0.19			5	0
Oak Crest Way to Posted Speed Change	10.77	0.26			11	0
Posted Speed Change to Fern Valley Rd	11.03	0.12	30	350	6	0
Fern Valley Rd to Bolz Ln	11.15	0.10			2	0
Bolz Ln to 5th St *(Main St/Bear Creek Dr)*	11.25	0.18	30/35	350	9 *(5/4)*	0
5th St to 4th St *(Main St/Bear Creek Dr)*	11.43	0.06	30/35	175	3 *(1/2)*	1 *(1/0)*
4th St to 1st St *(Main St/Bear Creek Dr)*	11.49	0.18			10 *(10/0)*	0
1st St to W. Oak St *(Main St/Bear Creek Dr)*	11.67	0.18			13 *(13/0)*	0
Oak St to Couplet End *(Main St/Bear Creek Dr)*	11.85	0.08	30/35	350	4 *(1/3)*	1
Couplet End to Phoenix South City Limits	11.93	0.44	40	500	16	0
Phoenix South City Limits to Cabbage Ln	12.37	0.22	50	550	11	0
Cabbage Ln to End Speed Zone	12.59	0.03	55	700	0	0
End Speed Zone to Suncrest Rd	12.62	1.24			29	1
Suncrest Rd to Fairview Dr	13.86	0.21	40	500	3	0
Fairview Dr to W. Valley View Rd	14.07	0.13			1	0
W. Valley View Rd to Rapp Rd	14.20	0.18			7	1
Rapp Rd to End Speed Zone	14.38	1.00	45	500	29	0
End Speed Zone to Begin Speed Zone	15.38	1.39	55	700	5	3
Begin Speed Zone to S. Valley View Rd	16.77	0.25	45	500	1	0

Note: Spacing standard is based on Table 6: Access Management Spacing Standards for District and Unclassified Highways with Annual Average Daily Traffic > 5,000, OAR 734-51 Effective June 30, 2014 (Table 15 in the revised OHP).

Source David Evans and Associates, Inc.:

When compared to the applicable spacing standards, few of the driveway accesses meet current spacing standards based on existing average annual daily traffic (AADT) volumes, speeds, and rural/urban characteristics.

8.3. Access Management Techniques and Objectives

Access management is a set of measures techniques that the state can use to control access to a highway that extend the operational life of the facility by reducing congestion, improving traffic flow, reducing crashes, and reducing conflicting vehicle movements. Access management techniques applicable to the OR 99 corridor include:

- *Controlling Intersection Spacing*: Maintaining minimum distances between intersections, particularly those with traffic signals, can improve the flow of traffic, which reduces congestion and improves air quality for heavily traveled corridors.
- *Managing Driveway Spacing*: Fewer driveways spaced further apart can allow for more orderly merging of traffic and present fewer challenges to drivers.
- *Adding Turning Lanes*: Dedicated left- and right-turn lanes keep through-traffic flowing.
- *Installing Median Treatments*: Two-way left-turn lanes and non-traversable, raised medians are some of the most effective means to regulate access and reduce accidents.
- *Improving the Local Street Network*: Local system improvements provide access to property, ensure sufficient capacity for development to occur, and can reduce the demand of local traffic on the highway system.

Proposed construction projects and land use changes along OR 99 will require approach permits from ODOT in order to demonstrate compliance or movement towards compliance with the standards applicable to this corridor. Objectives when implementing access management in the OR 99 include:

- Consider exceptions to access spacing standards to take advantage of existing property boundaries and existing or planned public streets and to accommodate environmental constraints.
- Replace private approaches with public streets, where feasible, to provide consolidated access to multiple properties.
- Ensure all properties impacted by improvements on the highway are provided reasonable access to the transportation system.
- Align approaches on opposite sides of roadways where feasible to reduce turning conflicts.

8.4. Access Management and Implementation by Highway Segment

The Access Management Plan for OR 99 includes a variety of measures that may be implemented when one or more of the following triggers occur:

1. Applications for land use changes or development are submitted
2. Applications for a private road approach permit are submitted
3. Future highway improvement projects move into design and construction
4. Safety and/or operational problems arise

The plan consists of policies that guide when and how access management measures would be implemented along with specific actions associated with projects along the OR 99 corridor. Ultimately, approval or delay of implementation may be determined by the Region Access Management Engineer and Region Manager.

8.4.1. General Policy

General access management policies that apply to the OR 99 corridor between Garfield Street and S. Valley View Road include:

- Policy 1: Access management measures shall be applied with a desire to move towards achieving applicable access spacing standards over time.
- Policy 2: Consolidation, closure, or modification of driveways in an effort to move towards achieving applicable access spacing standards in accordance with OAR 734-051 shall be considered when any of the following conditions are met:
    - *Property develops or redevelops and when reasonable access can be provided with a single access point or via a local street.*
    - *An application for a private road approach permit is submitted.*
    - *Future roadway improvements move into design and construction.*
    - *The annual accident rate is 20 percent greater than the statewide rate for similar roadways or a section has an ODOT SPIS rating in the worst 10 percent.*
- Policy 3: Turn limitations shall be considered when any of the following conditions are met:
    - *Future roadway improvements move into design and construction.*
    - *The annual accident rate is 20 percent greater than the statewide rate for similar roadways or a section has an ODOT SPIS rating in the worst 10 percent.*
- Policy 4: Opportunities to construct local network connections should be considered with adjacent development to expand access options for both future and existing parcels.

8.4.2. Specific Actions

Specific access management actions are recommended below. One action is related to existing safety concerns and could be taken independently of project implementation. The other actions should be taken when OR 99 Corridor Plan projects are implemented; that is, they are funded to move into design and construction. At the time of implementation, an access management strategy for the specific project should be developed. These actions are summarized by roadway segment.

Segment 1: OR 99 from South Medford to Phoenix

The OR 99 Corridor Plan includes seven projects along the segment of OR 99 between Garfield Street and the Coleman Creek culvert. Most of these projects include modifications to the roadway cross section such as new sidewalks, median island installation, intersection

improvements, and culvert reconstruction or replacement. One project only modifies lane striping and is not anticipated to include access management measures.

Recommended access management actions, identified in Figure 8-8, include:

- Action 1: Monitor crash patterns and SPIS ratings for the segment of OR 99 between Northridge Terrace and Coleman Creek culvert (MP 10.58-11.03) which is called out with a red circle on Figure 8-8. If a continued pattern of turning and angle collisions persists and/or the segment maintains a rating in the worst 10% of the SPIS, access management measures should be evaluated to determine if crash rates and severity can be reduced. Development of a management strategy should then be prioritized, even if other improvements take longer to implement.
- Action 2: When design begins for Project 1. OR 99 – Garfield St to Charlotte Anne Rd: Sidewalk Improvements (MP 8.56-8.75), consider consolidation, closure, or modification of driveways on the west side of OR 99 in the vicinity of Charlotte Anne Road to improve the flow of highway traffic and the safety of all travelers (motorists, bicyclists, and pedestrians).
- Action 3: When design begins for design begins for Project 3. OR 99 – Charlotte Anne Rd to Coleman Creek: Sidewalk Improvements (MP 8.87-11.03), consider consolidation, closure, or modification of driveways for the length of the improvement to improve the flow of highway traffic and the safety of all travelers (motorists, bicyclists, and pedestrians).
- Action 4: When design begins for Project 4. OR 99 – Charlotte Anne Rd to Coleman Creek: Median Islands (assorted locations MP 8.75-11.03), consider turn limitations in the vicinity of the median islands to improve the function and safety of the crossings, especially for pedestrians.
- Action 5: When design begins for Project 5. OR 99/Northridge Terrace Intersection: Safety Improvements (MP 10.58), consider consolidation, closure, or modification of driveways in the vicinity of the intersection to improve the safety and function of the intersection for all travelers (motorists, bicyclists, and pedestrians).
- Action 6: When design begins for Project 6. OR 99/Coleman Creek Crossing: Interim Sidewalk and Bike Lane Improvements (MP 11.03-11.04), consider turn limitations where the center lane is narrowed to maintain the flow of highway traffic and the safety of all travelers (motorists, bicyclists, and pedestrians).
- Action 7: When design begins for Project 7. OR 99/Coleman Creek Crossing: Replacement (MP 11.03-11.04), consider consolidation, closure, or modification of driveways in the vicinity of the culvert to improve the flow of highway traffic and the safety of all travelers (motorists, bicyclists, and pedestrians).

Segment 2: OR 99 Phoenix Segment

The OR 99 Corridor Plan includes five projects along the segment of OR 99 between the Coleman Creek culvert and Cabbage Lane. One of these assumes sidewalk improvements that would occur with other projects or as adjacent parcels develop/redevelop and access

management would be guided by the policies in this plan. Three projects are downtown improvements on the section of OR 99 designated as an STA that will transfer to City of Phoenix jurisdiction with the completion of the Fern Valley Interchange project. As project elements such as curb extensions or pedestrian crossings are implemented, measures to maintain safety for all travelers should be incorporated. Only one of these projects includes modifications to the roadway cross section which would likely result in an access management strategy during project development.

Recommended access management actions, identified in Figure 8-8, include:

- Action 8: When design begins for Project 12. OR 99 –South of Couplet to Phoenix City Limits: Sidewalk Improvements and Lane Conversion (MP 11.96-12.36), consider consolidation, closure, or modification of driveways for the length of the improvement to improve the flow of highway traffic and the safety of all travelers (motorists, bicyclists, and pedestrians).

Segment 3: OR 99 from Phoenix to Talent

The OR 99 Corridor Plan includes one project along the segment of OR 99 between north of Cabbage Lane and Culver/Suncrest Road which includes modifications to the roadway cross section.

Recommended access management actions, identified in Figure 8-8 include:

- Action 9: When design begins for Project 13. OR 99 – Phoenix City Limits to Talent City Limits: Lane Conversion (MP 12.37-13.86), consider consolidation, closure, or modification of driveways for the length of the improvement to improve the flow of highway traffic and the safety of all travelers (motorists, bicyclists, and pedestrians).

Segment 4: OR 99 Talent Segment

The OR 99 Corridor Plan includes four projects along the segment of OR 99 between the city limits (Colver/Suncrest Road and south of Creel Road). One of these assumes sidewalk infill along the east side of the highway as adjacent parcels develop and access management would be guided by the policies. Two of these projects focus on pathway or pedestrian crossing improvements. The other project is a STIP project that would improve the highway from Rapp Road southward through Creel Road.

Recommended access management actions, identified in Figure 8-8, include:

- Action 10: When design begins for Project 15. OR 99 at Wagner Creek Greenway Trail: Midblock Crossing (MP 14.39) (MP 14.39), include raised median as part of crossing and assess whether turn limitations in the vicinity of the crossing would improve the function and safety for pedestrians.
- Action 11: As Project 16. OR 99 – Rapp Rd to Creel Rd (Talent City Limits): Sidewalk Improvements and Lane Conversion (MP 14.71-15.67) is implemented through the current STIP (Key Number 17478), consider consolidation, closure, or modification of

driveways for the length of the improvement to improve the flow of highway traffic and the safety of all travelers (motorists, bicyclists, and pedestrians).

- Action 12: When design begins for Project 17. OR 99 – Creel Rd to Bear Creek Greenway Connection: Multiuse Pathway (MP 15.34-15.67), consider consolidation, closure, or modification of driveways on the east side of the highway for the length of the improvement to improve the flow of highway traffic and the safety of all travelers (motorists, bicyclists, and pedestrians).

Segment 5: OR 99 from Talent to Ashland

The OR 99 Corridor Plan includes two projects along the segment of OR 99 between the southern city limits (south of Creel Road) to S. Valley View Road. Both projects on this segment include roadway modifications such as intersection turn lanes, providing a wider bike lane/shoulder, and additional lane capacity.

Recommended access management actions, identified in Figure 8-8, include:

- Action 13: When design begins for Project 18. OR 99 – Creel Rd (Talent City Limits) to S. Valley View Rd: Lane Conversion (MP 15.34-16.92), consider consolidation, closure, or modification of driveways for the length of the improvement to improve the flow of highway traffic and the safety of all travelers (motorists, bicyclists, and pedestrians).
- Action 14: When design begins for Project 19. OR 99/S. Valley View Rd Intersection: Dual Left-Turn Lanes on S. Valley View Rd (MP 17.02), consider consolidation, closure, or modification of driveways in the vicinity of the intersection to improve the safety and function of the intersection for all travelers (motorists, bicyclists, and pedestrians).

Attachments:

Table 8-3. Existing Access Inventory

Figure 8-1. Existing Access Inventory-Medford Segment
Figure 8-2. Existing Access Inventory-Transition Segment (Medford to Phoenix)
Figure 8-3. Existing Access Inventory-Phoenix Segment
Figure 8-4. Existing Access Inventory-Transition Segment (Phoenix to Talent)
Figure 8-5. Existing Access Inventory- Transition Segment (Phoenix to Talent) and Talent Segment
Figure 8-6 . Existing Access Inventory- Talent Segment and Transition Segment (Talent to Ashland)
Figure 8-7. Existing Access Inventory- Transition Segment (Talent to Ashland)
Figure 8-8. Access Management Plan Actions

Appendix A. OPAL Database Output from ODOT
Appendix B. CHAMPS Database Output from ODOT

Table 8-3. Existing Access Inventory

Access ID	Section Name	Posted Speed	Urban/ Rural	Side	Existing Width	Property Use	Tax Lot Data	Owner	Address	Private/ Public	Comments
429	OR 99	45	Urban	R	84′	Rd	n/a		n/a	Public	Existing Rd. Garfield Street.
429	OR 99	45	Urban	L	84′	Rd	n/a		n/a	Public	Existing Rd. Garfield Street.
437	OR 99	45	Urban	L			n/a			Private	Driveway
430	OR 99	45	Urban	L	12.2′					Private	Driveway
436	OR 99	45	Urban	L		Rd				Public	Existing Rd. Charlotte Anne Road.
438	OR 99	45	Urban	L						Private	Driveway
439	OR 99	45	Urban	L						Private	Driveway
440	OR 99	45	Urban	R						Private	Driveway
441	OR 99	45	Urban	L						Private	Driveway
442	OR 99	45	Urban	L						Public	Existing Rd. Lowry Lane.
443	OR 99	45	Urban	R						Private	Driveway. Directly across from Lowry Lane.
444	OR 99	45	Urban	L						Private	Driveway. Directly across from Bear Creek Corp/Anton Dr
445	OR 99	45	Urban	R						Public	Existing Rd. Bear Creek Corp/Anton Dr
446	OR 99	45	Urban	L						Private	Driveway
447	OR 99	45	Urban	L						Private	Driveway
448	OR 99	45	Urban	R						Private	Driveway. Directly across from Matt Loop.
431	OR 99	45	Urban	L	34	Rd				Public	Existing Rd. Matt Loop.
450	OR 99	45	Urban	L						Private	Driveway
449	OR 99	45	Urban	R						Private	Driveway
432	OR 99	45	Urban	R	40′					Private	Driveway
433	OR 99	45	Urban	L	40′					Public	Existing Rd. Lowry Lane.
434	OR 99	45	Urban	R	40′					Private	Driveway
451	OR 99	45	Urban	R						Private	Driveway
435	OR 99	45	Urban	R	40′					Private	Driveway
452	OR 99	45	Urban	L						Public	Existing Rd. South Stage Road.
452	OR 99	45	Urban	R						Public	Existing Rd. South Stage Road.
453	OR 99	45	Urban	R						Private	Driveway
0	OR 99	45	Urban	R	30	apartments	38-05d-1w	PINE CREEK ESTATES LTD PART	3282 S. Pacific Hwy	Private	
1	OR 99	45	Urban	L	12	trailer park	38-05-1w	SAN GEORGE ESTATES LLC	3205 S. Pacific Hwy	Private	
2	OR 99	45	Urban	L	36	commercial	38-05d-1w	TAYLOR FRANCES M	3411 S. Pacific Hwy	Private	
3	OR 99	45	Urban	L	30	commercial	38-05d-1w	TAYLOR FRANCES M	3411 S. Pacific Hwy	Private	
4	OR 99	45	Urban	R	12	apartments	38-05d-1w	TOWNE/COUNTRY PROPERTIES	3306 S. Pacific Hwy	Private	
5	OR 99	45	Urban	R	14	apartments	38-05d-1w	TOWNE/COUNTRY PROPERTIES	3306 S. Pacific Hwy	Private	
6	OR 99	45	Urban	L	30	commercial	38-05d-1w	PERKINS RE TRUSTEE	3425 S. Pacific Hwy	Private	
7	OR 99	45	Urban	R	30	apartments	38-05d-1w	PINE CREEK ESTATES LTD PART	3340 S. Pacific Hwy	Private	
8	OR 99	45	Urban	L	48	commercial	38-05d-1w	PERKINS RE TRUSTEE	3425 S. Pacific Hwy	private	
9	OR 99	45	Urban	L	50	trailer park	38-04c-1w	BORGIA SHIRLEY S REV TRUST	3431 S. Pacific Hwy	private	
10	OR 99	45	Urban	R	47	commercial	38-05d-1w	DICOPA, INC.	3404 S. Pacific Hwy	private	
11	OR 99	45	Urban	L	50	commercial	38-04c-1w	SOLORIO DAVID	3405 S. Pacific Hwy	private	
12	OR 99	45	Urban	R	45	commercial	38-04c-1w	EASTMAN FAMILY TRUST	3424 S. Pacific Hwy	private	
13	OR 99	45	Urban	L	30	residence	38-04c-1w	SMITH DAVID R	3445 S. Pacific Hwy	private	
14	OR 99	45	Urban	R	40	storage	38-04c-1w	NOVARA SHANNON M	3444 S. Pacific Hwy	private	
15	OR 99	45	Urban	L	24	roadway		Jackson County	n/a	public	Existing Rd. E. Glenwood Street
16	OR 99	45	Urban	L	12	residence	38-04c-1w	DNA INTERNATIONAL LLC	3459 S. Pacific Hwy	private	
17	OR 99	45	Urban	R	21	roadway	38-04c-1w	TRIANGLE LAND COMPANY LLC	n/a	private	Existing Rd. W. Glenwood Drive
18	OR 99	45	Urban	L	24	Storage	38-04c-1w	S & T FAMILY LLC	3509 S. Pacific Hwy	private	
19	OR 99	45	Urban	R	45	Auto Sales	38-04c-1w	MC DANIEL LOWELL	3490 S. Pacific Hwy	private	
20	OR 99	45	Urban	R	45	Auto Sales	38-04c-1w	MC DANIEL LOWELL	3490 S. Pacific Hwy	private	
21	OR 99	45	Urban	L	36	Storage	38-04c-1w	S & T FAMILY LLC	3509 S. Pacific Hwy	private	

Table 8-3. Existing Access Inventory

Access ID	Section Name	Posted Speed	Urban/ Rural	Side	Existing Width	Property Use	Tax Lot Data	Owner	Address	Private/ Public	Comments
22	OR 99	45	Urban	R	40	commercial	38-09b-1w	DAVIS GUY C	3524 S. Pacific Hwy	private	
23	OR 99	45	Urban	R	40	commercial	38-09b-1w	HANLIN WARREN LIVING TRUST	3528 S. Pacific Hwy	private	
24	OR 99	45	Urban	L	24	Storage	38-04c-1w	S & T FAMILY LLC	3509 S. Pacific Hwy	private	
25	OR 99	45	Urban	R	50	commercial	38-09b-1w	THOMAS LOVING TRUST FAMILY TRUST	3552 S. Pacific Hwy	private	
26	OR 99	45	Urban	R	40	storage	38-09b-1w	DIETZEL REVOCABLE LIVING TRUST	3558 S. Pacific Hwy	private	
27	OR 99	45	Urban	L	60	trailer park	38-04c-1w	MEDFORD ESTATES MHP LLC	3555 S. Pacific Hwy	private	
28	OR 99	45	Urban	R	20	storage	38-09b-1w	DIETZEL REVOCABLE LIVING TRUST	3558 S. Pacific Hwy	private	
29	OR 99	45	Urban	R	45	commercial	38-09b-1w	HANSEN LEE M	3598 S. Pacific Hwy	private	
30	OR 99	45	Urban	L	36	medical	38-04c-1w	HEALTH CARE CENTER INC	3617 S. Pacific Hwy	private	
31	OR 99	45	Urban	R	21	commercial	38-09b-1w	BILLYJACK LLC	3622 S. Pacific Hwy	private	
32	OR 99	45	Urban	R	30	commercial	38-09b-1w	BOYLAN FAMILY TRUST	3628 S. Pacific Hwy	private	
33	OR 99	45	Urban	L	50	commercial	38-09b-1w	CANON THOMAS L/ANNE P	3629 S. Pacific Hwy	private	
34	OR 99	45	Urban	R	24	commercial	38-09b-1w	BOYLAN FAMILY TRUST	3628 S. Pacific Hwy	private	
35	OR 99	45	Urban	R	40	residence	38-09b-1w	ALTUNEL YASEM	3654 S. Pacific Hwy	private	
36	OR 99	45	Urban	L	60	trailer park	38-09ba-1w	INVESTMENTS-OR LLC	3653 S. Pacific Hwy	private	shared
37	OR 99	45	Urban	L	36	commercial	38-09ba-1w	RIVERRIDGE MANAGEMENT LLC	3693 S. Pacific Hwy	private	
38	OR 99	45	Urban	R	50	commercial	38-09b-1w	RELIABLE HOMES	3672 S. Pacific Hwy	private	
39	OR 99	45	Urban	L	24	commercial	38-09ba-1w	RIVERRIDGE MANAGEMENT LLC	3693 S. Pacific Hwy	private	
40	OR 99	45	Urban	R	50	commercial	38-09b-1w	LEE NICK KENNETH	3704 S. Pacific Hwy	private	
41	OR 99	45	Urban	L	30	commercial	38-09ba-1w	RIVERRIDGE MANAGEMENT LLC	3737 S. Pacific Hwy	private	
42	OR 99	45	Urban	R	21	commercial	38-09b-1w	LEE NICK KENNETH	3704 S. Pacific Hwy	private	
43	OR 99	45	Urban	R	21	commercial	38-09b-1w	COOK VINCENT L	3726 S. Pacific Hwy	private	
44	OR 99	45	Urban	R	40	commercial	38-09b-1w	COOK VINCENT L	3726 S. Pacific Hwy	private	
45	OR 99	45	Urban	R	16	residence	38-09b-1w	DEDRICK DENNIS A	3748 S. Pacific Hwy	private	
46	OR 99	45	Urban	L	42	roadway		Jackson County	n/a	public	Existing Rd. Northridge Terrace
47	OR 99	45	Urban	R	24	commercial	38-09b-1w	MC GONAGLE JOHN/CHERYL M	3766 S. Pacific Hwy	private	
48	OR 99	45	Urban	R	18	commercial	38-09b-1w	MC GONAGLE JOHN/CHERYL M	3766 S. Pacific Hwy	private	
49	OR 99	45	Urban	R	26	commercial	38-09b-1w	MC GONAGLE JOHN/CHERYL M	3766 S. Pacific Hwy	private	
50	OR 99	45	Urban	R	30	commercial	38-09b-1w	MC GONAGLE JOHN/CHERYL M	3766 S. Pacific Hwy	private	
51	OR 99	45	Urban	L	50	trailer park	38-09b-1w	ROGUE LLC	3761 S. Pacific Hwy	private	
52	OR 99	45	Urban	R	50	Auto Sales	38-09b-1w	POOLE JOHN S	3800 S. Pacific Hwy	private	
53	OR 99	45	Urban	L	34	trailer park	38-09b-1w	ROGUE LLC	3761 S. Pacific Hwy	private	
54	OR 99	45	Urban	L	24	commercial	38-09b-1w	CEARLEY ENTERPRISES INC	3823 S. Pacific Hwy	private	
55	OR 99	45	Urban	L	16	commercial	38-09b-1w	CEARLEY ENTERPRISES INC	3823 S. Pacific Hwy	private	
56	OR 99	45	Urban	R	60	mobile home park	38-09b-1w	G B ENTERPRISES LLC	3848 S. Pacific Hwy	private	
57	OR 99	45	Urban	L	30	commercial	38-09b-1w	KAYLOR PATRICIA L	3847 S. Pacific Hwy	private	
58	OR 99	45	Urban	R	40	Auto Sales	38-09b-1w	KUSEL MICHAEL J/GERALDINE	3846 S. Pacific Hwy	private	
59	OR 99	45	Urban	L	24	roadway		Jackson County	n/a	public	Existing Rd. Oak Crest Way
60	OR 99	45	Urban	R	26	commercial	38-09b-1w	BATTY DAVE	3932 S. Pacific Hwy	private	
61	OR 99	45	Urban	R	26	commercial	38-09b-1w	BATTY DAVE	3932 S. Pacific Hwy	private	
62	OR 99	45	Urban	L	30	commercial	38-09a-1w	DOTY MIRIAM	3945 S. Pacific Hwy	private	
63	OR 99	45	Urban	R	30	commercial	38-09b-1w	WILT STEVE & CYNTHIA REVOCABLE TRUST	3954 S. Pacific Hwy	private	
64	OR 99	45	Urban	L	42	trailer park	38-09a-1w	SAN ROGUE INC	3957 S. Pacific Hwy	private	
65	OR 99	45	Urban	R	36	market	38-09b-1w	SOUTHLAND CORPORATION THE	3960 S. Pacific Hwy	private	
66	OR 99	45	Urban	R	45	roadway	38-09b-1w	City of Phoenix	n/a	public	Existing Rd. Rose Street
67	OR 99	45	Urban	R	35	trailer park	38-09b-1w	SPT PROPERTIES II LLC	3966 S. Pacific Hwy	private	
68	OR 99	45	Urban	L	30	commercial	38-09a-1w	JANTZER JASON C TRUSTEE	3995 S. Pacific Hwy	private	
69	OR 99	45	Urban	L	24	commercial	38-09a-1w	JANTZER JASON C TRUSTEE	3995 S. Pacific Hwy	private	
70	OR 99	45	Urban	L	24	residence	38-09a-1w	MYERS DONNA RAE TRUSTEE	4009 S. Pacific Hwy	private	
71	OR 99	45	Urban	R	12	bank	38-09a-1w	VALLEY OF THE ROGUE BANK	4000 S. Pacific Hwy	private	
72	OR 99	45	Urban	L	30	commercial	38-09a-1w	MYERS DONNA RAE TRUSTEE	4019 S. Pacific Hwy	private	
73	OR 99	45	Urban	L	30	trailer park	38-09a-1w	ACHIRO TRUST et.al	4069 S. Pacific Hwy	private	
74	OR 99	45	Urban	R	34	trailer park	38-09a-1w	DANCEY JAMES FAMILY TRUST	4074 S. Pacific Hwy	private	
75	OR 99	45	Urban	L	24	trailer park	38-09a-1w	ACHIRO TRUST et.al	4069 S. Pacific Hwy	private	
76	OR 99	45	Urban	L	42	trailer park	38-09a-1w	ACHIRO TRUST et.al	4069 S. Pacific Hwy	private	

Table 8-3. Existing Access Inventory

Access ID	Section Name	Posted Speed	Urban/ Rural	Side	Existing Width	Property Use	Tax Lot Data	Owner	Address	Private/ Public	Comments
77	OR 99	45	Urban	R	30	trailer park	38-09a-1w	DANCEY JAMES FAMILY TRUST	4074 S. Pacific Hwy	private	
78	OR 99	45	Urban	L	34	residence	38-09a-1w	VENEKAMP DALTON LLC	4119 S. Pacific Hwy	private	
79	OR 99	45	Urban	L	48	residence	38-09a-1w	VENEKAMP DALTON LLC	4119 S. Pacific Hwy	private	
80	OR 99	45	Urban	L	30	commercial	38-09a-1w	PHOENIX PROPERTIES INC	4149 S. Pacific Hwy	private	
81	OR 99	45	Urban	L	30	commercial	38-09a-1w	PHOENIX PROPERTIES INC	4149 S. Pacific Hwy	private	
82	OR 99	45	Urban	R	12	fast food	38-09db-w	VS INC	4150 S. Pacific Hwy	private	
83	OR 99	45	Urban	R	36	roadway	38-09db-w	City of Phoenix	n/a	public	Existing Rd. Cheryl Avenue
84	OR 99	40-45	Urban	L	30	commercial	38-09a-1w	PHOENIX PROPERTIES INC	4149 S. Pacific Hwy	private	
85	OR 99	40-45	Urban	L	30	Gas Station	38-09a-1w	EXXON CORPORATION	800 Main Street	private	
86	OR 99	40-45	Urban	L	12	Gas Station	38-09a-1w	EXXON CORPORATION	800 Main Street	private	
87	OR 99	40-45	Urban	L	42	Gas Station	38-09a-1w	EXXON CORPORATION	800 Main Street	private	
88	OR 99	40-45	Urban	R	42	market	38-09db-w	REALTY INCOME CORPORATION	735 Main Street	private	
89	OR 99	40-45	Urban	L	42	roadway		Jackson County	n/a	public	Existing Rd. Fern Valley Road
90	OR 99	40-45	Urban	L	30	commercial	38-09da-1w	HLT INC	730 Main Street	private	
91	OR 99	40-45	Urban	R	30	market	38-09db-w	GREAT WEST LLC	4260 S. Pacific Hwy	private	
92	OR 99	40-45	Urban	L	30	commercial	38-09da-1w	HLT INC	730 Main Street	private	
93	OR 99	40-45	Urban	R	18	commercial	38-09db-w	JARVIS JOSEPH P/RUTH	Bolz Road	private	
94	OR 99	40-45	Urban	R	40	roadway		City of Phoenix	n/a	public	Existing Rd. W. Bolz Lane
95	OR 99	40-45	Urban	L	42	roadway		City of Phoenix	n/a	public	Existing Rd. Bolz Lane
96	OR 99	40-45	Urban	L	58	trailer park	38-09da-1w	VILLAGE AT BEAR CREEK LLC	4285 S. Pacific Hwy	private	
97	OR 99	40-45	Urban	R	24	commercial	38-09da-1w	HOME GAS CO MED	327 Main Street	private	
98	OR 99	40-45	Urban	L	24	vacant	38-09da-1w	IRVING TROY	626 Main Street	private	
99	OR 99	40-45	Urban	R	60	commercial	38-09da-1w	BARTELL PROPERTIES LLC	619 Main Street	private	
100	OR 99	40-45	Urban	R	48	commercial	38-09da-1w	BARTELL PROPERTIES LLC	619 Main Street	private	
101	OR 99	40-45	Urban	L	30	commercial	38-09da-1w	CAMERON RODNEY J	612 Main Street	private	
102	OR 99	40-45	Urban	L	24	commercial	38-09da-1w	CAMERON RODNEY J	612 Main Street	private	
103	OR 99	40-45	Urban	R	50	commercial	38-09da-1w	BARTELL PROPERTIES LLC	609 Main Street	private	
104	OR 99	40-45	Urban	L	42	commercial	38-09da-1w	VINSON VIRGINIA A	608 Main Street	private	
105	OR 99	40-45	Urban	L	60	commercial	38-09da-1w	HENRY STEPHEN C TRUSTEE	608 Main Street	private	
106	OR 99	40-45	Urban	R	24	roadway	38-09da-1w	City of Phoenix	n/a	public	Existing Rd.6th Street
107	OR 99	STA (30)	Urban	L	26	residence	38-09da-1w	DUNN LUCILE B	600 Main Street	private	
108	OR 99	STA (30)	Urban	R	26	commercial	38-09da-1w	BARNETT WILLIAM A	511 Main Street	private	
109	OR 99	STA (40)	Urban	L	60	motel	38-09da-1w	MISTRY B P/PARBHUBHAI	510 Main Street	private	
110	OR 99	STA (30)	Urban	R	24	commercial	38-09da-1w	MARQUESS DAN W	501 Main Street	private	
111	OR 99	STA (30)	Urban	R	36	roadway	38-09da-1w	City of Phoenix	n/a	public	Existing Rd.5th Street
112	OR 99	STA (40)	Urban	L	26	vacant	38-09da-1w	KENNEDY KATHERINE M TRUSTEE	485 Bear Creek Drive	private	
113	OR 99	STA (40)	Urban	L	18	parking area	38-09dd-1w	H & H LLC	404 Main Street	private	
114	OR 99	STA (40)	Urban	L	30	commercial	38-09da-1w	KENNEDY KATHERINE M TRUSTEE	471 Bear Creek Drive	private	
115	OR 99	STA (30)	Urban	R	24	commercial	38-09dd-1w	ANDERSON JEFFREY P	415 Main Street	private	
116	OR 99	STA (30)	Urban	R	40	commercial	38-09dd-1w	KIRKPATRICK GEORGE M	407 Main Street	private	
117	OR 99	STA (30)	Urban	L	18	commercial	38-09dd-1w	H & H LLC	408 Main Street	private	
118	OR 99	STA (30)	Urban	R	30	commercial	38-09dd-1w	KIRKPATRICK GEORGE M	407 Main Street	private	
119	OR 99	STA (40)	Urban	L	36	residence	38-09da-1w	HOLDEN LEONE	457 Bear Creek Drive	private	
120	OR 99	STA (30)	Urban	R	36	roadway	38-09dd-1w	City of Phoenix	n/a	public	Existing Rd.4th Street
121	OR 99	STA (30)	Urban	L	36	roadway	38-09dd-1w	City of Phoenix	n/a	public	Existing Rd.4th Street
122	OR 99	STA (40)	Urban	L	36	roadway	38-09dd-1w	City of Phoenix	n/a	public	Existing Rd.4th Street
123	OR 99	STA (30)	Urban	L	36	commercial	38-09dd-1w	PEREZ RICHARD	312 Main Street	private	
124	OR 99	STA (30)	Urban	L	16	commercial	38-09dd-1w	PEREZ RICHARD	312 Main Street	private	
125	OR 99	STA (30)	Urban	L	70	commercial	38-09dd-1w	PETERS GARY L	310 Main Street	private	
126	OR 99	STA (30)	Urban	R	18	commercial	38-09dd-1w	LIANG XIAO XIN	303 Main Street	private	
127	OR 99	STA (30)	Urban	L	8	commercial	38-09dd-1w	PETERS GARY L	310 Main Street	private	
128	OR 99	STA (40)	Urban	L	24	greenway	38-10-1w	OREGON STATE OF	Luman Road	public	
129	OR 99	STA (30)	Urban	L	20	parking area	38-09dd-1w	PHOENIX CITY OF	Main Street	public	
130	OR 99	STA (30)	Urban	R	34	roadway	38-09dd-1w	City of Phoenix	n/a	public	Existing Rd.3rd Street
131	OR 99	STA (30)	Urban	R	20	residence	38-09dd-1w	HOWARD WILLIAM BRET TRUSTEE	215 Main Street	private	
132	OR 99	STA (30)	Urban	L	15	vacant	38-10cc-1w	PALEN KENNETH R	Main Street	private	
133	OR 99	STA (30)	Urban	R	18	residence	38-09dd-1w	HOWARD WILLIAM BRET TRUSTEE	215 Main Street	private	
134	OR 99	STA (30)	Urban	L	38	residence	38-10cc-1w	MUHS JAMES C/DIANA	216 Main Street	private	shared with others

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Access ID	Section Name	Posted Speed	Urban/ Rural	Side	Existing Width	Property Use	Tax Lot Data	Owner	Address	Private/ Public	Comments
135	OR 99	STA (30)	Urban	R	18	Church	38-09dd-1w	PATRONS OF HUSBANDRY	Main Street	private	
136	OR 99	STA (30)	Urban	L	10	residence	38-10cc-1w	REESE MICHAEL JOSEPH	208 Main Street	private	
137	OR 99	STA (30)	Urban	R	36	roadway	38-10cc-1w	City of Phoenix	n/a	public	Existing Rd.2nd Street
138	OR 99	STA (30)	Urban	L	20	commercial	38-10cc-1w	PHOENIX URBAN RENEWAL AGENCY	200 Main Street	private	
139	OR 99	STA (30)	Urban	R	18	commercial	38-09dd-1w	MALSON JOHN W TRUSTEE	115 Main Street	private	
140	OR 99	STA (30)	Urban	L	36	residence	38-10cc-1w	CLAMS LLC	108 Main Street	private	
141	OR 99	STA (30)	Urban	R	30	residence	38-09dd-1w	NAB HELEN M TRUSTEE FBO	101 Main Street	private	
142	OR 99	STA (30)	Urban	R	40	roadway	38-09dd-1w	City of Phoenix	n/a	public	Existing Rd.1st Street
143	OR 99	STA (30)	Urban	L	36	roadway	38-09dd-1w	City of Phoenix	n/a	public	Existing Rd.1st Street
144	OR 99	STA (40)	Urban	L	42	roadway	38-09dd-1w	City of Phoenix	n/a	public	Existing Rd.1st Street
145	OR 99	STA (30)	Urban	R	24	commercial	38-10cc-1w	SMITH STEVEN G/SALLIE A	102 Main Street	private	
146	OR 99	STA (30)	Urban	L	28	commercial	38-10cc-1w	SIHARATH KIMMAKONE	109 Main Street	private	
147	OR 99	STA (30)	Urban	R	30	commercial	38-10cc-1w	SMITH STEVEN G/SALLIE A	102 Main Street	private	
148	OR 99	STA (30)	Urban	R	30	commercial	38-10cc-1w	POLISH ED	114 Main Street	private	
149	OR 99	STA (30)	Urban	L	14	commercial	38-10cc-1w	HECKERT MICHAEL E	117 Main Street	private	
150	OR 99	STA (30)	Urban	L	25	commercial	38-10cc-1w	SIHARATH KIMMAKONE	109 Main Street	private	
151	OR 99	STA (30)	Urban	R	20	commercial	38-10cc-1w	LANGE PAUL R/VIRGINIA L	118 Main Street	private	
152	OR 99	STA (30)	Urban	L	30	commercial	38-10cc-1w	HECKERT MICHAEL E	117 Main Street	private	
153	OR 99	STA (30)	Urban	R	18	commercial	38-10cc-1w	LANGE PAUL R/VIRGINIA L	118 Main Street	private	
154	OR 99	STA (30)	Urban	R	36	commercial	38-10cc-1w	C AND H CAPITAL LLC	124 Main Street	private	
155	OR 99	STA (30)	Urban	L	30	commercial	38-10cc-1w	SILVA ANTONIO D/ESTHER	125 Main Street	private	
156	OR 99	STA (30)	Urban	L	18	commercial	38-10cc-1w	SILVA ANTONIO D/ESTHER	125 Main Street	private	
157	OR 99	STA (30)	Urban	R	26	apartments	38-15bb-1w	PHOENIX VILLAGE APARTMENTS LLC	130 Main Street	private	
158	OR 99	STA (30)	Urban	L	30	commercial	38-10cc-1w	SILVA ANTONIO D/ESTHER	125 Main Street	private	
159	OR 99	STA (30)	Urban	R	30	apartments	38-15bb-1w	PHOENIX VILLAGE APARTMENTS LLC	130 Main Street	private	
160	OR 99	STA (30)	Urban	L	16	vacant	38-10cc-1w	WEINBERG JASON L	129 Main Street	private	
161	OR 99	STA (30)	Urban	L	24	residence	38-10cc-1w	BARNETT FAMILY LLC	133 Main Street	private	shared with others
162	OR 99	STA (30)	Urban	R	20	residence	38-15bb-1w	THUMLER VERDA L	138 Main Street	private	
163	OR 99	STA (30)	Urban	L	24	residence	38-15bb-1w	BROWN MARK K	143 Main Street	private	shared with others
164	OR 99	STA (30)	Urban	R	16	residence	38-15bb-1w	SOUTH VALLEY BANK & TRUST	150 Main Street	private	
165	OR 99	STA (30)	Urban	L	15	commercial	38-15bb-1w	LEONARD TINA RAY TRSTEE FBO	157 main street	private	
166	OR 99	STA (30)	Urban	L	16	residence	38-15bb-1w	RIVAS FRANCISCO J/GLADYS M	149 main Street	private	
167	OR 99	STA (40)	Urban	L	30	vacant	38-15bb-1w	PHOENIX CITY OF	Bear Creek Drive	public	
168	OR 99	STA (30)	Urban	L	26	commercial	38-15bb-1w	LEONARD TINA RAY TRSTEE FBO	157 main street	private	
169	OR 99	STA (40)	Urban	L	30	Blue Heron Park	38-15bb-1w	PHOENIX CITY OF	Luman Road	public	Existing Rd. Blue Heron Park
170	OR 99	STA (30)	Urban	R	24	commercial	38-15bb-1w	SKINNER JOHN A	403 Oak Street	private	Existing Rd. W. Oak Street
171	OR 99	STA (30)	Urban	R	36	roadway		City of Phoenix	n/a	public	Existing Rd. Oak Street
172	OR 99	STA (30)	Urban	L	30	roadway		City of Phoenix	n/a	public	Turn Lane
173	OR 99	STA (30)	Urban	L	36					private	
174	OR 99	STA (30)	Urban	R	20	commercial	38-15bb-1w	KOHN MICHAEL	166 Main Street	private	
175	OR 99	STA (30)	Urban	R	30	vacant	38-15bb-1w	WISE ASSETS LLC	170 Main Street	private	Turn Lane
176	OR 99	STA (30)	Urban	L	50	turn lane for Oak St				private	
177	OR 99	STA (30)	Urban	L	30	motel	38-15bb-1w	PAAUWE JON H	4361 S. Pacific Hwy	private	
178	OR 99	STA (30)	Urban	R	16	vacant	38-15bb-1w	WISE ASSETS LLC	Main Street	private	
179	OR 99	STA (30)	Urban	R	16	residence	38-15b	ALLRED DAVID H TRUSTEE	4374 S. Pacific Hwy	private	
180	OR 99	STA (40)	Urban	L	50	trailer park	38-15b-1w	RED DIAMOND PROPERTIES LLC	4385 S. Pacific Hwy	private	
181	OR 99	STA (40)	Urban	R	18	residence	38-15b	ALLRED DAVID H TRUSTEE	4374 S. Pacific Hwy	private	
182	OR 99	STA (40)	Urban	L	50	trailer park	38-15b-1w	RED DIAMOND PROPERTIES LLC	4385 S. Pacific Hwy	private	
183	OR 99	STA (40)	Urban	R	16	residence	38-15bb-1w	BERNARD STEVEN J/MONA	4410 S. Pacific Hwy	private	
184	OR 99	STA (40)	Urban	L	42	parking area	38-15b-1w	PHOENIX CITY OF	4389 S. Pacific Hwy	public	
185	OR 99	STA (40)	Urban	R	24	vacant	38-15bb-1w	MARQUESS DAN W	4416 S. Pacific Hwy	private	
186	OR 99	STA (40)	Urban	L	42	commercial	38-15b-1w	OLDAKER KENNETH J	4403 S. Pacific Hwy	private	
187	OR 99	40	Urban	R	20	residence	38-15bb-1w	PARENT LAURIE J	4418 S. Pacific Hwy	private	
188	OR 99	40	Urban	L	33	Storage	38-15b-1w	PHOENIX SELF STORAGE LLC	4435 S. Pacific Hwy	private	
189	OR 99	40	Urban	R	12	residence	38-15bb-1w	KIDSON WILLIAM V	4428 S. Pacific Hwy	private	
190	OR 99	40	Urban	R	30	vacant	38-15b	TUDOR E JESS	4432 S. Pacific Hwy	private	Existing Rd. W. Oak Street
191	OR 99	40	Urban	L	24	commercial	38-15b-1w	PARENT MICHAEL B/LAURIE J	4445 S. Pacific Hwy	private	

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192	OR 99	40	Urban	L	16	residence	38-15b-1w	PARENT LAURIE J	4471 S. Pacific Hwy	private	
193	OR 99	40	Urban	L	16	residence	38-15b-1w	PARENT LAURIE J	4471 S. Pacific Hwy	private	
194	OR 99	40	Urban	L	16	residence	38-15b-1w	PHOENIX SELF STORAGE LLC	4479 S. Pacific Hwy	private	
195	OR 99	40	Urban	L	16	residence	38-15b-1w	PHOENIX SELF STORAGE LLC	4479 S. Pacific Hwy	private	
196	OR 99	40	Urban	R	42	commercial	38-15b-1w	NEWCOMB JAMES R	4506 S. Pacific Hwy	private	
197	OR 99	40	Urban	L	20	Storage	38-15b-1w	CAROL'S COLORS DBA	4495 S. Pacific Hwy	private	
198	OR 99	40	Urban	R	36	commercial	38-15b-1w	NEWCOMB JAMES R	4506 S. Pacific Hwy	private	
199	OR 99	40	Urban	L	42	Storage	38-15b-1w	CAROL'S COLORS DBA	4495 S. Pacific Hwy	private	
200	OR 99	40	Urban	R	180	commercial	38-15b-1w	E & P PROPERTIES LLC	4526 S. Pacific Hwy	private	
201	OR 99	40	Urban	L	42	commercial	38-15b-1w	WELBURN GARY N TRUSTEE	4529 S. Pacific Hwy	private	
202	OR 99	40	Urban	R	36	commercial	38-15b-1w	OPRAWSKI HENRY/GRAZYNA M	4586 S. Pacific Hwy	private	
203	OR 99	40	Urban	L	30	commercial	38-15b-1w	PEARL W A/J A REV TRUST	4543 S. Pacific Hwy	private	
204	OR 99	40	Urban	L	16	commercial	38-15b-1w	NORTON FAMILY TRUST	4557 S. Pacific Hwy	private	
205	OR 99	40	Urban	R	36	commercial	38-15b-1w	LEIF'S ENTERPRISES LLC	4556 S. Pacific Hwy	private	
206	OR 99	40	Urban	R	18	commercial	38-15b-1w	LEIF'S ENTERPRISES LLC	4556 S. Pacific Hwy	private	
207	OR 99	40	Urban	L	42	trailer park	38-15b-1w	NORTON WESLEY R & CYNTHIA M	4601 S. Pacific Hwy	private	
208	OR 99	40	Urban	R	24	commercial	38-15b-1w	LINDVIG RONALD D/ROSALIE S	4610 S. Pacific Hwy	private	
209	OR 99	40	Urban	L	42	commercial	38-15b-1w	CORBRIDGE CAROL	4647 S. Pacific Hwy	private	
210	OR 99	40	Urban	L	66	commercial	38-15b-1w	CORBRIDGE CAROL	4647 S. Pacific Hwy	private	
211	OR 99	40	Urban	R	36	trailer park	38-15b-1w	CEDAR VALLEY INC	4624 S. Pacific Hwy	private	
212	OR 99	40	Urban	L	24	Church	38-15b-1w	FIRST BAPTIST CHURCH OF PHOENIX OREGON	4655 S. Pacific Hwy	private	
213	OR 99	40	Urban	L	12	residence	38-15b-1w	HINRICHS LYLE A	4727 S. Pacific Hwy	private	
214	OR 99	40	Urban	R	24	vacant	38-15b-1w	JENSEN ASHLEY L TRUSTEE	xx	private	
215	OR 99	40	Urban	L	16	residence	38-15b-1w	HINRICHS LYLE A	4727 S. Pacific Hwy	private	
216	OR 99	40	Urban	R	16	residence	38-15b-1w	JENSEN ASHLEY L TRUSTEE	4720 S. Pacific Hwy	private	
217	OR 99	40	Urban	L	30	trailer park	38-15a-1w	GREENWAY LLC	4729 S. Pacific Hwy	private	
218	OR 99	40	Urban	R	16	residence	38-15c-1w	PEARL WILLIAM A/JUDITH A	4748 S. Pacific Hwy	private	
219	OR 99	40	Urban	L	16	residence	38-15a-1w	SULTAN RICHARD HARRIS	4753 S. Pacific Hwy	private	
220	OR 99	40	Urban	L	16	residence	38-15a-1w	SULTAN RICHARD HARRIS	4753 S. Pacific Hwy	private	
221	OR 99	40	Urban	R	12	residence	38-15c-1w	DAVIS VERNON J	4756 S. Pacific Hwy	private	
222	OR 99	40	Urban	L	30	Church	38-15db-1w	CENTRAL NEIGHBORHOOD CHURCH	4777 S. Pacific Hwy	private	
223	OR 99	55	Rural	R	14	residence	38-15c-1w	JACUINDE SAUL	4758 S. Pacific Hwy	private	
224	OR 99	55	Rural	L	24	church	38-15db-1w	CENTRAL NEIGHBORHOOD CHURCH	4777 S. Pacific Hwy	private	
225	OR 99	55	Rural	R	30	church	38-15c-1w	SOUTH VALLEY CHURCH	4812 S. Pacific Hwy	private	
226	OR 99	55	Rural	L	16	residence	38-15db-1w	PROSSER NYLA L	4821 S. Pacific Hwy	private	
227	OR 99	55	Rural	L	42	residence	38-15db-1w	KING JACK	4829 S. Pacific Hwy	private	
228	OR 99	55	Rural	R	18	residence	38-15db-1w	NISKANEN KATHLEEN	4850 S. Pacific Hwy	private	
229	OR 99	55	Rural	R	34	market	38-15db-1w	YUN KIHAN	4880 S. Pacific Hwy	private	
230	OR 99	55	Rural	L	16	residence	38-15db-1w	STANDRIDGE PATRICIA ANN	4855 S. Pacific Hwy	private	
231	OR 99	55	Rural	R	34	market	38-15db-1w	YUN KIHAN	4880 S. Pacific Hwy	private	
232	OR 99	55	Rural	L	46	residence	38-15db-1w	RYAN LOUIS W	4881 S. Pacific Hwy	private	
233	OR 99	55	Rural	R	12	Farm	38-15db-1w	SIHARATH KIMMAKONE/SENGMANY	4912 S. Pacific Hwy	private	
234	OR 99	55	Rural	L	18					private	Existing Rd. Cabbage Lane
235	OR 99	55	Rural	L	12	residence	38-15db-1w	RETTENWANDER CAROL MARIE	4977 S. Pacific Hwy	private	
236	OR 99	55	Rural	L	12	residence	38-15db-1w	RETTENWANDER CAROL MARIE	4977 S. Pacific Hwy	private	
237	OR 99	55	Rural	R	24	Farm	38-15d-1w	BEAR CREEK ORCHARDS INC	5054 S. Pacific Hwy	private	
238	OR 99	55	Rural	L	12	residence	38-15db-1w	DAVIS SCOTT R/LAURIE F	5025 S. Pacific Hwy	private	
239	OR 99	55	Rural	L	12	residence	38-15db-1w	DAVIS SCOTT R/LAURIE F	5025 S. Pacific Hwy	private	
240	OR 99	55	Rural	L	24	commercial	38-15d-1w	THOMPSON BILLY	5061 S. Pacific Hwy	private	
241	OR 99	55	Rural	R	18	Farm	38-15d-1w	LICHTENSTEIN MATTHEW R	5072 S. Pacific Hwy	private	
242	OR 99	55	Rural	R	21	Farm	38-15d-1w	FENNELL BURLESS C/DONNA MAE	5096 S. Pacific Hwy	private	
243	OR 99	55	Rural	L	12	residence	38-15d-1w	NELSON SCOTT	5085 S. Pacific Hwy	private	
244	OR 99	55	Rural	R	16	Farm	38-15d-1w	PERDUE H THOMAS/NANCY D	5122 S. Pacific Hwy	private	
245	OR 99	55	Rural	L	18	farm	38-15d-1w	NELSON SCOTT	5127 S. Pacific Hwy	private	
246	OR 99	55	Rural	L	100	Utility structure	38-15d-1w	PACIFIC NW BELL TELE CO	xx	private	
247	OR 99	55	Rural	R	30	Farm	38-15d-1w	HANSEN MARCO E TRUSTEE	5204 S. Pacific Hwy	private	
248	OR 99	55	Rural	L	16	residence	38-15d-1w	CARRANZA ELI PICAZO	5219 S. Pacific Hwy	private	
249	OR 99	55	Rural	L	18	residence	38-15d-1w	SHINGLE ROBERT E	5237 S. Pacific Hwy	private	

Table 8-3. Existing Access Inventory

Access ID	Section Name	Posted Speed	Urban/ Rural	Side	Existing Width	Property Use	Tax Lot Data	Owner	Address	Private/ Public	Comments
250	OR 99	55	Rural	L	42	farm	38-14-1w	BEAR CREEK ORCHARDS INC	5277 S. Pacific Hwy	private	
251	OR 99	55	Rural	R	18	Farm	38-22a-1w	MARSH DONALD A/GEORGIA V	5306 S. Pacific Hwy	private	
252	OR 99	55	Rural	R	18	Farm	38-22a-1w	MARSH DONALD A/GEORGIA V	5306 S. Pacific Hwy	private	
253	OR 99	55	Rural	R	12	Farm	38-22a-1w	LACKEY CAROL L	5358 S. Pacific Hwy	private	
254	OR 99	55	Rural	R	18	Farm	38-22a-1w	MC HENRY ROBERT D/GAYLE M	5446 S. Pacific Hwy	private	
255	OR 99	55	Rural	L	30	commercial	38-14-1w	BROOD DWANE A/JUANITA C	5421 S. Pacific Hwy	private	
256	OR 99	55	Rural	L	18	residence	38-23b-1w	SCHWAB ALAN D	5427 S. Pacific Hwy	private	
257	OR 99	55	Rural	L	24	county operations	38-23b-1w	JACKSON EDUCATION SERV DIST	5465 S. Pacific Hwy	private	
258	OR 99	55	Rural	R	16	Farm	38-22a-1w	MC HENRY ROBERT D/GAYLE M	5446 S. Pacific Hwy	private	
259	OR 99	55	Rural	R	25	Farm	38-22a-1w	ELLIS MARIE L	5468 S. Pacific Hwy	private	
260	OR 99	55	Rural	R	16	residence	38-22a-1w	LAURS ROBERT MICHAEL TRUSTEE	5500 S. Pacific Hwy	private	
261	OR 99	55	Rural	L	24	county operations	38-23b-1w	JACKSON COUNTY	5595 S. Pacific Hwy	public	
262	OR 99	55	Rural	R	110	commercial	38-22a-1w	WILLIAMS LILA	5538 S. Pacific Hwy	private	
263	OR 99	55	Rural	R	25	commercial	38-22a-1w	WILLIAMS LILA	5538 S. Pacific Hwy	private	Existing Rd. Hartley Road
264	OR 99	55	Rural	L	36	county operations	38-23b-1w	JACKSON COUNTY	5601 S. Pacific Hwy	public	
265	OR 99	55	Rural	R	12	Farm	38-23B-1W	POPE MARY NYE TRUSTEE	5262 S. Pacific Hwy	private	
266	OR 99	55	Rural	L	16	county operations	38-23b-1w	COMMUNITY WORKS	5605 S. Pacific Hwy	private	
267	OR 99	55	Rural	L	12	county operations	38-23b-1w	COMMUNITY WORKS	5605 S. Pacific Hwy	private	
268	OR 99	55	Rural	L	16	residence	38-23b-1w	RUSSELL KATHY D	5681 S. Pacific Hwy	private	
269	OR 99	55	Rural	L	12	residence	38-23b-1w	RUSSELL KATHY D	5681 S. Pacific Hwy	private	
270	OR 99	55	Rural	L	12	residence	38-23b-1w	FRISCHMAN ROBERT M	5695 S. Pacific Hwy	private	
271	OR 99	55	Rural	L	12	residence	38-23b-1w	FRISCHMAN ROBERT M	5695 S. Pacific Hwy	private	
272	OR 99	55	Rural	L	12	residence	38-23b-1w	HAYNES BARRY S	5711 S. Pacific Hwy	private	
273	OR 99	55	Rural	L	16	residence	38-23b-1w	HAYNES BARRY S	5711 S. Pacific Hwy	private	
274	OR 99	55	Rural	L	12	residence	38-23b-1w	PEARSON'S LLC	5723 S. Pacific Hwy	private	
275	OR 99	55	Rural	L	16	residence	38-23b-1w	FOWLER LOWELL E TRUSTEE	5747 S. Pacific Hwy	private	
276	OR 99	55	Rural	R	30	Power	38-23B-1W	PACIFICORP	xx	private	
277	OR 99	55	Rural	R	20	Storage	38-23B-1W	EDWARDS ANDREW	5800 S. Pacific Hwy	private	
278	OR 99	55	Rural	L	30	firehouse	38-23b-1w	JACKSON COUNTY FIRE DIST #5	5811 S. Pacific Hwy	public	
279	OR 99	55	Rural	L	16	firehouse	38-23b-1w	JACKSON COUNTY FIRE DIST #5	5811 S. Pacific Hwy	public	
280	OR 99	55	Rural	L	24	commercial	38-23b-1w	ASSOCIATED FRUIT COMPANY	5851 S. Pacific Hwy	private	
281	OR 99	40	Urban	R	60	roadway	38-23B-1W	Jackson County	n/a	public	Existing Rd. Culver Road
282	OR 99	40	Urban	L	60	roadway	38-23B-1W	Jackson County	n/a	public	Existing Rd. Culver Road
283	OR 99	40	Urban	L	24	residence	38-23ca-1w	SOMMERS ALAN	220 S. Pacific Hwy	private	
284	OR 99	40	Urban	L	36	Commercial	38-23ca-1w	MAGANA MADELA PAZ	220 S. Pacific Hwy	private	shared with other tax lots
285	OR 99	40	Urban	R	40	Gas Station	38-23ca-1w	COLVIN STATIONS INC	21 Talent Ave	private	
286	OR 99	40	Urban	R	40	Gas Station	38-23ca-1w	COLVIN STATIONS INC	21 Talent Ave	private	
287	OR 99	40	Urban	R	30	Rentals	38-23ca-1w	LISK MICHAEL AND JEANETTE TRUST	xx	private	
288	OR 99	40	Urban	L	50	motel	38-23ca-1w	GOOD NITE LLC	25 talent ave	private	
289	OR 99	40	Urban	R	24	Medical	38-23ca-1w	ASHLAND COMMUNITY HOSPITAL FOUNDATION	209 S. Pacific Hwy	private	
290	OR 99	40	Urban	R	24	Medical	38-23ca-1w	ACH FOUNDATION	205 S. Pacific Hwy	private	
291	OR 99	40	Urban	R	30	Roadway	38-23ca-1w	City of Talent	n/a	public	Existing Rd. New Street
292	OR 99	40	Urban	L	36	roadway	38-23d-1w	Jackson County	n/a	public	Existing Rd. Clearview Street
293	OR 99	40	Urban	R	30		38-23dc-1w	SEIBER SUZANNE	117 S. Pacific Hwy	private	
294	OR 99	40	Urban	R	30		38-23dc-1w	SEIBER SUZANNE	113 S. Pacific Hwy	private	shared with taxlot 111 xx
295	OR 99	40	Urban	R	40	Commercial	38-23dc-1w	BUSH DALE	107 S. Pacific Hwy	private	
296	OR 99	40	Urban	R	32	Commercial	38-23dc-1w	BERMAN SANDRA TRUSTEE FBO	101 S. Pacific Hwy	private	Shared w/taxlot 600
297	OR 99	40	Urban	L	30	Rentals	38-23d-1w	BENDER DEVELOPMENT LIMITED PARTNERSHIP	100 S. Pacific Hwy	private	
298	OR 99	40	Urban	R	40	Commercial	38-23dc-1w		101 S. Pacific Hwy	private	
299	OR 99	40	Urban	R	50	Roadway	38-23dc-1w	City of Talent	n/a	public	Existing Rd.V alley View Road
300	OR 99	40	Urban	L	60	roadway	38-23d-1w	Jackson County	n/a	public	Existing Rd. West Valley View Road
301	OR 99	40	Urban	R	36	Commercial	38-23dc-1w	RHODES ROMIE A	102 S. Pacific Hwy	private	
302	OR 99	40	Urban	L	40	roadway	38-23d-1w	Jackson County	n/a	public	Existing Rd. West Valley View Road rt turn lane
303	OR 99	40	Urban	R	48	Commercial	38-23dc-1w	DREISZUS ALVERIAH L TRUST	104 S. Pacific Hwy	private	

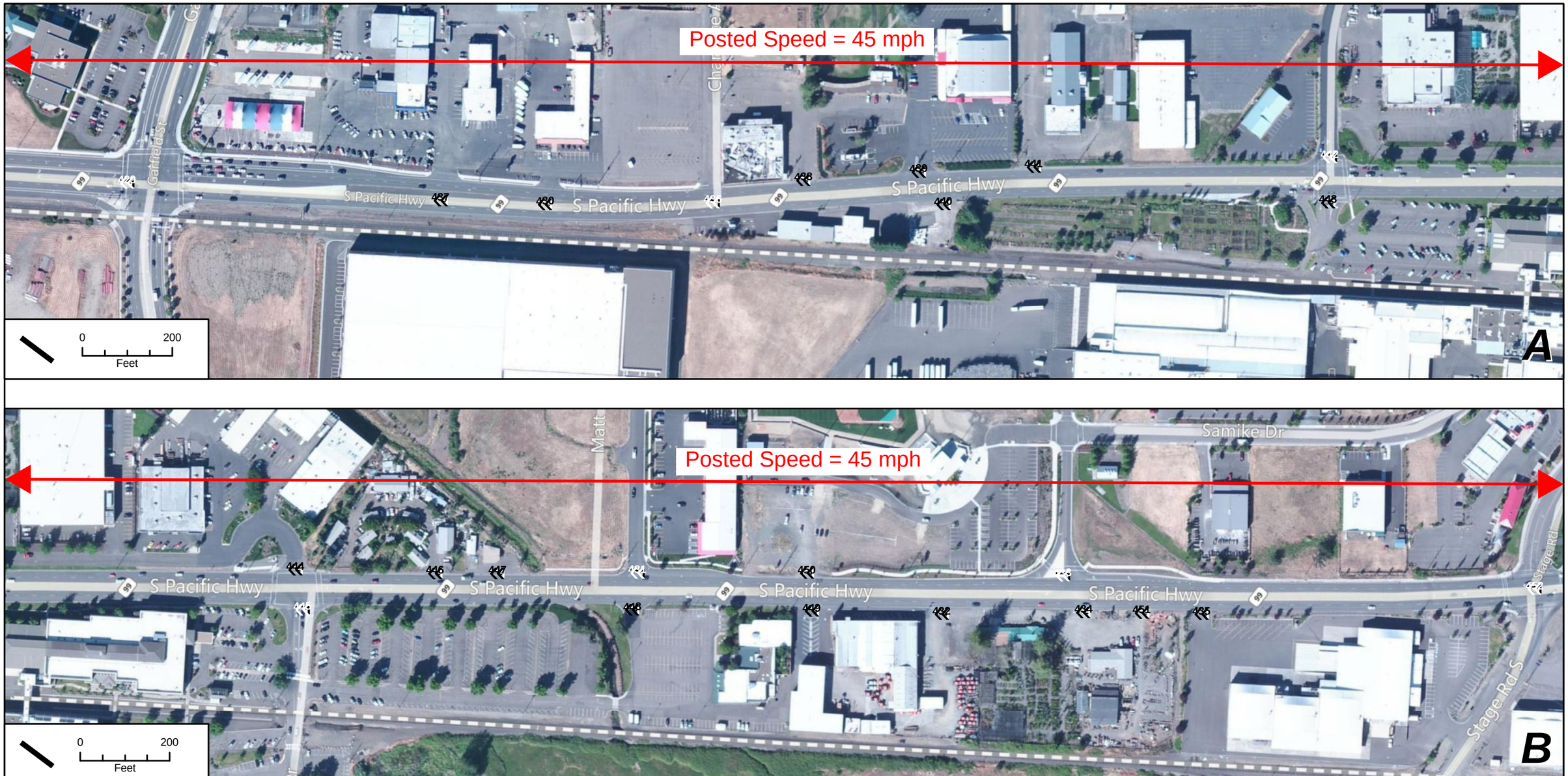
Table 8-3. Existing Access Inventory

Access ID	Section Name	Posted Speed	Urban/ Rural	Side	Existing Width	Property Use	Tax Lot Data	Owner	Address	Private/ Public	Comments
304	OR 99	40	Urban	L	50	Commercial	38-23d-1w	OREGON STATE OF	xx	public	shared with tax lot 1100, 1000
305	OR 99	40	Urban	R	24	Commercial	38-23dc-1w	JAHNKE GLEN L TRUSTEE	112 S. Pacific Hwy	private	
306	OR 99	40	Urban	R	24	Commercial	38-23dc-1w	JAHNKE GLEN L TRUSTEE	112 S. Pacific Hwy	private	
307	OR 99	40	Urban	R	16	residence	38-23dc-1w	CHADDOCK PAMELA J	120 S. Pacific Hwy	private	
308	OR 99	40	Urban	L	24	vacant	38-23d-1w	BREEZE REGINALD PAUL	111 S. Pacific Hwy	private	
309	OR 99	40	Urban	R	20	residence	38-23dc-1w	CAMERON DONALD L/FLORENCE A	116 S. Pacific Hwy	private	
310	OR 99	40	Urban	L	24	residence	38-23d-1w	BREEZE REGINALD PAUL	Valley View Rd	private	
311	OR 99	40	Urban	R	20	residence	38-23dc-1w	BEARDSLEE LINDA L	118 S. Pacific Hwy	private	
312	OR 99	40	Urban	L	24	residence	38-23d-1w	GLEAVES JAMES C	121 S. Pacific Hwy	private	
313	OR 99	40	Urban	L	24	Trailer Park	38-26aa-1w	RICHARDS JEFF	205 S. Pacific Hwy	private	
314	OR 99	40	Urban	R	28	residence	38-26aa-1w	B & D INVESTORS INC	200 S. Pacific Hwy	private	
315	OR 99	40	Urban	R	38	rentals	38-26aa-1w	COX FRED	280 S. Pacific Hwy	private	shared with tax lots 801, 802, 803
316	OR 99	40	Urban	L	24	Trailer Park	38-26aa-1w	RICHARDS JEFF	205 S. Pacific Hwy	private	
317	OR 99	40	Urban	L	24	residence	38-26aa-1w	GORMAN MARY	309 S. Pacific Hwy	private	
318	OR 99	40	Urban	R	32	residence	38-26aa-1w	LOPEZ LUIS P/DOROTHY L	310 S. Pacific Hwy	private	shared with tax lot 1000
319	OR 99	40	Urban	R	24	residence	38-26aa-1w	STRONG BETTY L	314 S. Pacific Hwy	private	
320	OR 99	40	Urban	R	20	residence	38-26aa-1w	WALL LINDA MARLENE	322 S. Pacific Hwy	private	
321	OR 99	40	Urban	R	36	roadway	38-26aa-1w	Jackson County	n/a	public	Existing Rd. Rapp Road
322	OR 99	40	Urban	L	24	Commercial	38-26aa-1w	STEVENS CHESTER E/PATRICIA	401 S. Pacific Hwy	private	
323	OR 99	40	Urban	R	30	Auto Sales	38-26aa-1w	WALKER FAMILY TRUST	410 S. Pacific Hwy	private	
324	OR 99	40	Urban	R	43	Auto Sales	38-26aa-1w	WALKER FAMILY TRUST	410 S. Pacific Hwy	private	
325	OR 99	40	Urban	L	24	storage	38-25b-1w	WALKER FAMILY TRUST	xx	private	
326	OR 99	40	Urban	R	16	Commercial	38-25b-1w	SCHMELZER GERALDINE	510 S. Pacific Hwy	private	
327	OR 99	40	Urban	R	30	Commercial	38-25b-1w	LOTZ-PHOTINOS LLC	550 S. Pacific Hwy	private	
328	OR 99	40	Urban	L	24	vacant	38-25b-1w	MILES FAMILY TRUST	xx	private	
329	OR 99	40	Urban	R	24	Commercial	38-25b-1w	NICHOLS K L TRUSTEE	600 S. Pacific Hwy	private	
330	OR 99	40	Urban	L	30	Commercial	38-25b-1w	VETTER FAMILY TRUST	611 S. Pacific Hwy	private	
331	OR 99	40	Urban	R	30	Church	38-25b-1w	MOUNTAIN VIEW BAPTIST CHRCH	616 S. Pacific Hwy	private	
332	OR 99	40	Urban	L	24	Commercial	38-25b-1w	FREY STEVEN L	609 S. Pacific Hwy	private	
333	OR 99	40	Urban	R	30	Church	38-25b-1w	MOUNTAIN VIEW BAPTIST CHRCH	616 S. Pacific Hwy	private	
334	OR 99	40	Urban	R	30	Commercial	38-25b-1w	SCOTT KEN	618 S. Pacific Hwy	private	
335	OR 99	40	Urban	L	24	Vacant	38-25b-1w	MILES FAMILY TRUST	xx	private	
336	OR 99	40	Urban	R	18	Commercial	38-25b-1w	POLLARD PETER J/DEBORAH J	660 S. Pacific Hwy	private	
337	OR 99	40	Urban	R	18	Commercial	38-25b-1w	PERKINS WILLIAM T AND CHRISTINE E REV LIV TRUST	690 S. Pacific Hwy	private	
338	OR 99	40	Urban	L	20	Vacant	38-25b-1w	MILES FAMILY TRUST	xx	private	
339	OR 99	40	Urban	R	30	Roadway	38-25b-1w	Jackson County	n/a	public	Existing Rd. Arnos Lane
340	OR 99	40	Urban	L	24	storage	38-25b-1w	MBZ LLC	711 S. Pacific Hwy	private	
341	OR 99	40	Urban	R	30	Commercial	38-25b-1w	FITCH FAMILY PROPERTIES LLC	714 S. Pacific Hwy	private	
342	OR 99	40	Urban	L	22	storage	38-25b-1w	MBZ LLC	711 S. Pacific Hwy	private	
343	OR 99	40	Urban	R	30	Commercial	38-25b-1w	FITCH FAMILY PROPERTIES LLC	714 S. Pacific Hwy	private	
344	OR 99	40	Urban	L	26	Commercial	38-25b-1w	LACY ROBBIN	717 S. Pacific Hwy	private	
345	OR 99	40	Urban	L	24	Commercial	38-25db-1w	NICHOLS K L TRUSTEE	xx	private	
346	OR 99	40	Urban	R	100	Commercial	38-25b-1w	LACY ROBBIN	716 S. Pacific Hwy	private	
347	OR 99	40	Urban	L	30	Commercial	38-25db-1w	NICHOLS K L TRUSTEE	809 S. Pacific Hwy	private	shared with tax lot 100
348	OR 99	40	Urban	R	16	residence	38-25b-1w	ROUSE STEVEN W	806 S. Pacific Hwy	private	
349	OR 99	40	Urban	L	20	Commercial	38-25db-1w	STOCKINGFEET LLC	817 S. Pacific Hwy	private	
350	OR 99	40	Urban	L	60	Commercial	38-25db-1w	STOCKING JON/HOLLY	821 S. Pacific Hwy	private	
351	OR 99	40	Urban	R	24	Trailer Park	38-25b-1w	TOTEM POLE MOBILE PARK INC	812 S. Pacific Hwy	private	
352	OR 99	40	Urban	L	40	residence	38-25db-1w	CORBIN KATHLEEN GREEN	887 S. Pacific Hwy	private	
353	OR 99	40	Urban	R	24	Trailer Park	38-25b-1w	TOTEM POLE MOBILE PARK INC	812 S. Pacific Hwy	private	
354	OR 99	40	Urban	L	30	residence	38-25db-1w	CORBIN TRAVIS ALLAN BRIAN	1007 S. Pacific Hwy	private	
355	OR 99	40	Urban	L	14	residence	38-25db-1w	CORBIN TRAVIS ALLAN BRIAN	1007 S. Pacific Hwy	private	
356	OR 99	40	Urban	R	32	storage	38-25bd-1w	DIXON FERN E TRUSTEE FBO	1006 S. Pacific Hwy	private	
357	OR 99	40	Urban	L	30	Condos	38-25db-1w	GREEN TREE CONDOMINIUM LLC	xx	private	shared with other tax lots
358	OR 99	40	Urban	L	30	Condos	38-25db-1w	GREEN TREE CONDOMINIUM LLC	xx	private	shared with other tax lots
359	OR 99	40	Urban	L	24	Commercial	38-25db-1w	BOGGS RAY	1027 S. Pacific Hwy	private	
360	OR 99	40	Urban	L	30	Commercial	38-25db-1w	TALENT LLC	1209 S. Pacific Hwy	private	

Table 8-3. Existing Access Inventory

Access ID	Section Name	Posted Speed	Urban/ Rural	Side	Existing Width	Property Use	Tax Lot Data	Owner	Address	Private/ Public	Comments
361	OR 99	40	Urban	L	40	Commercial	38-25db-1w	TALENT LLC	1209 S. Pacific Hwy	private	
362	OR 99	40	Urban	R	42	Commercial	38-25bd-1w	HAMLIN DONALD V AND LENA HAMLIN REV LIV TRUST BYPASS TRUST	1120 S. Pacific Hwy	private	
363	OR 99	40	Urban	L	40	Commercial	38-25db-1w	TALENT LLC	1209 S. Pacific Hwy	private	
364	OR 99	40	Urban	R	30	storage	38-25ca-1w	CARINO RALPH AND MARIA CORAZON LIVING TRUST	1200 S. Pacific Hwy	private	
365	OR 99	40	Urban	L	80	Commercial	38-25db-1w	TALENT LLC	1209 S. Pacific Hwy	private	
366	OR 99	40	Urban	R	36	roadway	38-25ca-1w	Jackson County	n/a	public	Existing Rd. Tulipan Road
367	OR 99	40	Urban	L	20	Commercial	38-25db-1w	TALENT LLC	1209 S. Pacific Hwy	private	
368	OR 99	40	Urban	R	16	residence	38-25ca-1w	MALSON JOHN W	1212 S. Pacific Hwy	private	
369	OR 99	40	Urban	L	10	Commercial	38-25db-1w	TALENT LLC	1209 S. Pacific Hwy	private	
370	OR 99	40	Urban	L	20	Commercial	38-25b-1w	TALENT LLC	xx	private	
371	OR 99	40	Urban	R	40	Roadway	38-25ca-1w	Jackson County	n/a	public	Existing Rd. Creel Road
372	OR 99	40	Urban	L	50	Commercial	38-25db-1w	CANI LLC	1315 S. Pacific Hwy	private	
373	OR 99	40	Urban	L	14	Commercial	38-25db-1w	CANI LLC	1407 S. Pacific Hwy	private	
374	OR 99	40	Urban	R	14	residence	38-25db-1w	KOCH JOHN	1547 Summer Place	private	
375	OR 99	40	Urban	R	14	residence	38-25db-1w	COCHRANE C A CONSTRUCTION LLC	Summer Place	private	
376	OR 99	45	Rural	R	14	residence	38-25d-1w	DEVOS PRISCILLA R TRSTE FBO	430 Alpine Way	private	
377	OR 99	45	Rural	R	14	residence	38-25d-1w	TOBLER HEIDI V	1820 S. Pacific Hwy	private	
378	OR 99	45	Rural	R	18	residence	38-25d-1w	KINNEY-NELSON BARBARA	xx	private	
379	OR 99	45	Rural	R	18	residence	38-25d-1w	HINKS PATRICIA J TRUSTE FBO	2000 S. Pacific Hwy	private	
380	OR 99	45	Rural	R	16	Utility Pump Station	38-25d-1w	ROGUE VALLEY SEWER SERVICES, RVS	xx	private	
381	OR 99	45	Rural	R	18	residence	38-25d-1w	HARNEY PATRICK I/RAJEAN M	2106 S. Pacific Hwy	private	
382	OR 99	45	Rural	R	16	residence	38-30-1e	FLORY GENE	2114 S. Pacific Hwy	private	
383	OR 99	45	Rural	R	14	residence	38-30-1e	FLORY GENE	2114 S. Pacific Hwy	private	
384	OR 99	45	Rural	R	50	Rentals	38-30-1e	LEE HAROLD EDMUND	2120 S. Pacific Hwy	private	
385	OR 99	45	Rural	R	50	Rentals	38-30-1e	LEE HAROLD EDMUND	2120 S. Pacific Hwy	private	
386	OR 99	45	Rural	R	16	Rentals	38-30-1e	LEE HAROLD EDMUND	2120 S. Pacific Hwy	private	
387	OR 99	45	Rural	R	30	Rentals	38-30-1e	LEE HAROLD EDMUND	2120 S. Pacific Hwy	private	
388	OR 99	45	Rural	R	100	Rentals	38-30-1e	LEE HAROLD EDMUND	2120 S. Pacific Hwy	private	
389	OR 99	45	Rural	R	16	residence	38-31b-1e	ROLLINS VERNON	2200 S. Pacific Hwy	private	
390	OR 99	45	Rural	R	30	residence	38-31b-1e	DAHMEN PETER M	2210 S. Pacific Hwy	private	
391	OR 99	45	Rural	L	14	residence	38-31b-1e	BUNCH GERALD W/JUDITH A	2305 S. Pacific Hwy	private	shared with other tax lots
392	OR 99	45	Rural	R	30	residence	38-31b-1e	HAPTONSTALL LOVING TRUST	2360 S. Pacific Hwy	private	shared with tax lot 1500
393	OR 99	45	Rural	R	30	residence	38-31b-1e	HAPTONSTALL LOVING TRUST	2360 S. Pacific Hwy	private	shared with tax lot 1500
394	OR 99	45	Rural	R	33	Roadway	38-31b-1e	Jackson County	n/a	public	Existing Rd. Talent Avenue
395	OR 99	45	Rural	L	10	Bike Access	38-31b-1e	JACKSON COUNTY	xx	public	
396	OR 99	45	Rural	R	16	residence	38-31b-1e	VERZEANO PAULENA CARTER	xx	private	
397	OR 99	45	Rural	L	50	Park Access	38-31b-1e	JACKSON COUNTY	xx	public	
398	OR 99	45	Rural	R	24	residence	38-31b-1e	VERZEANO PAULENA CARTER	xx	private	
399	OR 99	45	Rural	R	24	parking area	38-31b-1e	ROSS CALVIN/ZOE RV LV TRUST	2285 S. Pacific Hwy	private	
400	OR 99	45	Rural	R	30	Commercial	38-31-1e	JACKSON WELLSPRINGS LLC	xx	private	
401	OR 99	45	Rural	R	30	RV Park	38-31-1e	TEMPLE RUTH E	2253 S. Pacific Hwy	private	
402	OR 99	45	Rural	R	18	RV Park	38-31-1e	TEMPLE RUTH E	2253 S. Pacific Hwy	private	
403	OR 99	45	Rural	R	50	RV Park	38-31-1e	TEMPLE RUTH E	2253 S. Pacific Hwy	private	
404	OR 99	45	Rural	L	0					private	scaling station
405	OR 99	45	Rural	L	40	Roadway	38-31-1e	Jackson County	n/a	public	Existing Rd. Valley View Road
406	OR 99	45	Rural	R	50	roadway	38-31-1e	Jackson County	n/a	public	Existing Rd. Jackson Road
407	OR 99	45	Rural	R	24	Auto Sales	38-31-1e	DEBOER ALAN W	2067 Jackson Road	private	
408	OR 99	45	Rural	L	18	Trailer Park	38-31-1e	GERBER LAUREN A/CINDY D	2020 S. Pacific Hwy	private	

Yellow highlighting indicates public roadway intersections.



OR 99 Corridor Plan

Legend

AccessPts

private

public

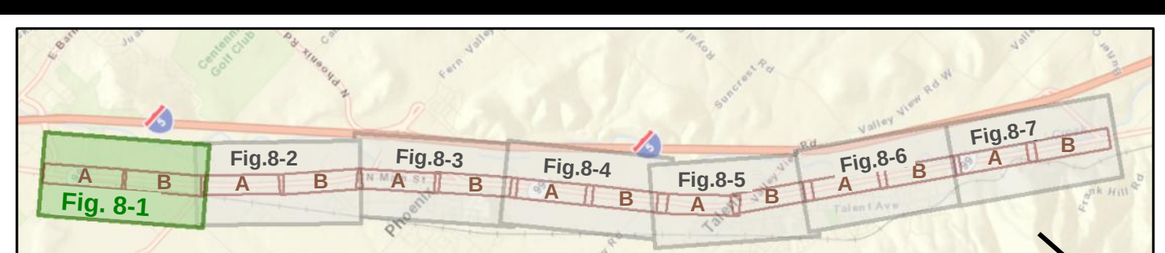


Figure 8-1

Existing Access Inventory

Source Data: Jackson County, ESRI, Oregon GEO

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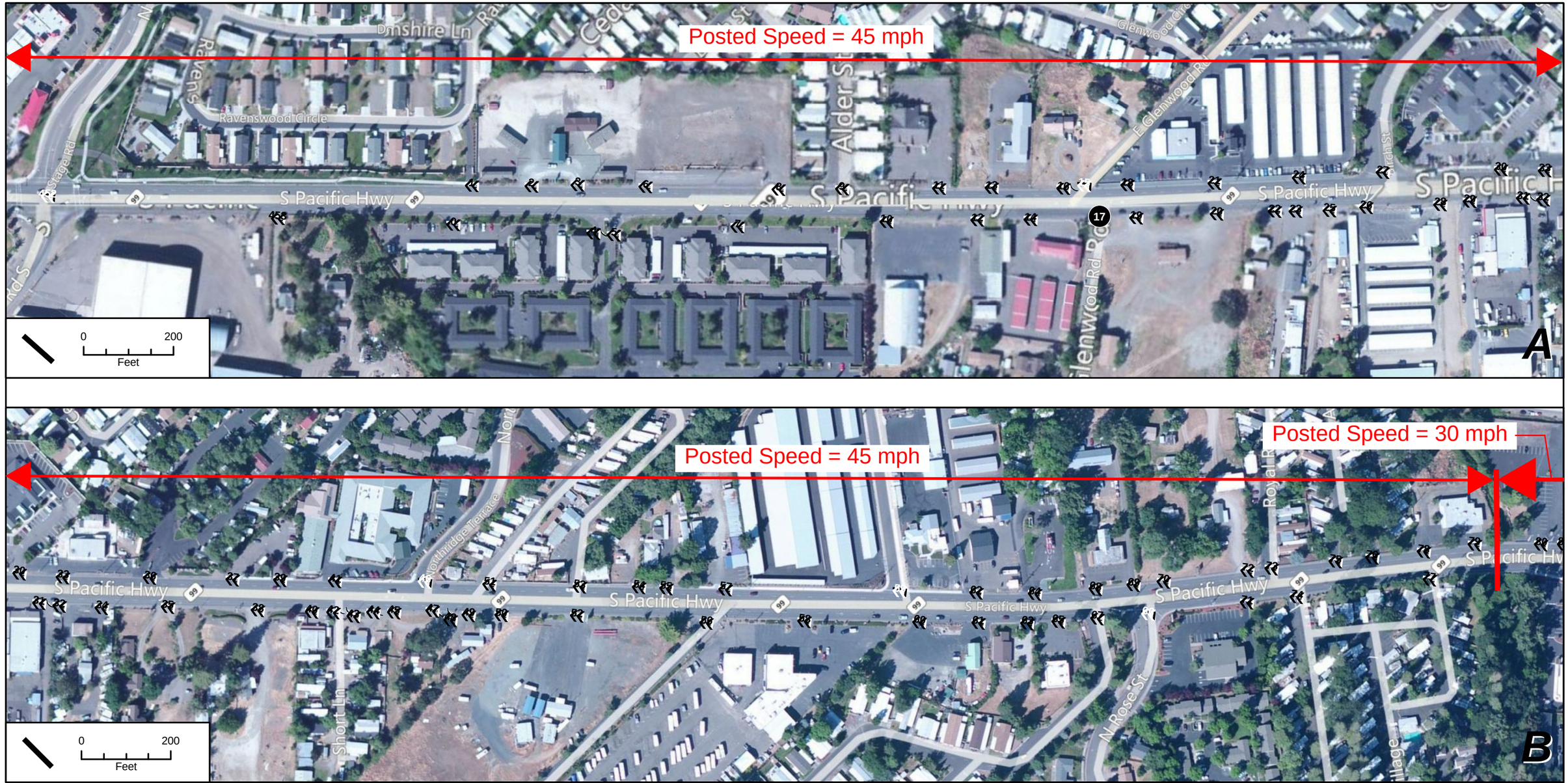

OR 99 Corridor Plan

Legend

AccessPts

private

public

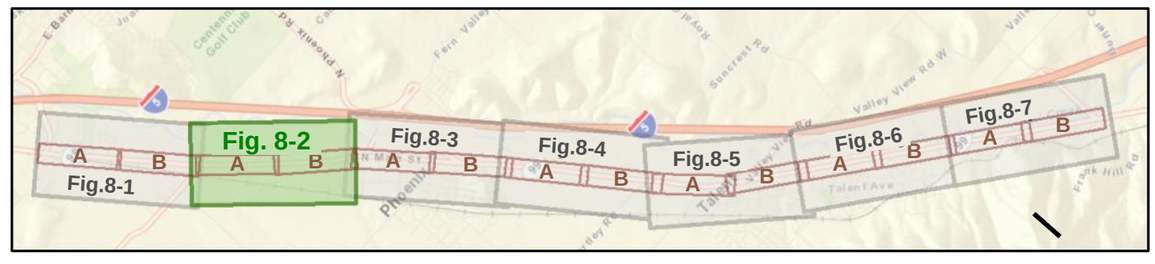

Figure 8-2

Existing Access Inventory

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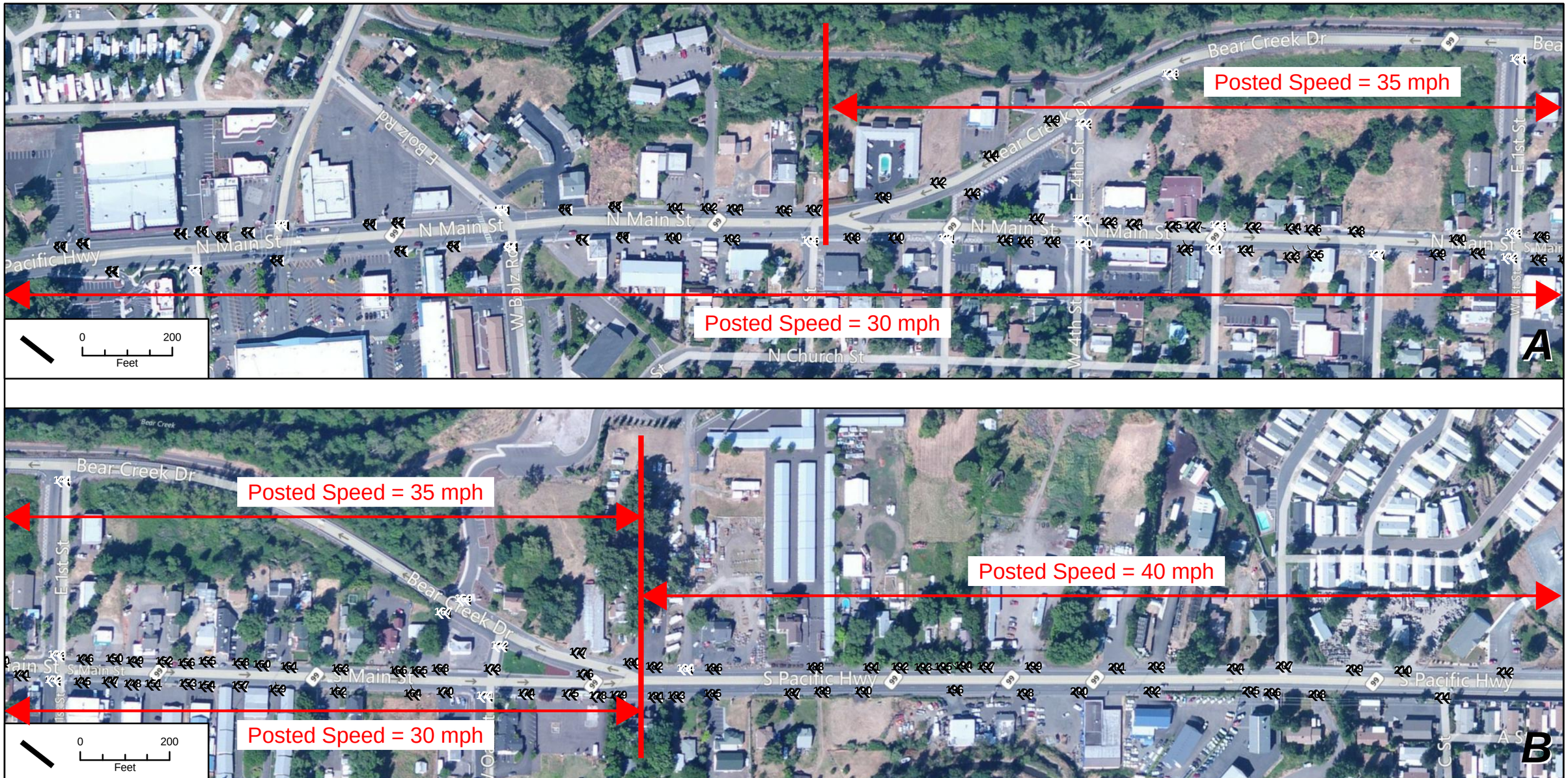

OR 99 Corridor Plan

Legend

AccessPts

(private

) public

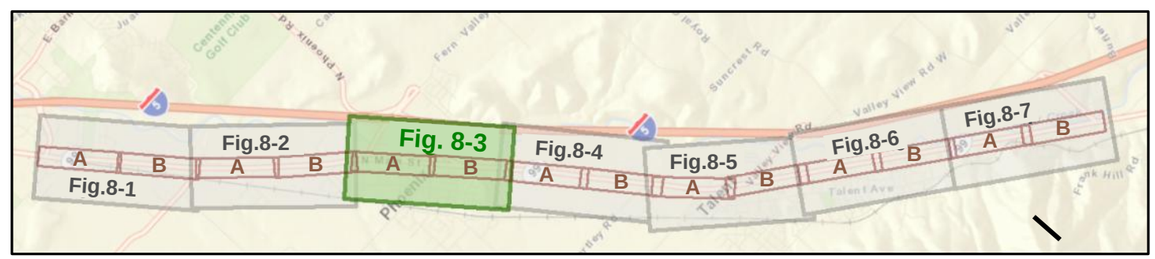

Figure 8-3

Existing Access Inventory

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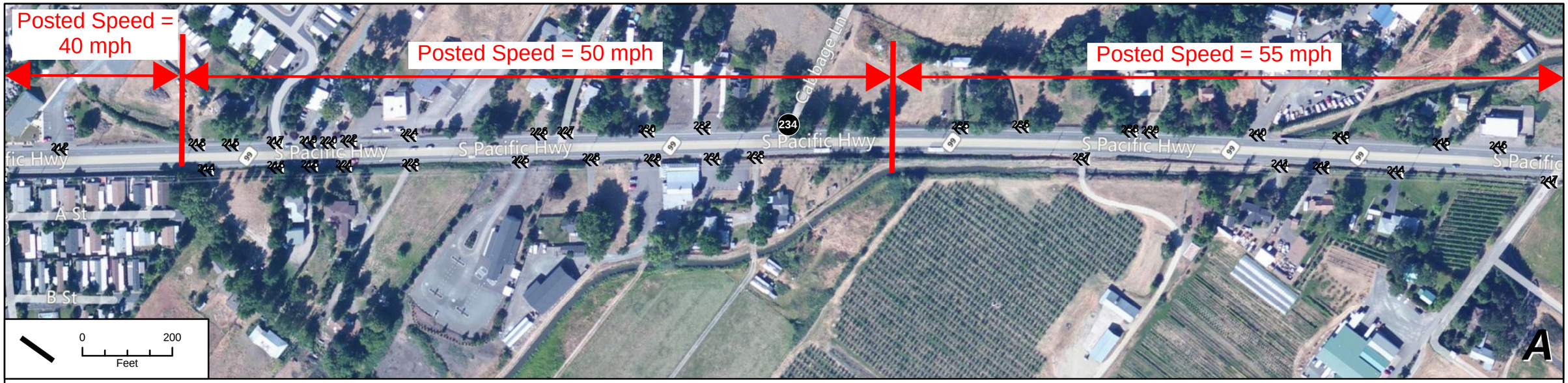

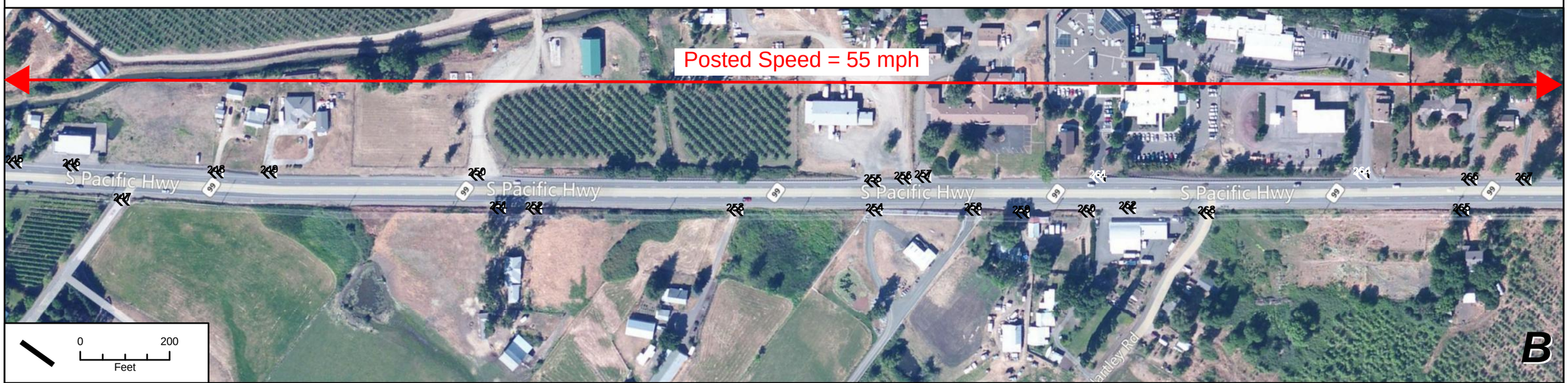

OR 99 Corridor Plan

Legend

AccessPts

(private

public

Source Data: Jackson County, ESRI, Oregon GEO

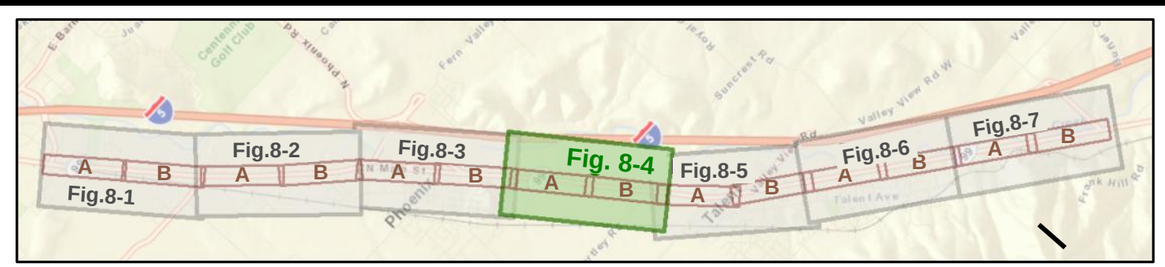

Figure 8-4

Existing Access Inventory

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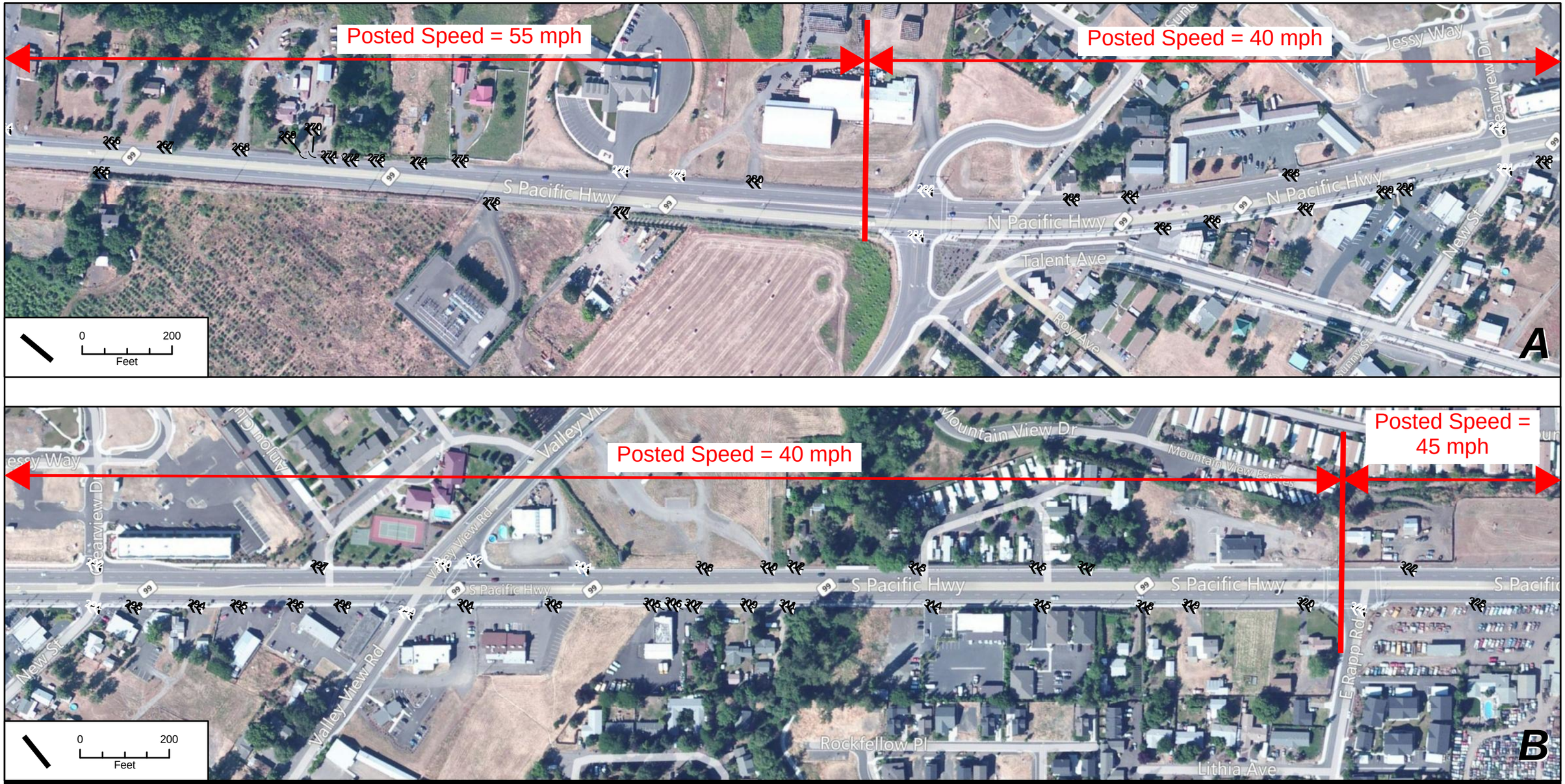

OR 99 Corridor Plan

Legend

AccessPts

private

public

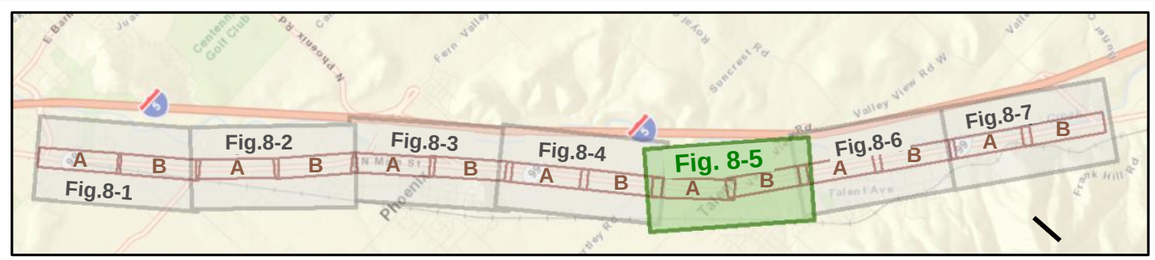

Figure 8-5

Existing Access Inventory

Source Data: Jackson County, ESRI, Oregon GEO

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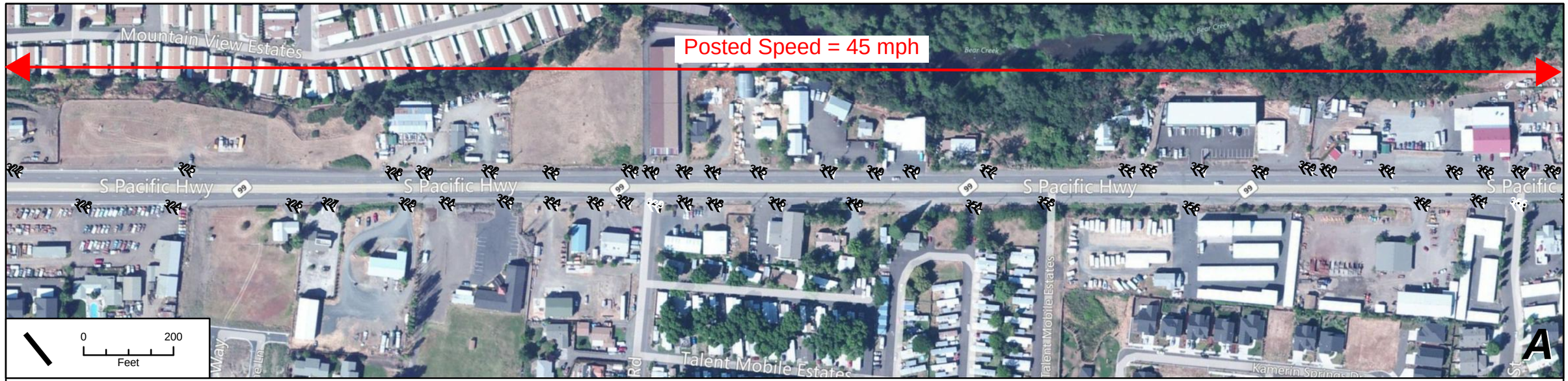

OR 99 Corridor Plan

Legend

AccessPts

(private

! public

Source Data: Jackson County, ESRI, Oregon GEO

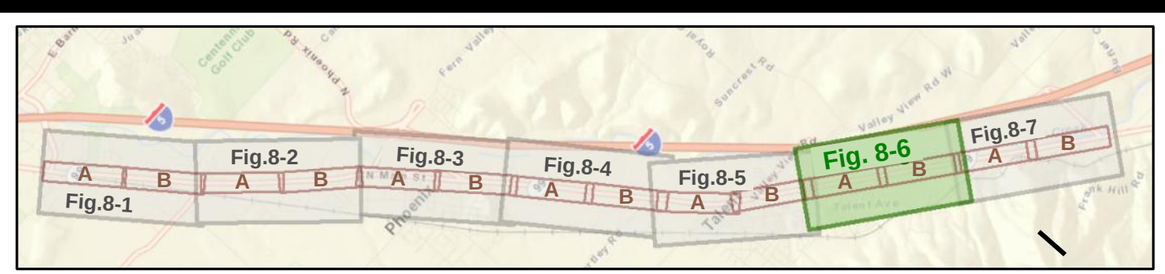

Figure 8-6

Existing Access Inventory

OR 99 Corridor Plan

Legend

AccessPts

(private

! public

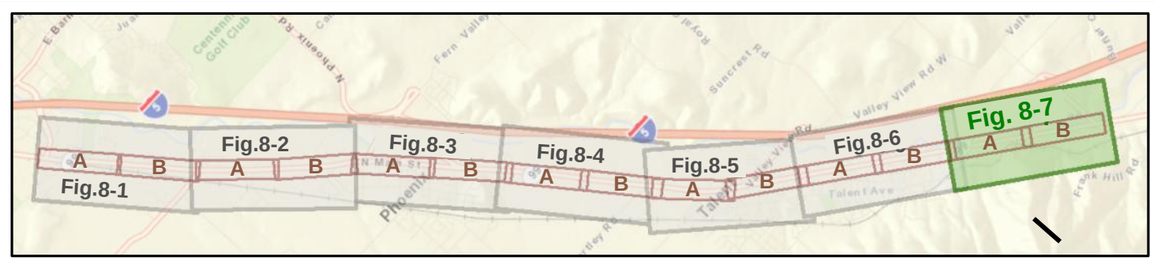

Figure 8-7

Existing Access Inventory

Source Data: Jackson County, ESRI, Oregon GEO

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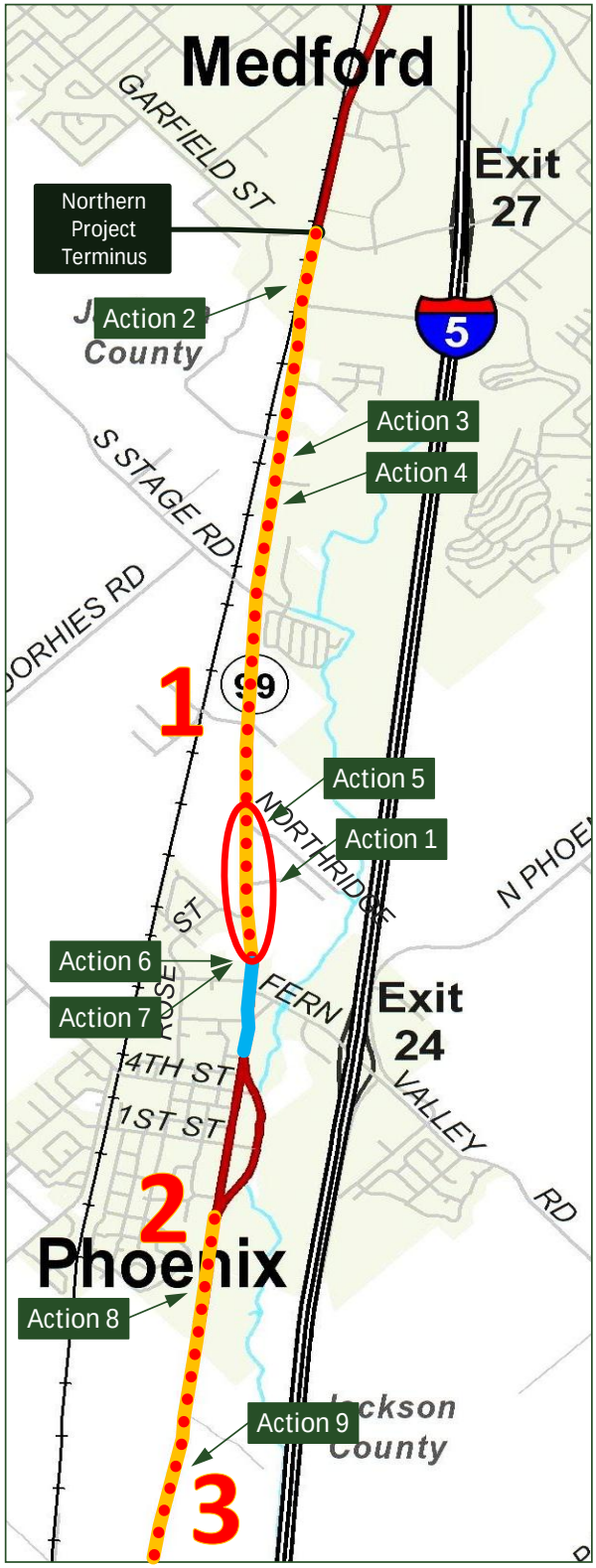


Recommended Access Management Actions

Segment 1: OR 99 from South Medford to Phoenix

- Action 1: Monitor crash patterns and SPIS ratings for the segment of OR 99 between Northridge Terrace and Coleman Creek culvert (MP 10.58-11.03). If a continued pattern of turning and angle collisions persists and/or the segment maintains a rating in the worst 10% of the SPIS, access management measures should be evaluated to determine if crash rates and severity can be reduced. Development of a management strategy should then be prioritized, even if other improvements take longer to implement.
- Action 2: When design begins for Project 1. OR 99 – Garfield St to Charlotte Anne Rd: Sidewalk Improvements (MP 8.56-8.75), consider consolidation, closure, or modification of driveways on the west side of OR 99 in the vicinity of Charlotte Anne Road to improve the flow of highway traffic and the safety of all travelers (motorists, bicyclists, and pedestrians).
- Action 3: When design begins for Project 3. OR 99 –Charlotte Anne Rd to Coleman Creek: Sidewalk Improvements (MP 8.87-11.03), consider consolidation, closure, or modification of driveways for the length of the improvement to improve the flow of highway traffic and the safety of all travelers (motorists, bicyclists, and pedestrians).
- Action 4: When design begins for Project 4. OR 99 –Charlotte Anne Rd to Coleman Creek: Median Islands (assorted locations MP 8.75-11.03), consider turn limitations in the vicinity of the median islands to improve the function and safety of the crossings, especially for pedestrians.
- Action 5: When design begins for Project 5. OR 99/Northridge Terrace Intersection: Safety Improvements (MP 10.58), consider consolidation, closure, or modification of driveways in the vicinity of the intersection to improve the safety and function of the intersection for all travelers (motorists, bicyclists, and pedestrians).
- Action 6: When design begins for Project 6. OR 99/Coleman Creek Crossing: Interim Sidewalk and Bike Lane Improvements (MP 11.03-11.04), consider turn limitations where the center lane is narrowed to maintain the flow of highway traffic and the safety of all travelers (motorists, bicyclists, and pedestrians).
- Action 7: When design begins for Project 7. OR 99/Coleman Creek Crossing: Replacement (MP 11.03-11.04), consider consolidation, closure, or modification of driveways in the vicinity of the culvert to improve the flow of highway traffic and the safety of all travelers (motorists, bicyclists, and pedestrians).

Segment 2: OR 99 Phoenix Segment

- Action 8: When design begins for Project 12. OR 99 –South of Couplet to Phoenix City Limits: Sidewalk Improvements and Lane Conversion (MP 11.96-12.36), consider consolidation, closure, or modification of driveways for the length of the improvement to improve the flow of highway traffic and the safety of all travelers (motorists, bicyclists, and pedestrians).

Segment 3: OR 99 from Phoenix to Talent

- Action 9: When design begins for Project 13. OR 99 – Phoenix City Limits to Talent City Limits: Lane Conversion (MP 12.37-13.86), consider consolidation, closure, or modification of driveways for the length of the improvement to improve the flow of highway traffic and the safety of all travelers (motorists, bicyclists, and pedestrians).

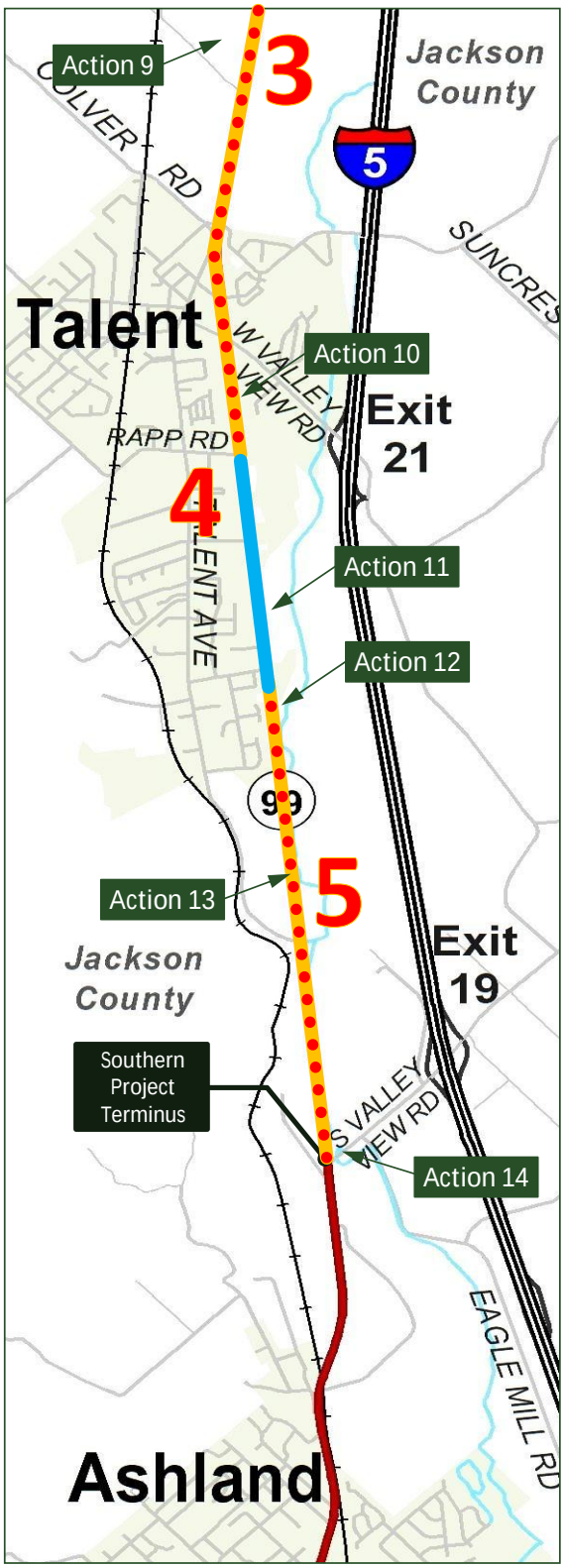
OR 99 Rogue Valley Corridor Plan

Legend

- Segment with Recommended Improvement Project
- Potential Access Consolidation/Closure/Turn Restriction
- Near-Term Funded Improvement Project
- Area with High Crash Rate Associated with Access Turning Movements

Figure 8-8

OR 99 Access Management Plan
North Section



Recommended Access Management Actions

Segment 3: OR 99 from Phoenix to Talent

- Action 9: When design begins for Project 13. OR 99 – Phoenix City Limits to Talent City Limits: Lane Conversion (MP 12.37-13.86), consider consolidation, closure, or modification of driveways for the length of the improvement to improve the flow of highway traffic and the safety of all travelers (motorists, bicyclists, and pedestrians).

Segment 4: OR 99 Talent Segment

- Action 10: When design begins for Project 15. OR 99 at Wagner Creek Greenway Trail: Midblock Crossing (MP 14.39), consider raised median as part of crossing and assess whether turn limitations in the vicinity of the crossing would improve the function and safety for pedestrians.
- Action 11: As Project 16. OR 99 – Rapp Rd to Creel Rd (Talent City Limits): Sidewalk Improvements and Lane Conversion (MP 14.71-15.67) is implemented through the current STIP (Key Number 17478), consider consolidation, closure, or modification of driveways for the length of the improvement to improve the flow of highway traffic and the safety of all travelers (motorists, bicyclists, and pedestrians).
- Action 12: When design begins for Project 17. OR 99 – Creel Rd to Bear Creek Greenway Connection: Multiuse Pathway (MP 15.34-15.67), consider consolidation, closure, or modification of driveways for the length of the improvement to improve the flow of highway traffic and the safety of all travelers (motorists, bicyclists, and pedestrians).

Segment 5: OR 99 from Talent to Ashland

- Action 13: When design begins for Project 18. OR 99 –Creel Rd (Talent City Limits) to S. Valley View Rd: Lane Conversion (MP 15.34-16.92), consider consolidation, closure, or modification of driveways for the length of the improvement to improve the flow of highway traffic and the safety of all travelers (motorists, bicyclists, and pedestrians).
- Action 14: When design begins for Project 19. OR 99/S. Valley View Rd Intersection: Dual Left-Turn Lanes on S. Valley View Rd (MP 17.02), consider consolidation, closure, or modification of driveways in the vicinity of the intersection to improve the safety and function of the intersection for all travelers (motorists, bicyclists, and pedestrians).

OR 99 Rogue Valley Corridor Plan

Legend

- Segment with Recommended Improvement Project
- Access Consolidation/Closure/Turn Restriction
- Near-Term Funded Improvement Project
- Area with High Crash Rate Associated with Access Turning Movements

Figure 8-8

OR 99 Access Management Plan South Section

Appendix A. OPAL Database Output from ODOT

OFFICIAL PROJECT ACCESS LIST (OPAL) WORKSHEET

Print Pg1 thru line 55 (Legal size)
Print Pg 2 thru line 55 (Legal size)
Print Pg 1 thru line 55 (11 X 17)
Print Pg 2 thru line 55 (11 X 17)

Project Name/Key #: Rogue Valley Highway (OR-99: Ashland - to - Medford)
Workbook Coordinator: John Pariani, HBH Consulting Engineers
Req'd Approvals

Approval Signatures: Technical Ctr. Mgr. | Region Access Management Engineer

Metadata — Additional Information

Highway Classification = | Posted Speed = | Spacing Standard = | Beginning of Project

HIGHWAY INPUT DATA / EXISTING APPROACHES INVENTORY

Row	A	Highway		Roadway ID		Mile-age Type	Overlap Mileage Code	County	Ref #	Mile Point	Eng Station	Side (L/R)	Surface Type	Extg Width (ft)	Property Use	Property Address	Photo Number
9	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	1	9.97	435+84	R	paved	30	apartments	3282 S. Pacific Hwy	1-2-373
10	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	182	9.98	435+43	L	paved	12	trailer park	3205 S. Pacific Hwy	371-372
11	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	181	10.00	434+10	L	paved	36	commercial	3411 S. Pacific Hwy	367-370
12	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	180	10.02	433+05	L	paved	30	commercial	3411 S. Pacific Hwy	365-366
13	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	2	10.03	432+51	R	paved	12	apartments	3306 S. Pacific Hwy	3-4-374
14	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	3	10.03	432+27	R	paved	14	apartments	3306 S. Pacific Hwy	5-6-375
15	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	179	10.05	431+55	L	paved	30	commercial	3425 S. Pacific Hwy	363-364
16	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	4	10.09	429+50	R	paved	30	apartments	3340 S. Pacific Hwy	7-8-376
17	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	178	10.11	428+57	L	paved	48	commercial	3425 S. Pacific Hwy	363-364
18	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	177	10.13	427+18	L	paved	50	trailer park	3431 S. Pacific Hwy	359-362
19	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	5	10.15	426+17	R	paved	47	commercial	3404 S.	9-10-377
20	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	176	10.17	425+00	L	paved	50	commercial	3405 S. Pacific Hwy	357-358
21	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	6	10.19	424+16	R	paved	45	commercial	3424 S. Pacific Hwy	11,12-378
22	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	175	10.20	423+83	L	paved	30	residence	3445 S. Pacific Hwy	355-356
23	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	7	10.21	422+98	R	paved	40	storage	3444 S. Pacific Hwy	13,14-379
24	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	173	10.23	422+00	L	paved	24	roadway	n/a	351-352
25	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	174	10.22	421+76	L	paved	12	residence	3459 S. Pacific Hwy	353-354
26	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	8	10.24	421+43	R	paved	21	roadway	n/a	15,16-380
27	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	172	10.25	420+78	L	paved	24	Storage	3509 S. Pacific Hwy	349-350
28	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	9	10.26	420+60	R	paved	45	Auto Sales	3490 S. Pacific Hwy	17,18-381
29	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	10	10.29	418+80	R	paved	45	Auto Sales	3490 S. Pacific Hwy	19-20-382
30	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	171	10.29	418+80	L	paved	36	Storage	3509 S. Pacific Hwy	347-348
31	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	11	10.31	417+53	R	paved	40	commercial	3524 S. Pacific Hwy	21-22-383
32	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	12	10.32	417+04	R	paved	40	commercial	3528 S. Pacific Hwy	23,24-384
33	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	170	10.33	416+98	L	paved	24	Storage	3509 S. Pacific Hwy	345-346
34	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	13	10.34	416+30	R	paved	50	commercial	3552 S. Pacific Hwy	25,26-385
35	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	14	10.35	415+47	R	paved	40	storage	3558 S. Pacific Hwy	27,28-386
36	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	169	10.36	415+09	L	paved	60	trailer park	3555 S. Pacific Hwy	343-344
37	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	15	10.38	413+83	R	paved	20	storage	3558 S. Pacific Hwy	29,30-387
38	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	16	10.40	413+16	R	paved	45	commercial	3598 S. Pacific Hwy	31,32-388
39	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	168	10.41	412+43	L	paved	36	medical	3617 S. Pacific Hwy	341-342
40	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	17	10.42	411+79	R	paved	21	commercial	3622 S. Pacific Hwy	33,34-389
41	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	18	10.43	411+52	R	paved	30	commercial	3628 S. Pacific Hwy	35,36-390
42	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	167	10.43	411+46	L	paved	50	commercial	3629 S. Pacific Hwy	337-338
43	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	19	10.45	410+58	R	paved	24	commercial	3628 S. Pacific Hwy	37,38-391
44	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	20	10.47	409+11	R	paved	40	residence	3654 S. Pacific Hwy	39,40-392
45	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	166	10.48	409+53	L	paved	60	trailer park	3653 S. Pacific Hwy	335-336
46	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	165	10.50	407+67	L	paved	36	commercial	3693 S. Pacific Hwy	333-334
47	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	21	10.51	407+09	R	paved	50	commercial	3672 S. Pacific Hwy	41,42-393
48	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	164	10.52	406+63	L	paved	24	commercial	3693 S. Pacific Hwy	331-332
49	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	22	10.53	405+89	R	paved	50	commercial	3704 S. Pacific Hwy	43,44-394
50	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	163	10.54	405+39	L	paved	30	commercial	3737 S. Pacific Hwy	329-330
51	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	23	10.55	405+28	R	paved	21	commercial	3704 S. Pacific Hwy	45,46-395

OFFICIAL PROJECT ACCESS LIST (OPAL)

Row	Lattitude	Longitude	Surface Type	Const Width (ft)	Const Sta	Action By Others	Comments
9	42.29145258	-122.83849766	paved	30	435+84		
10	42.29153467	-122.83816139	paved	12	435+43		
11	42.29126792	-122.83782510	paved	36	434+10		
12	42.29106576	-122.83755784	paved	30	433+05		
13	42.29074621	-122.83770925	paved	12	432+51		
14	42.29069519	-122.83765313	paved	14	432+27		
15	42.29075515	-122.83718544	paved	30	431+55		
16	42.29017471	-122.83690659	paved	30	429+50		
17	42.29014999	-122.83645085	paved	48	428+57		
18	42.28986844	-122.83609049	paved	50	427+18		
19	42.28953310	-122.83603689	paved	47	426+17		
20	42.28943930	-122.83553746	paved	50	425+00		
21	42.28913227	-122.83551281	paved	45	424+16		
22	42.28920383	-122.83523887	paved	30	423+83		
23	42.28889749	-122.83521013	paved	40	422+98		
24	42.28880350	-122.83470181	paved	24	422+00		
25	42.28883878	-122.83478926	paved	12	421+76		
26	42.28859786	-122.83481704	paved	21	421+43		
27	42.28860913	-122.83445378	paved	24	420+78		
28	42.28843242	-122.83460183	paved	45	420+60		
29	42.28809095	-122.83412499	paved	45	418+80		
30	42.28822960	-122.83395363	paved	36	418+80		
31	42.28784290	-122.83378366	paved	40	417+53		
32	42.28774981	-122.83366445	paved	40	417+04		
33	42.28787545	-122.83344489	paved	24	416+98		
34	42.28760200	-122.83346863	paved	50	416+30		
35	42.28745006	-122.83324324	paved	40	415+47		
36	42.28752406	-122.83293955	paved	60	415+09		
37	42.28713309	-122.83280637	paved	20	413+83		
38	42.28701371	-122.83262314	paved	45	413+16		
39	42.28700751	-122.83225298	paved	36	412+43		
40	42.28674659	-122.83225450	paved	21	411+79		
41	42.28669361	-122.83219801	paved	30	411+52		
42	42.28680743	-122.83201369	paved	50	411+46		
43	42.28650703	-122.83195338	paved	24	410+58		
44	42.28623412	-122.83155080	paved	40	409+11		
45	42.28643874	-122.83149514	paved	60	409+53		
46	42.28608260	-122.83100787	paved	36	407+67		
47	42.28584109	-122.83103038	paved	50	407+09		
48	42.28588267	-122.83072620	paved	24	406+63		
49	42.28560701	-122.83071623	paved	50	405+89		
50	42.28564621	-122.83040234	paved	30	405+39		
51	42.28549219	-122.83054723	paved	21	405+28		

ACCESS CONTROL REPORT (ACR)

Row	Exist or New R/W File No	Tax Lot	Twnsp-Sect-Rng	Map No	Rsrvtn Eng Sta	Side	Rsrvtn Width	Comments	Ownership
9	54182	3400	38-05d-1w	9B-22-17		West			PINE CREEK ESTATES LTD PART
10	54139	608	38-05-1w	9B-22-17		East			SAN GEORGE ESTATES LLC
11	54771	3300	38-05d-1w	9B-22-17		East			TAYLOR FRANCES M
12	54771	3300	38-05d-1w	9B-22-17		East			TAYLOR FRANCES M
13	54182	3500	38-05d-1w	9B-22-17		West			TOWNE/COUNTRY PROPERTIES
14	54182	3500	38-05d-1w	9B-22-17		West			TOWNE/COUNTRY PROPERTIES
15	54771	3200	38-05d-1w	9B-22-17		East			PERKINS RE TRUSTEE
16	54182	3100	38-05d-1w	9B-22-17		West			PINE CREEK ESTATES LTD PART
17	54604	3200	38-05d-1w	9B-22-17		East			PERKINS RE TRUSTEE
18	54187	400	38-04c-1w	9B-22-17		East			BORGIA SHIRLEY S REV TRUST
19	54181	3000	38-05d-1w	9B-22-17		West			DICOPA, INC.
20	54186	600	38-04c-1w	9B-22-17		East			SOLORIO DAVID
21	54180	1400	38-04c-1w	9B-22-17		West			EASTMAN FAMILY TRUST
22	54185	700	38-04c-1w	9B-22-17		East			SMITH DAVID R
23	54179	1300	38-04c-1w	9B-22-17		West			NOVARA SHANNON M
24	n/a	n/a		9B-22-17		East		E. Glenwood Street	Jackson County
25	47408	800	38-04c-1w	7B-10-12		East			DNA INTERNATIONAL LLC
26	n/a	1200	38-04c-1w	7B-10-12		West		W. Glenwood Drive	TRIANGLE LAND COMPANY LLC
27	47408	900	38-04c-1w	7B-10-12		East			S & T FAMILY LLC
28	19127	1100	38-04c-1w	7B-10-12		West			MC DANIEL LOWELL
29	19127	1100	38-04c-1w	7B-10-12		West			MC DANIEL LOWELL
30	18416	900	38-04c-1w	7B-10-12		East			S & T FAMILY LLC
31	13131	4200	38-09b-1w	7B-10-12		West			DAVIS GUY C
32	19126	4000	38-09b-1w	7B-10-12		West			HANLIN WARREN LIVING TRUST
33	18416	900	38-04c-1w	7B-10-12		East			S & T FAMILY LLC
34	19124	3900	38-09b-1w	7B-10-12		West			THOMAS LOVING TRUST FAMILY TRUST
35	19123	3600	38-09b-1w	7B-10-12		West			DIETZEL REVOCABLE LIVING TRUST
36	18416	603	38-04c-1w	7B-10-12		East			MEDFORD ESTATES MHP LLC
37	54177	3600	38-09b-1w	7B-10-12		West			DIETZEL REVOCABLE LIVING TRUST
38	54177	3500	38-09b-1w	7B-10-12		West			HANSEN LEE M
39	18416	1000	38-04c-1w	7B-10-12		East			HEALTH CARE CENTER INC
40	19121	3400	38-09b-1w	7B-10-12		West			BILLYJACK LLC
41	19120	3000	38-09b-1w	7B-10-12		West			BOYLAN FAMILY TRUST
42	18415	100	38-09b-1w	7B-10-12		East			CANON THOMAS L/ANNE P
43	19119	3000	38-09b-1w	7B-10-12		West			BOYLAN FAMILY TRUST
44	19119	2800	38-09b-1w	7B-10-12		West			ALTUNEL YASEM
45	18415	200	38-09ba-1w	7B-10-12		East		shared	INVESTMENTS-OR LLC
46	18414	300	38-09ba-1w	7B-10-12		East			RIVERRIDGE MANAGEMENT LLC
47	19118	2700	38-09b-1w	7B-10-12		West			RELIABLE HOMES
48	18414	300	38-09ba-1w	7B-10-12		East			RIVERRIDGE MANAGEMENT LLC
49	19117	2500	38-09b-1w	7B-10-12		West			LEE NICK KENNETH
50	18414	100	38-09ba-1w	7B-10-12		East			RIVERRIDGE MANAGEMENT LLC
51	54174	2500	38-09b-1w	9B-22-17		West			LEE NICK KENNETH

EXISTING APPROACHES STATUS REPORT (EASR) / RECORDS / ADL

Row	Legal Status	Permit # or Legal Document Date	Permitted Width (ft)	Permitted Use	Permitted To	Owner	Comments	Action By District	Action By Others	ADL Code	Future Rec.
9						PINE CREEK ESTATES LTD PART					
10	Existing Permit	24273				SAN GEORGE ESTATES LLC					
11	Existing Permit	23223				TAYLOR FRANCES M					
12	Existing Permit	23223				TAYLOR FRANCES M					
13	Existing Permit	13890				TOWNE/COUNTRY PROPERTIES					
14						TOWNE/COUNTRY PROPERTIES					
15	Existing Permit	27942				PERKINS RE TRUSTEE					
16						PINE CREEK ESTATES LTD PART					
17	Existing Permit	24277				PERKINS RE TRUSTEE					
18	Existing Permit	27607				BORGIA SHIRLEY S REV TRUST					
19						DICOPA, INC.					
20	Existing Permit	19025				SOLORIO DAVID					
21	Existing Permit	20254				EASTMAN FAMILY TRUST					
22						SMITH DAVID R					
23						NOVARA SHANNON M					
24						Jackson County					
25						DNA INTERNATIONAL LLC					
26						TRIANGLE LAND COMPANY LLC					
27	Existing Permit	23358				S & T FAMILY LLC					
28						MC DANIEL LOWELL					
29						MC DANIEL LOWELL					
30	Existing Permit	23358				S & T FAMILY LLC					
31						DAVIS GUY C					
32						HANLIN WARREN LIVING TRUST					
33						S & T FAMILY LLC					
34	Existing Permit	25199				THOMAS LOVING TRUST FAMILY TRUST					
35						DIETZEL REVOCABLE LIVING TRUST					
36	Existing Permit	21764				MEDFORD ESTATES MHP LLC					
37						DIETZEL REVOCABLE LIVING TRUST					
38	Existing Permit	27230				HANSEN LEE M					
39						HEALTH CARE CENTER INC					
40	Existing Permit	35468				BILLYJACK LLC					
41						BOYLAN FAMILY TRUST					
42	Existing Permit	35549				CANON THOMAS L/ANNE P					
43						BOYLAN FAMILY TRUST					
44						ALTUNEL YASEM					
45	Existing Permit	15672				INVESTMENTS-OR LLC					
46	Existing Permit	26836				RIVERRIDGE MANAGEMENT LLC					
47						RELIABLE HOMES					
48	Existing Permit	26836				RIVERRIDGE MANAGEMENT LLC					
49						LEE NICK KENNETH					
50						RIVERRIDGE MANAGEMENT LLC					
51						LEE NICK KENNETH					

OFFICIAL PROJECT ACCESS LIST (OPAL) WORKSHEET

Print Pg1 thru line 55 (Legal size) | Print Pg 2 thru line 55 (Legal size) | Print Pg 1 thru line 55 (11 X 17) | Print Pg 2 thru line 55 (11 X 17)

Project Name/Key #: Rogue Valley Highway (OR-99: Ashland - to - Medford)
Workbook Coordinator: John Pariani, HBH Consulting Engineers
Req'd Approvals

Approval Signatures: Technical Ctr. Mgr. | Region Access Management Engineer

Metadata | **Additional Information**

HIGHWAY INPUT DATA / EXISTING APPROACHES INVENTORY

Row		Highway			Roadway ID	Mile-age Type	Overlap Mileage Code	County	Ref #	Mile Point	Eng Station	Side (L/R)	Surface Type	Extg Width (ft)	Property Use	Property Address	Photo Number
52	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	24	10.55	405+10	R	paved	21	commercial	3726 S. Pacific Hwy	47,48-396
53	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	25	10.56	404+42	R	paved	40	commercial	3726 S. Pacific Hwy	49,50-397
54	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	26	10.57	404+06	R	paved	16	residence	3748 S. Pacific Hwy	51,52-398
55	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	162	10.58	403+37	L	paved	42	roadway	n/a	327-328
56	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	27	10.59	403+07	R	paved	24	commercial	3766 S. Pacific Hwy	53,54-399
57	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	28	10.59	402+84	R	paved	18	commercial	3766 S. Pacific Hwy	55,56-400
58	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	29	10.60	402+39	R	paved	26	commercial	3766 S. Pacific Hwy	57,58-401
59	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	30	10.61	401+67	R	paved	30	commercial	3766 S. Pacific Hwy	59,60-402
60	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	161	10.62	401+96	L	paved	50	trailer park	3761 S. Pacific Hwy	325-326
61	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	31	10.65	399+98	R	paved	50	Auto Sales	3800 S. Pacific Hwy	61,62-403
62	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	160	10.65	399+94	L	paved	34	trailer park	3761 S. Pacific Hwy	323-324
63	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	159	10.67	398+61	L	paved	24	commercial	3823 S. Pacific Hwy	321-322
64	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	158	10.68	398+00	L	paved	16	commercial	3823 S. Pacific Hwy	319-320
65	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	32	10.70	397+07	R	paved	60	mobile home park	3848 S. Pacific Hwy	63,64-404
66	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	157	10.71	396+66	L	paved	30	commercial	3847 S. Pacific Hwy	317-318
67	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	33	10.74	394+87	R	paved	40	Auto Sales	3846 S. Pacific Hwy	65,66-405
68	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	156	10.77	392+77	L	paved	24	roadway	n/a	315-316-419
69	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	34	10.79	392+38	R	paved	26	commercial	3932 S. Pacific Hwy	67,68-406
70	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	35	10.82	391+11	R	paved	26	commercial	3932 S. Pacific Hwy	69,70-407
71	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	155	10.82	391+07	L	paved	30	commercial	3945 S. Pacific Hwy	311-312-420
72	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	36	10.83	389+97	R	paved	30	commercial	3954 S. Pacific Hwy	71-72-408
73	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	154	10.84	389+81	L	paved	42	trailer park	3957 S. Pacific Hwy	309-310-421
74	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	37	10.85	389+29	R	paved	36	market	3960 S. Pacific Hwy	73-74-409
75	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	39	10.88	387+29	R	paved	45	roadway	n/a	75-76-410
76	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	38	10.87	388+43	R	paved	35	trailer park	3966 S. Pacific	77-78-411
77	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	153	10.87	388+43	L	paved	30	commercial	3995 S. Pacific Hwy	307-308-422
78	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	152	10.88	387+57	L	paved	24	commercial	3995 S. Pacific Hwy	305-306-423
79	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	151	10.89	386+91	L	paved	24	residence	4009 S. Pacific Hwy	303-304-424
80	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	40	10.93	385+11	R	paved	12	bank	4000 S. Pacific Hwy	79-80-412
81	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	150	10.93	385+00	L	paved	30	commercial	4019 S. Pacific Hwy	301-302-425
82	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	149	10.94	384+46	L	paved	30	trailer park	4069 S. Pacific Hwy	299-300-427
83	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	41	10.95	383+99	R	paved	34	trailer park	4074 S. Pacific Hwy	81-82-413
84	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	148	10.97	383+02	L	paved	24	trailer park	4069 S. Pacific Hwy	297-298-428
85	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	147	10.98	382+20	L	paved	42	trailer park	4069 S. Pacific Hwy	295-296-429
86											Station or MP Equation	Sta 383+67.71 P.T. BK = 381+64.44 P.O.T. AH					
87	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	42	11.01	383+01	R	paved	30	trailer park	4074 S. Pacific Hwy	83-84-414
88	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	146	11.01	383+06	L	paved	34	residence	4119 S. Pacific Hwy	293-294-430
89	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	145	11.03	381+95	L	paved	48	residence	4119 S. Pacific Hwy	291-292-431
90	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	144	11.06	380+50	L	paved	30	commercial	4149 S. Pacific Hwy	289-290-432
91	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	143	11.07	380+01	L	paved	30	commercial	4149 S. Pacific Hwy	287-288-433
92	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	43	11.08	379+41	R	paved	12	fast food	4150 S. Pacific Hwy	85-86-415
93	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	44	11.11	377+73	R	paved	36	roadway	n/a	87-88-416
94	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	142	11.11	377+46	L	paved	30	commercial	4149 S. Pacific Hwy	285-286-434
95	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	140	11.12	377+08	L	paved	30	Gas Station	800 Main Street	283-284-435

OFFICIAL PROJECT ACCESS LIST (OPAL) / ACCESS CONTROL REPORT (ACR)

Row	Lattitude	Longitude	Surface Type	Const Width (ft)	Const Sta	Action By Others	Comments	Exist or New R/W File No	Tax Lot	Twnsp-Sect-Rng	Map No	Rsrvtn Eng Sta	Side	Rsrvtn Width	Comments	Ownership
52	42.28545449	-122.83049816	paved	21	405+10			54173	2100	38-09b-1w	9B-22-17		West			COOK VINCENT L
53	42.28532540	-122.83032562	paved	40	404+42			54173	2100	38-09b-1w	9B-22-17		West			COOK VINCENT L
54	42.28525892	-122.83022589	paved	16	404+06			54172	2000	38-09b-1w	9B-22-17		West			DEDRICK DENNIS A
55	42.28526717	-122.82986557	paved	42	403+37			n/a	n/a		9B-22-17		East		Northridge Terrace	Jackson County
56	42.28506519	-122.82996529	paved	24	403+07			54171	1900	38-09b-1w	9B-22-17		West			MC GONAGLE JOHN/CHERYL M
57	42.28502455	-122.82989629	paved	18	402+84			54171	1900	38-09b-1w	9B-22-17		West			MC GONAGLE JOHN/CHERYL M
58	42.28493419	-122.82979108	paved	26	402+39			54171	1900	38-09b-1w	9B-22-17		West			MC GONAGLE JOHN/CHERYL M
59	42.28479660	-122.82959832	paved	30	401+67			54171	1900	38-09b-1w	9B-22-17		West			MC GONAGLE JOHN/CHERYL M
60	42.28498443	-122.82949366	paved	50	401+96			54163	600	38-09b-1w	9B-22-17		East			ROGUE LLC
61	42.28447721	-122.82914773	paved	50	399+98			54170	1800	38-09b-1w	9B-22-17		West			POOLE JOHN S
62	42.28459372	-122.82896623	paved	34	399+94			54163	600	38-09b-1w	9B-22-17		East			ROGUE LLC
63	42.28434312	-122.82861254	paved	24	398+61			54163	800	38-09b-1w	9B-22-17		East			CEARLEY ENTERPRISES INC
64	42.28422301	-122.82845585	paved	16	398+00			54163	800	38-09b-1w	9B-22-17		East			CEARLEY ENTERPRISES INC
65	42.28389989	-122.82841004	paved	60	397+07			54170	1600	38-09b-1w	9B-22-17		West			G B ENTERPRISES LLC
66	42.28397053	-122.82810473	paved	30	396+66			54159	900	38-09b-1w	9B-22-17		East			KAYLOR PATRICIA L
67	42.28349667	-122.82781339	paved	40	394+87			54162	1700	38-09b-1w	9B-22-17		West			KUSEL MICHAEL J/GERALDINE
68	42.28323104	-122.82706927	paved	24	392+77			n/a	n/a		9B-22-17		East		Oak Crest Way	Jackson County
69	42.28300843	-122.82712830	paved	26	392+38			54758	1500	38-09b-1w	9B-22-17		West			BATTY DAVE
70	42.28275846	-122.82677736	paved	26	391+11			54758	1500	38-09b-1w	9B-22-17		West			BATTY DAVE
71	42.28290112	-122.82662127	paved	30	391+07			54158	1500	38-09a-1w	9B-22-17		East			DOTY MIRIAM
72	42.28255150	-122.82648583	paved	30	389+97			54161	1400	38-09b-1w	9B-22-17		West			WILT STEVE & CYNTHIA REVOCABLE TRUST
73	42.28265190	-122.82627510	paved	42	389+81			54157	1400	38-09a-1w	9B-22-17		East			SAN ROGUE INC
74	42.28242790	-122.82629224	paved	36	389+29			54160	1402	38-09b-1w	9B-22-17		West			SOUTHLAND CORPORATION THE
75	42.28208439	-122.82571077	paved	45	387+29			n/a	n/a	38-09b-1w	9B-22-17		West		Rose Street	City of Phoenix
76	42.28227978	-122.82603886	paved	35	388+43			54160	1401	38-09b-1w	9B-22-17		West			SPT PROPERTIES II LLC
77	42.28241813	-122.82588155	paved	30	388+43			54156	1300	38-09a-1w	9B-22-17		East			JANTZER JASON C TRUSTEE
78	42.28227482	-122.82563178	paved	24	387+57			54156	1300	38-09a-1w	9B-22-17		East			JANTZER JASON C TRUSTEE
79	42.28216555	-122.82543339	paved	24	386+91			54770	1200	38-09a-1w	9B-22-17		East			MYERS DONNA RAE TRUSTEE
80	42.28171986	-122.82505225	paved	12	385+11			19170	2400	38-09a-1w	7B-10-013		West			VALLEY OF THE ROGUE BANK
81	42.28186075	-122.82486650	paved	30	385+00			54154	1100	38-09a-1w	9B-22-17		East			MYERS DONNA RAE TRUSTEE
82	42.28176824	-122.82471216	paved	30	384+46			54153	1000	38-09a-1w	9B-22-17		East			ACHIRO TRUST et.al
83	42.28153653	-122.82472161	paved	34	383+99			54972	2000	38-09a-1w	9B-22-17		West			DANCEY JAMES FAMILY TRUST
84	42.28153190	-122.82429018	paved	24	383+02			54153	1000	38-09a-1w	9B-22-17		East			ACHIRO TRUST et.al
85	42.28139708	-122.82404499	paved	42	382+20			54153	1000	38-09a-1w	9B-22-17		East			ACHIRO TRUST et.al
86																
87	42.28105723	-122.82382298	paved	30	383+01			54972	2000	38-09a-1w	9B-22-17		West			DANCEY JAMES FAMILY TRUST
88	42.28120625	-122.82370220	paved	34	383+06			54972	701	38-09a-1w	9B-22-17		East			VENEKAMP DALTON LLC
89	42.28102433	-122.82335646	paved	48	381+95			54152	701	38-09a-1w	9B-22-17		East			VENEKAMP DALTON LLC
90	42.28074469	-122.82295823	paved	30	380+50			54152	600	38-09a-1w	9B-22-17		East			PHOENIX PROPERTIES INC
91	42.28064937	-122.82282199	paved	30	380+01			54151	600	38-09a-1w	9B-22-17		East			PHOENIX PROPERTIES INC
92	42.28040224	-122.82284639	paved	12	379+41			54149	6400	38-09db-w	9B-22-17		West			VS INC
93	42.28001513	-122.82240519	paved	36	377+73			n/a	n/a	38-09db-w	7B-10-013		West		Cheryl Avenue	City of Phoenix
94	42.28019765	-122.82224052	paved	30	377+46			18396	600	38-09a-1w	7B-10-013		East			PHOENIX PROPERTIES INC
95	42.28006509	-122.82208512	paved	30	377+08			18396	807	38-09a-1w	7B-10-013		East			EXXON CORPORATION

EXISTING APPROACHES STATUS REPORT (EASR) / RECORDS / ADL

Row	Legal Status	Permit # or Legal Document Date	Permitted Width (ft)	Permitted Use	Permitted To	Owner	Comments	Action By District	Action By Others	ADL Code	Future Rec.
52						COOK VINCENT L					
53						COOK VINCENT L					
54						DEDRICK DENNIS A					
55	Existing Permit	24982				Jackson County					
56						MC GONAGLE JOHN/CHERYL M					
57						MC GONAGLE JOHN/CHERYL M					
58						MC GONAGLE JOHN/CHERYL M					
59						MC GONAGLE JOHN/CHERYL M					
60	Existing Permit	29694				ROGUE LLC					
61						POOLE JOHN S					
62	Existing Permit	19436				ROGUE LLC					
63	Existing Permit	13810				CEARLEY ENTERPRISES INC					
64	Existing Permit	13810				CEARLEY ENTERPRISES INC					
65						G B ENTERPRISES LLC					
66	Existing Permit	35269				KAYLOR PATRICIA L					
67	Existing Permit	14886				KUSEL MICHAEL J/GERALDINE					
68						Jackson County					
69						BATTY DAVE					
70	Existing Permit	30397				BATTY DAVE					
71	Existing Permit	20429				DOTY MIRIAM					
72						WILT STEVE & CYNTHIA REVOCABLE TRUST					
73						SAN ROGUE INC					
74		27740				SOUTHLAND CORPORATION THE					
75	Existing Permit	25667			Rose Street	City of Phoenix					
76	Existing Permit	23499				SPT PROPERTIES II LLC					
77						JANTZER JASON C TRUSTEE					
78						JANTZER JASON C TRUSTEE					
79						MYERS DONNA RAE TRUSTEE					
80	Existing Permit	25668				VALLEY OF THE ROGUE BANK					
81						MYERS DONNA RAE TRUSTEE					
82						ACHIRO TRUST et.al					
83						DANCEY JAMES FAMILY TRUST					
84						ACHIRO TRUST et.al					
85	Existing Permit	30002				ACHIRO TRUST et.al					
86											
87						DANCEY JAMES FAMILY TRUST					
88	Existing Permit	20040				VENEKAMP DALTON LLC					
89	Existing Permit	20040				VENEKAMP DALTON LLC					
90						PHOENIX PROPERTIES INC					
91						PHOENIX PROPERTIES INC					
92						VS INC					
93						City of Phoenix					
94						PHOENIX PROPERTIES INC					
95						EXXON CORPORATION					

OFFICIAL PROJECT ACCESS LIST (OPAL) WORKSHEET

1 ● Print Pg1 thru line 55 (Legal size)
2 ○ Print Pg2 thru line 58 (Legal size)
3 ○ Print Pg1 thru line 58 (11 X 17)
4 ○ Print Pg 2 thru line 55 (11 X 17)

Project Name/Key # Rogue Valley Highway (OR-99 - Ashland - to - Medford)
Workbook Coordinator John Parlani, HBH Consulting Engineers
Req'd Approvals

Approval Signatures
Technical Cir. Mgr
Region Access Management Engineer

Metadata

Additional Information

	HIGHWAY INPUT DATA							EXISTING APPROACHES INVENTORY									OFFICIAL PROJECT ACCESS LIST (OPAL)					
6	Highway	Roadway ID	Milepost Type	Overlap Mileage Code	County	Ref #	Mile Point	Eng Station	Side (L/R)	Surface Type	Edg Width (ft)	Property Use	Property Address	Photo Number	Latitude	Longitude	Surface Type	Const Width (ft)	Const Sta	Action By Others	Comments
7																					
96	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	141	11.12	377+26	L	paved	12	Gas Station	800 Main Street	283-284-435	42.28010533	-122.82213828	paved	12	377+26		
97	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	139	11.14	376+33	L	paved	42	Gas Station	800 Main Street	281-282-436	42.27991400	-122.82188727	paved	42	376+33		
98	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	45	11.15	375+71	R	paved	42	market	730 Main Street	89-90-417	42.27966609	-122.82191149	paved	42	375+71		
99	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	138	11.15	375+56	L	paved	42	roadway	n/a	279-280-437	42.27978062	-122.82166424	paved	42	375+56		
100	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	137	11.19	373+60	L	paved	30	commercial	730 Main Street	277-278-438	42.27936836	-122.82119884	paved	30	373+60		
101	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	46	11.20	372+94	R	paved	30	market	4280 S. Pacific Hwy	91-92-418	42.27911748	-122.82120791	paved	30	372+94		
102	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	136	11.20	372+94	L	paved	30	commercial	730 Main Street	275-276-439	42.27923888	-122.82103860	paved	30	372+94		
103	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	47	11.22	371+72	R	paved	18	commercial	Bidz Road	93-94-418	42.27888549	-122.82088863	paved	18	371+72		
104	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	48	11.25	370+45	R	paved	40	roadway	n/a	95-96-620	42.27861463	-122.82060256	paved	40	370+45		
105	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	135	11.25	370+60	L	paved	42	roadway	n/a	273-274-440	42.27879653	-122.82041304	paved	42	370+60		
106	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	134	11.27	369+25	L	paved	58	trailer park	4285 S. Pacific Hwy	269-270-441	42.27850211	-122.82008186	paved	58	369+25		
107	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	49	11.28	368+87	R	paved	24	commercial	327 Main Street	97-98-619	42.27830514	-122.82018432	paved	24	368+87		
108	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	133	11.29	368+11	L	paved	24	vacant	626 Main Street	267-268-442	42.27827559	-122.81980422	paved	24	368+11		
109	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	50	11.30	367+96	R	paved	60	commercial	619 Main Street	99-100-618	42.27811939	-122.81965016	paved	60	367+96		
110	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	51	11.32	366+83	R	paved	48	commercial	619 Main Street	101-102-617	42.27788103	-122.81969887	paved	48	366+83		
111	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	132	11.32	366+78	L	paved	30	commercial	612 Main Street	265-266-443	42.27798369	-122.81949931	paved	30	366+78		
112	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	131	11.33	366+03	L	paved	24	commercial	612 Main Street	263-264-444	42.27783668	-122.81932474	paved	24	366+03		
113	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	52	11.34	365+52	R	paved	50	commercial	609 Main Street	103-104-616	42.27759722	-122.81940204	paved	50	365+52		
114	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	130	11.34	365+45	L	paved	42	commercial	608 Main Street	261-262-445	42.27769869	-122.81919003	paved	42	365+45		
115	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	129	11.36	364+36	L	paved	60	commercial	608 Main Street	259-260-446	42.27746034	-122.81894582	paved	60	364+36		
116	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	53	11.37	363+76	R	paved	24	roadway	n/a	105-106-615	42.27721733	-122.81899910	paved	24	363+76		
117	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	128	11.38	363+67	L	paved	26	residence	600 Main Street	257-258-447	42.27732170	-122.81878475	paved	26	363+67		
118	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	54	11.39	362+84	R	paved	26	commercial	511 Main Street	107-108-614	42.27703428	-122.81876335	paved	26	362+84		
119	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	127	11.40	361+96	L	paved	60	motel	510 Main Street	255-256-448	42.27704035	-122.81834360	paved	60	361+96		
120	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	55	11.41		R	paved	24	commercial	501 Main Street	109-110-613	42.27682729	-122.81853361	paved	24			
121	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	56	11.43		R	paved	36	roadway	n/a	111-112-478	42.27658400	-122.81827381	paved	36			
122	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	126	11.43	360+56	L	paved	26	vacant	485 Bear Creek Drive	253-254	42.27684116	-122.81796149	paved	26	360+56		
123	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	114	11.44	360+24	L	paved	18	parking area	400 Main Street	229-230	42.27663699	-122.81785376	paved	18	360+24		
124	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	125	11.45	359+23	L	paved	30	commercial	471 Bear Creek Drive	251-252-612	42.27669658	-122.81751424	paved	30	359+23		
125	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	57	11.46		R	paved	24	commercial	415 Main Street	113-114-479	42.27629404	-122.81796794	paved	24			
126	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	58	11.47		R	paved	40	commercial	407 Main Street	115-116-480	42.27620675	-122.81787025	paved	40			
127	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	113	11.47		L	paved	18	commercial	408 Main Street	227-228-449	42.27623150	-122.81788007	paved	18			
128	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	59	11.48		R	paved	30	commercial	407 Main Street	117-118-481	42.27607330	-122.81774082	paved	30			
129	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	124	11.48	357+92	L	gravel	36	residence	457 Bear Creek Drive	249-250-611	42.27654706	-122.81697329	gravel	36	357+92		
130	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	60	11.49	n/a	R	paved	36	roadway	n/a	119-120-482	42.27591338	-122.81759896	paved	36	n/a		
131	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	112	11.49	n/a	L	paved	36	roadway	n/a	225-226-451	42.27601910	-122.81744738	paved	36	n/a		
132	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	115	11.49	357+20	L	paved	36	roadway	n/a	231-232--610	42.27638060	-122.81682700	paved	36	357+20		
133	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	111	11.50	n/a	L	paved	36	commercial	312 Main Street	223-224-452	42.27587714	-122.81732267	paved	36	n/a		
134	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	110	11.51	n/a	L	paved	16	commercial	312 Main Street	221-222-453	42.27575335	-122.81720360	paved	16	n/a		
135	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	109	11.53	n/a	L	paved	70	commercial	310 Main Street	219-220-454	42.27553911	-122.81698738	paved	70	n/a		
136	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	446	11.53	n/a	R	paved	18	commercial	303 Main Street	121-122-483	42.27543063	-122.81706671	paved	18	n/a		
137	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	108	11.54	n/a	L	paved	8	commercial	310 Main Street	217-218-455	42.27543087	-122.81687643	paved	8	n/a		
138	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	116	11.54	335+30	L	paved	24	greenway	Lumen Road	233-234-609	42.27616513	-122.81605563	paved	24	335+30		
139	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	107	11.55	n/a	L	paved	20	parking area	Main Street	215-216-456	42.27533956	-122.81678209	paved	20	n/a		
140	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	446	11.55	n/a	R	paved	34	roadway	n/a	123-124-484	42.27528238	-122.81694210	paved	34	n/a		
141	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	62	11.56	n/a	R	concrete	20	residence	215 Main Street	125-126-485	42.27512132	-122.81678310	concrete	20	n/a		
142	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	106	11.56	n/a	L	paved	15	vacant	Main Street	213-214-456	42.27517955	-122.81660097	paved	15	n/a		
143	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	63	11.58	n/a	R	gravel	18	residence	215 Main Street	127-128-486	42.27488993	-122.81653032	gravel	18	n/a		
144	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	105	11.58	n/a	L	paved	38	residence	216 Main Street	211-212-457	42.27497266	-122.81638764	paved	38	n/a		
145	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	64	11.58	n/a	R	gravel	18	Church	Main Street	129-130-487	42.27482237	-122.81644625	gravel	18	n/a		
146	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	104	11.58	n/a	L	paved	10	residence	208 Main Street	209-210-458	42.27488661	-122.81630215	paved	10	n/a		
147	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	65	11.61	n/a	R	paved	36	roadway	n/a	131-132-488	42.27448466	-122.81612749	paved	36	n/a		
148	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	103	11.61	n/a	L	paved	20	commercial	200 Main Street	207-208-459	42.27467398	-122.81608738	paved	20	n/a		
149	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	66	11.64	n/a	R	paved	18	commercial	115 Main Street	133-134-489	42.27418777	-122.81579216	paved	18	n/a		
150	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	102	11.65	n/a	L	paved	36	residence	108 Main Street	205-206-460	42.27414585	-122.81558911	paved	36	n/a		
151	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	67	11.66	n/a	R	paved	30	residence	101 Main Street	135-136-490	42.27401529	-122.81558925	paved	30	n/a		
152	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	68	11.67	n/a	R	paved	40	roadway	n/a	137-138-491	42.27384470	-122.81545638	paved	40	n/a		
153	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	101	11.67	n/a	L	paved	36	roadway	n/a	203-204-461	42.27392478	-122.81527899	paved	36	n/a		
154	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	117	11.67	347+15	L	paved	42	roadway	n/a	235-236-608	42.27457679	-122.81414060	paved	42	347+15		
155	063 Rogue Valley	99 OR 99	5 Located Line			Jackson	69	11.68	n/a	R	paved	24	commercial	102 Main Street	139-140-492	42.27371188	-122.81529832	paved	24	n/a		

	ACCESS CONTROL REPORT (ACR)												EXISTING APPROACHES STATUS REPORT (EASR)							RECORDS		ADL	
6	Epsl or New B.W. File No	Tax Lot	Twnsp-Sect-Rng	Map No	Barvtn Eng Sta	Side	Barvtn Width	Comments	Ownership	Legal Status	Permit # or Legal Document Date	Permitted Width (ft)	Permitted Use	Permitted To	Owner	Comments	Action By District	Action By Others	ADL Code	Future Rec.
7																				
96	18396	807	38-09a-1w	78-10-013		East			EXXON CORPORATION						EXXON CORPORATION					
97	18396	807	38-09a-1w	78-10-013		East			EXXON CORPORATION						EXXON CORPORATION					
98	48941	4900	38-09db-w	78-10-013		West			REALTY INCOME CORPORATION	Existing Permit	26720				REALTY INCOME CORPORATION					
99	18395	n/a		78-10-013		East		Fern Valley Road	Jackson County						Jackson County					
100	18395	1200	38-09da-1w	78-10-013		East			HLT INC						HLT INC					
101	48941	5600	38-09db-w	78-10-013		West			GREAT WEST LLC	Existing Permit	21990				GREAT WEST LLC					
102	18395	1200	38-09da-1w	78-10-013		East			HLT INC						HLT INC					
103	48941	2900	38-09db-w	78-10-013		West			JARVIS JOSEPH P/RUTH	Existing Permit	31942				JARVIS JOSEPH P/RUTH					
104	n/a	n/a		78-10-013		West		W. Bidz Lane	City of Phoenix						City of Phoenix					
105	n/a	n/a		78-10-013		East		Bidz Lane	City of Phoenix						City of Phoenix					
106	18391	1000	38-09da-1w	78-10-013		East			VILLAGE AT BEAR CREEK LLC						VILLAGE AT BEAR CREEK LLC					
107	19166	1300	38-09da-1w	78-10-013		West			HOME GAS CO MED						HOME GAS CO MED					
108	19165	3700	38-09da-1w	78-10-013		East			IRVING TROY						IRVING TROY					
109	13085	1400	38-09da-1w	78-10-013		West			BARTELL PROPERTIES LLC						BARTELL PROPERTIES LLC					
110	13085	1400	38-09da-1w	78-10-013		West			BARTELL PROPERTIES LLC						BARTELL PROPERTIES LLC					
111	18389	3500	38-09da-1w	78-10-013		East			CAMERON RODNEY J	Existing Permit	26050				CAMERON RODNEY J					
112	18389	3500	38-09da-1w	78-10-013		East			CAMERON RODNEY J	Existing Permit	26049				CAMERON RODNEY J					
113	19161	1700	38-09da-1w	78-10-013		West			BARTELL PROPERTIES LLC						BARTELL PROPERTIES LLC					
114	18389	3401	38-09da-1w	78-10-013		East			VINSON VIRGINIA A						VINSON VIRGINIA A					
115	18160	3400	38-09da-1w	78-10-013		East			HENRY STEPHEN C TRUSTEE						HENRY STEPHEN C TRUSTEE					
116	n/a	n/a	38-09da-1w	78-10-013		West		6th Street	City of Phoenix						City of Phoenix					
117	19157	3200	38-09da-1w	78-10-013		East			DUNN LUCILLE B						DUNN LUCILLE B					
118	19159	2300	38-09da-1w	78-10-013		West			BARNETT WILLIAM A						BARNETT WILLIAM A					
119	12962	3100	38-09da-1w	78-10-013		East			HISTRY B P/PARBHUBHAI						HISTRY B P/PARBHUBHAI					
120	19159	2900	38-09da-1w	78-10-013		West			MARQUESS DAN W						MARQUESS DAN W					
121	n/a	n/a	38-09da-1w	78-10-013		West		8th Street	City of Phoenix						City of Phoenix					
122	19156	3000	38-09da-1w	78-10-013		East			KENNEDY KATHERINE M TRUSTEE	Existing Permit	25459				KENNEDY KATHERINE M TRUSTEE					
123	18385	300	38-09da-1w	78-10-013		East			H & H LLC						H & H LLC					
124	18385	4300	38-09da-1w	78-10-013		East			KENNEDY KATHERINE M TRUSTEE	Existing Permit	29834				KENNEDY KATHERINE M TRUSTEE					
125	47038	5400	38-09dd-w	78-10-013		West			ANDERSON JEFFREY P	Existing Permit	35472				ANDERSON JEFFREY P					
126	46280	4900	38-09dd-w	78-10-013		West			KIRKPATRICK GEORGE M						KIRKPATRICK GEORGE M					
127	18385	400	38-09dd-w	78-10-013		East			H & H LLC						H & H LLC					
128	46280	4900	38-09dd-w	78-10-013		West			KIRKPATRICK GEORGE M						KIRKPATRICK GEORGE M					
129	13087	4400	38-09da-1w	78-10-013		East			HOLDEN LEONE	Existing Permit	35446				HOLDEN LEONE					
130		n/a	38-09dd-w	78-10-013		West		4th Street	City of Phoenix						City of Phoenix					
131	19154	n/a	38-09dd-w	78-10-013		East		4th Street	City of Phoenix						City of Phoenix					
132	19154	n/a	38-09dd-w	78-10-013		East		4th Street	City of Phoenix						City of Phoenix					
133	n/a	500	38-09dd-w	78-10-013		East			PEREZ RICHARD						PEREZ RICHARD					
134	n/a	500	38-09dd-w	78-10-013		East			PEREZ RICHARD						PEREZ RICHARD					
135	n/a	601	38-09dd-w	78-10-013		East			PETERS GARY L						PETERS GARY L					
136	n/a	4400	38-09dd-w	78-10-013		West			LIANG XIAO XIN	Existing Permit	21846				LIANG XIAO XIN					
137	n/a	601	38-09dd-w	78-10-013		East			PETERS GARY L						PETERS GARY L					
138	n/a	3000	38-10-1w	78-10-013		East			OREGON STATE OF						OREGON STATE OF					
139	n/a	700	38-09da-1w	78-10-013		East			PHOENIX CITY OF						PHOENIX CITY OF					
140	n/a	n/a	38-09dd-w	78-10-013		West		3rd Street	City of Phoenix						City of Phoenix					
141	n/a	3700	38-09dd-w	78-10-013		West			HOWARD WILLIAM BRET TRUSTEE						HOWARD WILLIAM BRET TRUSTEE					
142	n/a	400	38-10cc-1w	78-10-013		East			PALENKE NNETH R						PALENKE NNETH R					
143	n/a	3700	38-09dd-w	78-10-013		West			HOWARD WILLIAM BRET TRUSTEE						HOWARD WILLIAM BRET TRUSTEE					
144	n/a	600	38-10cc-1w	78-10-013		East		shared with others	KUHS JAMES C/DIANA						KUHS JAMES C/DIANA					
145	n/a	3600	38-09dd-w	78-10-013		West			PATRONS OF HUSBANDRY						PATRONS OF HUSBANDRY					
146	n/a	700	38-10cc-1w	78-10-013		East			REESE MICHAEL JOSEPH						REESE MICHAEL JOSEPH					
147	n/a	n/a	38-10cc-1w	78-10-013		West		2nd Street	City of Phoenix						City of Phoenix					
148	n/a	800	38-10cc-1w	78-10-013		East			PHOENIX URBAN RENEWAL AGENCY						PHOENIX URBAN RENEWAL AGENCY					
149	n/a	3300	38-09dd-w	78-10-013		West			HALSON JOHN W. TRUSTEE						HALSON JOHN W. TRUSTEE					
150	n/a	1500	38-10cc-1w	78-10-013		East			CLAMS LLC						CLAMS LLC					
151	n/a	2300	38-09dd-w	78-10-013		West			NAB HELEN M TRUSTEE FBO						NAB HELEN M TRUSTEE FBO					
152	n/a	n/a	38-09dd-w	78-10-013		West		1st Street	City of Phoenix						City of Phoenix					
153	18314	n/a	38-09dd-w	78-10-013		East		1st Street	City of Phoenix						City of Phoenix					
154	18312	n/a	38-09dd-w	78-10-013		East		1st Street	City of Phoenix						City of Phoenix					
155	n/a	3400	38-10cc-1w	78-10-013		West			SMITH STEVEN G/SALLIE A						SMITH STEVEN G/SALLIE A					

OFFICIAL PROJECT ACCESS LIST (OPAL) WORKSHEET

Project Name/Key #	Rogue Valley Highway (OR-99: Ashland - to - Medford)
Workbook Coordinator	John Pariani, HBH Consulting Engineers
Req'd Approvals	

Approval Signatures: Technical Ctr. Mgr. — Region Access Management Engineer

Print Pg1 thru line 55 (Legal size) / Print Pg 2 thru line 55 (Legal size) / Print Pg 1 thru line 55 (11 X 17) / Print Pg 2 thru line 55 (11 X 17)

HIGHWAY INPUT DATA / EXISTING APPROACHES INVENTORY

Row	A	Highway			Roadway ID	Mile-age Type	Overlap Mileage Code	County	Ref #	Mile Point	Eng Station	Side (L/R)	Surface Type	Extg Width (ft)	Property Use	Property Address	Photo Number
156	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	100	11.68	n/a	L	paved	28	commercial	109 Main Street	201-202-462
157	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	70	11.69	n/a	R	paved	30	commercial	102 Main Street	141-142-493
158	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	71	11.70	n/a	R	paved	30	commercial	114 Main Street	143-144-494
159	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	98	11.70	n/a	L	paved	14	commercial	117 Main Street	199-200-464
160	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	99	11.70	n/a	L	paved	25	commercial	109 Main Street	197-198-463
161	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	72	11.71	n/a	R	paved	20	commercial	118 Main Street	145-146-495
162	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	97	11.72	n/a	L	paved	30	commercial	117 Main Street	195-196-465
163	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	73	11.73	n/a	R	paved	18	commercial	118 Main Street	147-148-496
164	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	74	11.73	n/a	R	paved	36	commercial	124 Main Street	149-150-497
165	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	95	11.73	n/a	L	paved	30	commercial	125 Main Street	193-194-466
166	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	96	11.73	n/a	L	gravel	18	commercial	125 Main Street	191-192-467
167	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	75	11.75	n/a	R	paved	26	apartments	130 Main Street	151-152-498
168	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	94	11.75	n/a	L	paved	30	commercial	125 Main Street	189-190-468
169	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	76	11.76	n/a	R	paved	30	apartments	130 Main Street	153-154-499
170	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	93	11.76	n/a	L	paved	16	vacant	129 Main Street	187-188-469
171	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	92	11.77	n/a	L	paved	24	residence	133 Main Street	185-186-470
172	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	77	11.79	n/a	R	paved	20	residence	138 Main Street	155-156-500
173	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	91	11.79	n/a	L	paved	24	residence	143 Main Street	183-184-471
174	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	78	11.82	n/a	R	paved	16	residence	150 Main Street	157-158-501
175	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	89	11.82	n/a	L	paved	15	commercial	157 main street	181-182-472
176	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	90	11.82	n/a	L	paved	16	residence	149 main Street	179-180-473
177	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	118	11.82	n/a	L	paved	30	vacant	Bear Creek Drive	237-238-607
178	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	88	11.83	n/a	L	paved	26	commercial	157 main street	177-178-474
179	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	123	11.83	338+60	L	paved	30	Blue Heron Park	Luman Road	247-248-606
180	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	79	11.84	n/a	R	paved	24	commercial	403 Oak Street	159-160-502
181	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	80	11.85		R	paved	36	roadway	n/a	161-162-503
182	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	119	11.85		L	paved	30	roadway	n/a	173-174-475
183	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	87	11.86		L	paved	36			175-176-476
184	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	81	11.87		R	paved	20	commercial	166 Main Street	163-164-504
185	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	82	11.89		R	paved	30	vacant	170 Main Street	165-166-505
186	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	86	11.89	n/a	L	paved	50	turn lane for Oak St		241-242-605
187	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	122	11.89		L	gravel	30	motel	4361 S. Pacific Hwy	244-245-604
188	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	83	11.90		R	paved	16	vacant	Main Street	167-168-506
189	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	84	11.91		R	paved	16	residence	4374 S. Pacific Hwy	169-170-507
190	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	121	11.91		L	gravel	50	trailer park	4385 S. Pacific Hwy	245-246
191	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	85	11.92		R	paved	18	residence	4374 S. Pacific Hwy	171-172-508
192	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	120	11.92		L	paved	50	trailer park	4385 S. Pacific Hwy	243-244
193	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	183	11.93		R	gravel	16	residence	4410 S. Pacific Hwy	
194	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	223	11.93		L	paved	42	parking area	4389 S. Pacific Hwy	509
195	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	184	11.94	331+71	R	paved	24	vacant	4416 S. Pacific Hwy	
196	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	222	11.94	331+68	L	paved	42	commercial	4403 S. Pacific Hwy	510
197	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	185	11.97	329+93	R	gravel	20	residence	4418 S. Pacific Hwy	603
198	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	221	11.98	329+42	L	paved	33	Storage	4435 S. Pacific Hwy	511
199	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	186	11.99	329+26	R	gravel	12	residence	4428 S. Pacific Hwy	602
200	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	188	12.01	328+35	R	paved	30	vacant	4432 S. Pacific Hwy	
201	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	220	12.01	328+16	L	paved	24	commercial	4445 S. Pacific Hwy	512
202	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	219	12.02	327+52	L	gravel	16	residence	4471 S. Pacific Hwy	513
203	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	218	12.03	326+86	L	gravel	16	residence	4471 S. Pacific Hwy	514
204	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	216	12.04	326+33	L	gravel	16	residence	4479 S. Pacific Hwy	515
205	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	217	12.04	326+56	L	gravel	16	residence	4479 S. Pacific Hwy	516
206	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	189	12.05	326+30	R	paved	42	commercial	4506 S. Pacific Hwy	601
207	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	215	12.06	325+61	L	gravel	20	Storage	4495 S. Pacific Hwy	517

OFFICIAL PROJECT ACCESS LIST (OPAL) / ACCESS CONTROL REPORT (ACR) — Metadata

Row	Latitude	Longitude	Surface Type	Const Width (ft)	Const Sta	Action By Others	Comments	Exist or New R/W File No	Tax Lot	Twnsp-Sect-Rng	Map No	Rsrvtn Eng Sta	Side	Rsrvtn Width	Comments	Ownership
156	42.27377819	-122.81515560	paved	28	n/a			18315	1800	38-10cc-1w	7B-10-013		East			SIHARATH KIMMAKONE
157	42.27357304	-122.81516811	paved	30	n/a			n/a	3400	38-10cc-1w	7B-10-013		West			SMITH STEVEN G/SALLIE A
158	42.27346241	-122.81505932	paved	30	n/a			n/a	3300	38-10cc-1w	7B-10-013		West			POLISH ED
159	42.27355510	-122.81493352	paved	14	n/a			n/a	2300	38-10cc-1w	7B-10-013		East			HECKERT MICHAEL E
160	42.27363898	-122.81499948	paved	25	n/a			n/a	1800	38-10cc-1w	7B-10-013		East			SIHARATH KIMMAKONE
161	42.27336469	-122.81494522	paved	20	n/a			n/a	3200	38-10cc-1w	7B-10-013		West			LANGE PAUL R/VIRGINIA L
162	42.27339358	-122.81475718	paved	30	n/a			n/a	2300	38-10cc-1w	7B-10-013		East			HECKERT MICHAEL E
163	42.27319659	-122.81477600	paved	18	n/a			n/a	3200	38-10cc-1w	7B-10-013		West			LANGE PAUL R/VIRGINIA L
164	42.27310512	-122.81467926	paved	36	n/a			n/a	3800	38-10cc-1w	7B-10-013		West			C AND H CAPITAL LLC
165	42.27318983	-122.81453211	paved	30	n/a			n/a	2400	38-10cc-1w	7B-10-013		East			SILVA ANTONIO D/ESTHER
166	42.27328205	-122.81465162	gravel	18	n/a			n/a	2400	38-10cc-1w	7B-10-013		East			SILVA ANTONIO D/ESTHER
167	42.27294091	-122.81451254	paved	26	n/a			46281	1600	38-15bb-1w	7B-10-013		West			PHOENIX VILLAGE APARTMENTS LLC
168	42.27302638	-122.81436629	paved	30	n/a			46282	2400	38-10cc-1w	7B-10-013		East			SILVA ANTONIO D/ESTHER
169	42.27276227	-122.81432486	paved	30	n/a			n/a	1600	38-15bb-1w	7B-10-013		West			PHOENIX VILLAGE APARTMENTS LLC
170	42.27291773	-122.81426826	paved	16	n/a			46283	2600	38-10cc-1w	7B-10-013		East			WEINBERG JASON L
171	42.27278069	-122.81413737	paved	24	n/a			46284	2700	38-10cc-1w	7B-10-013		East		shared with others	BARNETT FAMILY LLC
172	42.27246438	-122.81402137	paved	20	n/a			n/a	1700	38-15bb-1w	7B-10-013		West			THUMLER VERDA L
173	42.27253120	-122.81388527	paved	24	n/a			46285	1100	38-15bb-1w	7B-10-013		East		shared with others	BROWN MARK K
174	42.27210797	-122.81363929	paved	16	n/a			n/a	1900	38-15bb-1w	7B-10-013		West			SOUTH VALLEY BANK & TRUST
175	42.27216824	-122.81350471	paved	15	n/a			n/a	1500	38-15bb-1w	7B-10-013		East			LEONARD TINA RAY TRSTEE FBO
176	42.27225006	-122.81359299	paved	16	n/a			19151	1300	38-15bb-1w	7B-10-013		East			RIVAS FRANCISCO J/GLADYS M
177	42.27225336	-122.81297190	paved	30	n/a			n/a	7000	38-15bb-1w	7B-10-013		East			PHOENIX CITY OF
178	42.27205481	-122.81337055	paved	26	n/a			n/a	1500	38-15bb-1w	7B-10-013		East			LEONARD TINA RAY TRSTEE FBO
179	42.27221818	-122.81279448	paved	30	338+60			18382	7100	38-15bb-1w	7B-10-013		East		Blue Heron Park	PHOENIX CITY OF
180	42.27194681	-122.81348378	paved	24	n/a			18382	2000	38-15bb-1w	7B-10-013		West			SKINNER JOHN A
181	42.27174160	-122.81330019	paved	36				18382	n/a		7B-10-013		West		W. Oak Street	City of Phoenix
182	42.27186632	-122.81290197	paved	30				18382	n/a		7B-10-013		East		Oak Street	City of Phoenix
183	42.27181414	-122.81308814	paved	36				18382	n/a		7B-10-013		East		Turn Lane	
184	42.27155739	-122.81306932	paved	20				19147	6700	38-15bb-1w	7B-10-013		West			KOHN MICHAEL
185	42.27134680	-122.81284447	paved	30				18382	6800	38-15bb-1w	7B-10-013		West			WISE ASSETS LLC
186	42.27135571	-122.81263938	paved	50	n/a			18382	n/a		7B-10-013		East		Turn Lane	
187	42.27146955	-122.81253508	gravel	30				n/a	7500	38-15bb-1w	7B-10-013		East			PAAUWE JON H
188	42.27117696	-122.81267878	paved	16				n/a	6802	38-15bb-1w	7B-10-013		West			WISE ASSETS LLC
189	42.27111473	-122.81260227	paved	16				n/a	8700	38-15b	7B-10-013		West			ALLRED DAVID H TRUSTEE
190	42.27117826	-122.81232291	gravel	50				n/a	700	38-15b-1w	7B-10-013		East			RED DIAMOND PROPERTIES LLC
191	42.27093258	-122.81241213	paved	18				n/a	8700	38-15b	7B-10-013		West			ALLRED DAVID H TRUSTEE
192	42.27105677	-122.81222804	paved	50				n/a	700	38-15b-1w	7B-10-013		East			RED DIAMOND PROPERTIES LLC
193	42.27083570	-122.81230327						n/a	8300	38-15bb-1w	7B-10-013		West			BERNARD STEVEN J/MONA
194	42.27089939	-122.81207733						19144	300	38-15b-1w	7B-10-013		East			PHOENIX CITY OF
195	42.27067479	-122.81209942			331+71			19144	8000	38-15bb-1w	7B-10-013		West			MARQUESS DAN W
196	42.27076980	-122.81193032			331+68			18378	800	38-15b-1w	7B-10-013		East			OLDAKER KENNETH J
197	42.27030404	-122.81167665			329+93			19143	7800	38-15bb-1w	7B-10-013		West			PARENT LAURIE J
198	42.27029299	-122.81139386			329+42			18377	900	38-15b-1w	7B-10-013		East			PHOENIX SELF STORAGE LLC
199	42.27016714	-122.81151104			329+26			19142	7700	38-15bb-1w	7B-10-013		West			KIDSON WILLIAM V
200	42.26997341	-122.81129427			328+35			19142	7600	38-15b	7B-10-013		West			TUDOR E JESS
201	42.27002625	-122.81110006			328+16			n/a	1000	38-15b-1w	7B-10-013		East			PARENT MICHAEL B/LAURIE J
202	42.26989055	-122.81094922			327+52			n/a	1200	38-15b-1w	7B-10-013		East			PARENT LAURIE J
203	42.26974835	-122.81079400			326+86			18376	1200	38-15b-1w	7B-10-013		East			PARENT LAURIE J
204	42.26964119	-122.81066043			326+33			18375	1300	38-15b-1w	7B-10-013		East			PHOENIX SELF STORAGE LLC
205	42.26967723	-122.81073675			326+56			18375	1300	38-15b-1w	7B-10-013		East			PHOENIX SELF STORAGE LLC
206	42.26954519	-122.81080756			326+30			19142	2200	38-15b-1w	7B-10-013		West			NEWCOMB JAMES R
207	42.26948720	-122.81049447			325+61			18375	1400	38-15b-1w	7B-10-013		East			CAROL'S COLORS DBA

EXISTING APPROACHES STATUS REPORT (EASR) — Additional Information / RECORDS / ADL

Row	Legal Status	Permit # or Legal Document Date	Permitted Width (ft)	Permitted Use	Permitted To	Owner	Comments	Action By District	Action By Others	ADL Code	Future Rec.
156						SIHARATH KIMMAKONE					
157						SMITH STEVEN G/SALLIE A					
158						POLISH ED					
159						HECKERT MICHAEL E					
160						SIHARATH KIMMAKONE					
161						LANGE PAUL R/VIRGINIA L					
162						HECKERT MICHAEL E					
163						LANGE PAUL R/VIRGINIA L					
164						C AND H CAPITAL LLC					
165						SILVA ANTONIO D/ESTHER					
166						SILVA ANTONIO D/ESTHER					
167						PHOENIX VILLAGE APARTMENTS LLC					
168						SILVA ANTONIO D/ESTHER					
169						PHOENIX VILLAGE APARTMENTS LLC					
170						WEINBERG JASON L					
171						BARNETT FAMILY LLC					
172	Existing Permit	35435				THUMLER VERDA L					
173						BROWN MARK K					
174	Existing Permit	22617				SOUTH VALLEY BANK & TRUST					
175						LEONARD TINA RAY TRSTEE FBO					
176						RIVAS FRANCISCO J/GLADYS M					
177						PHOENIX CITY OF					
178						LEONARD TINA RAY TRSTEE FBO					
179	Existing Permit	26146				PHOENIX CITY OF					
180						SKINNER JOHN A					
181						City of Phoenix					
182						City of Phoenix					
183											
184						KOHN MICHAEL					
185						WISE ASSETS LLC					
186											
187	Existing Permit	35259				PAAUWE JON H					
188						WISE ASSETS LLC					
189	Existing Permit	29283				ALLRED DAVID H TRUSTEE					
190	Existing Permit	19893				RED DIAMOND PROPERTIES LLC					
191						ALLRED DAVID H TRUSTEE					
192	Existing Permit	12709				RED DIAMOND PROPERTIES LLC					
193						BERNARD STEVEN J/MONA					
194						PHOENIX CITY OF					
195						MARQUESS DAN W					
196						OLDAKER KENNETH J					
197						PARENT LAURIE J					
198						PHOENIX SELF STORAGE LLC					
199						KIDSON WILLIAM V					
200						TUDOR E JESS					
201						PARENT MICHAEL B/LAURIE J					
202						PARENT LAURIE J					
203						PARENT LAURIE J					
204	Existing Permit	29944				PHOENIX SELF STORAGE LLC					
205						PHOENIX SELF STORAGE LLC					
206						NEWCOMB JAMES R					
207	Existing Permit	25515				CAROL'S COLORS DBA					

OFFICIAL PROJECT ACCESS LIST (OPAL) WORKSHEET

Print Pg1 thru line 55 (Legal size)
Print Pg 2 thru line 55 (Legal size)
Print Pg 1 thru line 55 (11 X 17)
Print Pg 2 thru line 55 (11 X 17)

Project Name/Key # Rogue Valley Highway (OR-99: Ashland - to - Medford)
Workbook Coordinator John Pariani, HBH Consulting Engineers
Req'd Approvals

Approval Signatures: Technical Ctr. Mgr. — Region Access Management Engineer

Metadata — **Additional Information**

HIGHWAY INPUT DATA | EXISTING APPROACHES INVENTORY | OFFICIAL PROJECT ACCESS LIST (OPAL) | ACCESS CONTROL REPORT (ACR) | EXISTING APPROACHES STATUS REPORT (EASR) | RECORDS | ADL

Row	A	Highway			Roadway ID	Mile-age Type	Overlap Mileage Code	County	Ref #	Mile Point	Eng Station	Side (L/R)	Surface Type	Extg Width (ft)	Property Use	Property Address	Photo Number	Latitude	Longitude	Surface Type	Const Width (ft)	Const Sta	Action By Others	Comments	Exist or New R/W File No	Tax Lot	Twnsp-Sect-Rng	Map No	Rsrvtn Eng Sta	Side	Rsrvtn Width	Comments	Ownership	Legal Status	Permit # or Legal Document Date	Permitted Width (ft)	Permitted Use	Permitted To	Owner	Comments	Action By District	Action By Others	ADL Code	Future Rec.
208	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	190	12.07	324+74	R	paved	36	commercial	4506 S. Pacific Hwy	600	42.26920052	-122.81046253			324+74			18374	2200	38-15b-1w	7B-10-013		West			NEWCOMB JAMES R						NEWCOMB JAMES R					
209	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	214	12.08	324+56	L	gravel	42	Storage	4495 S. Pacific Hwy	518	42.26926377	-122.81025003			324+56			18375	1400	38-15b-1w	7B-10-013		East			CAROL'S COLORS DBA	Existing Permit	25515				CAROL'S COLORS DBA					
210	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	191	12.10	323+52	R	paved	180	commercial	4526 S. Pacific Hwy	599	42.26894835	-122.81016621			323+52			19141	2933	38-15b-1w	7B-10-013		West			E & P PROPERTIES LLC	Existing Permit	19762				E & P PROPERTIES LLC					
211	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	213	12.11	322+68	L	paved	42	commercial	4529 S. Pacific Hwy	519	42.26886340	-122.80981883			322+68			13067	2000	38-15b-1w	7B-10-013		East			WELBURN GARY N TRUSTEE	Existing Permit	23618				WELBURN GARY N TRUSTEE					
212	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	192	12.13	321+90	R	paved	36	commercial	4586 S. Pacific Hwy	598	42.26860642	-122.80978555			321+90			19141	2929	38-15b-1w	7B-10-013		West			OPRAWSKI HENRY/GRAZYNA M	Existing Permit	19763				OPRAWSKI HENRY/GRAZYNA M					
213	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	212	12.13	321+80	L	paved	30	commercial	4543 S. Pacific Hwy	520	42.26868157	-122.80960433			321+80			18373	1800	38-15b-1w	7B-10-013		East			PEARL W A/J A REV TRUST	Existing Permit	35008				PEARL W A/J A REV TRUST					
214	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	211	12.16	320+05	L	gravel	16	commercial	4557 S. Pacific Hwy	520	42.26830180	-122.80920479			320+05			18372	3500	38-15b-1w	7B-10-013		East			NORTON FAMILY TRUST						NORTON FAMILY TRUST					
215	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	193	12.17	319+71	R	paved	36	commercial	4556 S. Pacific Hwy	597	42.26814092	-122.80926907			319+71			19141	2930	38-15b-1w	7B-10-013		West			LEIF'S ENTERPRISES LLC	Existing Permit	14726				LEIF'S ENTERPRISES LLC					
216	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	194	12.18	319+24	R	brick	18	commercial	4556 S. Pacific Hwy	596	42.26803335	-122.80916689			319+24			19141	2930	38-15b-1w	7B-10-013		West			LEIF'S ENTERPRISES LLC	Existing Permit	14726				LEIF'S ENTERPRISES LLC					
217	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	210	12.18	318+95	L	paved	42	trailer park	4601 S. Pacific Hwy	521	42.26807782	-122.80893318			318+95			18371	3600	38-15b-1w	7B-10-013		East			NORTON WESLEY R & CYNTHIA M						NORTON WESLEY R & CYNTHIA M					
218	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	195	12.20	318+23	R	paved	24	commercial	4610 S. Pacific Hwy	595	42.26781252	-122.80894530			318+23			19141	2900	38-15b-1w	7B-10-013		West			LINDVIG RONALD D/ROSALIE S	Existing Permit	20816				LINDVIG RONALD D/ROSALIE S					
219	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	209	12.21	317+39	L	gravel	42	commercial	4647 S. Pacific Hwy	522	42.26773522	-122.80858979			317+39			18371	3700	38-15b-1w	7B-10-013		East			CORBRIDGE CAROL						CORBRIDGE CAROL					
220	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	208	12.23	316+29	L	gravel	66	commercial	4647 S. Pacific Hwy	523	42.26749780	-122.80834075			316+29			18371	3700	38-15b-1w	7B-10-013		East			CORBRIDGE CAROL						CORBRIDGE CAROL					
221	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	196	12.25	315+41	R	paved	36	trailer park	4624 S. Pacific Hwy	594	42.26720795	-122.80830166			315+41			18669	3302	38-15b-1w	7B-10-013		West			CEDAR VALLEY INC						CEDAR VALLEY INC					
222	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	207	12.28	314+03	L	paved	24	Church	4655 S. Pacific Hwy	524	42.26701053	-122.80781810			314+03			18336	3800	38-15b-1w	7B-10-013		East			FIRST BAPTIST CHURCH OF PHOENIX OREGON						FIRST BAPTIST CHURCH OF PHOENIX OREGON					
223	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	206	12.33	310+97	L	paved	12	residence	4727 S. Pacific Hwy	525	42.26635785	-122.80710829			310+97			18335	3900	38-15b-1w	7B-10-013		East			HINRICHS LYLE A						HINRICHS LYLE A					
224	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	197	12.34	310+79	R	gravel	24	vacant	xx	593	42.26622030	-122.80722815			310+79			18669	3301	38-15b-1w	7B-10-013		West			JENSEN ASHLEY L TRUSTEE						JENSEN ASHLEY L TRUSTEE					
225	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	205	12.35	310+22	L	paved	16	residence	4727 S. Pacific Hwy	526	42.26619372	-122.80694313			310+22			18335	3900	38-15b-1w	7B-10-013		East			HINRICHS LYLE A	Existing Permit	30229				HINRICHS LYLE A					
226	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	198	12.37	309+23	R	gravel	16	residence	4720 S. Pacific Hwy	591	42.26588968	-122.80686322			309+23			19140	3400	38-15b-1w	7B-10-013		West			JENSEN ASHLEY L TRUSTEE						JENSEN ASHLEY L TRUSTEE					
227	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	204	12.37	309+23	L	paved	30	trailer park	4729 S. Pacific Hwy	527	42.26598401	-122.80670693			309+23			18334	1000	38-15a-1w	7B-10-013		East			GREENWAY LLC	Existing Permit	26684				GREENWAY LLC					
228	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	199	12.38	308+47	R	gravel	16	residence	4748 S. Pacific Hwy	590	42.26572981	-122.80668473			308+47			19139	100	38-15c-1w	7B-10-013		West			PEARL WILLIAM A/JUDITH A						PEARL WILLIAM A/JUDITH A					
229	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	203	12.38	308+47	L	paved	16	residence	4753 S. Pacific Hwy	528	42.26581792	-122.80653152			308+47			18334	1100	38-15a-1w	7B-10-013		East			SULTAN RICHARD HARRIS	Existing Permit	26684				SULTAN RICHARD HARRIS					
230	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	202	12.39	308+03	L	paved	16	residence	4753 S. Pacific Hwy	529	42.26572094	-122.80643882			308+03			18334	1100	38-15a-1w	7B-10-013		East			SULTAN RICHARD HARRIS	Existing Permit	18887				SULTAN RICHARD HARRIS					
231	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	200	12.40	307+71	R	gravel	12	residence	4756 S. Pacific Hwy	588	42.26555998	-122.80651639			307+71			19138	200	38-15c-1w	7B-10-013		West			DAVIS VERNON J						DAVIS VERNON J					
232	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	201	12.40	307+58	L	paved	30	Church	4777 S. Pacific Hwy	530	42.26563137	-122.80632895			307+58			18333	100	38-15db-1w	7B-10-013		East			CENTRAL NEIGHBORHOOD CHURCH						CENTRAL NEIGHBORHOOD CHURCH					
233	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	224	12.42	306+23	R	gravel	14	residence	4758 S. Pacific Hwy	587	42.26524034	-122.80618349			306+23			19137	301	38-15c-1w	7B-10-013		East			JACUINDE SAUL						JACUINDE SAUL					
234	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	283	12.42	306+24	L	paved	24	church	4777 S. Pacific Hwy	531	42.26535810	-122.80599342			306+24			18333	100	38-15db-1w	7B-10-013		East			CENTRAL NEIGHBORHOOD CHURCH						CENTRAL NEIGHBORHOOD CHURCH					
235	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	225	12.47	303+79	R	paved	30	church	4812 S. Pacific Hwy	586	42.26471726	-122.80561534			303+79			19136	601	38-15c-1w	7B-10-013		East			SOUTH VALLEY CHURCH	Existing Permit	26571				SOUTH VALLEY CHURCH					
236	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	282	12.48	303+33	L	gravel	16	residence	4821 S. Pacific Hwy	532	42.26472717	-122.80533841			303+33			18332	1900	38-15db-1w	7B-10-013		East			PROSSER NYLA L						PROSSER NYLA L					
237	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	281	12.49	302+74	L	gravel	42	residence	4829 S. Pacific Hwy	533	42.26460265	-122.80519801			302+74			18331	1700	38-15db-1w	7B-10-013		East			KING JACK						KING JACK					
238	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	226	12.50	302+23	R	paved	18	residence	4850 S. Pacific Hwy	585	42.26437989	-122.80525221			302+23			19136	200	38-15db-1w	7B-10-013		East			NISKANEN KATHLEEN	Existing Permit	22092				NISKANEN KATHLEEN					
239	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	227	12.53	300+84	R	paved	34	market	4880 S. Pacific Hwy	613	42.26407713	-122.80494752			300+84			19136	301	38-15db-1w	7B-10-013		East			YUN KIHAN	Existing Permit	20848				YUN KIHAN					
240	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	280	12.53	300+94	L	gravel	16	residence	4855 S. Pacific Hwy	534	42.26421348	-122.80478442			300+94			18323	1600	38-15db-1w	7B-10-013		East			STANDRIDGE PATRICIA ANN						STANDRIDGE PATRICIA ANN					
241	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	228	12.55	299+49	R	paved	34	market	4880 S. Pacific Hwy	614	42.26379118	-122.80464625			299+49			19135	301	38-15db-1w	7B-10-013		East			YUN KIHAN						YUN KIHAN					
242	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	279	12.55	299+71	L	gravel	46	residence	4881 S. Pacific Hwy	535	42.26395154	-122.80448840			299+71			18328	1400	38-15db-1w	7B-10-013		East			RYAN LOUIS W						RYAN LOUIS W					
243	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	229	12.57	298+52	R	gravel	12	Farm	4912 S. Pacific Hwy	615	42.26358384	-122.80441936			298+52			19134	400	38-15db-1w	7B-10-013		East			SIHARATH KIMMAKONE/SENGMANY						SIHARATH KIMMAKONE/SENGMANY					
244	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	278	12.59	297+79	L	paved	18			536	42.26353581	-122.80404993			297+79			n/a			7B-10-013		East		Cabbage Lane	JACKSON COUNTY											
245	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	277	12.66	293+97	L	gravel	12	residence	4977 S. Pacific Hwy	537	42.26269391	-122.80320516			293+97			18326	600	38-15db-1w	7B-10-013		East			RETTENWANDER CAROL MARIE						RETTENWANDER CAROL MARIE					
246	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	276	12.68	292+61	L	gravel	12	residence	4977 S. Pacific Hwy	538	42.26240187	-122.80290027			292+61			18326	600	38-15db-1w	7B-10-013		East			RETTENWANDER CAROL MARIE						RETTENWANDER CAROL MARIE					
247	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	230	12.71	291+24	R	paved	24	Farm	5054 S. Pacific Hwy	616	42.26198599	-122.80280909			291+24			19133	3700	38-15d-1w	7B-10-013		East			BEAR CREEK ORCHARDS INC						BEAR CREEK ORCHARDS INC					
248	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	275	12.73	290+11	L	paved	12	residence	5025 S. Pacific Hwy	539	42.26183910	-122.80237172			290+11			18326	500	38-15db-1w	7B-10-013		East			DAVIS SCOTT R/LAURIE F						DAVIS SCOTT R/LAURIE F					
249	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	274	12.74	289+72	L	gravel	12	residence	5025 S. Pacific Hwy	540	42.26175097	-122.80229403			289+72			18325	500	38-15db-1w	7B-10-013		East			DAVIS SCOTT R/LAURIE F						DAVIS SCOTT R/LAURIE F					

OFFICIAL PROJECT ACCESS LIST (OPAL) WORKSHEET

◉ Print Pg1 thru line 55 (Legal size)
○ Print Pg 2 thru line 55 (Legal size)
○ Print Pg 1 thru line 55 (11 X 17)
○ Print Pg 2 thru line 55 (11 X 17)

Project Name/Key # Rogue Valley Highway (OR-99: Ashland - to - Medford)
Workbook Coordinator John Pariani, HBH Consulting Engineers
Req'd Approvals

Approval Signatures: Technical Ctr. Mgr. | Region Access Management Engineer

Metadata | **Additional Information**

HIGHWAY INPUT DATA / EXISTING APPROACHES INVENTORY

Row	A	Highway			Roadway ID	Mile-age Type	Overlap Mileage Code	County	Ref #	Mile Point	Eng Station	Side (L/R)	Surface Type	Extg Width (ft)	Property Use	Property Address	Photo Number
250	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	273	12.79	287+34	L	paved	24	commercial	5061 S. Pacific Hwy	541
251	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	231	12.80	286+81	R	gravel	18	Farm	5072 S. Pacific Hwy	617
252	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	232	12.81	285+90	R	paved	21	Farm	5096 S. Pacific Hwy	618
253	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	272	12.82	285+48	L	gravel	12	residence	5085 S. Pacific Hwy	542
254	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	233	12.84	284+24	R	paved	16	Farm	5122 S. Pacific Hwy	619
255	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	271	12.86	283+24	L	paved	18	farm	5127 S. Pacific Hwy	542
256	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	270	12.88	281+97	L	paved	100	Utility structure	xx	543
257	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	234	12.90	280+81	R	paved	30	Farm	5204 S. Pacific Hwy	620
258	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	269	12.94	278+73	L	gravel	16	residence	5219 S. Pacific Hwy	544
259	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	268	12.97	277+65	L	gravel	18	residence	5237 S. Pacific Hwy	545
260	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	267	13.06	272+92	L	gravel	42	farm	5277 S. Pacific Hwy	546
261	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	235	13.07	272+43	R	gravel	18	Farm	5306 S. Pacific Hwy	621
262	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	236	13.09	271+62	R	gravel	18	Farm	5306 S. Pacific Hwy	622
263	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	237	13.17	267+14	R	gravel	12	Farm	5358 S. Pacific Hwy	623
264	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	238	13.23	250+44	R	paved	18	Farm	5446 S. Pacific Hwy	624
265	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	266	13.23	250+44	L	paved	30	commercial	5421 S. Pacific Hwy	547
266	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	265	13.24	249+70	L	gravel	18	residence	5427 S. Pacific Hwy	548
267	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	264	13.25	249+31	L	gravel	24	county operations	5465 S. Pacific Hwy	549
268	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	239	13.27	248+20	R	gravel	16	Farm	5446 S. Pacific Hwy	625
269	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	240	13.29	247+11	R	gravel	25	Farm	5468 S. Pacific Hwy	626
270	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	241	13.32	245+66	R	gravel	16	residence	5500 S. Pacific Hwy	627
271	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	263	13.33	245+42	L	paved	24	county operations	5595 S. Pacific Hwy	550
272	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	242	13.34	244+75	R	gravel	110	commercial	5538 S. Pacific Hwy	628
273	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	243	13.37	242+99	R	paved	25	commercial	5538 S. Pacific Hwy	629
274	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	262	13.44	239+53	L	paved	36	county operations	5601 S. Pacific Hwy	551
275	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	244	13.48	237+31	R	gravel	12	Farm	5262 S. Pacific Hwy	630
276	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	261	13.48	237+12	L	gravel	16	county operations	5605 S. Pacific Hwy	552
277	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	260	13.51	235+92	L	gravel	12	county operations	5605 S. Pacific Hwy	553
278	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	259	13.54	234+23	L	gravel	16	residence	5681 S. Pacific Hwy	554
279	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	258	13.56	232+88	L	gravel	12	residence	5681 S. Pacific Hwy	555
280	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	257	13.56	232+56	L	gravel	12	residence	5695 S. Pacific Hwy	556
281	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	256	13.57	232+26	L	gravel	12	residence	5695 S. Pacific Hwy	557
282	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	255	13.58	231+91	L	paved	12	residence	5711 S. Pacific Hwy	558
283	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	254	13.59	231+18	L	paved	16	residence	5711 S. Pacific Hwy	559
284	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	253	13.61	230+25	L	gravel	12	residence	5723 S. Pacific Hwy	560
285	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	252	13.63	229+32	L	paved	16	residence	5747 S. Pacific Hwy	561
286	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	245	13.64	228+56	R	paved	30	Power	xx	631
287	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	246	13.70	225+65	R	gravel	20	Storage	5800 S. Pacific Hwy	632
288	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	251	13.70	225+72	L	paved	30	firehouse	5811 S. Pacific Hwy	632
289	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	250	13.72	224+44	L	gravel	16	firehouse	5811 S. Pacific Hwy	633
290	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	249	13.75	222+75	L	paved	24	commercial	5851 S. Pacific Hwy	634
291	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	247	13.86	219+07	R	paved	60	roadway	n/a	774
292	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	248	13.86	218+90	L	paved	60	roadway	n/a	635

OFFICIAL PROJECT ACCESS LIST (OPAL) / ACCESS CONTROL REPORT (ACR)

Row	Lattitude	Longitude	Surface Type	Const. Width (ft)	Const. Sta	Action By Others	Comments	Exist or New R/W File No	Tax Lot	Twnsp-Sect-Rng	Map No	Rsrvtn Eng Sta	Side	Rsrvtn Width	Comments	Ownership
250	42.26121769	-122.80177756			287+34			18324	2501	38-15d-1w	7B-10-013		East			THOMPSON BILLY
251	42.26099173	-122.80186786			286+81			19132	3500	38-15d-1w	7B-10-013		East			LICHTENSTEIN MATTHEW R
252	42.26078366	-122.80167819			285+90			19131	3400	38-15d-1w	7B-10-013		East			FENNELL BURLESS C/DONNA MAE
253	42.26079990	-122.80138208			285+48			18323	2601	38-15d-1w	7B-10-013		East			NELSON SCOTT
254	42.26040486	-122.80133900			284+24			18322	3600	38-15d-1w	7B-10-013		East			PERDUE H THOMAS/NANCY D
255	42.26028528	-122.80092837			283+24			18323	2600	38-15d-1w	7B-10-013		East			NELSON SCOTT
256	42.25999542	-122.80066381			281+97			18321	2700	38-15d-1w	7B-10-013		East			PACIFIC NW BELL TELE CO
257	42.25961966	-122.80063763			280+81			18320	3800	38-15d-1w	7B-10-013		East			HANSEN MARCO E TRUSTEE
258	42.25926249	-122.79999215			278+73			18318	3101	38-15d-1w	7B-10-013		East			CARRANZA ELI PICAZO
259	42.25900350	-122.79972987			277+65			18318	3200	38-15d-1w	7B-10-013		East			SHINGLE ROBERT E
260	42.25798177	-122.79871162			272+92			18318	2900	38-14-1w	7B-10-013		East			BEAR CREEK ORCHARDS INC
261	42.25775254	-122.79882564			272+43			18319	300	38-22a-1w	7B-10-013		East			MARSH DONALD A/GEORGIA V
262	42.25757635	-122.79865150			271+62			18319	300	38-22a-1w	7B-10-013		East			MARSH DONALD A/GEORGIA V
263	42.25658766	-122.79766473			267+14			18319	700	38-22a-1w	7B-10-013		East			LACKEY CAROL L
264	42.25590824	-122.79697153			250+44			3901	800	38-22a-1w	5B-07-022		East			MC HENRY ROBERT D/GAYLE M
265	42.25602466	-122.79679229			250+44			3799	2800	38-14-1w	5B-07-022		East			BROOD DWANE A/JUANITA C
266	42.25587239	-122.79660716			249+70			3799	200	38-23b-1w	5B-07-022		East			SCHWAB ALAN D
267	42.25579356	-122.79650917			249+31			3943	105	38-23b-1w	5B-07-022		East			JACKSON EDUCATION SERV DIST
268	42.25543149	-122.79647947			248+20			3901	800	38-22a-1w	5B-07-022		East			MC HENRY ROBERT D/GAYLE M
269	42.25518356	-122.79625759			247+11			3861	1100	38-22a-1w	5B-07-022		East			ELLIS MARIE L
270	42.25486776	-122.79592675			245+66			3961	1000	38-22a-1w	5B-07-022		East			LAURS ROBERT MICHAEL TRUSTEE
271	42.25494263	-122.79564337			245+42			3943	103	38-23b-1w	5B-07-022		East			JACKSON COUNTY
272	42.25468106	-122.79569867			244+75			3943	900	38-22a-1w	5B-07-022		East			WILLIAMS LILA
273	42.25427763	-122.79534231			242+99			3943	900	38-22a-1w	5B-07-022		East		Hartley Road	WILLIAMS LILA
274	42.25366563	-122.79431416			239+53			3770	300	38-23b-1w	5B-07-022		East			JACKSON COUNTY
275	42.25304382	-122.79405689	gravel	12	237+31			3988	2300	38-23B-1W	5B-07-022		East			POPE MARY NYE TRUSTEE
276	42.25311733	-122.79381518			237+12			3943	104	38-23b-1w	5B-07-022		East			COMMUNITY WORKS
277	42.25285199	-122.79354792			235+92			3943	104	38-23b-1w	5B-07-022		East			COMMUNITY WORKS
278	42.25249518	-122.79314987			234+23			3610	500	38-23b-1w	5B-07-022		East			RUSSELL KATHY D
279	42.25219078	-122.79286121			232+88			3610	500	38-23b-1w	5B-07-022		East			RUSSELL KATHY D
280	42.25214826	-122.79280847			232+56			3610	600	38-23b-1w	5B-07-022		East			FRISCHMAN ROBERT M
281	42.25205587	-122.79272424			232+26			3610	600	38-23b-1w	5B-07-022		East			FRISCHMAN ROBERT M
282	42.25197917	-122.79265078			231+91			3610	700	38-23b-1w	5B-07-022		East			HAYNES BARRY S
283	42.25182546	-122.79247800			231+18			3610	700	38-23b-1w	5B-07-022		East			HAYNES BARRY S
284	42.25162354	-122.79226424			230+25			3610	800	38-23b-1w	5B-07-022		East			PEARSON'S LLC
285	42.25143929	-122.79202546			229+32			3610	900	38-23b-1w	5B-07-022		East			FOWLER LOWELL E TRUSTEE
286	42.25112227	-122.79211992	paved	30	228+56			3805	2301	38-23B-1W	5B-07-022		East			PACIFICORP
287	42.25048776	-122.79146700	gravel	20	225+65			3661	1901	38-23B-1W	5B-07-022		East			EDWARDS ANDREW
288	42.25065706	-122.79121614			225+72			3815	1000	38-23b-1w	5B-07-022		East			JACKSON COUNTY FIRE DIST #5
289	42.25038085	-122.79093021			224+44			3815	1000	38-23b-1w	5B-07-022		East			JACKSON COUNTY FIRE DIST #5
290	42.25000155	-122.79054974			222+75			3815	1001	38-23b-1w	5B-07-022		East			ASSOCIATED FRUIT COMPANY
291	42.24903611	-122.79000733	paved	60	219+07			3840	n/a	38-23B-1W	5B-07-022		East		Culver Road	Jackson County
292	42.24917673	-122.78967161	paved	60	218+90			3677	n/a	38-23B-1W	5B-07-022		East		Culver Road	Jackson County

EXISTING APPROACHES STATUS REPORT (EASR) / RECORDS / ADL

Row	Legal Status	Permit # or Legal Document Date	Permitted Width (ft)	Permitted Use	Permitted To	Owner	Comments	Action By District	Action By Others	ADL Code	Future Rec.
250						THOMPSON BILLY					
251						LICHTENSTEIN MATTHEW R					
252	Existing Permit	25708				FENNELL BURLESS C/DONNA MAE					
253	Existing Permit	21561				NELSON SCOTT					
254						PERDUE H THOMAS/NANCY D					
255						NELSON SCOTT					
256						PACIFIC NW BELL TELE CO					
257						HANSEN MARCO E TRUSTEE					
258	Existing Permit	35129				CARRANZA ELI PICAZO					
259						SHINGLE ROBERT E					
260						BEAR CREEK ORCHARDS INC					
261						MARSH DONALD A/GEORGIA V					
262						MARSH DONALD A/GEORGIA V					
263						LACKEY CAROL L					
264						MC HENRY ROBERT D/GAYLE M					
265	Existing Permit	18381				BROOD DWANE A/JUANITA C					
266						SCHWAB ALAN D					
267	Existing Permit	21544				JACKSON EDUCATION SERV DIST					
268						MC HENRY ROBERT D/GAYLE M					
269						ELLIS MARIE L					
270	Existing Permit	19861				LAURS ROBERT MICHAEL TRUSTEE					
271	Existing Permit	21147				JACKSON COUNTY					
272						WILLIAMS LILA					
273						WILLIAMS LILA					
274	Existing Permit	38504 (should this be 28504?)				JACKSON COUNTY					
275						POPE MARY NYE TRUSTEE					
276	Existing Permit	35486				COMMUNITY WORKS					
277						COMMUNITY WORKS					
278	Existing Permit	35253				RUSSELL KATHY D					
279						RUSSELL KATHY D					
280						FRISCHMAN ROBERT M					
281						FRISCHMAN ROBERT M					
282						HAYNES BARRY S					
283						HAYNES BARRY S					
284						PEARSON'S LLC					
285						FOWLER LOWELL E TRUSTEE					
286	Existing Permit	35065				PACIFICORP					
287						EDWARDS ANDREW					
288						JACKSON COUNTY FIRE DIST #5					
289						JACKSON COUNTY FIRE DIST #5					
290						ASSOCIATED FRUIT COMPANY					
291						Jackson County					
292						Jackson County					

OFFICIAL PROJECT ACCESS LIST (OPAL) WORKSHEET

- ◉ Print Pg1 thru line 55 (Legal size)
- ○ Print Pg 2 thru line 55 (Legal size)
- ○ Print Pg 1 thru line 55 (11 X 17)
- ○ Print Pg 2 thru line 55 (11 X 17)

Project Name/Key # Rogue Valley Highway (OR-99: Ashland - to - Medford)
Workbook Coordinator John Pariani, HBH Consulting Engineers
Req'd Approvals

Approval Signatures: Technical Ctr. Mgr. | Region Access Management Engineer

Metadata | **Additional Information**

HIGHWAY INPUT DATA / EXISTING APPROACHES INVENTORY

Row	A	Highway	B		Roadway ID	Mile-age Type	Overlap Mileage Code	County	Ref #	Mile Point	Eng Station	Side (L/R)	Surface Type	Extg Width (ft)	Property Use	Property Address	Photo Number
293	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	432	13.90	215+62	L	paved	24	residence	220 S. Pacific Hwy	636
294	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	431	13.92	214+28	L	paved	36	Commercial	220 S. Pacific Hwy	637
295	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	284	13.93	213+60	R	concrete	40	Gas Station	21 Talent Ave	773
296	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	285	13.95	212+50	R	concrete	40	Gas Station	21 Talent Ave	772
297	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	286	13.99	210+41	R	paved	30	Rentals	xx	771
298	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	430	13.99	210+59	L	paved	50	motel	25 talent ave	638
299	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	287	14.02	208+49	R	paved	24	Medical	209 S. Pacific Hwy	770
300	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	288	14.03	208+14	R	paved	24	Medical	205 S. Pacific Hwy	769
301	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	289	14.07	205+88	R	paved	30	Roadway	n/a	768
302	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	428	14.07	205+88	L	paved	36	roadway	n/a	639
303	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	290	14.09	204+99	R	paved	30		117 S. Pacific Hwy	767
304	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	291	14.12	203+50	R	paved	30		113 S. Pacific Hwy	766
305	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	292	14.13	202+65	R	paved	40	Commercial	107 S. Pacific Hwy	765
306	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	293	14.16	201+39	R	paved	32	Commercial	101 S. Pacific Hwy	764
307	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	427	14.17	200+84	L	paved	30	Rentals	100 S. Pacific Hwy	639
308	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	294	14.18	200+34	R	paved	40	Commercial	101 S. Pacific Hwy	763
309	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	295	14.20	198+91	R	paved	50	Roadway	n/a	762
310	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	426	14.20	198+09	L	paved	60	roadway	n/a	640
311	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	296	14.21	197+58	R	paved	36	Commercial	102 S. Pacific Hwy	761
312	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	425	14.21	197+39	L	paved	40	roadway	n/a	641
313	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	297	14.25	195+61	R	paved	48	Commercial	104 S. Pacific Hwy	760
314	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	424	14.28	194+95	L	paved	50	Commercial	xx	640
315	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	298	14.29	193+22	R	paved	24	Commercial	112 S. Pacific Hwy	759
316	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	299	14.30	192+80	R	paved	24	Commercial	112 S. Pacific Hwy	758
317	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	300	14.31	192+48	R	paved	16	residence	120 S. Pacific Hwy	757
318	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	423	14.33	192+25	L	illegal	24	vacant	111 S. Pacific Hwy	641
319	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	301	14.34	191+27	R	paved	20	residence	116 S. Pacific Hwy	756
320	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	422	14.35	190+80	L	paved	24	residence	Valley View Rd	642
321	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	302	14.36	190+39	R	paved	20	residence	118 S. Pacific Hwy	755
322	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	421	14.37	190+20	L	paved	24	residence	121 S. Pacific Hwy	642
323	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	420	14.41	187+48	L	paved	24	Trailer Park	205 S. Pacific Hwy	643
324	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	303	14.42	187+13	R	paved	28	residence	200 S. Pacific Hwy	754
325	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	304	14.46	184+70	R	paved	38	rentals	280 S. Pacific Hwy	753
326	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	419	14.48	184+80	L	paved	24	Trailer Park	205 S. Pacific Hwy	644
327	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	418	14.49	183+70	L	paved	24	residence	309 S. Pacific Hwy	645
328	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	305	14.51	182+43	R	paved	32	residence	310 S. Pacific Hwy	752
329	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	306	14.52	181+37	R	paved	24	residence	314 S. Pacific Hwy	751
330	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	307	14.57	178+81	R	paved	20	residence	322 S. Pacific Hwy	750
331	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	308	14.59	177+60	R	paved	36	roadway	n/a	749
332	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	417	14.63	176+49	L	paved	24	Commercial	401 S. Pacific Hwy	646
333	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	309	14.64	174+91	R	paved	30	Auto Sales	410 S. Pacific Hwy	748
334	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	310	14.68	172+96	R	paved	43	Auto Sales	410 S. Pacific Hwy	747
335	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	416	14.70	172+66	L	paved	24	storage	xx	647
336	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	311	14.73	170+27	R	paved	16	Commercial	510 S. Pacific Hwy	746
337	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	312	14.74	169+48	R	concrete	30	Commercial	550 S. Pacific Hwy	745
338	063	Rogue Valley	99	OR 99	5 Located Line			Jackson	415	14.77	168+03	L	gravel	24	vacant	xx	648

OFFICIAL PROJECT ACCESS LIST (OPAL) / ACCESS CONTROL REPORT (ACR)

Row	Lattitude	Longitude	Surface Type	Const Width (ft)	Const Sta	Action By Others	Comments	Exist or New R/W File No	Tax Lot	Twnsp-Sect-Rng	Map No	Rsrvtn Eng Sta	Side	Rsrvtn Width	Comments	Ownership
293	42.24847225	-122.78893321	paved	24	215+62			3553	300	38-23ca-1w	5B-07-022		East			SOMMERS ALAN
294	42.24821299	-122.78859903	paved	36	214+28			3553	303	38-23ca-1w	5B-07-022		East		shared with other tax lots	MAGANA MADELA PAZ
295	42.24793339	-122.78861449	concrete	40	213+60			3681	400	38-23ca-1w	5B-07-022		West			COLVIN STATIONS INC
296	42.24773474	-122.78830198	concrete	40	212+50			3681	400	38-23ca-1w	5B-07-022		West			COLVIN STATIONS INC
297	42.24735424	-122.78771246	paved	30	210+41			3681	600	38-23ca-1w	5B-07-022		West			LISK MICHAEL AND JEANETTE TRUST
298	42.24756223	-122.78758234	paved	50	210+59			3681	200	38-23ca-1w	5B-07-022		East			GOOD NITE LLC
299	42.24703640	-122.78715149	paved	24	208+49			3681	700	38-23ca-1w	5B-07-022		West			ASHLAND COMMUNITY HOSPITAL FOUNDATION
300	42.24697647	-122.78704914	paved	24	208+14			3681	800	38-23ca-1w	5B-07-022		West			ACH FOUNDATION
301	42.24659760	-122.78638357	paved	30	205+88			3681	n/a	38-23ca-1w	5B-07-022		West		New Street Clearview Street	City of Talent
302	42.24680006	-122.78616762	paved	36	205+88			3681	n/a	38-23d-1w	5B-07-022		East			Jackson County
303	42.24644816	-122.78612268	paved	30	204+99			3681	100	38-23dc-1w	5B-07-022		West			SEIBER SUZANNE
304	42.24621826	-122.78570868	paved	30	203+50			3681	200	38-23dc-1w	5B-07-022		West		shared with taxlot 111 xx	SEIBER SUZANNE
305	42.24606136	-122.78543213	paved	40	202+65			3811	400	38-23dc-1w	5B-07-022		West			BUSH DALE
306	42.24585708	-122.78505628	paved	32	201+39			3811	500	38-23dc-1w	5B-07-022		West		Shared w/taxlot 600	BERMAN SANDRA TRUSTEE FBO
307	42.24595261	-122.78470901	paved	30	200+84			3811	700	38-23d-1w	5B-07-022		East			BENDER DEVELOPMENT LIMITED PARTNERSHIP
308	42.24567985	-122.78475218	paved	40	200+34			3811	500	38-23dc-1w	5B-07-022		West			
309	42.24540745	-122.78436250	paved	50	198+91			n/a	n/a	38-23dc-1w	5B-07-022		West		Valley View Road	City of Talent
310	42.24550537	-122.78388525	paved	60	198+09			n/a	n/a	38-23d-1w	5B-07-022		East		West Valley View Road	Jackson County
311	42.24521851	-122.78393992	paved	36	197+58			3776	2700	38-23dc-1w	5B-07-022		West			RHODES ROMIE A
312	42.24541132	-122.78366030	paved	40	197+39			n/a	n/a	38-23d-1w	5B-07-022		East		West Valley View Road rt turn lane	Jackson County
313	42.24489614	-122.78336269	paved	48	195+61			3776	2800	38-23dc-1w	5B-07-022		West			DREISZUS ALVERIAH L TRUST
314	42.24497003	-122.78297982	paved	50	194+95			3776	900	38-23d-1w	5B-07-022		East		shared with tax lot 1100, 1000	OREGON STATE OF
315	42.24449403	-122.78266929	paved	24	193+22			3785	3000	38-23dc-1w	5B-07-022		West			JAHNKE GLEN L TRUSTEE
316	42.24442967	-122.78254406	paved	24	192+80			3785	3000	38-23dc-1w	5B-07-022		West			JAHNKE GLEN L TRUSTEE
317	42.24437222	-122.78244630	paved	16	192+48			3785	3100	38-23dc-1w	5B-07-022		West			CHADDOCK PAMELA J
318	42.24451571	-122.78218702	illegal	24	192+25			3785	1200	38-23d-1w	5B-07-022		East			BREEZE REGINALD PAUL
319	42.24417175	-122.78208318	paved	20	191+27			3785	3200	38-23dc-1w	5B-07-022		West			CAMERON DONALD L/FLORENCE A
320	42.24427823	-122.78176007	paved	24	190+80			3785	1205	38-23d-1w	5B-07-022		East			BREEZE REGINALD PAUL
321	42.24401947	-122.78183052	paved	20	190+39			3785	3300	38-23dc-1w	5B-07-022		West			BEARDSLEE LINDA L
322	42.24418227	-122.78158322	paved	24	190+20			3785	1201	38-23d-1w	5B-07-022		East			GLEAVES JAMES C
323	42.24372360	-122.78079047	paved	24	187+48			3725	500	38-26aa-1w	5B-07-022		East			RICHARDS JEFF
324	42.24347857	-122.78087770	paved	28	187+13			3725	600	38-26aa-1w	5B-07-022		West			B & D INVESTORS INC
325	42.24307522	-122.78016070	paved	38	184+70			3725	800	38-26aa-1w	5B-07-022		West		shared with tax lots 801, 802, 803	COX FRED
326	42.24328028	-122.77999617	paved	24	184+80			3725	500	38-26aa-1w	5B-07-022		East			RICHARDS JEFF
327	42.24309669	-122.77968171	paved	24	183+70			3725	400	38-26aa-1w	5B-07-022		East			GORMAN MARY
328	42.24268811	-122.77949147	paved	32	182+43			3725	900	38-26aa-1w	5B-07-022		West		shared with tax lot 1000	LOPEZ LUIS P/DOROTHY L
329	42.24252578	-122.77918601	paved	24	181+37			3750	1100	38-26aa-1w	5B-07-022		West			STRONG BETTY L
330	42.24210532	-122.77842261	paved	20	178+81			3750	1200	38-26aa-1w	5B-07-022		West			WALL LINDA MARLENE
331	42.24187997	-122.77809515	paved	36	177+60			n/a	n/a	38-26aa-1w	5B-07-022		West		Rapp Road	Jackson County
332	42.24189275	-122.77756767	paved	24	176+49			3570	200	38-26aa-1w	5B-07-022		East			STEVENS CHESTER E/PATRICIA
333	42.24146608	-122.77729694	paved	30	174+91			3588	5800	38-26aa-1w	5B-07-022		West			WALKER FAMILY TRUST
334	42.24112750	-122.77671285	paved	43	172+96			3588	5800	38-26aa-1w	5B-07-022		West			WALKER FAMILY TRUST
335	42.24125857	-122.77643768	paved	24	172+66			3570	301	38-25b-1w	5B-07-022		East			WALKER FAMILY TRUST
336	42.24068525	-122.77591187	paved	16	170+27			3570	3800	38-25b-1w	5B-07-022		West			SCHMELZER GERALDINE
337	42.24055786	-122.77567591	concrete	30	169+48			3570	3602	38-25b-1w	5B-07-022		West			LOTZ-PHOTINOS LLC
338	42.24047310	-122.77509549	gravel	24	168+03			3570	400	38-25b-1w	5B-07-022		East			MILES FAMILY TRUST

EXISTING APPROACHES STATUS REPORT (EASR) / RECORDS / ADL

Row	Legal Status	Permit # or Legal Document Date	Permitted Width (ft)	Permitted Use	Permitted To	Owner	Comments	Action By District	Action By Others	ADL Code	Future Rec.
293						SOMMERS ALAN					
294						MAGANA MADELA PAZ					
295						COLVIN STATIONS INC					
296						COLVIN STATIONS INC					
297						LISK MICHAEL AND JEANETTE TRUST					
298						GOOD NITE LLC					
299	Existing Permit	35466				ASHLAND COMMUNITY HOSPITAL FOUNDATION					
300						ACH FOUNDATION					
301						City of Talent					
302						Jackson County					
303						SEIBER SUZANNE					
304						SEIBER SUZANNE					
305						BUSH DALE					
306	Existing Permit	19646				BERMAN SANDRA TRUSTEE FBO					
307	Existing Permit	32091				BENDER DEVELOPMENT LIMITED PARTNERSHIP					
308	Existing Permit	19546									
309						City of Talent					
310						Jackson County					
311						RHODES ROMIE A					
312						Jackson County					
313						DREISZUS ALVERIAH L TRUST					
314						OREGON STATE OF					
315						JAHNKE GLEN L TRUSTEE					
316						JAHNKE GLEN L TRUSTEE					
317	Existing Permit	35477				CHADDOCK PAMELA J					
318	Existing Permit	35172				BREEZE REGINALD PAUL					
319						CAMERON DONALD L/FLORENCE A					
320						BREEZE REGINALD PAUL					
321						BEARDSLEE LINDA L					
322						GLEAVES JAMES C					
323	Existing Permit	15242				RICHARDS JEFF					
324						B & D INVESTORS INC					
325	Existing Permit	35145				COX FRED					
326	Existing Permit	15242				RICHARDS JEFF					
327						GORMAN MARY					
328						LOPEZ LUIS P/DOROTHY L					
329						STRONG BETTY L					
330						WALL LINDA MARLENE					
331						Jackson County					
332						STEVENS CHESTER E/PATRICIA					
333						WALKER FAMILY TRUST					
334						WALKER FAMILY TRUST					
335						WALKER FAMILY TRUST					
336						SCHMELZER GERALDINE					
337						LOTZ-PHOTINOS LLC					
338	Existing Permit	15747				MILES FAMILY TRUST					

OFFICIAL PROJECT ACCESS LIST (OPAL) WORKSHEET

	A	B		C	D	E	F	G	I	J
1	◉ Print Pg1 thru line 55 (Legal size)								Project Name/Key #	Rogue Valley Highway (OR-99: Ashland - to - Medford)
2	○ Print Pg 2 thru line 55 (Legal size)								Workbook Coordinator	John Pariani, HBH Consulting Engineers
3	○ Print Pg 1 thru line 55 (11 X 17)								Req'd Approvals	
4					○ Print Pg 2 thru line 55 (11 X 17)					

Approval Signatures: Technical Ctr. Mgr. — Region Access Management Engineer

Metadata — Additional Information

Row	A	Highway		Roadway ID	Mile-age Type	Overlap Mileage Code	County	Ref #	Mile Point	Eng Station	Side (L/R)	Surface Type	Extg Width (ft)	Property Use	Property Address	Photo Number	Latitude	Longitude	Surface Type	Const Width (ft)	Const Sta	Action By Others	Comments	Exist or New R/W File No	Tax Lot	Twnsp-Sect-Rng	Map No	Rsrvtn Eng Sta	Side	Rsrvtn Width	Comments	Ownership	Legal Status	Permit # or Legal Document Date	Permitted Width (ft)	Permitted Use	Permitted To	Owner	Comments	Action By District	Action By Others	ADL Code	Future Rec.
5		HIGHWAY INPUT DATA							EXISTING APPROACHES INVENTORY								OFFICIAL PROJECT ACCESS LIST (OPAL)							ACCESS CONTROL REPORT (ACR)									EXISTING APPROACHES STATUS REPORT (EASR)							RECORDS		ADL	
339	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	313	14.78	167+74	R	paved	24	Commercial	600 S. Pacific Hwy	744	42.24027025	-122.77516449	paved	24	167+74			3570	3601	38-25b-1w	5B-07-022		West			NICHOLS K L TRUSTEE	Existing Permit	35255				NICHOLS K L TRUSTEE					
340	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	414	14.78	167+37	L	paved	30	Commercial	611 S. Pacific Hwy	649	42.24036185	-122.77489541	paved	30	167+37			3570	501	38-25b-1w	5B-07-022		East			VETTER FAMILY TRUST	Existing Permit	15747				VETTER FAMILY TRUST					
341	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	314	14.79	166+00	R	paved	30	Church	616 S. Pacific Hwy	743	42.24012820	-122.77489631	paved	30	166+00			3570	3300	38-25b-1w	5B-07-022		West			MOUNTAIN VIEW BAPTIST CHRCH	Existing Permit	23205				MOUNTAIN VIEW BAPTIST CHRCH					
342	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	413	14.82	165+10	L	paved	24	Commercial	609 S. Pacific Hwy	650	42.24012403	-122.77445861	paved	24	165+10			3570	502	38-25b-1w	5B-07-022		East			FREY STEVEN L	Existing Permit	15294				FREY STEVEN L					
343	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	315	14.83	165+54	R	paved	30	Church	616 S. Pacific Hwy	742	42.23991980	-122.77450700	paved	30	165+54			3570	3300	38-25b-1w	5B-07-022		West			MOUNTAIN VIEW BAPTIST CHRCH	Existing Permit	17514				MOUNTAIN VIEW BAPTIST CHRCH					
344	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	316	14.84	164+51	R	gravel	30	Commercial	618 S. Pacific Hwy	741	42.23973905	-122.77421152	gravel	30	164+51			3570	2800	38-25b-1w	5B-07-022		West			SCOTT KEN	Existing Permit	35175				SCOTT KEN					
345	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	412	14.84	164+54	L	gravel	24	Vacant	xx	651	42.23989239	-122.77406690	gravel	24	164+54			3570	601	38-25b-1w	5B-07-022		East			MILES FAMILY TRUST	Existing Permit	35200				MILES FAMILY TRUST					
346	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	317	14.86	163+54	R	paved	18	Commercial	660 S. Pacific Hwy	740	42.23957724	-122.77392705	paved	18	163+54			3570	2801	38-25b-1w	5B-07-022		West			POLLARD PETER J/DEBORAH J	Existing Permit	35051				POLLARD PETER J/DEBORAH J					
347	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	318	14.87	162+88	R	paved	18	Commercial	690 S. Pacific Hwy	739	42.23947330	-122.77372685	paved	18	162+88			3570	2803	38-25b-1w	5B-07-022		West			PERKINS WILLIAM T AND CHRISTINE E REV LIV TRUST						PERKINS WILLIAM T AND CHRISTINE E REV LIV TRUST					
348	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	411	14.89	162+68	L	gravel	20	Vacant	xx	652	42.23958530	-122.77351703	gravel	20	162+68			3570	701	38-25b-1w	5B-07-022		East			MILES FAMILY TRUST						MILES FAMILY TRUST					
349	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	319	14.90	162+22	R	paved	30	Roadway	n/a	738	42.23934664	-122.77354824	paved	30	162+22			n/a	n/a	38-25b-1w	5B-07-022		West		Arnos Lane	Jackson County						Jackson County					
350	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	410	14.90	162+33	L	paved	24	storage	711 S. Pacific Hwy	653	42.23952348	-122.77341236	paved	24	162+33			3570	700	38-25b-1w	5B-07-022		East			MBZ LLC	Existing Permit	25975				MBZ LLC					
351	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	320	14.91	161+54	R	paved	30	Commercial	714 S. Pacific Hwy	737	42.23924844	-122.77333709	paved	30	161+54			3570	2700	38-25b-1w	5B-07-022		West			FITCH FAMILY PROPERTIES LLC	Existing Permit	20608				FITCH FAMILY PROPERTIES LLC					
352	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	409	14.92	161+56	L	paved	22	storage	711 S. Pacific Hwy	654	42.23940106	-122.77318798	paved	22	161+56			3570	700	38-25b-1w	5B-07-022		East			MBZ LLC	Existing Permit	25975				MBZ LLC					
353	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	321	14.93	160+87	R	gravel	30	Commercial	714 S. Pacific Hwy	736	42.23912765	-122.77315114	gravel	30	160+87			3570	2700	38-25b-1w	5B-07-022		West			FITCH FAMILY PROPERTIES LLC						FITCH FAMILY PROPERTIES LLC					
354	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	408	14.93	160+93	L	gravel	26	Commercial	717 S. Pacific Hwy	655	42.23929538	-122.77300540	gravel	26	160+93			3570	800	38-25b-1w	5B-07-022		East			LACY ROBBIN						LACY ROBBIN					
355	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	407	14.94	159+90	L	paved	24	Commercial	xx	656	42.23912295	-122.77270533	paved	24	159+90			3570	901	38-25db-1w	5B-07-022		East			NICHOLS K L TRUSTEE						NICHOLS K L TRUSTEE					
356	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	322	14.95	159+48	R	paved	100	Commercial	716 S. Pacific Hwy	735	42.23889870	-122.77273839	paved	100	159+48			3570	2601	38-25b-1w	5B-07-022		West			LACY ROBBIN	Existing Permit	35068				LACY ROBBIN					
357	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	406	14.97	158+34	L	paved	30	Commercial	809 S. Pacific Hwy	657	42.23886508	-122.77224359	paved	30	158+34			3570	200	38-25db-1w	5B-07-022		East		shared with tax lot 100	NICHOLS K L TRUSTEE						NICHOLS K L TRUSTEE					
358	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	323	14.98	157+77	R	gravel	16	residence	806 S. Pacific Hwy	734	42.23861016	-122.77223813	gravel	16	157+77			3570	2600	38-25b-1w	5B-07-022		West			ROUSE STEVEN W	Existing Permit	22251				ROUSE STEVEN W					
359	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	405	15.00	157+29	L	paved	20	Commercial	817 S. Pacific Hwy	658	42.23868741	-122.77194166	paved	20	157+29			3659	300	38-25db-1w	5B-07-022		East			STOCKINGFEET LLC						STOCKINGFEET LLC					
360	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	404	15.01	156+49	L	paved	60	Commercial	821 S. Pacific Hwy	659	42.23855640	-122.77169898	paved	60	156+49			3659	400	38-25db-1w	5B-07-022		East			STOCKING JON/HOLLY						STOCKING JON/HOLLY					
361	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	324	15.03	155+10	R	paved	24	Trailer Park	812 S. Pacific Hwy	733	42.23815312	-122.77146472	paved	24	155+10			3659	2000	38-25b-1w	5B-07-022		West			TOTEM POLE MOBILE PARK INC	Existing Permit	19579				TOTEM POLE MOBILE PARK INC					
362	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	403	15.04	154+77	L	gravel	40	residence	887 S. Pacific Hwy	660	42.23827260	-122.77119488	gravel	40	154+77			3659	500	38-25db-1w	5B-07-022		East			CORBIN KATHLEEN GREEN						CORBIN KATHLEEN GREEN					
363	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	325	15.06	153+48	R	paved	24	Trailer Park	812 S. Pacific Hwy	732	42.23790159	-122.77097429	paved	24	153+48			3659	2000	38-25b-1w	5B-07-022		West			TOTEM POLE MOBILE PARK INC	Existing Permit	26984				TOTEM POLE MOBILE PARK INC					
364	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	402	15.10	151+67	L	gravel	30	residence	1007 S. Pacific Hwy	661	42.23776109	-122.77027839	gravel	30	151+67			3659	600	38-25db-1w	5B-07-022		East			CORBIN TRAVIS ALLAN BRIAN						CORBIN TRAVIS ALLAN BRIAN					
365	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	401	15.11	151+20	L	gravel	14	residence	1007 S. Pacific Hwy	662	42.23768323	-122.77014062	gravel	14	151+20			3659	600	38-25db-1w	5B-07-022		East			CORBIN TRAVIS ALLAN BRIAN						CORBIN TRAVIS ALLAN BRIAN					
366	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	326	15.12	150+25	R	paved	32	storage	1006 S. Pacific Hwy	731	42.23733999	-122.77004995	paved	32	150+25			3659	1100	38-25bd-1w	5B-07-022		West			DIXON FERN E TRUSTEE FBO						DIXON FERN E TRUSTEE FBO					
367	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	400	15.13	150+04	L	paved	30	Condos	xx	663	42.23749543	-122.76980550	paved	30	150+04			3659	90000	38-25db-1w	5B-07-022		East		shared with other tax lots	GREEN TREE CONDOMINIUM LLC						GREEN TREE CONDOMINIUM LLC					
368	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	399	15.16	148+71	L	gravel	30	Condos	xx	664	42.23725847	-122.76941749	gravel	30	148+71			3659	90000	38-25db-1w	5B-07-022		East		shared with other tax lots	GREEN TREE CONDOMINIUM LLC						GREEN TREE CONDOMINIUM LLC					
369	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	398	15.18	147+52	L	gravel	24	Commercial	1027 S. Pacific Hwy	665	42.23706160	-122.76907090	gravel	24	147+52			3659	800	38-25db-1w	5B-07-022		East			BOGGS RAY	Existing Permit	31521				BOGGS RAY					
370	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	397	15.19	147+32	L	paved	30	Commercial	1209 S. Pacific Hwy	666	42.23702446	-122.76901077	paved	30	147+32			3744	900	38-25db-1w	5B-07-022		East			TALENT LLC						TALENT LLC					
371	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	396	15.21	145+88	L	paved	40	Commercial	1209 S. Pacific Hwy	667	42.23679223	-122.76858081	paved	40	145+88			3744	900	38-25db-1w	5B-07-022		East			TALENT LLC						TALENT LLC					
372	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	327	15.22	145+11	R	paved	42	Commercial	1120 S. Pacific Hwy	730	42.23650409	-122.76851369	paved	42	145+11			3744	1000	38-25bd-1w	5B-07-022		West			HAMLIN DONALD V AND LENA HAMLIN REV LIV TR	Existing Permit	28123				HAMLIN DONALD V AND LENA HAMLIN REV LIV TRUST BYPASS TRUST					
373	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	395	15.24	144+36	L	paved	40	Commercial	1209 S. Pacific Hwy	668	42.23654137	-122.76814719	paved	40	144+36			3744	900	38-25db-1w	5B-07-022		East			TALENT LLC						TALENT LLC					
374	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	328	15.25	143+83	R	paved	30	storage	1200 S. Pacific Hwy	729	42.23630631	-122.76812972	paved	30	143+83			3744	1000	38-25ca-1w	5B-07-022		West			CARINO RALPH AND MARIA CORAZON LIVING TRUST						CARINO RALPH AND MARIA CORAZON LIVING TRUST					
375	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	394	15.25	143+67	L	paved	80	Commercial	1209 S. Pacific Hwy	669	42.23642424	-122.76793974	paved	80	143+67			3744	900	38-25db-1w	5B-07-022		East			TALENT LLC						TALENT LLC					
376	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	329	15.26	142+94	R	paved	36	roadway	n/a	728	42.23614093	-122.76788558	paved	36	142+94			n/a	n/a	38-25ca-1w	5B-07-022		West		Tulipan Road	Jackson County	Existing Permit	25171				Jackson County					
377	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	393	15.26	142+89	L	paved	20	Commercial	1209 S. Pacific Hwy	670	42.23629599	-122.76771679	paved	20	142+89			3744	900	38-25db-1w	5B-07-022		East			TALENT LLC						TALENT LLC					
378	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	330	15.27	141+81	R	paved	16	residence	1212 S. Pacific Hwy	727	42.23597161	-122.76754217	paved	16	141+81			3744	800	38-25ca-1w	5B-07-022		West			MALSON JOHN W						MALSON JOHN W					
379	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	392	15.28	142+17	L	paved	10	Commercial	1209 S. Pacific Hwy	671	42.23617938	-122.76750097	paved	10	142+17			3744	900	38-25db-1w	5B-07-022		East			TALENT LLC						TALENT LLC					
380	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	391	15.31	140+46	L	gravel	20	Commercial	xx	672	42.23589871	-122.76698965	gravel	20	140+46			3744	1700	38-25b-1w	5B-07-022		East			TALENT LLC						TALENT LLC					
381	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	331	15.34	139+12	R	paved	40	Roadway	n/a	726	42.23550061	-122.76677729	paved	40	139+12			n/a	n/a	38-25ca-1w			West		Creel Road	Jackson County						Jackson County					
382	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	390	15.34	139+24	L	gravel	50	Commercial	1315 S. Pacific Hwy	673	42.23570625	-122.76662735	gravel	50	139+24			4662	500	38-25db-1w	5B-07-022		East			CANI LLC						CANI LLC					
383	063	Rogue Valley	99 OR 99	5 Located Line			Jackson	389	15.42	134+97	L	gravel	14	Commercial	1407 S. Pacific Hwy	674	42.23497871	-122.76537659	gravel	14	134+97			3692	600	38-25db-1w	5B-07-022		East			CANI LLC						CANI LLC					

OFFICIAL PROJECT ACCESS LIST (OPAL) WORKSHEET

Print Pg1 thru line 55 (Legal size) · Print Pg 2 thru line 55 (Legal size) · Print Pg 1 thru line 55 (11 X 17) · Print Pg 2 thru line 55 (11 X 17)

Project Name/Key #: Rogue Valley Highway (OR-99: Ashland - to - Medford)
Workbook Coordinator: John Pariani, HBH Consulting Engineers
Req'd Approvals

Approval Signatures: Technical Ctr. Mgr. · Region Access Management Engineer

HIGHWAY INPUT DATA / EXISTING APPROACHES INVENTORY

Row	Highway	Roadway ID	Mile-age Type	Overlap Mileage Code	County	Ref #	Mile Point	Eng Station	Side (L/R)	Surface Type	Extg Width (ft)	Property Use	Property Address	Photo Number
384	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	332	15.45	133+23	R	gravel	14	residence	1547 Summer Place	725
385	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	333	15.55	128+21	R	gravel	14	residence	Summer Place	724
386	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	334	15.67	121+70	R	gravel	14	residence	430 Alpine Way	723
387	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	335	15.72	119+19	R	paved	14	residence	1820 S. Pacific Hwy	722
388	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	336	15.84	112+81	R	gravel	18	residence	xx	721
389	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	337	15.86	111+43	R	gravel	18	residence	2000 S. Pacific Hwy	720
390	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	338	15.94	107+40	R	paved	16	Utility Pump Station	xx	719
391	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	339	15.97	106+03	R	paved	18	residence	2106 S. Pacific Hwy	718
392	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	340	15.98	105+11	R	gravel	16	residence	2114 S. Pacific Hwy	717
393	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	341	16.00	104+53	R	gravel	14	residence	2114 S. Pacific Hwy	717
394	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	342	16.00	104+17	R	gravel	50	Rentals	2120 S. Pacific Hwy	716
395	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	343	16.01	103+76	R	gravel	50	Rentals	2120 S. Pacific Hwy	715
396	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	344	16.02	103+50	R	gravel	16	Rentals	2120 S. Pacific Hwy	715
397	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	345	16.02	103+09	R	gravel	30	Rentals	2120 S. Pacific Hwy	714
398	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	346	16.04	102+41	R	gravel	100	Rentals	2120 S. Pacific Hwy	713
399	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	347	16.05	101+83	R	gravel	16	residence	2200 S. Pacific Hwy	712
400	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	348	16.09	99+50	R	paved	30	residence	2210 S. Pacific Hwy	711
401	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	388	16.13	97+17	L	gravel	14	residence	2305 S. Pacific Hwy	675
402	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	350	16.14	96+76	R	gravel	30	residence	2360 S. Pacific Hwy	710
403	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	351	16.23	91+93	R	gravel	30	residence	2360 S. Pacific Hwy	709
404	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	352	16.26	90+18	R	paved	33	Roadway	n/a	708
405	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	387	16.27	89+82	L	paved	10	Bike Access	xx	676
406	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	353	16.37	84+14	R	gravel	16	residence	xx	707
407	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	386	16.38	84+00	L	mixed ac-gravel	50	Park Access	xx	677
408	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	354	16.42	81+78	R	gravel	24	residence	xx	706
409	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	355	16.54	75+16	R	gravel	24	parking area	2285 S. Pacific Hwy	705
410	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	356	16.68	68+17	R	gravel	30	Commercial	xx	704
411	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	357	16.83	60+06	R	paved	30	RV Park	2253 S. Pacific Hwy	703
412	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	358	16.92	55+06	R	gravel	18	RV Park	2253 S. Pacific Hwy	702
413	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	359	16.96	52+92	R	gravel	50	RV Park	2253 S. Pacific Hwy	701
414	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	385	16.99	51+80	L	scaling station				678
415	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	384	17.02	50+35	L	paved	40	Roadway	n/a	679
416	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	360	17.07	47+78	R	paved	50	roadway	n/a	700
417	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	361	17.09	46+98	R	paved	24	Auto Sales	2067 Jackson Road	699
418	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	383	17.09	46+82	L	paved	18	Trailer Park	2020 S. Pacific Hwy	680
419	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	362	17.11	45+85	R	paved	36	Auto Sales	2045 S. Pacific Hwy	698
420	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	382	17.16	42+90	L	paved	30	Commercial	1988 S. Pacific Hwy	681
421	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	381	17.19	41+33	L	paved	14	Commercial	xx	681
422	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	380	17.20	41+10	L	paved	20	Commercial	xx	682
423	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	363	17.21	40+62	R	paved	30	Auto Sales	1977 S. Pacific Hwy	697
424	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	379	17.22	39+09	L	paved	36	Roadway	n/a	683
425	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	364	17.24	39+09	R	paved	30	Auto Sales	1899 S. Pacific Hwy	696
426	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	365	17.29	36+05	R	paved	30	Auto Sales	1801 S. Pacific Hwy	695
427	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	378	17.29	36+05	L	paved	30	Commercial	1860 S. Pacific Hwy	685
428	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	366	17.43	29+02	R	paved	40	Commercial	1525 S. Pacific Hwy	694
429	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	367	17.44	28+16	R	paved	36	Commercial	1525 S. Pacific Hwy	693
430	063 Rogue Valley 99	OR 99	5 Located Line		Jackson	368	17.46	27+08	R	paved	48	Commercial	1515 S. Pacific Hwy	692

OFFICIAL PROJECT ACCESS LIST (OPAL)

Row	Lattitude	Longitude	Surface Type	Const Width (ft)	Const Sta	Action By Others	Comments
384	42.23454765	-122.76499340	gravel	14	133+23		
385	42.23370065	-122.76354303	gravel	14	128+21		
386	42.23262697	-122.76162936	gravel	14	121+70		
387	42.23220234	-122.76089467	paved	14	119+19		
388	42.23114102	-122.75902352	gravel	18	112+81		
389	42.23091902	-122.75861493	gravel	18	111+43		
390	42.23024220	-122.75743616	paved	16	107+40		
391	42.23002264	-122.75703168	paved	18	106+03		
392	42.22985397	-122.75676877	gravel	16	105+11		
393	42.22976129	-122.75659713	gravel	14	104+53		
394	42.22970457	-122.75649124	gravel	50	104+17		
395	42.22963932	-122.75636851	gravel	50	103+76		
396	42.22959106	-122.75628892	gravel	16	103+50		
397	42.22952223	-122.75617068	gravel	30	103+09		
398	42.22941249	-122.75597059	gravel	100	102+41		
399	42.22931413	-122.75579318	gravel	16	101+83		
400	42.22892820	-122.75512054	paved	30	99+50		
401	42.22870049	-122.75426393	gravel	14	97+17		
402	42.22847376	-122.75431581	gravel	30	96+76		
403	42.22767043	-122.75289411	gravel	30	91+93		
404	42.22733933	-122.75241102	paved	33	90+18		
405	42.22747011	-122.75212670	paved	10	89+82		
406	42.22637593	-122.75060347	gravel	16	84+14		
407	42.22651146	-122.75039579	mixed ac-gravel	50	84+00		
408	42.22595517	-122.74993616	gravel	24	81+78		
409	42.22484515	-122.74800134	gravel	24	75+16		
410	42.22370845	-122.74592857	gravel	30	68+17		
411	42.22234707	-122.74355490	paved	30	60+06		
412	42.22148321	-122.74213693	gravel	18	55+06		
413	42.22116016	-122.74146704	gravel	50	52+92		
414	42.22114001	-122.74096408	scaling station		51+80		
415	42.22093179	-122.74049344	paved	40	50+35		
416	42.22028885	-122.73997856	paved	50	47+78		
417	42.22014521	-122.73973938	paved	24	46+98		
418	42.22034781	-122.73946631	paved	18	46+82		
419	42.21996751	-122.73940628	paved	36	45+85		
420	42.21968089	-122.73833436	paved	30	42+90		
421	42.21942008	-122.73786668	paved	14	41+33		
422	42.21937120	-122.73780540	paved	20	41+10		
423	42.21909804	-122.73785911	paved	30	40+62		
424	42.21906461	-122.73719362	paved	36	39+09		
425	42.21885852	-122.73740116	paved	30	39+09		
426	42.21836033	-122.73652618	paved	30	36+05		
427	42.21852190	-122.73634249	paved	30	36+05		
428	42.21720050	-122.73443454	paved	40	29+02		
429	42.21705817	-122.73417920	paved	36	28+16		
430	42.21686682	-122.73388423	paved	48	27+08		

Metadata — ACCESS CONTROL REPORT (ACR)

Row	Exist or New R/W File No	Tax Lot	Twnsp-Sect-Rng	Map No	Rsrvtn Eng Sta	Side	Rsrvtn Width	Comments	Ownership
384	3692	205	38-25db-1w	5B-07-022		West			KOCH JOHN
385	4153	103	38-25db-1w	5B-07-022	128+00	West	25		COCHRANE C A CONSTRUCTION LLC
386	3743	2600	38-25d-1w	5B-07-022		West			DEVOS PRISCILLA R TRSTE FBO
387	3743	5300	38-25d-1w	5B-07-022		West			TOBLER HEIDI V
388	4003	2203	38-25d-1w	5B-07-022		West			KINNEY-NELSON BARBARA
389	4003	2000	38-25d-1w	5B-07-022		West			HINKS PATRICIA J TRUSTE FBO
390	3732	1800	38-25d-1w	5B-07-022		West			ROGUE VALLEY SEWER SERVICES, RVS
391	3732	1700	38-25d-1w	5B-07-022		West			HARNEY PATRICK I/RAJEAN M
392	3732	4600	38-30-1e	5B-07-022		West			FLORY GENE
393	3732	4600	38-30-1e	5B-07-022		West			FLORY GENE
394	3732	4500	38-30-1e	5B-07-022		West			LEE HAROLD EDMUND
395	3732	4500	38-30-1e	5B-07-022		West			LEE HAROLD EDMUND
396	3732	4500	38-30-1e	5B-07-022		West			LEE HAROLD EDMUND
397	3732	4500	38-30-1e	5B-07-022		West			LEE HAROLD EDMUND
398	3732	4500	38-30-1e	5B-07-022		West			LEE HAROLD EDMUND
399	3732	800	38-31b-1e	5B-07-022		West			ROLLINS VERNON
400	3654	600	38-31b-1e	2B-21-20		West			DAHMEN PETER M
401	3654	400	38-31b-1e	2B-21-20	97+00	East	25	shared with other tax lots	BUNCH GERALD W/JUDITH A
402	19379	1700	38-31b-1e	2B-21-20	96+66	West	25	shared with tax lot 1500	HAPTONSTALL LOVING TRUST
403	19379	1700	38-31b-1e	2B-21-20	91+70	West	25	shared with tax lot 1500	HAPTONSTALL LOVING TRUST
404	n/a	n/a	38-31b-1e	2B-21-20		West		Talent Avenue	Jackson County
405	19266	300	38-31b-1e	2B-21-20		East			JACKSON COUNTY
406	4382	1800	38-31b-1e	2B-21-20		West			VERZEANO PAULENA CARTER
407	13374	300	38-31b-1e	2B-21-20	84+30	East	25		JACKSON COUNTY
408	13775	1800	38-31b-1e	2B-21-20	81+25	West	25		VERZEANO PAULENA CARTER
409	15174	1900	38-31b-1e	2B-21-20	75+10	West	25		ROSS CALVIN/ZOE RV LV TRUST
410	19263	1900	38-31-1e	2B-21-20	69+70	West	25		JACKSON WELLSPRINGS LLC
411	17714	1600	38-31-1e	2B-21-20	59+70	West	25		TEMPLE RUTH E
412	18306	1600	38-31-1e	2B-21-20	54+90	West	25		TEMPLE RUTH E
413	18306	1600	38-31-1e	2B-21-20	53+10	West	25		TEMPLE RUTH E
414	15258			2B-21-20		East		scaling station	
415	n/a	n/a	38-31-1e	2B-21-20		East		Valley View Road	Jackson County
416	n/a	n/a	38-31-1e	2B-21-20		West		Jackson Road	Jackson County
417	15258	1301	38-31-1e	2B-21-20	47+00	West	40		DEBOER ALAN W
418	15258	600	38-31-1e	2B-21-20	46+75	East	25		GERBER LAUREN A/CINDY D
419	15258	1101	38-31-1e	2B-21-20	45+65	West	40		DEBOER ALAN W
420	15258	700	38-31-1e	2B-21-20		East			FORD JOHN J
421	15258	3000	38-31-1e	2B-21-20		East		shared with other tax lots	ORE STATE/DEPT OF TRANSP
422	15258	3000	38-31-1e	2B-21-20		East		shared with other tax lots	ORE STATE/DEPT OF TRANSP
423	15258	1102	38-31-1e	2B-21-20	40+40	West	25		BUTLER HOLDINGS 1977 LLC
424	15258	n/a	38-32-1e	2B-21-20	39+00	East	25	Jackson Road	Jackson County
425	15258	1104	38-31-1e	2B-21-20	39+00	West	25		BUTLER HOLDINGS 1899 LLC
426	15258	5500	38-32-1e	2B-21-20	36+00	West	25	shared with other tax lots	STEWART BERT M, et.al.
427	15258	5100	38-32-1e	2B-21-20	36+00	East	25	shared with other tax lots	LEEK DARRELL/SUSAN
428	19260	1701	38-32-1e	2B-21-20	29+00	West	35		KNOX SCOTT G
429	19260	1701	38-32-1e	2B-21-20	29+18	West	25		KNOX SCOTT G
430	19261	1704	38-32-1e	2B-21-20	27+90	West	25	shared with other tax lots	KNOX SCOTT G

EXISTING APPROACHES STATUS REPORT (EASR) / Additional Information / RECORDS / ADL

Row	Legal Status	Permit # or Legal Document Date	Permitted Width (ft)	Permitted Use	Permitted To	Owner	Comments	Action By District	Action By Others	ADL Code	Future Rec.
384	Existing Permit	31874				KOCH JOHN					
385						COCHRANE C A CONSTRUCTION LLC					
386						DEVOS PRISCILLA R TRSTE FBO					
387	Existing Permit	16849				TOBLER HEIDI V					
388						KINNEY-NELSON BARBARA					
389						HINKS PATRICIA J TRUSTE FBO					
390						ROGUE VALLEY SEWER SERVICES, RVS					
391	Existing Permit	30429				HARNEY PATRICK I/RAJEAN M					
392	Existing Permit	35397				FLORY GENE					
393						FLORY GENE					
394						LEE HAROLD EDMUND					
395						LEE HAROLD EDMUND					
396						LEE HAROLD EDMUND					
397						LEE HAROLD EDMUND					
398						LEE HAROLD EDMUND					
399						ROLLINS VERNON					
400						DAHMEN PETER M					
401						BUNCH GERALD W/JUDITH A					
402						HAPTONSTALL LOVING TRUST					
403						HAPTONSTALL LOVING TRUST					
404						Jackson County					
405	Existing Permit	26578				JACKSON COUNTY					
406						VERZEANO PAULENA CARTER					
407						JACKSON COUNTY					
408						VERZEANO PAULENA CARTER					
409						ROSS CALVIN/ZOE RV LV TRUST					
410						JACKSON WELLSPRINGS LLC					
411						TEMPLE RUTH E					
412						TEMPLE RUTH E					
413						TEMPLE RUTH E					
414											
415						Jackson County					
416						Jackson County					
417						DEBOER ALAN W					
418						GERBER LAUREN A/CINDY D					
419						DEBOER ALAN W					
420						FORD JOHN J					
421						ORE STATE/DEPT OF TRANSP					
422						ORE STATE/DEPT OF TRANSP					
423						BUTLER HOLDINGS 1977 LLC					
424						Jackson County					
425						BUTLER HOLDINGS 1899 LLC					
426						STEWART BERT M, et.al.					
427						LEEK DARRELL/SUSAN					
428						KNOX SCOTT G					
429						KNOX SCOTT G					
430						KNOX SCOTT G					

OFFICIAL PROJECT ACCESS LIST (OPAL) WORKSHEET

1 ● Print Pg1 thru line 55 (Legal size)
2 ○ Print Pg2 thru line 55 (Legal size)
3
4 ○ Print Pg1 thru line 55 (11 X 17)
○ Print Pg 2 thru line 55 (11 X 17)

Project Name/Key # Rogue Valley Highway (OR-99 - Ashland - to - Medford)
Workbook Coordinator John Parisani, HBH Consulting Engineers
Req'd Approvals

Approval Signatures
Technical Or. Mgr
Region Access Management Engineer

Metadata

Additional Information

	HIGHWAY INPUT DATA							EXISTING APPROACHES INVENTORY								OFFICIAL PROJECT ACCESS LIST (OPAL)						
6	Highway	Roadway ID	Milea-ge Type	Overlap Mileage Code	County	Ref #	Mile Point	Eng Station	Side (L/R)	Surface Type	Edg. Width (ft)	Property Use	Property Address	Photo Number	Latitude	Longitude	Surface Type	Const. Width (ft)	Const. Sta	Action By Others	Comments
7																					
431	063 Rogue Valley 99 OR 99	S Located Line			Jackson	369	17.47	26+58	R	paved	36	Commercial	1407 S. Pacific Hwy	691	42.21677544	-122.73375027	paved	36	26+58		
432	063 Rogue Valley 99 OR 99	S Located Line			Jackson	370	17.48	25+88	R	paved	24	Commercial	1407 S. Pacific Hwy	691	42.21665896	-122.73354389	paved	24	25+88		
433	063 Rogue Valley 99 OR 99	S Located Line			Jackson	371	17.51	24+42	R	gravel	35	Commercial	1388 S. Pacific Hwy	690	42.21637668	-122.73316283	gravel	35	24+42		
434	063 Rogue Valley 99 OR 99	S Located Line			Jackson	372	17.54	22+95	R	gravel	30	Commercial	1388 S. Pacific Hwy	689	42.21608659	-122.73278858	gravel	30	22+95		
435	063 Rogue Valley 99 OR 99	S Located Line			Jackson	377	17.54	22+86	L	gravel	24	farm	xx	686	42.21619534	-122.73257516	gravel	24	22+86		
436	063 Rogue Valley 99 OR 99	S Located Line			Jackson	378	17.57	21+16	R	gravel	14	farm	xx	688	42.21570235	-122.73238117	gravel	14	21+16		
437	063 Rogue Valley 99 OR 99	S Located Line			Jackson	376	17.69	17+96	L	gravel	24	farm	xx		42.21508132	-122.73162632	gravel	24	17+96		
438	063 Rogue Valley 99 OR 99	S Located Line			Jackson	375	17.80	9+14.5	L	paved	30	Roadway	n/a	687	42.21298028	-122.72991500	paved	30	9+14.5		Jackson Road-Vacated
439	063 Rogue Valley 99 OR 99				Jackson	1446	8.56		L	paved	84	Roadway			42.307324	-122.865495	paved	84			

	ACCESS CONTROL REPORT (ACR)										EXISTING APPROACHES STATUS REPORT (EASR)							RECORDS		ADL	
6	Exist or New B.W. File No	Tax Lot	Twnsp-Sect-Rng	Map No	Rgn/m Eng Sta	Side	Rgn/m Width	Comments	Ownership		Legal Status	Permit # or Legal Document Date	Permitted Width (ft)	Permitted Use	Permitted To	Owner	Comments	Action By District	Action By Others	ADL Code	Future Rec.
7																					
431	19281	1800	38-32-1e	2B-21-20	26+20	West	25		PAGE WILLIAM S												
432	19280	1800	38-32-1e	2B-21-20	25+72	West	25		PAGE WILLIAM S												
433	19280	1900	38-32-1e	2B-21-20	24+70	West	25		ANDERSON DAVE J												
434	19280	1900	38-32-1e	2B-21-20	24+25	West	25		ANDERSON DAVE J												
435	16404	1600	38-32-1e	2B-21-20	21+65	East	25		BILLINGS MEMORIAL LLC												
436	19280	1702	38-32-1e	2B-21-20	22+70	West	25		ZARE LOVING TRUST												
437	16404	1600	38-32-1e	2B-21-20	18+80	East	25		BILLINGS MEMORIAL LLC												
438	16404	n/a	38-32-1e	2B-21-20		East		Jackson Road	Jackson County							Jackson County					
439								Garfield Street									Added by DEA after receipt of supplemental access information (public)				

Appendix B. CHAMPS Database Output from ODOT

Permit Number	Seq No.	Permit Type	Specl Type	Applicant	Dist.	Cnty	Hwy	Beg MP/ End MP	Station	Facility Type	Side	Approved/ Completion Date	Cancelled/ Expired Date	Cancelled By	Comments
35524		A		JACKSON COUNTY	08	15	063	8.47	514+20	AR5	E	11/13/1997			
35235		A		C OF MEDFORD	08	15	063	8.56	509+33	AR5	E	06/24/1993			
28079		A		LES SCHWAB TIRE	08	15	063	8.59	508+40	AR2	E				
22951		A		LES SCHWAB TIRE CENT	08	15	063	8.61	507+08	AR2	E				
21980		A		NAUMES EQUIPMENT & F	08	15	063	8.74	500+25	AR2	E				
19510		A		SMITH LUMBER CO	08	15	063	8.93	489+45	AR	E		05/30/1972		
19829		A		SMITH, A R	08	15	063	8.94	489+70	AR2	E				
21248		A		PETTERSON, ELEANOR M	08	15	063	9.06	483+10	AR	E				
20651		A	T	NW PRINTED CIRCUITS	08	15	063	9.21	475+52	AR	E		08/01/1974		
24372		A		GRANGE CO-OP SUPPLY	08	15	063	9.26	472+50	AR2	E				
25455		A		GRANGE CO-OP SU	08	15	063	9.26	472+59	AR5	E				
24452		A		OR, CA THEATRES	08	15	063	9.37 9.40	466+93	AR4	E				
22763		A		HARRY AND DAVID	08	15	063	9.43	462+44	AR5	W				
16306		A		HEITKAMP,MARTIN	08	15	063	9.48 9.57	461+17	AR1	E				
15270		A		OLYMPIC PETROL&EQUIP	08	15	063	9.58 9.62	435+79	AR1	N				
28505		A		TRIPLE A TRAILE	08	15	063	9.60	455+10	AR2	W				

Permit Number	Seq No.	Permit Type	Specl Type	Applicant	Dist.	Cnty	Hwy	Beg MP/ End MP	Station	Facility Type	Side	Approved/ Completion Date	Cancelled/ Expired Date	Cancelled By	Comments
28506		A		TRIPLE A TRAILE	08	15	063	9.62	453+75	AR2	W				
35412		A		SHELBOURNE, MEL	08	15	063	9.92	435+97	AR5	W	10/18/1995			
21914		A		VIERRA, LINO	08	15	063	9.97	436+06	AR	E			BY 24273	
24273		A		VIEIRA, LINO S	08	15	063	9.97	436+09	AR5	E				
23223		A		BUCK`S MOBILE HOMES	08	15	063	9.98 10.00	434+58	AR4	E				
13890		A		BATTISTONE & ASSOC.	08	15	063	9.99 10.13	426+85	AR2	W				
27942		A		HEMINGWAYS VINT	08	15	063	10.03	432+03	AR2	E				
35411		A		SHERBOURNE, MEL	08	15	063	10.05	429+46	AR5	W	10/18/1995			
22096		A	T	MANLEY, J M	08	15	063	10.08	429+05	AR	E		03/01/1976		
24277		A		MANLEY, J M	08	15	063	10.09	429+15	AR4	E				
27607		A		GLENWOOD MOBILE	08	15	063	10.11	427+70	AR4	E				
19025		A		WILLIAMS, BRUCE	08	15	063	10.16	425+00	AR2	E				
20254		A		BUCK`S MOBILE HOME C	08	15	063	10.20	423+41	AR2	W				
23358		A		PARSONS, JACK	08	15	063	10.24 10.30	420+82	AR4	E				
25199		A		A-1 SELF STORAGE	08	15	063	10.34	415+70	AR4	W				
21764		A		CAPITAL PLAN. ASSOC.	08	15	063	10.35	415+31	AR5	E				

Permit Number	Seq No.	Permit Type	Specl Type	Applicant	Dist.	Cnty	Hwy	Beg MP/ End MP	Station	Facility Type	Side	Approved/ Completion Date	Cancelled/ Expired Date	Cancelled By	Comments
19802		A		YORK, JAMES A	08	15	063	10.35	415+31	AR	E			BY 21764	
27230		A		HANSEN, LEE	08	15	063	10.38	413+90	AR2	W				
35468		A		ACME WEST	08	15	063	10.40	413+21	AR4	W	10/08/1996			
35549		A		GUTTIERREZ, JOHN	08	15	063	10.45	409+50	AR5	E	08/18/1998			REF MP 7B2816 MOBILE PARK
15672		A		EDMONDS, JACK E.	08	15	063	10.50	407+08	AR1	N				
26836		A		ROGUE VALLEY CA	08	15	063	10.50 10.51	406+65	AR4	E				
25083		A		HIMES, JERALD J	08	15	063	10.57	403+60	AR3	E				
24982		A		NORTHBRIDGE TERRACE	08	15	063	10.57	403+60	AR3	E				
23100		A		NORTHWOOD PARK SUBDI	08	15	063	10.57	403+60	AR5	E				
29694		A		WALKER, JACK T	08	15	063	10.61	401+60	AR4	E				
19436		A		BUSH, J W	08	15	063	10.66	400+79	AR1	E				
13810		A		WESTERN MECHANICAL	08	15	063	10.69 10.70	396+36	AR1	E				
35269		A		ROBERSON, BRIAN	08	15	063	10.71	393+34	AR4	E	12/16/1993			
14886		A		WALKER THE WEEPER,IN	08	15	063	10.73	395+04	AR1	W				
30397		A		WILT,DR.STEPHEN R.	08	15	063	10.82	389+99	AR4	W				
20429		A		DOTY, GERALD	08	15	063	10.83	391+05	AR2	E				

Permit Number	Seq No.	Permit Type	Specl Type	Applicant	Dist.	Cnty	Hwy	Beg MP/ End MP	Station	Facility Type	Side	Approved/ Completion Date	Cancelled/ Expired Date	Cancelled By	Comments
27740		A		THE SOUTHLAND C	08	15	063	10.84	389+32	AR4	W				
23499		A		SCHATZ, G A	08	15	063	10.86	390+52	AR4	W				
25667		A		COLEMAN CREEK D	08	15	063	10.88	387+44	AR5	W				
30002		A		ROYAL OAKS MOBILE MA	08	15	063	10.91	385+75	AR2	E				
25668		A		BEAR CREEK VALL	08	15	063	10.92	384+99	AR4	W				
20040		A		VENEKAMP, DUANE	08	15	063	11.00 11.02	382+06	AR2	E				
26720		A		NESSE, EARLE A	08	15	063	11.14	375+47	AR5	W				
21990		A		COUCH, LEE	08	15	063	11.18	373+21	AR2	W				
31942		A		NESSE, E	08	15	063	11.20	372+53	AR5	W	03/13/1990 07/01/1990			AMENDS 27629
27629		A		NESSE, EARLE	08	15	063	11.20	372+53	AR5	W				
26049		A		HOLT, JAMES	08	15	063	11.31	366+86	AR4	E				
26050		A		BELMAR ENTERPRI	08	15	063	11.32	366+02	AR4	E				
29833		A	T	STRYKER, LEONARD	08	15	063	11.44	358+70	AR2	E		12/01/1987		
25456		A		FIRST NATIONAL	08	15	063	11.44	27+61	AR4	E				
35472		A		WESTERN BANK	08	15	063	11.46	28+44	AR4	W	12/09/1996			
29834		A		STRYKER, LEONARD	08	15	063	11.46	357+70	AR2	E				

Permit Number	Seq No.	Permit Type	Specl Type	Applicant	Dist.	Cnty	Hwy	Beg MP/ End MP	Station	Facility Type	Side	Approved/ Completion Date	Cancelled/ Expired Date	Cancelled By	Comments
35446		A		ANTHONY, DON	08	15	063	11.48	360+40	AR5	E	07/10/1996			
21840		A		NICHOLS, KENNETH L	08	15	063	11.53	354+80	AR2	W				
26146		A		C OF PHOENIX	08	15	063	11.54	32+98	AR4	E				
23913		A		WILLIAMS, P D	08	15	063	11.74	375+14	AR	W			BY 26720	
35435		A		SUNITSCH, BONNIE	08	15	063	11.79	45+95	AR4	W	03/11/1996			
22617		A		DONAHUE, CLIFF	08	15	063	11.83	48+25	AR4	W				
29283		A		ALLRED, JACK	08	15	063	11.92	53+05	AR4	W				
35259		A		DUNN, SCOTT	08	15	063	11.94	331+60	AR2	E	10/14/1993			
19893		A		ANDERSON, DEAN S	08	15	063	11.96	330+60	AR1	E				
12709		A		CONKLIN, O E	08	15	063	12.03	327+35	AR1	E				
29944		A		NEWCOMB, JIM	08	15	063	12.04	326+43	AR2	S				
25515		A		WILDWOOD LUMBER	08	15	063	12.06 12.08	324+74	AR4	E				
29943		A		NEWCOMB, JIM	08	15	063	12.07	324+84	AR2	S				
24675		A		WILDWOOD LUMBER	08	15	063	12.08	324+74	AR	E			BY 25515	
19762		A		COUMAS, PETE	08	15	063	12.12	322+25	AR1	W				
23618		A		COMAS, C	08	15	063	12.12	322+25	AR2	W				

Permit Number	Seq No.	Permit Type	Specl Type	Applicant	Dist.	Cnty	Hwy	Beg MP/ End MP	Station	Facility Type	Side	Approved/ Completion Date	Cancelled/ Expired Date	Cancelled By	Comments
19763		A		MCCLURG, D E	08	15	063	12.14	321+00	AR2	W				
35008		A		NORTON, B	08	15	063	12.14	321+29	AR2	E	09/17/1990			
14726		A		SKUNDRICK, DONALD	08	15	063	12.15 12.18	317+10	AR2	W				
20816		A		COUMAS, PETE	08	15	063	12.17	319+62	AR2	W				
30229		A		SCHATZ, GERALD A	08	15	063	12.36	309+43	AR2	N				
18887		A		MEDFORD, H D	08	15	063	12.39	308+47	AR1	E				
26684		A		STEWARD, WILLIA	08	15	063	12.40 12.42	307+46	AR2	E				
26571		A		RICHARDS, THURM	08	15	063	12.47	303+75	AR2	W				
22092		A		STONESIFER, RICHARD	08	15	063	12.50	301+97	AR2	W				
20848		A		HISKANEN, KATHLEEN	08	15	063	12.53	300+76	AR2	W				
21561		A		HARRY & DAVID	08	15	063	12.81	285+52	AR1	E				
25708		A		DEVRIES, WALLY	08	15	063	12.81	285+75	AR2	W				
35129		A		COOLEY, L	08	15	063	12.91	280+62	AR2	E	03/18/1992			
18381		A		BROOD, DWAYNE	08	15	063	13.23	250+34	AR1	E				
19861		A		GIBSON, HAROLD	08	15	063	13.31	245+55	AR1	W				
21147		A		JACKSON COUNTY	08	15	063	13.32	245+51	AR	E				

Permit Number	Seq No.	Permit Type	Specl Type	Applicant	Dist.	Cnty	Hwy	Beg MP/ End MP	Station	Facility Type	Side	Approved/ Completion Date	Cancelled/ Expired Date	Cancelled By	Comments
28504		A		JACKSON COUNTY	08	15	063	13.32	245+40	AR2	E				
35486		A		JACKSON COUNTY	08	15	063	13.43	239+47	AR2	E	05/13/1997			
21544		A		JACKSON CO ROAD DEPT	08	15	063	13.50	237+00	AR2	E				
35065		A		PACIFIC POWER	08	15	063	13.50	235+91	AR2	W	05/31/1991			
35253		A		FOWLER, LOWELL	08	15	063	13.55	233+04	AR2	E	09/30/1993			
35466		A		ASHLAND COMM HOSPITA	08	15	063	13.95	212+35	AR5	W	09/16/1996			
19646		A		SPEED QUEEN LAUNDER	08	15	063	14.16	201+32	AR2	W				
32091		A		WESTERN HERITAGE	08	15	063	14.18	200+15	AR5	E	06/15/1990			
29208		A		LEISURELAND	08	15	063	14.18	200+30	AR2	E				
13861		A		PACCO CONSTRUCTION	08	15	063	14.18	200+32	AR2	S				
19546		A		JACKSON CTY FED SAVE	08	15	063	14.19	199+90	AR2	W				
35477		A		NICHOLS, KENNETH	08	15	063	14.32	192+77	AR2	W	06/30/1997			
35172		A		AVERY PROPERTIES	08	15	063	14.34	203+49	AR4	E	09/11/1992			
15242		A		COWDREY,W.C&D/C.E&I	08	15	063	14.41 14.46	187+62	AR1	N				
35145		A		CUFFE, M	08	15	063	14.47	184+90	AR2	W	05/01/1992			
15747		A		RASMUSSEN, HARRY E.K	08	15	063	14.68 14.70	173+66	AR1	E				

Permit Number	Seq No.	Permit Type	Specl Type	Applicant	Dist.	Cnty	Hwy	Beg MP/ End MP	Station	Facility Type	Side	Approved/ Completion Date	Cancelled/ Expired Date	Cancelled By	Comments
15294		A		RASMUSSEN, HARRY E.	08	15	063	14.71	171+81	AR1	E				
31839		A		GREEN VALLEY PUMP	08	15	063	14.76	169+12	AR2	E	01/17/1990 06/01/1990			
35255		A		RANDY'S CIRCLE "B"	08	15	063	14.78	168+34	AR2	W	09/30/1993			
30016		A		HOWARD, GEORGE	08	15	063	14.78	168+31	AR2	S				
35051		A		POLLARD, P	08	15	063	14.80	167+05	AR2	W	04/08/1991			
17015		A		TALENT RURAL FIRE DP	08	15	063	14.81 14.82	166+61	AR2	W				
35175		A		NICHOLS, J	08	15	063	14.81	166+64	AR2	W	09/23/1992			
23205		A		FIRST BAPTIST CHURCH	08	15	063	14.83	166+65	AR2	W				
17514		A		TALENT BAPTIST CHURC	08	15	063	14.84	165+29	AR1	W				
35200		A		NICHOLS, K	08	15	063	14.87	163+63	AR2	E	02/11/1993			
25975		A		PAUTCH, DOUGLAS	08	15	063	14.89 14.91	162+37	AR5	E				
20608		A		NICHOLS, CHARLES	08	15	063	14.91	169+88	AR2	W				
35068		A		HDK, INC	08	15	063	14.95	159+25	AR2	W	06/12/1991			
22251		A		KING, JACK W	08	15	063	15.03	155+05	AR2	W				
19579		A		TOTEM POLE PARK	08	15	063	15.08	152+75	AR1	W				
26984		A		MORRISON, JERRY	08	15	063	15.09	152+20	AR4	W				

Permit Number	Seq No.	Permit Type	Specl Type	Applicant	Dist.	Cnty	Hwy	Beg MP/ End MP	Station	Facility Type	Side	Approved/ Completion Date	Cancelled/ Expired Date	Cancelled By	Comments
29690		A	T	JOHN-WAYNE CONSTRUCT	08	15	063	15.10	151+20	AR2	E		09/30/1986		
31521		A		WALKER AUTO PARTS	08	15	063	15.19	146+98	AR4	E	07/17/1989			
28123		A		ASHLAND RENTAL	08	15	063	15.22	145+01	AR2	W				
25171		A		CHATA SUBDIVISION	08	15	063	15.26	142+78	AR5	W				
31874		A		PHILLIPS, F	08	15	063	15.34	139+05	AR2	W	02/16/1990 06/01/1990			
16849		A		WARDEN, MONTY L.	08	15	063	15.72	118+90	AR1	W				
16010		A		RASMUSSEN, HARRY E.	08	15	063	15.77	116+02	AR1	S				
30429		A		DAHMEN, MAX	08	15	063	15.95	101+31	AR2	W				
35397		A		JOFFEE, IRVING	08	15	063	15.98	105+07	AR2	W	08/11/1995			
26578		A		JACKSON COUNTY	08	15	063	16.26	90+15	AR2	E				
28236		A		BEAR CREEK VALL	08	15	063	16.67	68+66	AR2	W				

Appl ID	Permit Number	Office	County	Hwy	MilePoint	Applicant	Reason for Request	Status	Permit Specialist	Application Date	Permit Description
8919	53881	Dist. 8 White City	Jackson	063	8.22	Sean Mallon	New approach	Aprvd (use)	Allemand, Roger	10/02/2008	
5486	54167	Dist. 8 White City	Jackson	063	8.22	Ann Marie Johnson	ODOT Project	Aprvd (use)	Allemand, Roger	03/01/2006	
3479	52726	Dist. 8 White City	Jackson	063	8.37	Michael Crowson	Change of use	Expired	Nova, Robert	01/16/2004	Wal-Mart
3478	52723	Dist. 8 White City	Jackson	063	8.47	Michael Crowson	Change of use	Expired	Nova, Robert	01/16/2004	Wal-Mart
8915	53882	Dist. 8 White City	Jackson	063	8.48	Sean Mallon	New approach	Aprvd (use)	Allemand, Roger	10/02/2008	
1466	50806	Dist. 8 White City	Jackson	063	8.56	Corey Crebbin	New approach	Aprvd (use)	Carolan, Amanda	05/11/2001	Street approach
4162	51974	Dist. 8 White City	Jackson	063	8.68	Sam Naumes	ODOT Project	Aprvd (use)	Thompson, Ken	11/01/2004	
4163	51975	Dist. 8 White City	Jackson	063	8.68	John Skinner	ODOT Project	Aprvd (use)	Thompson, Ken	11/01/2004	
4159	51973	Dist. 8 White City	Jackson	063	8.72	Sam Naumes	ODOT Project	Aprvd (use)	Thompson, Ken	11/01/2004	
4464	52302	Dist. 8 White City	Jackson	063	9.40	Lee Brennan	New approach	Aprvd (use)	Randleman, Jayr	03/07/2005	Les Schwab and other commercial use.
4749	52331	Dist. 8 White City	Jackson	063	9.40	Lee Brennan	Inventory Exist	Aprvd (use)	Randleman, Jayr	06/23/2005	Bear Creek Corporation Offices.
6478	53010	Dist. 8 White City	Jackson	063	9.53	Dennis Trost	Inventory Exist	Aprvd (use)	Randleman, Jayr	11/11/2006	Access to Southern Oregon Nursery and T
6480	53094	Dist. 8 White City	Jackson	063	9.59	Dennis Trost	Inventory Exist	Aprvd (use)	Randleman, Jayr	11/11/2006	Access to Southern Oregon Nursery
4564	52964	Dist. 8 White City	Jackson	063	9.59	Merlin McDaniel	New approach	Aprvd (use)	Allemand, Roger	04/15/2005	Access to Medford Sports Park
6479	53095	Dist. 8 White City	Jackson	063	9.61	Dennis Trost	Inventory Exist	Aprvd (use)	Randleman, Jayr	11/11/2006	Access to Southern Oregon Nursery
2007	50917	Dist. 8 White City	Jackson	063	9.64	Mary Alexander	Inventory Exist	Aprvd (use)	Thompson, Ken	01/18/2002	
1444	50662	Dist. 8 White City	Jackson	063	9.93	SUZANNE DAVIS	Inventory Exist	Aprvd (use)	Thompson, Ken	05/15/2001	
14882		Dist. 7 Roseburg	Jackson	063	9.97	Pine Creek Estates L	Inventory Exist	Inventory	Parrish, Sharon	10/13/2010	Apartments
14890		Dist. 7 Roseburg	Jackson	063	9.98	San George Estates	Inventory Exist	Inventory	Parrish, Sharon	10/13/2010	Trailer Park
14891		Dist. 7 Roseburg	Jackson	063	10.00	Frances M Taylor	Inventory Exist	Inventory	Parrish, Sharon	10/13/2010	Commercial
14936		Dist. 7 Roseburg	Jackson	063	10.02	Frances M Taylor	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Commercial
14938		Dist. 7 Roseburg	Jackson	063	10.03	Towne/Country Prop	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Apartments
14939		Dist. 7 Roseburg	Jackson	063	10.03	Towne/Country Prop	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Apartments
14940		Dist. 7 Roseburg	Jackson	063	10.05	Perkins Re Trustee	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Commercial
14942		Dist. 7 Roseburg	Jackson	063	10.09	Pine Creek Estates L	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Apartments
14944		Dist. 7 Roseburg	Jackson	063	10.11	Perkins Re Trustee	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Commerical
14951		Dist. 7 Roseburg	Jackson	063	10.13	Shirley S. Borgia Rev	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Trailer Park
14978		Dist. 7 Roseburg	Jackson	063	10.15	Dicopa Inc	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Commercial
14980		Dist. 7 Roseburg	Jackson	063	10.17	Greg Blair	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Commercial
14983		Dist. 7 Roseburg	Jackson	063	10.19	Eastman Family Trus	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Commercial
14984		Dist. 7 Roseburg	Jackson	063	10.20	David & Kathleen Sm	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Residence
91	50017	Dist. 8 White City	Jackson	063	10.21	Dave Gilman	Change of use	Aprvd (use)	Carolan, Amanda	02/22/2000	Access for Car Wash/Car Sales/Storage.
14985		Dist. 7 Roseburg	Jackson	063	10.21	Shannon Novara	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Storage

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	Applicant Company	Project	Permit Type	Region
	PACKLAND		Approach	3
	Holliday Inn Express	10964	Approach	3
	Pacland		Approach	3
	Pacland		Approach	3
	PACLAND		Approach	3
	City of Medford		Approach	3
		10964	Approach	3
	Skinner Cadillac	10964	Approach	3
		10964	Approach	3
	Agate Engineering, Inc.		Approach	3
	Agate Engineering, Inc.		Approach	3
ucker Sno-Cat	Southern Oregon Nursery		Approach	3
	Southern Oregon Nursery		Approach	3
	City of Medford		Approach	3
	Southern Oregon Nursery		Approach	3
	Bear Creek Operations Inc		Approach	3
	ANDREW J. DAVIS, INC		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Fairway Fund IV LLC		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
			Approach	3
	D & B Rentals LLC		Approach	3

Appl ID	Permit Number	Office	County	Hwy	MilePoint	Applicant	Reason for Request	Status	Permit Specialist	Application Date	Permit Description
14987		Dist. 7 Roseburg	Jackson	063	10.22	DNA International LL	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Residence
14986		Dist. 7 Roseburg	Jackson	063	10.23	Jackson County	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Roadway - E. Glenwood Street
14988		Dist. 7 Roseburg	Jackson	063	10.24	Mark Ledford	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Roadway
2465		Dist. 8 White City	Jackson	063	10.24	Randall Rands	Inventory Exist	Grandfathered	Thompson, Ken	08/15/2002	private access rd
14989		Dist. 7 Roseburg	Jackson	063	10.25	S & T Family LLC	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Storage
14990		Dist. 7 Roseburg	Jackson	063	10.26	Lowell McDaniel	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Auto Sales
3328	51681	Dist. 8 White City	Jackson	063	10.28	Greg Taylor	Improvement	Aprvd (use)	Thompson, Ken	10/16/2003	
14991		Dist. 7 Roseburg	Jackson	063	10.29	Lowell McDaniel	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Auto Sales
14992		Dist. 7 Roseburg	Jackson	063	10.29	S & T Family LLC	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Storage
14993		Dist. 7 Roseburg	Jackson	063	10.31	Sandra Lundquist, et	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Commercial
14994		Dist. 7 Roseburg	Jackson	063	10.32	Hanlin Warren Living	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Commercial
7670	53496	Dist. 8 White City	Jackson	063	10.32	James Philip	New approach	Aprvd (use)	Allemand, Roger	03/11/2008	
14995		Dist. 7 Roseburg	Jackson	063	10.33	S & T Family LLC	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Storage
14996		Dist. 7 Roseburg	Jackson	063	10.34	Thomas Loving Trust	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Commercial
14997		Dist. 7 Roseburg	Jackson	063	10.35	Dietzel Revocable Li	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Storage
14998		Dist. 7 Roseburg	Jackson	063	10.36	Medford Estates MHI	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Trailer Park
14999		Dist. 7 Roseburg	Jackson	063	10.38	Dietzel Revocable Li	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Storage
3639		Dist. 8 White City	Jackson	063	10.38	David Smith	Inventory Exist	Expired	Nova, Robert	03/26/2004	Commerical Use
15000		Dist. 7 Roseburg	Jackson	063	10.40	Lee M Hansen	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Commercial
15001		Dist. 7 Roseburg	Jackson	063	10.41	Health Care Center I	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Medical
15003		Dist. 7 Roseburg	Jackson	063	10.42	Billy Jack LLC	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Commercial
15005		Dist. 7 Roseburg	Jackson	063	10.43	Thomas L & Anne P	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Commercial
15004		Dist. 7 Roseburg	Jackson	063	10.43	Boylan Family Trust	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Commercial
15006		Dist. 7 Roseburg	Jackson	063	10.45	Boylan Family Trust	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Commercial
15007		Dist. 7 Roseburg	Jackson	063	10.47	Yasem Altunel	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Residence
15008		Dist. 7 Roseburg	Jackson	063	10.48	Investments-OR LLC	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Trailer Park
15009		Dist. 7 Roseburg	Jackson	063	10.50	Riverridge Managem	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Commercial
15010		Dist. 7 Roseburg	Jackson	063	10.51	Reliable Homes	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Commercial
15011		Dist. 7 Roseburg	Jackson	063	10.52	Riverridge Managem	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Commercial
15012		Dist. 7 Roseburg	Jackson	063	10.53	Nick Kenneth Lee	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Commercial
15013		Dist. 7 Roseburg	Jackson	063	10.54	Riverridge Managem	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Commercial
15014		Dist. 7 Roseburg	Jackson	063	10.55	Nick Kenneth Lee	Inventory Exist	Inventory	Parrish, Sharon	10/18/2010	Commercial
15015		Dist. 7 Roseburg	Jackson	063	10.55	Vincent L Cook	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Commercial

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	Applicant Company	Project	Permit Type	Region
	Inventory		Approach	3
	Inventory		Approach	3
	Triangle Land Co LLC		Approach	3
	Randall J.Rands--Architect		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	South pacific Warehouses		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Philip Enginering		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
			Approach	3
	Inventory		Approach	3
	La Clinica Del Valle Family		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Steve Taylor Real Estate Wachovi Bank		Approach	3
	Inventory		Approach	3
	Reliable Homes 1999 Dealers Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3

Appl ID	Permit Number	Office	County	Hwy	MilePoint	Applicant	Reason for Request	Status	Permit Specialist	Application Date	Permit Description
15016		Dist. 7 Roseburg	Jackson	063	10.56	Vincent L Cook	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Commercial
15017		Dist. 7 Roseburg	Jackson	063	10.57	Dennis Dedrick	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Residence
15018		Dist. 7 Roseburg	Jackson	063	10.58	Jackson County	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Public roadway
15029		Dist. 7 Roseburg	Jackson	063	10.59	John & Cheryl McGo	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Commercial
15019		Dist. 7 Roseburg	Jackson	063	10.59	Dennis Dedrick	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Commercial
15032		Dist. 7 Roseburg	Jackson	063	10.60	John & Cheryl McGo	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Commercial
15033		Dist. 7 Roseburg	Jackson	063	10.61	John & Cheryl McGo	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Commercial
15035		Dist. 7 Roseburg	Jackson	063	10.62	Rogue LLC	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Trailer park
15039		Dist. 7 Roseburg	Jackson	063	10.65	John S. Poole	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Auto Sales
15041		Dist. 7 Roseburg	Jackson	063	10.65	Rogue LLC	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Trailer Park
1958	51098	Dist. 8 White City	Jackson	063	10.65	Douglas Day	Change of use	Aprvd (use)	Thompson, Ken	12/14/2001	new development rv park and storage unit
15043		Dist. 7 Roseburg	Jackson	063	10.67	Cearley Enterprises I	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Commercial
14636	54759	Dist. 8 White City	Jackson	063	10.67	John Poole	Change of use	Aprvd (use)	Allemand, Roger	09/29/2010	
15048		Dist. 7 Roseburg	Jackson	063	10.68	Cearley Enterprises I	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Commercial
15050		Dist. 7 Roseburg	Jackson	063	10.70	G B Enterprises LLC	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Mobile Home Park
5495	52637	Dist. 8 White City	Jackson	063	10.70	Bob Taylor	New approach	Aprvd (use)	Randleman, Jayr	03/05/2006	Access to Kaylor Electric
15054		Dist. 7 Roseburg	Jackson	063	10.71	Patricia L Kaylor	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Commercial
15057		Dist. 7 Roseburg	Jackson	063	10.74	Michael/Geraldine Ku	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Auto Sales
15059		Dist. 7 Roseburg	Jackson	063	10.77	Jackson County	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Public roadway - Oak Crest Way
15061		Dist. 7 Roseburg	Jackson	063	10.79	Dave Batty	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Commercial
755	50315	Dist. 8 White City	Jackson	063	10.81	TOM CASEY	Inventory Exist	Aprvd (use)	Thompson, Ken	08/25/2000	TYPE B
15065		Dist. 7 Roseburg	Jackson	063	10.82	Gerald R/Miriam E. D	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Commercial
15064		Dist. 7 Roseburg	Jackson	063	10.82	Dave Batty	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Commercial
15068		Dist. 7 Roseburg	Jackson	063	10.83	Steve & Cynthia Wilt	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Commercial
15069		Dist. 7 Roseburg	Jackson	063	10.84	San Rogue Inc	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Trailer Park
15072		Dist. 7 Roseburg	Jackson	063	10.85	SPT Properties II LL	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Trailer Park
15070		Dist. 7 Roseburg	Jackson	063	10.85	The Southland Corpo	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Market
15071		Dist. 7 Roseburg	Jackson	063	10.86	City Phoenix	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Public Roadway - Rose Street
15076		Dist. 7 Roseburg	Jackson	063	10.87	Jason Jantzer Revoc	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Commercial
15084		Dist. 7 Roseburg	Jackson	063	10.87	Donna Rae Myers Tr	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Residence
15083		Dist. 7 Roseburg	Jackson	063	10.88	Jason Jantzer Revoc	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Commercial
15085		Dist. 7 Roseburg	Jackson	063	10.90	Valley of the Rogue I	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Bank
15087		Dist. 7 Roseburg	Jackson	063	10.91	Achiro Family Partne	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Trailer Park

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	Inventory		Approach	3
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:s	Douglas W Day Co.		Approach	3
	Inventory		Approach	3
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	Inventory		Approach	3
	Inventory		Approach	3
	New Age Builders, Inc.		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	THE HUMAN BEAN		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
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	Inventory		Approach	3
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	Inventory		Approach	3
	Bruce Davis, CPM		Approach	3

Appl ID	Permit Number	Office	County	Hwy	MilePoint	Applicant	Reason for Request	Status	Permit Specialist	Application Date	Permit Description
15090		Dist. 7 Roseburg	Jackson	063	10.92	James Dancey Fami	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Trailer Park
15086		Dist. 7 Roseburg	Jackson	063	10.93	Donna Rae Myers T	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Commercial
15091		Dist. 7 Roseburg	Jackson	063	10.94	Achiro Family Partne	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Trailer Park
15092		Dist. 7 Roseburg	Jackson	063	10.96	Achiro Family Partne	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Trailer Park
15095		Dist. 7 Roseburg	Jackson	063	11.01	Venekamp Dalton LL	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Residence
15094		Dist. 7 Roseburg	Jackson	063	11.01	James Dancey Fami	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Trailer Park
15096		Dist. 7 Roseburg	Jackson	063	11.03	Venekamp Dalton LL	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Residence
3652	51962	Dist. 8 White City	Jackson	063	11.06	Grant Beem	Change of use	Aprvd (use)	Nova, Robert	04/07/2004	Commerical = Fastfood Res / Retail
15097		Dist. 7 Roseburg	Jackson	063	11.06	Phoenix Properties Ir	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Commercial
15099		Dist. 7 Roseburg	Jackson	063	11.07	Phoenix Properties Ir	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Commercial
15102		Dist. 7 Roseburg	Jackson	063	11.08	VS Inc	Inventory Exist	Inventory	Parrish, Sharon	10/19/2010	Fast Food
15110		Dist. 7 Roseburg	Jackson	063	11.11	City of Phoenix	Inventory Exist	Inventory	Parrish, Sharon	10/20/2010	Public Roadway - Cheryl Avenue
15111		Dist. 7 Roseburg	Jackson	063	11.11	Phoenix Properties Ir	Inventory Exist	Inventory	Parrish, Sharon	10/20/2010	Commercial
15114		Dist. 7 Roseburg	Jackson	063	11.12	Phoenix Properties Ir	Inventory Exist	Inventory	Parrish, Sharon	10/20/2010	Commercial
15113		Dist. 7 Roseburg	Jackson	063	11.12	Exxon Corporation	Inventory Exist	Inventory	Parrish, Sharon	10/20/2010	Gas Station
15115		Dist. 7 Roseburg	Jackson	063	11.14	Exxon Corporation	Inventory Exist	Inventory	Parrish, Sharon	10/20/2010	Gas Station
15117		Dist. 7 Roseburg	Jackson	063	11.15	Realty Income Corpo	Inventory Exist	Inventory	Parrish, Sharon	10/20/2010	Market
15147		Dist. 7 Roseburg	Jackson	063	11.15	Jackson County	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Public Roadway - Fern Valley Road
15148		Dist. 7 Roseburg	Jackson	063	11.19	Hilt Inc.	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Commercial
15150		Dist. 7 Roseburg	Jackson	063	11.20	Hilt Inc.	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Commercial
15149		Dist. 7 Roseburg	Jackson	063	11.20	Great West LLC	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Market
15151		Dist. 7 Roseburg	Jackson	063	11.22	Joseph/Ruth Jarvis	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Commercial
15153		Dist. 7 Roseburg	Jackson	063	11.25	City of Phoenix	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Public Roadway - Bolz Lane
15152		Dist. 7 Roseburg	Jackson	063	11.25	City of Phoenix	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Public Roadway - W. Bolz Lane
15154		Dist. 7 Roseburg	Jackson	063	11.27	Village At Bear Creel	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Trailer Park
15155		Dist. 7 Roseburg	Jackson	063	11.28	Home Gas Co Med C	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Commercial
2939	52259	Dist. 8 White City	Jackson	063	11.29	Tom Casey	New approach	Aprvd (use)	Allemand, Roger	04/25/2003	new access coffee stand
15180		Dist. 7 Roseburg	Jackson	063	11.29	Troy Irving	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Vacant
15184		Dist. 7 Roseburg	Jackson	063	11.30	Bartell Properties LL	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Commercial
15188		Dist. 7 Roseburg	Jackson	063	11.32	Rodney J. Cameron	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Commercial
15187		Dist. 7 Roseburg	Douglas	063	11.32	Bartell Properties LL	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Commercial
15190		Dist. 7 Roseburg	Jackson	063	11.33	Rodney J Cameron	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Commercial
15192		Dist. 7 Roseburg	Jackson	063	11.34	Virginia A Vinson	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Commercial

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	Inventory		Approach	3
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	Bruce Davis, CPM		Approach	3
	Bruce Davis, CPM		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	K&D Engineering		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Colvin Oil Co-Phoenix		Approach	3
	Colvin Oil Co-Phoenix		Approach	3
	Attn: PM #1448		Approach	3
	Inventory		Approach	3
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	Inventory		Approach	3
	Inventory		Approach	3
	Human Being		Approach	3
	Inventory		Approach	3
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	Inventory		Approach	3

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15191		Dist. 7 Roseburg	Jackson	063	11.34	Bartell Properties LL	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Commercial
15193		Dist. 7 Roseburg	Jackson	063	11.36	Stephen Henry, Trus	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Commercial
15194		Dist. 7 Roseburg	Jackson	063	11.37	City of Phoenix	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Public Roadway - 6th Street
15195		Dist. 7 Roseburg	Jackson	063	11.38	Lucile B Dunn	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Residence
15196		Dist. 7 Roseburg	Jackson	063	11.39	William A. Barnett	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Commercial
15197		Dist. 7 Roseburg	Jackson	063	11.40	Parbhubhai Mistry	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Motel
15198		Dist. 7 Roseburg	Jackson	063	11.41	Dan W. Marquess, T	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Commercial
15200		Dist. 7 Roseburg	Jackson	063	11.43	Katherine M. Kenned	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Vacant
15199		Dist. 7 Roseburg	Jackson	063	11.43	City of Phoenix	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Public Roadway - 5th Street
15201		Dist. 7 Roseburg	Jackson	063	11.44	H & H LLC	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Parking Area
15202		Dist. 7 Roseburg	Jackson	063	11.45	Katherine Kennedy, T	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Commercial
15203		Dist. 7 Roseburg	Jackson	063	11.46	Jeffrey P. Anderson	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Commercial
15204		Dist. 7 Roseburg	Jackson	063	11.47	George M Kirkpatrick	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Commercial
15205		Dist. 7 Roseburg	Jackson	063	11.47	H & H LLC	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Commercial
15207		Dist. 7 Roseburg	Jackson	063	11.48	Leone Holden	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Residence
15206		Dist. 7 Roseburg	Jackson	063	11.48	George M. Kirkpatric	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Commercial
15243		Dist. 7 Roseburg	Jackson	063	11.49	City of Phoenix	Inventory Exist	Inventory	Parrish, Sharon	10/25/2010	Public Roadway - 4th Street
15242		Dist. 7 Roseburg	Jackson	063	11.49	City of Phoenix	Inventory Exist	Inventory	Parrish, Sharon	10/25/2010	Public Roadway - 4th Street
15208		Dist. 7 Roseburg	Jackson	063	11.49	City of Phoenix	Inventory Exist	Inventory	Parrish, Sharon	10/21/2010	Public Roadway - 4th Street
15244		Dist. 7 Roseburg	Jackson	063	11.50	Richard/Karen Perez	Inventory Exist	Inventory	Parrish, Sharon	10/25/2010	Commercial
15245		Dist. 7 Roseburg	Jackson	063	11.51	Richard/Karen Perez	Inventory Exist	Inventory	Parrish, Sharon	10/25/2010	Commercial
3705		Dist. 8 White City	Jackson	063	11.53	Eugene Schulzke	Change of use	Expired	Nova, Robert	05/07/2004	Commercial Use - Medical / Offices
15248		Dist. 7 Roseburg	Jackson	063	11.53	Xiao Xin Liang	Inventory Exist	Inventory	Parrish, Sharon	10/25/2010	Commercial
15246		Dist. 7 Roseburg	Jackson	063	11.53	Gary Peters	Inventory Exist	Inventory	Parrish, Sharon	10/25/2010	Commercial
15251		Dist. 7 Roseburg	Jackson	063	11.54	Gary Peters	Inventory Exist	Inventory	Parrish, Sharon	10/25/2010	Commercial
15253		Dist. 7 Roseburg	Jackson	063	11.54	State of Oregon	Inventory Exist	Inventory	Parrish, Sharon	10/25/2010	Greenway
15284		Dist. 7 Roseburg	Jackson	063	11.55	City of Phoenix	Inventory Exist	Inventory	Parrish, Sharon	10/25/2010	Public Roadway - 3rd Street
15254		Dist. 7 Roseburg	Jackson	063	11.55	City of Phoenix	Inventory Exist	Inventory	Parrish, Sharon	10/25/2010	Parking Area
15289		Dist. 7 Roseburg	Jackson	063	11.56	Kenneth R. Palen	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Vacant
15285		Dist. 7 Roseburg	Jackson	063	11.56	William Bret Howard	Inventory Exist	Inventory	Parrish, Sharon	10/25/2010	Residence
15291		Dist. 7 Roseburg	Jackson	063	11.58	James c/Diana Muhs	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Residence - shared with others
15290		Dist. 7 Roseburg	Jackson	063	11.58	William Bret Howard	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Residence
3597	51785	Dist. 8 White City	Jackson	063	11.59	Bill Peck	Change of use	Aprvd (use)	Nova, Robert	02/26/2004	Commercial Mixed Use

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	Inventory		Approach	3
	Kirkpatrick Real Estate LLC		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Kirkpatrick Real Estate LLC		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
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	Inventory		Approach	3
	BPC Contract Service		Approach	3

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15293		Dist. 7 Roseburg	Jackson	063	11.59	Michael Joseph Rees	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Residence
15292		Dist. 7 Roseburg	Jackson	063	11.59	Patrons of Husbandr	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Church
15295		Dist. 7 Roseburg	Jackson	063	11.61	Phoenix Urban Rene	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Commercial
15294		Dist. 7 Roseburg	Jackson	063	11.61	City of Phoenix	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Public Roadway - 2nd Street
15296		Dist. 7 Roseburg	Jackson	063	11.64	John W. Malson, Tru	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Commercial
15297		Dist. 7 Roseburg	Jackson	063	11.65	Clams LLC	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Residence
15298		Dist. 7 Roseburg	Jackson	063	11.66	Helen M. Nab, Truste	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Residence
15300		Dist. 7 Roseburg	Jackson	063	11.67	City of Phoenix	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Public Roadway - 1st Street
15301		Dist. 7 Roseburg	Jackson	063	11.67	City of Phoenix	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Public Roadway - 1st Street
15299		Dist. 7 Roseburg	Jackson	063	11.67	City of Phoenix	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Public Roadway - 1st Street
15303		Dist. 7 Roseburg	Jackson	063	11.68	Kimmakone/Sengma	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Commercial
15302		Dist. 7 Roseburg	Jackson	063	11.68	Steven G/Sallie A Sn	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Commercial
15304		Dist. 7 Roseburg	Jackson	063	11.69	Steven G/Sallie A. Si	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Commercial
15306		Dist. 7 Roseburg	Jackson	063	11.70	Michael E. Heckert	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Commercial
15305		Dist. 7 Roseburg	Jackson	063	11.70	Ed Polish	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Commercial
15307		Dist. 7 Roseburg	Jackson	063	11.70	Kimmakone/Sengma	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Commercial
15308		Dist. 7 Roseburg	Jackson	063	11.71	Paul R/Virginia L. La	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Commercial
15309		Dist. 7 Roseburg	Jackson	063	11.72	Michael/Else Beth He	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Commercial
15313		Dist. 7 Roseburg	Jackson	063	11.73	Antonio D/Esther Silv	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Commercial
15312		Dist. 7 Roseburg	Jackson	063	11.73	Antonio D/Esther Silv	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Commercial
15310		Dist. 7 Roseburg	Jackson	063	11.73	Paul Lange	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Commercial
15311		Dist. 7 Roseburg	Jackson	063	11.73	C and H Capital LLC	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Commercial
15315		Dist. 7 Roseburg	Jackson	063	11.75	Antonio D/Esther Silv	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Commercial
15314		Dist. 7 Roseburg	Jackson	063	11.75	Phoenix Village Apar	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Apartments
15318		Dist. 7 Roseburg	Jackson	063	11.76	Jason/Tara Weinberg	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Vacant
15316		Dist. 7 Roseburg	Jackson	063	11.76	Phoenix Village Apar	Inventory Exist	Inventory	Parrish, Sharon	10/26/2010	Apartments
15319		Dist. 7 Roseburg	Jackson	063	11.77	Barnett Family LLC	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Residence. Shared with others.
15321		Dist. 7 Roseburg	Jackson	063	11.79	Mark/Cynthia Brown	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Residence. Shared with others.
15320		Dist. 7 Roseburg	Jackson	063	11.79	Verda Thumier	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Residence
15323		Dist. 7 Roseburg	Jackson	063	11.82	Sherrette Creek Prop	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Commercial
15322		Dist. 7 Roseburg	Jackson	063	11.82	South Valley Bank &	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Residence
15325		Dist. 7 Roseburg	Jackson	063	11.82	City of Phoenix	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Vacant
15324		Dist. 7 Roseburg	Jackson	063	11.82	Francisco J/Gladys M	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Residence

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	Inventory		Approach	3
	Phoenix Grange #779		Approach	3
	Inventory		Approach	3
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	Inventory		Approach	3
	Reg Agent Eugene Anderson		Approach	3
	Inventory		Approach	3
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	Inventory		Approach	3

Appl ID	Permit Number	Office	County	Hwy	MilePoint	Applicant	Reason for Request	Status	Permit Specialist	Application Date	Permit Description
15331		Dist. 7 Roseburg	Jackson	063	11.83	City of Phoenix	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Blue Heron Park
15328		Dist. 7 Roseburg	Jackson	063	11.83	Sherrette Properties	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Commercial
15333		Dist. 7 Roseburg	Jackson	063	11.84	John A Skinner	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Commercial
3589	52275	Dist. 8 White City	Jackson	063	11.84	Denis Murray	New approach	Aprvd (use)	Nova, Robert	03/02/2004	Blue Heron Park Development
15336		Dist. 7 Roseburg	Jackson	063	11.85	City of Phoenix	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Public Roadway - Oak Street
431		Dist. 8 White City	Jackson	063	11.85	Betty Smith	Improvement	Expired	Carolan, Amanda	04/25/2000	Type A
15335		Dist. 7 Roseburg	Jackson	063	11.85	City of Phoenix	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Public Roadway - W. Oak Street
1908		Dist. 8 White City	Jackson	063	11.85	Betty Smith	New approach	Expired	Thompson, Ken	12/03/2001	Type A
15337		Dist. 7 Roseburg	Jackson	063	11.86		Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Turn Lane
3505	51726	Dist. 8 White City	Jackson	063	11.86	Ethan Leonard	Change of use	Aprvd (use)	Nova, Robert	02/06/2004	Commerical Use
3504	51727	Dist. 8 White City	Jackson	063	11.86	Ethan Leonard	Change of use	Aprvd (use)	Nova, Robert	02/06/2004	Commerical Use - Coffee / Small Dining
3020	51418	Dist. 8 White City	Jackson	063	11.86	Mike Kohn	Change of use	Aprvd (use)	Thompson, Ken	06/03/2003	one way in exit on Oak street
15340		Dist. 7 Roseburg	Jackson	063	11.89		Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Turn land for Oak Street
15341		Dist. 7 Roseburg	Jackson	063	11.89	Jon H Paauwe	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Motel
15339		Dist. 7 Roseburg	Jackson	063	11.89	Wise Assets LLC	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Vacant
15342		Dist. 7 Roseburg	Jackson	063	11.90	Wise Assets LLC	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Vacant
15345		Dist. 7 Roseburg	Jackson	063	11.91	Red Diamond Propei	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Trailer Park
15344		Dist. 7 Roseburg	Jackson	063	11.91	David H. Allred, Trus	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Residence
15347		Dist. 7 Roseburg	Jackson	063	11.92	Red Diamond Propei	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Trailer Park
15346		Dist. 7 Roseburg	Jackson	063	11.92	David H. Allred, Trus	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Residence
15348		Dist. 7 Roseburg	Jackson	063	11.93	Steven J/Mona Bern	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Residence
15349		Dist. 7 Roseburg	Jackson	063	11.93	City of Phoenix	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Parking Area
15351		Dist. 7 Roseburg	Jackson	063	11.94	Kenneth/Dinca Oldak	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Commercial
15350		Dist. 7 Roseburg	Jackson	063	11.94	Dan W. Marquess, T	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Vacant
4209	52032	Dist. 8 White City	Jackson	063	11.95	Dan Marquess	Improvement	Aprvd (use)	Thompson, Ken	11/24/2004	
15352		Dist. 7 Roseburg	Jackson	063	11.97	Laurie J Parent	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Residence
15353		Dist. 7 Roseburg	Jackson	063	11.98	Phoenix Self Storage	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Storage
15355		Dist. 7 Roseburg	Jackson	063	11.99	William V. Kidson	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Residence
15356		Dist. 7 Roseburg	Jackson	063	12.01	Jess E. Tudor	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Vacant
3530	51838	Dist. 8 White City	Jackson	063	12.01	Jess Tudor	New approach	Aprvd (use)	Nova, Robert	02/09/2004	Commercial Use
15357		Dist. 7 Roseburg	Jackson	063	12.01	Laurie Parent	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Commercial
15358		Dist. 7 Roseburg	Jackson	063	12.02	Laurie Parent	Inventory Exist	Inventory	Parrish, Sharon	10/27/2010	Residence
15359		Dist. 7 Roseburg	Jackson	063	12.03	Laurie Parent	Inventory Exist	Inventory	Parrish, Sharon	10/28/2010	Residence

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	Inventory		Approach	3
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	City of Phoenix		Approach	3
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	City of Phoenix		Approach	3
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	Inventory		Approach	3
	Coverplay Inc		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3

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15362		Dist. 7 Roseburg	Jackson	063	12.04	Phoenix Self Storage	Inventory Exist	Inventory	Parrish, Sharon	10/28/2010	Residence
15360		Dist. 7 Roseburg	Jackson	063	12.04	Phoenix Self Storage	Inventory Exist	Inventory	Parrish, Sharon	10/28/2010	Residence
15363		Dist. 7 Roseburg	Jackson	063	12.05	James R. Newcomb	Inventory Exist	Inventory	Parrish, Sharon	10/28/2010	Commercial
15365		Dist. 7 Roseburg	Jackson	063	12.06	Carol's Colors DBA	Inventory Exist	Inventory	Parrish, Sharon	10/28/2010	Storage
15366		Dist. 7 Roseburg	Jackson	063	12.07	James R. Newcomb	Inventory Exist	Inventory	Parrish, Sharon	10/28/2010	Commercial
15368		Dist. 7 Roseburg	Jackson	063	12.08	Carol's Colors DBA	Inventory Exist	Inventory	Parrish, Sharon	10/28/2010	Storage
15373		Dist. 7 Roseburg	Jackson	063	12.10	E & P Properties LLC	Inventory Exist	Inventory	Parrish, Sharon	10/28/2010	Commercial
15374		Dist. 7 Roseburg	Jackson	063	12.11	Gary Welburn, Truste	Inventory Exist	Inventory	Parrish, Sharon	10/28/2010	Commercial
15377		Dist. 7 Roseburg	Jackson	063	12.13	W A/J A Pearl , Revc	Inventory Exist	Inventory	Parrish, Sharon	10/28/2010	Commercial
15376		Dist. 7 Roseburg	Jackson	063	12.13	Henry/Grazyna Opra	Inventory Exist	Inventory	Parrish, Sharon	10/28/2010	Commercial
4617	52241	Dist. 8 White City	Jackson	063	12.14	Ian Hill	New approach	Aprvd (use)	Randleman, Jayr	05/03/2005	Phoenix Organic Garden & Farm Center
15379		Dist. 7 Roseburg	Jackson	063	12.16	Lavon M. Norton, Tru	Inventory Exist	Inventory	Parrish, Sharon	10/28/2010	Commercial
15381		Dist. 7 Roseburg	Jackson	063	12.17	Leif's Enterprises, LL	Inventory Exist	Inventory	Parrish, Sharon	10/28/2010	Commercial
15476		Dist. 7 Roseburg	Jackson	063	12.18	Wesley R & Cynthia	Inventory Exist	Inventory	Parrish, Sharon	11/01/2010	Trailer Park
15403		Dist. 7 Roseburg	Jackson	063	12.18	Leif's Enterprises LL	Inventory Exist	Inventory	Parrish, Sharon	10/28/2010	Commercial
15477		Dist. 7 Roseburg	Jackson	063	12.20	Ronald D/Rosalie S I	Inventory Exist	Inventory	Parrish, Sharon	11/01/2010	Commercial
15498		Dist. 7 Roseburg	Jackson	063	12.21	Carol Corbridge	Inventory Exist	Inventory	Parrish, Sharon	11/03/2010	Commercial
15499		Dist. 7 Roseburg	Jackson	063	12.23	Carol Corbridge	Inventory Exist	Inventory	Parrish, Sharon	11/03/2010	Commercial
15500		Dist. 7 Roseburg	Jackson	063	12.25	Cedar Valley Inc.	Inventory Exist	Inventory	Parrish, Sharon	11/03/2010	Trailer Park
15502		Dist. 7 Roseburg	Jackson	063	12.28	First Baptist Church	Inventory Exist	Inventory	Parrish, Sharon	11/03/2010	Church
15503		Dist. 7 Roseburg	Jackson	063	12.33	Lyle A Hinrichs	Inventory Exist	Inventory	Parrish, Sharon	11/03/2010	Residence
1157	50795	Dist. 8 White City	Jackson	063	12.34	virgil adams	Change of use	Aprvd (use)	Thompson, Ken	01/26/2001	
15504		Dist. 7 Roseburg	Jackson	063	12.34	Ashley I. Jensen, Tru	Inventory Exist	Inventory	Parrish, Sharon	11/03/2010	Vacant
15505		Dist. 7 Roseburg	Jackson	063	12.35	Lyle A. Hinrichs	Inventory Exist	Inventory	Parrish, Sharon	11/03/2010	Residence
15622		Dist. 7 Coquille	Jackson	063	12.37	Schatz & Morton LLC	Inventory Exist	Inventory	Piburn, Andrew	11/10/2010	Trailer park
15506		Dist. 7 Roseburg	Jackson	063	12.37	Ashley L. Jensen. Tr	Inventory Exist	Inventory	Parrish, Sharon	11/03/2010	Residence
15627		Dist. 7 Coquille	Jackson	063	12.38	Richard Harris Sultar	Inventory Exist	Inventory	Piburn, Andrew	11/10/2010	residence
15621		Dist. 7 Coquille	Jackson	063	12.38	William A./ Judith A.	Inventory Exist	Inventory	Piburn, Andrew	11/10/2010	residence
15628		Dist. 7 Coquille	Jackson	063	12.39	Richard Harris Sultar	Inventory Exist	Inventory	Piburn, Andrew	11/10/2010	residence
15630		Dist. 7 Coquille	Jackson	063	12.40	Central Neighborhoo	Inventory Exist	Inventory	Piburn, Andrew	11/10/2010	Church
15629		Dist. 7 Coquille	Jackson	063	12.40	Vernon J. Davis	Inventory Exist	Inventory	Piburn, Andrew	11/10/2010	residence
15632		Dist. 7 Coquille	Jackson	063	12.42	Central Neighborhoo	Inventory Exist	Inventory	Piburn, Andrew	11/12/2010	Church
15631		Dist. 7 Coquille	Jackson	063	12.42	Saul / Gloria C. Jacu	Inventory Exist	Inventory	Piburn, Andrew	11/10/2010	residence

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	Inventory		Approach	3
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	Inventory		Approach	3
	Chromatics Inc		Approach	3
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	Chromatics Inc.		Approach	3
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	Inventory		Approach	3
	Inventory		Approach	3
	Sequential Biofuels		Approach	3
	Inventory		Approach	3
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	Inventory		Approach	3
	FIRST BABTIST CHURCH		Approach	3
	Inventory		Approach	3
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15634		Dist. 7 Coquille	Jackson	063	12.47	South Valley Church	Inventory Exist	Inventory	Piburn, Andrew	11/12/2010	Church
52	50030	Dist. 8 White City	Jackson	063	12.48	James Feeney	Change of use	Aprvd (use)	Carolan, Amanda	02/11/2000	Church
15641		Dist. 7 Coquille	Jackson	063	12.48	Nyla L. Prosser	Inventory Exist	Inventory	Piburn, Andrew	11/12/2010	residence
15648		Dist. 7 Coquille	Jackson	063	12.49	Jack King	Inventory Exist	Inventory	Piburn, Andrew	11/12/2010	residence
15650		Dist. 7 Coquille	Jackson	063	12.50	Kathleen A. Niskanen	Inventory Exist	Inventory	Piburn, Andrew	11/12/2010	residence
15652		Dist. 7 Coquille	Jackson	063	12.53	Patricia Ann Standric	Inventory Exist	Inventory	Piburn, Andrew	11/12/2010	residence
15651		Dist. 7 Coquille	Jackson	063	12.53	Kathleen A. Niskanen	Inventory Exist	Inventory	Piburn, Andrew	11/12/2010	Market
15654		Dist. 7 Coquille	Jackson	063	12.55	Louis W. Ryan	Inventory Exist	Inventory	Piburn, Andrew	11/12/2010	residence
15653		Dist. 7 Coquille	Jackson	063	12.55	Kathleen A. Niskanen	Inventory Exist	Inventory	Piburn, Andrew	11/12/2010	Market
15655		Dist. 7 Coquille	Jackson	063	12.57	Kimmakone / Sengm	Inventory Exist	Inventory	Piburn, Andrew	11/12/2010	Farm
15656		Dist. 7 Coquille	Jackson	063	12.59	Jackson County	Inventory Exist	Inventory	Piburn, Andrew	11/12/2010	roadway
15657		Dist. 7 Coquille	Jackson	063	12.66	Carol Marie Rettenwa	Inventory Exist	Inventory	Piburn, Andrew	11/12/2010	residence
15658		Dist. 7 Coquille	Jackson	063	12.68	Carol Marie Rettenwa	Inventory Exist	Inventory	Piburn, Andrew	11/12/2010	residence
15659		Dist. 7 Coquille	Jackson	063	12.71	Bear Creek Orchards	Inventory Exist	Inventory	Piburn, Andrew	11/12/2010	Farm
15660		Dist. 7 Coquille	Jackson	063	12.73	Scott R./ Laurie F. Da	Inventory Exist	Inventory	Piburn, Andrew	11/12/2010	residence
15661		Dist. 7 Coquille	Jackson	063	12.74	Scott R./ Laurie F. Da	Inventory Exist	Inventory	Piburn, Andrew	11/12/2010	residence
2676	51231	Dist. 8 White City	Jackson	063	12.79	Scott Nelson	Inventory Exist	Aprvd (use)	Thompson, Ken	12/06/2002	multiple tax lot use--shared access
15662		Dist. 7 Coquille	Jackson	063	12.79	Robin I./ Amy M. Hap	Inventory Exist	Inventory	Piburn, Andrew	11/12/2010	Commercial
15663		Dist. 7 Coquille	Jackson	063	12.80	Matthew R./ Antionet	Inventory Exist	Inventory	Piburn, Andrew	11/12/2010	Farm
15664		Dist. 7 Coquille	Jackson	063	12.81	Burless C./ Donna M	Inventory Exist	Inventory	Piburn, Andrew	11/12/2010	Farm
15665		Dist. 7 Coquille	Jackson	063	12.82	Nora Lee Hicks	Inventory Exist	Inventory	Piburn, Andrew	11/12/2010	residence
15666		Dist. 7 Coquille	Jackson	063	12.84	H. Thomas / Nancy D	Inventory Exist	Inventory	Piburn, Andrew	11/12/2010	Farm
15667		Dist. 7 Coquille	Jackson	063	12.86	Scott Nelson	Inventory Exist	Inventory	Piburn, Andrew	11/12/2010	Farm
15677		Dist. 7 Coquille	Jackson	063	12.88	Pacific NW Bell Tele	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	Utility structure
15678		Dist. 7 Coquille	Jackson	063	12.90	Marco E./ Wynnelle I	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	Farm
15679		Dist. 7 Coquille	Jackson	063	12.94	Eli Picazo/ Brittany H	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	residence
15680		Dist. 7 Coquille	Jackson	063	12.97	Robert E./ Leslie S. S	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	residence
3885		Dist. 8 White City	Jackson	063	13.00	Gary Kinney	Inventory Exist	Grandfathered	Nova, Robert	08/02/2004	
15684		Dist. 7 Coquille	Jackson	063	13.06	Bear Creek Orchards	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	Farm
15686		Dist. 7 Coquille	Jackson	063	13.07	Donald A./ Georgia V	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	Farm
15687		Dist. 7 Coquille	Jackson	063	13.09	Donald A./ Georgia V	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	Farm
15688		Dist. 7 Coquille	Jackson	063	13.17	Carol L. Lackey	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	Farm
15693		Dist. 7 Coquille	Jackson	063	13.23	Dwane A./ Juanita C	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	Commercial

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	Inventory		Approach	3
	Medford Christian Center		Approach	3
	Inventory		Approach	3
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	Summitt Forest Inc		Approach	3
	Inventory		Approach	3
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15690		Dist. 7 Coquille	Jackson	063	13.23	Robert D./ Gayle M.	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	Farm
15694		Dist. 7 Coquille	Jackson	063	13.24	Alan D. Schwab	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	residence
15695		Dist. 7 Coquille	Jackson	063	13.25	Jackson Education S	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	County operations
15696		Dist. 7 Coquille	Jackson	063	13.27	Robert D./ Gayle M.	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	Farm
15697		Dist. 7 Coquille	Jackson	063	13.29	Marie L. Ellis	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	Farm
15698		Dist. 7 Coquille	Jackson	063	13.32	Robert M./ Betty Mas	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	residence
15705		Dist. 7 Coquille	Jackson	063	13.33	Jackson County	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	County operations
15706		Dist. 7 Coquille	Jackson	063	13.34	Lila Williams	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	Commercial
15708		Dist. 7 Coquille	Jackson	063	13.37	Lila Williams	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	Commercial
15709		Dist. 7 Coquille	Jackson	063	13.44	Jackson County	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	County operations
15711		Dist. 7 Coquille	Jackson	063	13.48	Community Works	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	County operations
15710		Dist. 7 Coquille	Jackson	063	13.48	Mary Nye Pope Trus	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	Farm
15713		Dist. 7 Coquille	Jackson	063	13.51	Community Works	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	County operations
15714		Dist. 7 Coquille	Jackson	063	13.54	Kathy D. Russell, Ra	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	residence
15716		Dist. 7 Coquille	Jackson	063	13.56	Robert M. Frischman	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	residence
15715		Dist. 7 Coquille	Jackson	063	13.56	Kathy D. Russell, Ra	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	residence
15718		Dist. 7 Coquille	Jackson	063	13.57	Robert M. Frischman	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	residence
15720		Dist. 7 Coquille	Jackson	063	13.58	Barry S. Haynes / Rh	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	residence
15721		Dist. 7 Coquille	Jackson	063	13.59	Barry S. Haynes / Rh	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	residence
15722		Dist. 7 Coquille	Jackson	063	13.61	Pearson's LLC.	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	residence
15724		Dist. 7 Coquille	Jackson	063	13.63	Lowell E. Fowler Tru	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	residence
15727		Dist. 7 Coquille	Jackson	063	13.64	Pacific Corp.	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	Power
15730		Dist. 7 Coquille	Jackson	063	13.70	Jackson County Fire	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	Firehouse
15728		Dist. 7 Coquille	Jackson	063	13.70	Andrew Edwards	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	Storage
1520	51308	Dist. 8 White City	Jackson	063	13.71	DAN MARSHALL	Change of use	Aprvd (use)	227	05/23/2001	For the fire station
15732		Dist. 7 Coquille	Jackson	063	13.72	Jackson County Fire	Inventory Exist	Inventory	Piburn, Andrew	11/15/2010	Firehouse
15755		Dist. 7 Coquille	Jackson	063	13.75	Associated Fruit Con	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	Commercial
15759		Dist. 7 Coquille	Jackson	063	13.86	Jackson County	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	roadway
15756		Dist. 7 Coquille	Jackson	063	13.86	Jackson County	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	roadway
15762		Dist. 7 Coquille	Jackson	063	13.90	Alan Sommers / Phy	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	residence
4793	52334	Dist. 8 White City	Jackson	063	13.91	David Hoye	Temporary	Aprvd (use)	Randleman, Jay	07/19/2005	Commercial Use - Car Wash
3387	51749	Dist. 8 White City	Jackson	063	13.91	David Hoye	Temporary	Aprvd (use)	Nova, Robert	11/07/2003	Commercial Use - Car Wash
15764		Dist. 7 Coquille	Jackson	063	13.92	Peter H. Walton	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	Commercial

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	Fire District Number 5		Approach	3
	Inventory		Approach	3
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	Inventory		Approach	3

Appl ID	Permit Number	Office	County	Hwy	MilePoint	Applicant	Reason for Request	Status	Permit Specialist	Application Date	Permit Description
15767		Dist. 7 Coquille	Jackson	063	13.93	Colvin Stations Inc.	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	Gas Station
15778		Dist. 7 Coquille	Jackson	063	13.99	Good Nite LLC.	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	Motel
15769		Dist. 7 Coquille	Jackson	063	13.99	Michael D./ Jeanette	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	Rentals
15779		Dist. 7 Coquille	Jackson	063	14.02	Ashland Community	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	Medical
15780		Dist. 7 Coquille	Jackson	063	14.03	Ashland Community	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	Medical
9784	54669	Dist. 8 White City	Jackson	063	14.07	Kimberly Parducci	New approach	Aprvd (use)	Allemand, Roger	06/08/2009	Continuation of New Street (Public Street)
15786		Dist. 7 Coquille	Jackson	063	14.07	Jackson County	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	roadway
15785		Dist. 7 Coquille	Jackson	063	14.07	City of Talent	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	roadway
15788		Dist. 7 Coquille	Jackson	063	14.09	Nancy S. Ames, Suz	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	no info
15790		Dist. 7 Coquille	Jackson	063	14.12	Nancy S. Ames, Suz	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	no info
15792		Dist. 7 Coquille	Jackson	063	14.13	Dale Bush	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	Commercial
15794		Dist. 7 Coquille	Jackson	063	14.16	Sandra / Al Berman T	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	Commercial
15796		Dist. 7 Coquille	Jackson	063	14.17	Bender Development	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	Rentals
15799		Dist. 7 Coquille	Jackson	063	14.18	Sandra / Al Berman T	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	Commercial
15804		Dist. 7 Coquille	Jackson	063	14.20	Jackson County	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	roadway
15802		Dist. 7 Coquille	Jackson	063	14.20	City of Talent	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	roadway
15807		Dist. 7 Coquille	Jackson	063	14.21	Jackson County	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	roadway
15806		Dist. 7 Coquille	Jackson	063	14.21	Romie A. Rhodes	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	Commercial
15808		Dist. 7 Coquille	Jackson	063	14.25	Alveriah L. Dreiszus	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	Commercial
15809		Dist. 7 Coquille	Jackson	063	14.28	Oregon State Dept. o	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	Commercial
15810		Dist. 7 Coquille	Jackson	063	14.29	Glen L. Jahnke Trust	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	Commercial
15811		Dist. 7 Coquille	Jackson	063	14.30	Glen L. Jahnke Trust	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	Commercial
15812		Dist. 7 Coquille	Jackson	063	14.31	Pamela J. Chaddock	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	residence
3760		Dist. 8 White City	Jackson	063	14.32	Alex Georgevitch	Temporary	Expired	Nova, Robert	06/08/2004	Commercial - Coffee Stand
15816		Dist. 7 Coquille	Jackson	063	14.33	National Adv Co Dba	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	vacant
15818		Dist. 7 Coquille	Jackson	063	14.34	Donald L./ Florence /	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	residence
15819		Dist. 7 Coquille	Jackson	063	14.35	Reginald Paul Breezi	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	residence
15820		Dist. 7 Coquille	Jackson	063	14.36	Linda L. Beardslee	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	residence
15826		Dist. 7 Coquille	Jackson	063	14.37	James C./ Ronda L.	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	residence
15832		Dist. 7 Coquille	Jackson	063	14.41	B & D Investors Inc.	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	residence
15828		Dist. 7 Coquille	Jackson	063	14.41	Jeff Richards	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	Trailer park
5099	52482	Dist. 8 White City	Jackson	063	14.43	Mike Davis	ODOT Project	Aprvd (use)	Randleman, Jayr	11/01/2005	Access to services, residences, and office
15833		Dist. 7 Coquille	Jackson	063	14.46	Rowan Properties LL	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	Rentals

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	Inventory		Approach	3
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	Inventory		Approach	3
	Southern Oregon Trans. Engineering LL(		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
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	Inventory		Approach	3
	The Organic Grind		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
s	B&D Investors, Inc.	11767	Approach	3
	Inventory		Approach	3

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15834		Dist. 7 Coquille	Jackson	063	14.48	Jeff Richards	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	Trailer park
15835		Dist. 7 Coquille	Jackson	063	14.49	Mary Gorman	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	residence
15836		Dist. 7 Coquille	Jackson	063	14.51	Luis P./ Dorothy L. L	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	residence
10975	54470	Dist. 8 White City	Jackson	063	14.52	Michael Pennington	New approach	Aprvd (use)	Allemand, Roger	12/04/2009	Access to Medical Office, Parcel 2 of a 3 l
15841		Dist. 7 Coquille	Jackson	063	14.52	Betty L. Strong	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	residence
15842		Dist. 7 Coquille	Jackson	063	14.57	Linda M./ Gilbert D. V	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	residence
15843		Dist. 7 Coquille	Jackson	063	14.59	Jackson County	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	roadway
16645		Dist. 8 White City	Jackson	063	14.63	Robbin Lacy	New approach	Preliminary Returne	Allemand, Roger	03/03/2011	Access for warehouse and residence.
15845		Dist. 7 Coquille	Jackson	063	14.63	Chester E./ Patricia S	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	Commercial
15849		Dist. 7 Coquille	Jackson	063	14.64	Diana R./ James G. V	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	Auto sales
17288	54996	Dist. 8 White City	Jackson	063	14.67	Ian Bagshaw	New approach	Aprvd (use)	Allemand, Roger	11/07/2011	1600 Sq. Ft. Commercial (Retail Bike Shop
15850		Dist. 7 Coquille	Jackson	063	14.68	Diana R./ James G. V	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	Auto sales
15851		Dist. 7 Coquille	Jackson	063	14.70	Diana R./ James G. V	Inventory Exist	Inventory	Piburn, Andrew	11/17/2010	Storage
4360		Dist. 8 White City	Jackson	063	14.70	Randy Schmelzer	Change of use	Expired	Randleman, Jayr	01/25/2005	
15855		Dist. 7 Coquille	Jackson	063	14.73	Geraldine Boen Esta	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15857		Dist. 7 Coquille	Jackson	063	14.74	Lotz- Photinos LLC.	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15860		Dist. 7 Coquille	Jackson	063	14.77	Eugene D. Miles Tru	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Vacant
15865		Dist. 7 Coquille	Jackson	063	14.78	Sonya L./ W. Harry V	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15862		Dist. 7 Coquille	Jackson	063	14.78	Kenneth L./ Avis R. N	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15867		Dist. 7 Coquille	Jackson	063	14.79	Mountain View Bapti	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Church
4701	52349	Dist. 8 White City	Jackson	063	14.80	Kenneth Nichols	New approach	Aprvd (use)	Randleman, Jayr	06/03/2005	Access to Office and Workshop for Weldin
15868		Dist. 7 Coquille	Jackson	063	14.82	Steven L. Frey, Richa	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15869		Dist. 7 Coquille	Jackson	063	14.83	Mountain View Bapti	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Church
15873		Dist. 7 Coquille	Jackson	063	14.84	Eugene D. Miles Tru	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Vacant
15871		Dist. 7 Coquille	Jackson	063	14.84	Ken Scott	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15874		Dist. 7 Coquille	Jackson	063	14.86	Peter J./ Deborah J.	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15875		Dist. 7 Coquille	Jackson	063	14.87	William T./ Christine	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15878		Dist. 7 Coquille	Jackson	063	14.89	Eugene D. Miles	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Vacant
15883		Dist. 7 Coquille	Jackson	063	14.90	MBZ LLC.	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Storage
15881		Dist. 7 Coquille	Jackson	063	14.90	Jackson County	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	roadway
15884		Dist. 7 Coquille	Jackson	063	14.91	Fitch Family Properti	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
10864		Dist. 8 White City	Jackson	063	14.92	Santo Caminos	Change of use	Expired	Stallsworth, Adar	10/21/2009	
15895		Dist. 7 Coquille	Jackson	063	14.92	MBZ LLC.	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Storage

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	Inventory		Approach	3
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Parcel Partition,	Turning Point Physical Therapy		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Sunday Afternoons		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
).	Flywheel Bike Shop		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
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	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
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g Operation	Entrepreneurial Trust		Approach	3
	Inventory		Approach	3
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	Inventory		Approach	3
	Lorenzo Bros.		Approach	3
	Inventory		Approach	3

Appl ID	Permit Number	Office	County	Hwy	MilePoint	Applicant	Reason for Request	Status	Permit Specialist	Application Date	Permit Description
15899		Dist. 7 Coquille	Jackson	063	14.93	Robbin / Angeline La	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15897		Dist. 7 Coquille	Jackson	063	14.93	Fitch Family Properti	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15902		Dist. 7 Coquille	Jackson	063	14.94	Kenneth L. Nichols T	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15904		Dist. 7 Coquille	Jackson	063	14.95	Robbin / Angeline La	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15927		Dist. 7 Coquille	Jackson	063	14.97	Kenneth L./ Avis L. N	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15906		Dist. 7 Coquille	Jackson	063	14.98	Steven W./ Louise B	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	residence
15930		Dist. 7 Coquille	Jackson	063	15.00	Stockingfeet LLC.	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
1684	50771	Dist. 8 White City	Jackson	063	15.00	jon stoking	Inventory Exist	Aprvd (use)	Thompson, Ken	08/21/2001	
15931		Dist. 7 Coquille	Jackson	063	15.01	Jon / Holly Stocking	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15913		Dist. 7 Coquille	Jackson	063	15.03	Totem Pole Mobile P	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Trailer park
15932		Dist. 7 Coquille	Jackson	063	15.04	Kathleen Corbin / Gl	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	residence
15916		Dist. 7 Coquille	Jackson	063	15.06	Totem Pole Mobile P	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Trailer park
15933		Dist. 7 Coquille	Jackson	063	15.10	Travis Allan / Kathlee	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	residence
15934		Dist. 7 Coquille	Jackson	063	15.11	Travis Allan / Kathlee	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	residence
15935		Dist. 7 Coquille	Jackson	063	15.12	Fern E./ James W. D	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Storage
15936		Dist. 7 Coquille	Jackson	063	15.13	Green Tree Condom	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Condos
6966	53393	Dist. 8 White City	Jackson	063	15.13	Steve Rouse	Change of use	Aprvd (use)	DeLaGrange, Le	05/21/2007	
15938		Dist. 7 Coquille	Jackson	063	15.16	Green Tree Condom	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Condos
15939		Dist. 7 Coquille	Jackson	063	15.18	Ray Boggs	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15942		Dist. 7 Coquille	Jackson	063	15.19	AT&T Wireless Servi	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15943		Dist. 7 Coquille	Jackson	063	15.21	AT&T Wireless Servi	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15945		Dist. 7 Coquille	Jackson	063	15.22	Lena / Donald V. Har	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15946		Dist. 7 Coquille	Jackson	063	15.24	AT&T Wireless Servi	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15948		Dist. 7 Coquille	Jackson	063	15.25	AT&T Wireless Servi	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15918		Dist. 7 Coquille	Jackson	063	15.25	Ralph Carino / Maria	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Storage
15949		Dist. 7 Coquille	Jackson	063	15.26	AT&T Wireless Servi	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15919		Dist. 7 Coquille	Jackson	063	15.26	Jackson County	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	roadway
15920		Dist. 7 Coquille	Jackson	063	15.27	John W./ Janet M. M	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	residence
15951		Dist. 7 Coquille	Jackson	063	15.28	AT&T Wireless Servi	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15921		Dist. 7 Coquille	Jackson	063	15.31	Talent LLC.	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15953		Dist. 7 Coquille	Jackson	063	15.34	Cani LLC.	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial
15922		Dist. 7 Coquille	Jackson	063	15.34	Jackson County	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	roadway
15923		Dist. 7 Coquille	Jackson	063	15.42	Cani LLC.	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	Commercial

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	Inventory		Approach	3
	Lawyers Exchange Rouse II LLC		Approach	3
	Inventory		Approach	3
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Appl ID	Permit Number	Office	County	Hwy	MilePoint	Applicant	Reason for Request	Status	Permit Specialist	Application Date	Permit Description
15925		Dist. 7 Coquille	Jackson	063	15.45	John Koch / Brenda I	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	residence
15926		Dist. 7 Coquille	Jackson	063	15.55	Charles A. Cochrane	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	residence
15954		Dist. 7 Coquille	Jackson	063	15.67	Priscilla R./ Fred R. D	Inventory Exist	Inventory	Piburn, Andrew	11/18/2010	residence
15955		Dist. 7 Coquille	Jackson	063	15.72	Heidi V. Tobler	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	residence
15956		Dist. 7 Coquille	Jackson	063	15.84	Barbara / Kip H. Kinr	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	residence
15957		Dist. 7 Coquille	Jackson	063	15.86	Patricia J./ Charles V	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	residence
15958		Dist. 7 Coquille	Jackson	063	15.94	Rogue Valley Sewer	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	Utility Pump Station
15959		Dist. 7 Coquille	Jackson	063	15.97	Patrick I./ Rajean M.	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	residence
15960		Dist. 7 Coquille	Jackson	063	15.98	Gene Flory	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	residence
15962		Dist. 7 Coquille	Jackson	063	16.00	Harold Edmund Lee	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	residence
15961		Dist. 7 Coquille	Jackson	063	16.00	Gene Flory	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	residence
15963		Dist. 7 Coquille	Jackson	063	16.01	Harold Edmund Lee	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	Rentals
15965		Dist. 7 Coquille	Jackson	063	16.02	Harold Edmund Lee	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	Rentals
15964		Dist. 7 Coquille	Jackson	063	16.02	Harold Edmund Lee	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	Rentals
15967		Dist. 7 Coquille	Jackson	063	16.04	Harold Edmund Lee	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	Rentals
15968		Dist. 7 Coquille	Jackson	063	16.05	Vernon / Charlene R	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	residence
5703	52783	Dist. 8 White City	Jackson	063	16.07	Yarrow Mazzetti	Inventory Exist	Aprvd (use)	Randleman, Jayr	05/22/2006	Access to Sammy's Corwboy Bistro and O
15969		Dist. 7 Coquille	Jackson	063	16.09	Peter M. Dahmen	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	residence
14491	54774	Dist. 8 White City	Jackson	063	16.11	Gerald Bunch	Improvement	Aprvd (use)	Allemand, Roger	09/16/2010	
15970		Dist. 7 Coquille	Jackson	063	16.13	Gerald W./ Judith A.	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	residence
15973		Dist. 7 Coquille	Jackson	063	16.14	P.L./ L.I. Haptonstall	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	residence
15976		Dist. 7 Coquille	Jackson	063	16.23	P.L./ L.I. Haptonstall	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	residence
15978		Dist. 7 Coquille	Jackson	063	16.26	Jackson County	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	roadway
15982		Dist. 7 Coquille	Jackson	063	16.27	Jackson County	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	Bike Access
15984		Dist. 7 Coquille	Jackson	063	16.37	Paulena Carter Verze	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	residence
15989		Dist. 7 Coquille	Jackson	063	16.38	Jackson County	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	Park Access
15991		Dist. 7 Coquille	Jackson	063	16.42	Paulena Carter Verze	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	residence
15993		Dist. 7 Coquille	Jackson	063	16.54	Calvin / Zoe Ross Tr	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	Parking lot
15994		Dist. 7 Coquille	Jackson	063	16.68	Richard Bruce Black	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	Commercial
15995		Dist. 7 Coquille	Jackson	063	16.83	Ruth E. Temple, Sar	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	RV Park
15996		Dist. 7 Coquille	Jackson	063	16.92	Ruth E. Temple, Sar	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	RV Park
15997		Dist. 7 Coquille	Jackson	063	16.96	Ruth E. Temple, Sar	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	RV Park
15998		Dist. 7 Coquille	Jackson	063	16.99	Scaling Station	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	Scaling Station

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	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
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	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
ne Residence			Approach	3
	Inventory		Approach	3
			Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
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	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3
	Inventory		Approach	3

Appl ID	Permit Number	Office	County	Hwy	MilePoint	Applicant	Reason for Request	Status	Permit Specialist	Application Date	Permit Description
15999		Dist. 7 Coquille	Jackson	063	17.02	Jackson County	Inventory Exist	Inventory	Piburn, Andrew	11/19/2010	roadway

463 Rows Selected

Date: 1/20/2012

	Applicant Company	Project	Permit Type	Region
	Inventory		Approach	3

OR 99 Rogue Valley Corridor Plan

Garfield Road to S. Valley View Road

Technical Memorandum #9

South Stage Road Overcrossing Analysis

Prepared for

Oregon Department of Transportation, Region 3
3500 NW Stewart Parkway
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September 2014

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9. SOUTH STAGE ROAD OVERCROSSING ANALYSIS

This memorandum assesses the potential effects of extending South Stage (S. Stage) Road across I-5 (grade-separated overcrossing) to connect with North Phoenix Road. This extension is currently a Tier 2 (unfunded) project in the City of Medford and Jackson County Transportation System Plans. Although there are several Urban Reserve Areas (URAs) identified along S. Stage Road in the Greater Bear Creek Valley Regional Plan, this analysis does not address the impacts of incorporating the URAs into either the Medford or Phoenix Urban Growth Boundaries (UGBs).

9.1. Future Traffic Volumes

Future traffic volumes with the S. Stage Road overcrossing were developed for a 2034 baseline and a 2034 sensitivity scenario that are consistent with previous forecasting efforts for the Corridor Plan. The forecasting process and results are described below.

9.1.1. Forecasting Process

The travel demand model (named RVMPO v1) for the RTP was developed for a base year of 2002 and a forecast year of 2030. While there was a newer version of the travel demand model (RVMPO v2) when the traffic forecasts for the Corridor Plan were developed, the v1 model provided the most consistent results for the OR 99 study area. This model does not include the S. Stage Road overcrossing since the project was not part of the financially-constrained RTP project list.

To assess how the S. Stage Road would change traffic demand in the OR 99 corridor, the project was added to the 2030 future model network and a new 2030 travel demand forecast was generated. The volumes for this new forecast were compared with the 2030 RTP model forecast to identify changes in volumes on various roadways that both intersect and parallel OR 99. The volume difference in the forecast was added to the no build link volumes to develop turning movement volumes for the network with S. Stage Road in place. The forecast year for this corridor study is 2034, which coincides with the RVMPO's 2009-2034 Regional Transportation Plan (RTP); thus, model volumes were extrapolated to 2034.

A sensitivity scenario was developed that applies a fifteen percent upward adjustment to the baseline scenario volumes to allow for an analysis of operations under the assumption that we experience more rapid growth that results in higher traffic volumes.

9.1.2. Traffic Forecasts

Traffic forecasts were completed to better understand how the extension of the S. Stage Road across I-5 would impact traffic volumes and operations of the existing intersection of S. Stage Road at OR 99 and surrounding intersections.

Shifts in Traffic Demand

The future peak hour link volume changes for parallel routes to OR 99 (I-5 and North Phoenix Road) and South Stage Road (Garfield Street and Fern Valley Road) were estimated using the RVMPO v1 model. Figure 9-1 shows the model outputs for link volumes by direction for these routes without (No Build) and with the S. Stage Road extension in place for the 2034 Baseline condition. The percent change in link volumes was noted.

The extension of S. Stage Road is expected to cause shifts in traffic away from routes parallel to S. Stage Road. The traffic forecasts suggest that Phoenix Road north of S. Stage Road would see an increase in traffic volume, while volumes along OR 99 between S. Stage Road and Garfield Street would decrease. This shift suggests the majority of the traffic impacted is associated with Medford. The Fern Valley interchange is not likely to see a noticeable shift in volumes.

Turning Movement Forecasts

Future turning movement volumes were developed for the following OR 99 corridor intersections which would be influenced by changes in traffic flow across I-5:

1. OR 99 at Garfield Street
2. OR 99 at S. Stage Road
3. OR 99 at Fern Valley Road
4. OR 99 at Bolz Road

Figure 9-2 shows the turning movement volumes for the intersections for each of the four scenarios, as well as estimated average annual daily traffic (AADT) for the surrounding roadways. The greatest changes in traffic on OR 99 occur between S. Stage Road and Garfield Street. Changes in traffic volumes on OR 99 are less extensive both north and south of this segment.

9.2. Future Traffic Operations

The future traffic conditions were analyzed with the S. Stage Road overcrossing and compared to the baseline condition operations that were analyzed in Technical Memorandum #4. Table 9-1 identifies the overall intersection operations for each scenario at the four study intersections. Analysis outputs assume signal timing will be optimized in the future.

Table 9-1. Future (2034) Traffic Operations

Intersection	Critical[1] Movement	2034 No Build Baseline (Sensitivity)		2034 S. Stage Ext. Baseline (Sensitivity)		Operational Standards[3]	
		V/C Ratio[2]	LOS[2]	V/C Ratio[2]	LOS[2]	OHP	City
OR 99 @ Garfield St (Signalized)	Overall	0.63 (0.73)	C (D)	0.62 (0.71)	C (C)	0.95	D
OR 99 @ S. Stage Rd (Signalized)	Overall	0.67 (0.77)	C (C)	0.70 (0.87)	C (C)	0.95	D
OR 99 @ Fern Valley Rd (Signalized)	Overall	0.61 (0.71)	C (C)	0.60 (0.71)	C (C)	0.95	0.90
OR 99 @ Bolz Rd (Signalized)	Overall	0.44 (0.50)	B (B)	0.46 (0.51)	B (B)	0.95	0.90

Notes:
1. The critical movement at a signalized intersection is the overall operation of the intersection. The critical movement at an unsignalized intersection is the stopped (or yield) movement with the worst v/c ratio.
2. The v/c ratio and LOS are provided from Synchro HCM Intersection Analysis Reports, while delay and queuing values are from SimTraffic.
3. Mobility standards are drawn from Table 6 of the 1999 OHP and corresponding TSPs. All study area intersections are within the UGB and MPO.

All of the intersections are expected to meet mobility standards for all of the scenarios with or without the S. Stage Road Extension. Compared to the baseline scenario, Garfield Street at OR 99 operations would improve. The S. Stage Road extension is anticipated to draw down some of the traffic volume on Garfield Street, decreasing the overall entering volume at the intersection. Conversely, operations for S. Stage Road at OR 99 are expected to worsen due to the increase traffic volume traveling through the intersection. The Fern Valley Road and Bolz Road intersections with OR 99 are not expected to experience a major change in operations.

Table 9-2. Future (2034) 95th Percentile Queues Exceeding Available Storage

Intersection	Approach & Movement	95th Percentile Queue (ft.)		Available Storage (ft.)
		Baseline	Sensitivity	
No Build				
OR 99 @ Garfield St (Signalized)	WB L	N/A	375	300 [2]
	WB T	N/A	1375	800 [1]
OR 99 @ S. Stage Rd (Signalized)	EB L	150	150	125 [3]
S. Stage Extension				
OR 99 @ Garfield St (Signalized)	WB L	300	375	300 [2]
	WB T	N/A	1150	800 [1]
OR 99 @ South Stage Rd (Signalized)	EB L	150	175	125 [2]

Acronyms: For intersection approaches NB = northbound, SB = southbound, EB = eastbound, and WB = westbound. At the intersection approach L = left-turn movement, T = through movement, and R right-turn movement. Some approaches have shared lanes where two or more travel movements may be permitted as indicated with a slash. N/A = not applicable

Notes:
1. Storage distance reflects spacing to the next public access point.
2. Storage distance reflects length of travel lane or turn bay.

As seen in Table 9-2, the locations where 95th percentile queues are expected to exceed their available storage do not change with the extension of S. Stage Road. The westbound through movement at Garfield Street would experience a minor improvement in queuing, although it would still exceed available storage.

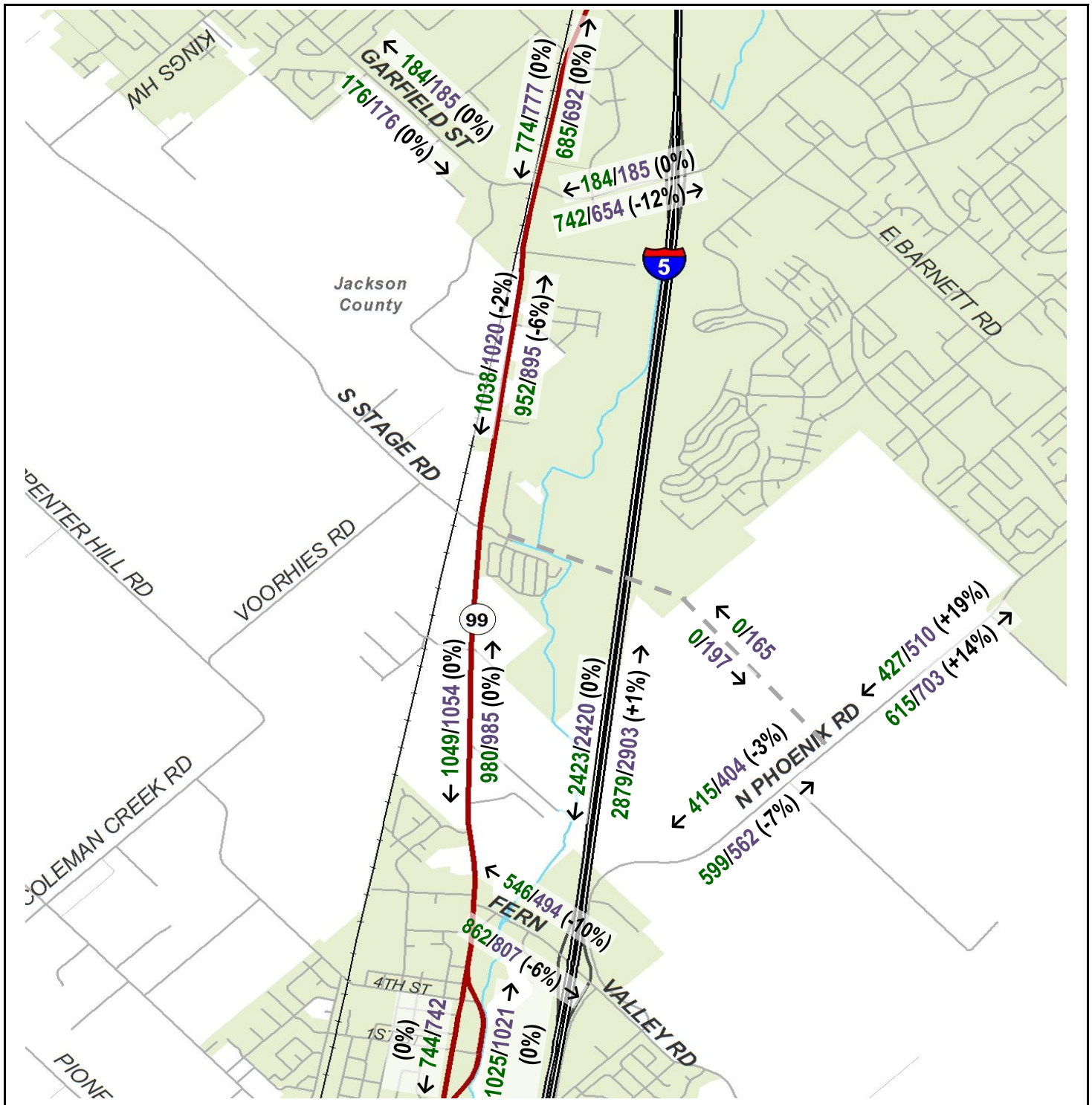
9.3. Potential Transportation System Improvements

The S. Stage Road extension would require that signal timing adjustments be made to the intersection of S. Stage Road at OR 99. The traffic analysis presented in this memo assumes the current signal phasing and cycle lengths of 90 seconds, but optimized the splits to best serve the additional traffic volume. Depending on what movements are deemed critical in the future, phasing adjustments could be made to optimize the intersection. If the east and westbound left turns were to become protected in the future (they are currently operating permissive) the v/c would still meet operational standards, though some movements may experience longer delay. Additional improvements beyond TSM measures are not anticipated.

Attachments:

Figure 9-1. Future (2034) Parallel Routes Link Volume Comparison PM Peak Hour
Figure 9-2. Future (2034) Design Hour Traffic Volumes

Appendix A. Future Traffic Volume Development Worksheets
Appendix B. Traffic Analysis Worksheets



OR 99 Rogue Valley Corridor Plan

Legend

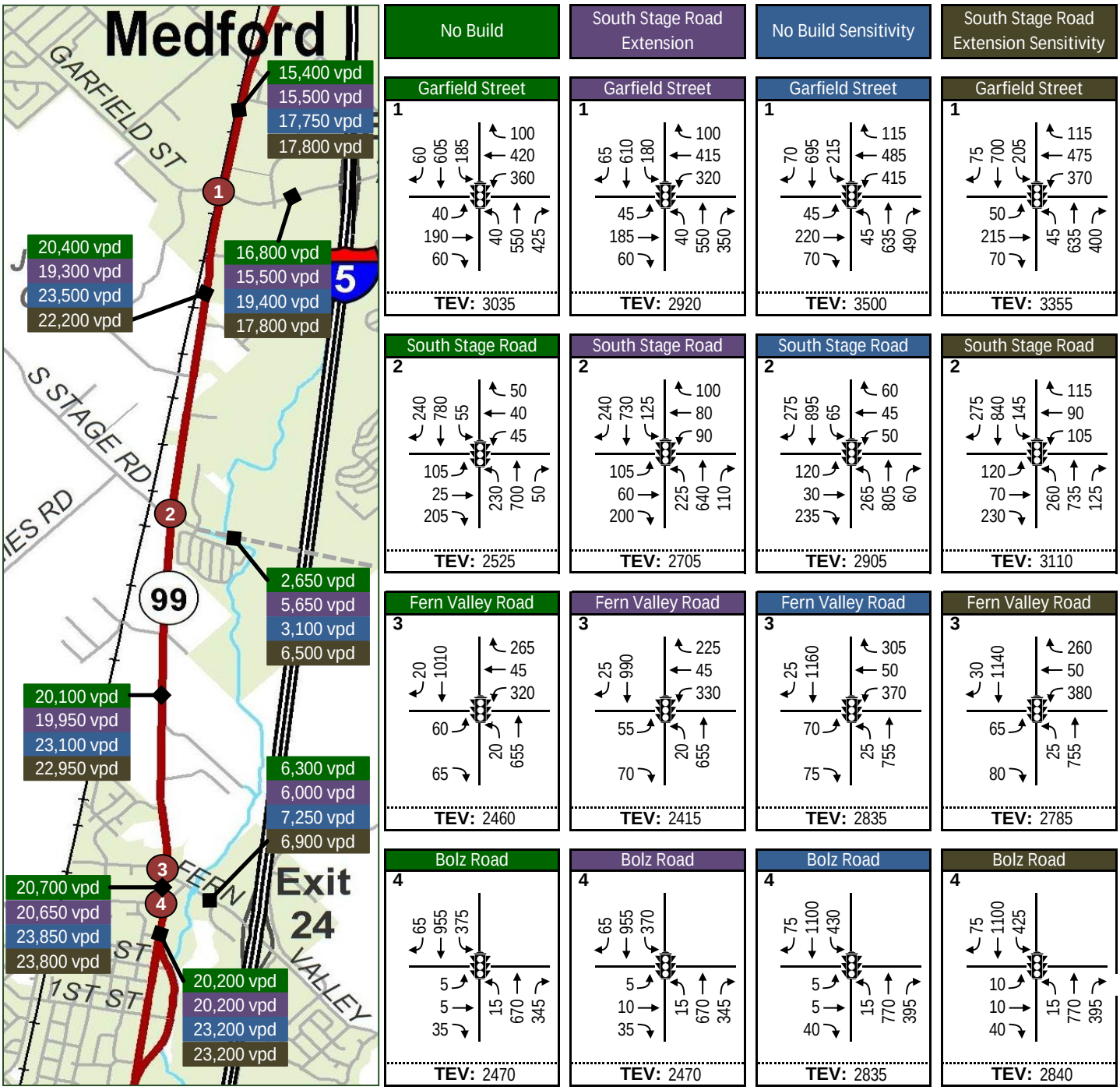
← Direction of Travel

###/### No Build (Baseline) / S Stage Extension Model Output Peak Link Volumes

(%) Percent change in volume with S Stage Extension

Figure 9-1

Future (2034) Parallel Routes Link Volume Comparison PM Peak Hour



OR 99 Rogue Valley Corridor Plan

Legend

Turning Movement

PM Peak Hour Volume

TEV Total Entering Volume

Intersection Number

Signalized Intersection

#,### vpd Average Daily Traffic Volume vpd = vehicles per day

Figure 9-2

Future (2034) Design Hour Traffic Volumes

Appendix A. Future Traffic Volume Development Worksheets

RVMPO_v1_2030

Road	From	To	Direction	Balanced No Build 2034	Model 2030	Model S. Stage 2030	2030 Delta	Forecast Links
OR 99	North of Garfield	Garfield St	SB	850	774	777	3	853
	Garfield St	North of Garfield	NB	690	685	692	7	697
	Garfield St	Node 1	SB	1025	1135	1097	-38	987
	Node 1	Garfield St	NB	1015	1146	1069	-77	938
	Node 1	Lowry	SB	1030	1073	1038	-35	995
	Lowry	Node 1	NB	1015	1061	987	-74	941
	Lowry	Bear Creek Corp	SB	1060	1038	1020	-18	1042
	Bear Creek Corp	Lowry	NB	970	952	895	-57	913
	Bear Creek Corp	S. Stage Rd	SB	1075	1011	1047	36	1111
	S. Stage Rd	Bear Creek Corp	NB	855	731	728	-3	852
	S. Stage Rd	Node 2	SB	1030	1049	1054	5	1035
	Node 2	S. Stage Rd	NB	980	980	985	5	985
	Node 2	Fern Valley Rd	SB	1030	800	764	-36	994
	Fern Valley Rd	Node 2	NB	980	787	750	-37	943
	Fern Valley Rd	Bolz Rd	SB	1395	841	838	-3	1392
	Bolz Rd	Fern Valley Rd	NB	675	647	648	1	676
	Bolz Rd	Node 3	SB	990	744	742	-2	988
	Node 3	Bolz Rd	NB	1030	1025	1021	-4	1026
Garfield St	W. of OR 99	OR 99	EB	290	197	198	1	291
	OR 99	W. of OR 99	WB	520	183	184	1	521
	E. of OR 99	OR 99	WB	880	584	540	-44	836
	OR 99	E. of OR 99	EB	800	699	612	-87	713
South Stage Rd	W. of OR 99	OR 99	EB	335	330	357	27	362
	OR 99	W. of OR 99	WB	510	573	610	37	547
	E. of OR 99	OR 99	WB	135	118	250	132	267
	OR 99	E. of OR 99	EB	130	86	250	164	294
Fern Valley Rd	W. of OR 99	OR 99	EB	125			0	125
	OR 99	W. of OR 99	WB	85			0	85
	E. of OR 99	OR 99	WB	630	520	477	-43	587
	OR 99	E. of OR 99	EB	0	0	0	0	0
Bolz Rd	W. of OR 99	OR 99	EB	45	73	72	-1	44
	OR 99	W. of OR 99	WB	80	22	22	0	80
	E. of OR 99	OR 99	WB				0	0
	OR 99	E. of OR 99	EB	725	527	522	-5	720
Lowry Lane	W. of OR 99	OR 99	EB	75			0	75
	OR 99	W. of OR 99	WB	20			0	20
	E. of OR 99	OR 99	WB	225	236	236	0	225
	OR 99	E. of OR 99	EB	205	162	162	0	205
Bear Creek	W. of OR 99	OR 99	EB	150	433	433	0	150
	OR 99	W. of OR 99	WB	40	238	238	0	40
	E. of OR 99	OR 99	WB	65			0	65
	OR 99	E. of OR 99	EB	45			0	45

Project: OR 99 Rogue Valley Corridor Plan
Job #: ODOT0000-0711
Subject: *S. Stage Analysis*
Created: 3/14/2014
Rev. Date: 8/14/2014

N-S ID	Synchro ID	Intersection	Direction	Movement	Int ID	2034 Base Balanced No Build	S. Stage Future Volumes	S. Stage Future Volumes Rounded	S. Stage Future Volumes Balanced	15% Sensitivity 2034 Base Balanced No Build	15% Sensitivity 2034 Base Rounded No Build	S. Stage Future Volumes	S. Stage Future Volumes Rounded	S. Stage Future Volumes Rounded
1	1	OR 99 @ Garfield Street		EBL	10	40	47	45	45	46	45	52	50	50
	1	16 hr Turning Movement Classification Count	EB	EBT	10	190	184	185	185	219	220	213	215	215
	1	Count Date: 7/12/2010		EBR	10	60	61	60	60	69	70	69	70	70
	1	2010		WBL	10	360	319	320	320	414	415	368	370	370
	1	Signalized	WB	WBT	10	420	415	415	415	483	485	477	475	475
	1			WBR	10	100	102	100	100	115	115	115	115	115
	1	PM Peak Hour: 3:45 PM-4:45 PM		NBL	10	40	39	40	40	46	45	46	45	45
	1	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	10	550	548	550	550	633	635	633	635	635
	1			NBR	10	425	351	350	350	489	490	403	400	400
	1			SBL	10	185	178	180	180	213	215	207	205	205
	1	PHF:	SB	SBT	10	605	608	610	610	696	695	702	700	700
	1	0.94		SBR	10	60	67	65	65	69	70	75	75	75
		0.95	TEV			3035	2918	2920	2920	3490	3500	3358	3360	3355
			East			1680		1550	1550		1940		1780	1780
			West			810		810	810		935		930	930
			North			1540		1550	1550		1775		1780	1780
			South			2040		1930	1930		2350		2220	2220
2	2	OR 99 @ Lowry Ln		EBL	20	40	37	35	35	46	45	40	40	40
	2	16 hr Turning Movement Classification Count	EB	EBT	20	0	0	0	0	0	0	0	0	0
	2	Count Date: 7/12/2010		EBR	20	35	38	40	40	40	40	46	45	45
	2	2010		WBL	20	105	113	115	115	121	120	132	130	130
	2	Signalized	WB	WBT	20	5	5	5	5	6	5	6	5	5
	2			WBR	20	115	107	105	110	132	130	127	125	125
	2	PM Peak Hour: 4:45 PM-5:45 PM		NBL	20	10	10	10	10	12	10	12	10	10
	2	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	20	860	797	795	805	989	990	926	925	925
	2			NBR	20	100	105	105	105	115	115	121	120	120
	2			SBL	20	105	100	100	100	121	120	115	115	115
	2	PHF:	SB	SBT	20	920	892	890	885	1058	1060	1018	1020	1020
	2	0.88		SBR	20	5	5	5	5	6	5	6	5	5
			TEV			2300	2208	2205	2215	2645	2640	2547	2545	2540
			East			430		430	435		490		495	495
			West			95		95	95		105		105	105
			North			2045		1930	1940		2350		2230	2230
			South			2030		1955	1960		2335		2250	2250
3	3	OR 99 @ Bear Creek Corp Dr		EBL	30	115	95	95	95	132	130	109	110	110
	3	16 hr Turning Movement Classification Count	EB	EBT	30	5	6	5	5	6	5	6	5	5
	3	Count Date: 7/13/2010		EBR	30	30	48	50	50	35	35	58	60	60
	3	2010		WBL	30	30	39	40	40	35	35	46	45	45
	3	Signalized	WB	WBT	30	10	10	10	10	12	10	12	10	10
	3			WBR	30	25	17	15	15	29	30	17	15	15
	3	PM Peak Hour: 4:30 PM-5:30 PM		NBL	30	10	14	15	15	12	10	17	15	15
	3	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	30	830	801	800	810	955	955	932	930	930
	3			NBR	30	15	21	20	20	17	15	23	25	25
	3			SBL	30	25	19	20	20	29	30	23	25	25
	3	PHF:	SB	SBT	30	1015	1024	1025	1005	1167	1165	1156	1155	1155
	3	0.94		SBR	30	20	16	15	15	23	25	17	15	15
			TEV			2525	2109	2110	2100	2450	2445	2415	2415	2410
			East			110		110	110		125		125	125
			West			190		190	190		215		215	215
			North			2030		1970	1960		2335		2250	2250
			South			1930		1950	1940		2215		2230	2230
4	4	OR 99 @ South Stage Rd		EBL	40	105	103	105	105	121	120	121	120	120
	4	16 hr Turning Movement Classification Count	EB	EBT	40	25	58	60	60	29	30	69	70	70
	4	Count Date: 7/15/2010		EBR	40	205	201	200	200	236	235	230	230	230
	4	2010		WBL	40	45	88	90	90	52	50	104	105	105
	4	Signalized	WB	WBT	40	40	82	80	80	46	45	92	90	90
	4			WBR	40	50	98	100	100	58	60	115	115	115
	4	PM Peak Hour: 4:00 PM-5:00 PM		NBL	40	230	224	225	225	265	265	259	260	260
	4	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	40	700	651	650	640	805	805	736	735	735
	4			NBR	40	50	111	110	110	58	60	127	125	125
	4			SBL	40	55	125	125	125	63	65	144	145	145
	4	PHF:	SB	SBT	40	780	746	745	730	897	895	840	840	840
	4	0.93		SBR	40	240	241	240	240	276	275	276	275	275
		0.95	TEV			2525	2728	2730	2705	2904	2905	3111	3110	3110
			East			265		565	565		310		650	650
			West			845		910	910		970		1045	1045

Project: OR 99 Rogue Valley Corridor Plan
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N-S ID	Synchro ID	Intersection	Direction	Movement	Int ID	2034 Base Balanced No Build	S. Stage Future Volumes	S. Stage Future Volumes Rounded	S. Stage Future Volumes Balanced	15% Sensitivity 2034 Base Balanced No Build	15% Sensitivity 2034 Base Rounded No Build	S. Stage Future Volumes	S. Stage Future Volumes Rounded	S. Stage Future Volumes Rounded
			North			1930		1965	1940		2220		2230	2230
			South			2010		2020	1995		2310		2295	2295
5	5	OR 99 @ Fern Valley Rd		EBL	50	60	55	55	55	69	70	63	65	65
	5	24 hr Turning Movement Count	EB	EBT	50	0	0	0	0	0	0	0	0	0
	5	Count Date: 7/14/2010		EBR	50	65	72	70	70	75	75	81	80	80
	5	2010		WBL	50	320	328	330	330	368	370	380	380	380
	5	Signalized	WB	WBT	50	45	43	45	45	52	50	52	50	50
	5			WBR	50	265	225	225	225	305	305	259	260	260
	5	PM Peak Hour: 4:15 PM-5:15 PM		NBL	50	20	23	25	20	23	25	23	25	25
	5	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	50	655	663	665	655	753	755	753	755	755
	5			NBR	50	0	0	0	0	0	0	0	0	0
	5			SBL	50	0	0	0	0	0	0	0	0	0
	5	PHF:	SB	SBT	50	1010	992	990	990	1162	1160	1139	1140	1140
	5	0.94		SBR	50	20	19	20	25	23	25	29	30	30
		0.95	TEV			2472	2420	2425	2415	2829	2835	2777	2775	2785
			East			630		600	600		725		690	690
			West			210		215	215		245		250	250
			North			2010		1955	1950		2315		2250	2250
			South			2070		2080	2065		2385		2380	2380
6	6	OR 99 @ Bolz Rd		EBL	60	5	5	5	5	6	5	6	10	10
	6	16 hr Turning Movement Classification Count	EB	EBT	60	5	5	5	10	6	5	12	10	10
	6	Count Date: 7/14/2010		EBR	60	35	34	35	35	40	40	40	40	40
	6	2010		WBL	60	0	0	0	0	0	0	0	0	0
	6		WB	WBT	60	0	0	0	0	0	0	0	0	0
	6			WBR	60	0	0	0	0	0	0	0	0	0
	6	PM Peak Hour: 3:00 PM-4:00 PM		NBL	60	15	15	15	15	17	15	17	15	15
	6	PM Peak Hour Used: 4:30 PM-5:30 PM	NB	NBT	60	670	671	670	670	771	770	771	770	770
	6			NBR	60	345	341	340	345	397	395	397	395	395
	6			SBL	60	375	374	375	370	431	430	426	425	425
	6	PHF:	SB	SBT	60	955	954	955	955	1098	1100	1098	1100	1100
	6	0.96		SBR	60	65	65	65	65	75	75	75	75	75
		0.96	TEV			2470	2464	2465	2470	2841	2835	2841	2840	2840
			East			725		720	725		830		830	830
			West			125		125	130		140		150	150
			North			2070		2070	2065		2380		2380	2380
			South			2020		2015	2020		2320		2320	2320

Appendix B. Traffic Analysis Worksheets

HCM Signalized Intersection Capacity Analysis
1: Garfield St & OR 99

7/31/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	185	60	320	415	100	40	550	350	180	610	65
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		0.97	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1662	3179		3193	1733	1488	1583	3292	1488	3225	3292	1473
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1662	3179		3193	1733	1488	1583	3292	1488	3225	3292	1473
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	47	195	63	337	437	105	42	579	368	189	642	68
RTOR Reduction (vph)	0	34	0	0	0	71	0	0	250	0	0	40
Lane Group Flow (vph)	47	224	0	337	437	34	42	579	118	189	642	28
Heavy Vehicles (%)	0%	1%	0%	1%	1%	0%	5%	1%	0%	0%	1%	1%
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases						4			6			2
Actuated Green, G (s)	3.1	19.0		12.5	28.4	28.4	2.6	26.4	26.4	10.1	33.9	33.9
Effective Green, g (s)	3.1	19.0		12.5	28.4	28.4	4.0	27.8	27.8	11.5	35.3	35.3
Actuated g/C Ratio	0.04	0.22		0.14	0.33	0.33	0.05	0.32	0.32	0.13	0.41	0.41
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	5.4	5.4	5.4	5.4	5.4	5.4
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.8	4.8	2.5	4.8	4.8
Lane Grp Cap (vph)	59	696		460	567	487	73	1054	477	427	1339	599
v/s Ratio Prot	0.03	0.07		c0.11	c0.25		0.03	c0.18		c0.06	0.20	
v/s Ratio Perm						0.02			0.08			0.02
v/c Ratio	0.80	0.32		0.73	0.77	0.07	0.58	0.55	0.25	0.44	0.48	0.05
Uniform Delay, d1	41.5	28.5		35.6	26.3	20.1	40.6	24.3	21.8	34.7	19.0	15.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	49.8	0.2		5.6	6.2	0.0	8.7	1.0	0.5	0.5	0.5	0.1
Delay (s)	91.4	28.7		41.2	32.4	20.2	49.3	25.3	22.3	35.2	19.5	15.6
Level of Service	F	C		D	C	C	D	C	C	D	B	B
Approach Delay (s)		38.3			34.3			25.2			22.5	
Approach LOS		D			C			C			C	

Intersection Summary			
HCM Average Control Delay	28.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	86.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	60	200	90	80	100	225	640	110	125	730	240
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.88		1.00	0.92		1.00	0.98		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	1548		1662	1604		1662	3224		1662	3170	
Flt Permitted	0.51	1.00		0.32	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	885	1548		554	1604		1662	3224		1662	3170	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	111	63	211	95	84	105	237	674	116	132	768	253
RTOR Reduction (vph)	0	149	0	0	55	0	0	16	0	0	34	0
Lane Group Flow (vph)	111	125	0	95	134	0	237	774	0	132	987	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	1%
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								
Actuated Green, G (s)	14.6	14.6		14.6	14.6		15.6	31.8		13.4	29.6	
Effective Green, g (s)	14.6	14.6		14.6	14.6		17.0	33.2		14.8	31.0	
Actuated g/C Ratio	0.20	0.20		0.20	0.20		0.23	0.45		0.20	0.42	
Clearance Time (s)	4.0	4.0		4.0	4.0		5.4	5.4		5.4	5.4	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	5.2		2.5	5.2	
Lane Grp Cap (vph)	173	303		108	314		379	1435		330	1317	
v/s Ratio Prot		0.08			0.08		c0.14	0.24		0.08	c0.31	
v/s Ratio Perm	0.13			c0.17								
v/c Ratio	0.64	0.41		0.88	0.43		0.63	0.54		0.40	0.75	
Uniform Delay, d1	27.6	26.3		29.1	26.3		25.9	15.1		26.0	18.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.0	0.7		49.9	0.7		2.8	0.8		0.6	2.9	
Delay (s)	34.6	26.9		79.0	27.0		28.7	15.9		26.6	21.4	
Level of Service	C	C		E	C		C	B		C	C	
Approach Delay (s)		29.1			44.4			18.8			22.0	
Approach LOS		C			D			B			C	

Intersection Summary			
HCM Average Control Delay	24.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	74.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	0	70	330	45	225	20	655	0	0	990	25
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0			4.0	
Lane Util. Factor	1.00		1.00	0.95	0.95	0.88	1.00	0.95			0.95	
Frt	1.00		0.85	1.00	1.00	0.85	1.00	1.00			1.00	
Flt Protected	0.95		1.00	0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1662		1488	1579	1601	2618	1630	3260			3248	
Flt Permitted	0.63		1.00	0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (perm)	1096		1488	1579	1601	2618	1630	3260			3248	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	58	0	74	347	47	237	21	689	0	0	1042	26
RTOR Reduction (vph)	0	0	68	0	0	163	0	0	0	0	1	0
Lane Group Flow (vph)	58	0	6	194	200	74	21	689	0	0	1067	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Turn Type	custom		custom	Split		custom	Prot					
Protected Phases				8	8	8 5	1	6			2	
Permitted Phases	7		7									
Actuated Green, G (s)	9.4		9.4	18.4	18.4	37.5	3.2	60.6			72.0	
Effective Green, g (s)	9.4		9.4	18.4	18.4	37.5	3.7	61.1			72.5	
Actuated g/C Ratio	0.08		0.08	0.15	0.15	0.31	0.03	0.51			0.60	
Clearance Time (s)	4.0		4.0	4.0	4.0		4.5	4.5			4.5	
Vehicle Extension (s)	2.5		2.5	2.5	2.5		2.5	2.5			2.5	
Lane Grp Cap (vph)	86		117	242	245	818	50	1660			1962	
v/s Ratio Prot				0.12	c0.12	0.03	0.01	c0.21			c0.33	
v/s Ratio Perm	c0.05		0.00									
v/c Ratio	0.67		0.05	0.80	0.82	0.09	0.42	0.42			0.54	
Uniform Delay, d1	53.8		51.2	49.0	49.2	29.2	57.1	18.3			14.0	
Progression Factor	1.00		1.00	1.00	1.00	1.00	0.76	0.54			1.00	
Incremental Delay, d2	17.3		0.1	16.7	18.2	0.0	4.0	0.7			1.1	
Delay (s)	71.1		51.3	65.8	67.3	29.2	47.6	10.6			15.1	
Level of Service	E		D	E	E	C	D	B			B	
Approach Delay (s)		60.0			52.5			11.7			15.1	
Approach LOS		E			D			B			B	

Intersection Summary			
HCM Average Control Delay	25.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	10	35	0	0	0	15	670	345	370	955	65
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0					4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00					1.00	0.95	1.00	0.97	0.95	
Frt		0.90					1.00	1.00	0.85	1.00	0.99	
Flt Protected		1.00					0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1551					1630	3260	1458	3225	3234	
Flt Permitted		1.00					0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1551					1630	3260	1458	3225	3234	
Peak-hour factor, PHF	0.96	0.96	0.92	0.92	0.96	0.96	0.92	0.92	0.92	0.96	0.92	0.96
Adj. Flow (vph)	5	10	38	0	0	0	16	728	375	385	1038	68
RTOR Reduction (vph)	0	36	0	0	0	0	0	0	95	0	2	0
Lane Group Flow (vph)	0	17	0	0	0	0	16	728	280	385	1104	0
Heavy Vehicles (%)	0%	0%	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%
Turn Type	Split						Prot		Perm	Prot		
Protected Phases	4	4					5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		7.3					5.1	77.9	77.9	21.8	94.6	
Effective Green, g (s)		7.3					5.6	78.4	78.4	22.3	95.1	
Actuated g/C Ratio		0.06					0.05	0.65	0.65	0.19	0.79	
Clearance Time (s)		4.0					4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)		2.5					2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)		94					76	2130	953	599	2563	
v/s Ratio Prot		c0.01					0.01	0.22		c0.12	c0.34	
v/s Ratio Perm									0.19			
v/c Ratio		0.18					0.21	0.34	0.29	0.64	0.43	
Uniform Delay, d1		53.5					55.1	9.3	8.9	45.2	3.9	
Progression Factor		1.00					1.00	1.00	1.00	0.95	1.32	
Incremental Delay, d2		0.7					1.0	0.4	0.8	1.8	0.5	
Delay (s)		54.2					56.1	9.7	9.7	44.8	5.7	
Level of Service		D					E	A	A	D	A	
Approach Delay (s)		54.2			0.0			10.4			15.8	
Approach LOS		D			A			B			B	

Intersection Summary			
HCM Average Control Delay	14.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

1: Garfield St & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	43.9	27.9	18.5	43.8	43.6	6.6	55.8	24.5	11.2	40.0	19.3	6.1

1: Garfield St & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	27.5

2: Lowry Ln & OR 99 Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	38.1	8.5	40.9	56.2	14.7	50.1	12.3	10.7	44.1	6.2	5.4	13.4

3: Bear Creek Corporation Dr & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	39.6	34.5	8.0	41.7	35.9	10.6	17.7	7.8	6.9	9.4	4.4	3.3

3: Bear Creek Corporation Dr & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	8.4

4: S Stage Rd & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	36.2	30.8	16.3	33.6	27.7	14.0	49.5	26.5	22.4	38.7	26.9	27.6

4: S Stage Rd & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	28.6

5: Fern Valley Rd & OR 99 Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	50.4	19.4	44.0	31.6	4.4	67.2	6.3	17.6	14.3	18.3

6: Bolz Rd & OR 99 Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	55.5	62.1	7.2	61.1	27.5	19.0	48.8	7.2	6.4	21.3

68: Int Performance by movement

Movement	SBT	NWR	All
Delay / Veh (s)	3.3	1.9	2.6

70: Charlotte Anne Rd & OR 99 Performance by movement

Movement	NBT	NBR	SBT	All
Delay / Veh (s)	3.8	4.5	3.1	3.5

72: Walnut Way & OR 99 Performance by movement

Movement	WBR	NBT	SBT	All
Delay / Veh (s)	9.2	11.0	7.3	9.1

74: Fern Valley Rd & Bolz Rd Performance by movement

Movement	WBT	NBT	NBR	All
Delay / Veh (s)	0.8	1.3	2.9	1.9

Total Network Performance

Delay / Veh (s)	68.9

Intersection: 1: Garfield St & OR 99

Movement	EB	EB	EB	WB	WB	WB	WB	B21	B21	NB	NB	NB
Directions Served	L	T	TR	L	L	T	R	T	T	L	T	T
Maximum Queue (ft)	99	107	143	186	325	738	424	92	75	117	249	255
Average Queue (ft)	37	54	73	95	140	310	41	6	3	35	117	136
95th Queue (ft)	81	94	121	163	303	615	245	77	54	88	216	233
Link Distance (ft)		498	498			760	760	1228	1228		1153	1153
Upstream Blk Time (%)						1	0					
Queuing Penalty (veh)						0	0					
Storage Bay Dist (ft)	250			300	300					250		
Storage Blk Time (%)					0	9					0	
Queuing Penalty (veh)					0	27					0	

Intersection: 1: Garfield St & OR 99

Movement	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R
Maximum Queue (ft)	216	101	120	226	247	22
Average Queue (ft)	80	53	65	109	126	1
95th Queue (ft)	165	92	105	183	204	16
Link Distance (ft)				2347	2347	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	350	275	275			600
Storage Blk Time (%)				0		
Queuing Penalty (veh)				0		

Intersection: 2: Lowry Ln & OR 99

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	77	73	189	109	58	262	288	167	151	180
Average Queue (ft)	31	26	93	47	11	95	120	80	53	70
95th Queue (ft)	68	57	159	84	38	206	238	146	131	156
Link Distance (ft)	102	102	728			978	978		1286	1286
Upstream Blk Time (%)	0	0								
Queuing Penalty (veh)	0	0								
Storage Bay Dist (ft)				200	200			200		
Storage Blk Time (%)			0			1		0	0	
Queuing Penalty (veh)			0			0		0	0	

Intersection: 3: Bear Creek Corporation Dr & OR 99

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	70	88	65	74	57	46	161	178	44	113	149
Average Queue (ft)	27	43	24	30	18	10	39	54	9	32	53
95th Queue (ft)	62	76	50	66	43	35	107	135	31	85	115
Link Distance (ft)		666	666		142		2624	2624		978	978
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	150			50		250			250		
Storage Blk Time (%)				8	2						
Queuing Penalty (veh)				2	1						

Intersection: 4: S Stage Rd & OR 99

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	149	309	166	210	274	400	427	223	337	394
Average Queue (ft)	77	121	60	88	159	162	189	90	179	236
95th Queue (ft)	140	237	124	164	270	327	347	170	299	357
Link Distance (ft)		1181		431		5070	5070		2624	2624
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	125		200		250			250		
Storage Blk Time (%)	1	7	0	0	3	1		0	1	
Queuing Penalty (veh)	4	8	0	0	10	3		0	2	

Intersection: 5: Fern Valley Rd & OR 99

Movement	EB	EB	B56	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	R	T	L	LT	R	R	L	T	T	T	TR
Maximum Queue (ft)	128	53	73	253	280	168	150	90	195	212	365	369
Average Queue (ft)	67	40	7	144	149	9	23	23	30	36	181	190
95th Queue (ft)	132	67	41	225	237	72	103	62	116	130	339	351
Link Distance (ft)	61		368		319	319	319		433	433	1821	1821
Upstream Blk Time (%)	15	1			0	0						
Queuing Penalty (veh)	0	0			0	0						
Storage Bay Dist (ft)		100		200				100				
Storage Blk Time (%)	15	1		2	3			0	2			
Queuing Penalty (veh)	11	0		5	5			1	0			

Intersection: 6: Bolz Rd & OR 99

Movement	EB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	T	T	R	L	L	T	TR
Maximum Queue (ft)	123	66	403	441	255	260	311	304	328
Average Queue (ft)	30	14	184	205	128	140	160	80	95
95th Queue (ft)	89	44	346	375	261	231	264	223	247
Link Distance (ft)	308		787	787				433	433
Upstream Blk Time (%)								0	0
Queuing Penalty (veh)								0	0
Storage Bay Dist (ft)		100			100	275	275		
Storage Blk Time (%)		0	22	28	14	0	1	0	
Queuing Penalty (veh)		0	3	96	47	1	4	2	

Intersection: 68: Int

Movement	NW
Directions Served	R
Maximum Queue (ft)	4
Average Queue (ft)	0
95th Queue (ft)	3
Link Distance (ft)	912
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 70: Charlotte Anne Rd & OR 99

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 72: Walnut Way & OR 99

Movement	WB
Directions Served	LR
Maximum Queue (ft)	59
Average Queue (ft)	19
95th Queue (ft)	51
Link Distance (ft)	745
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 74: Fern Valley Rd & Bolz Rd

Movement	WB
Directions Served	T
Maximum Queue (ft)	10
Average Queue (ft)	0
95th Queue (ft)	8
Link Distance (ft)	826
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 232

HCM Signalized Intersection Capacity Analysis
1: Garfield St & OR 99

7/31/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	215	70	370	475	115	45	635	400	205	700	75
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		0.97	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1662	3178		3193	1733	1488	1583	3292	1488	3225	3292	1473
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1662	3178		3193	1733	1488	1583	3292	1488	3225	3292	1473
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	53	226	74	389	500	121	47	668	421	216	737	79
RTOR Reduction (vph)	0	33	0	0	0	80	0	0	289	0	0	47
Lane Group Flow (vph)	53	267	0	389	500	41	47	668	132	216	737	32
Heavy Vehicles (%)	0%	1%	0%	1%	1%	0%	5%	1%	0%	0%	1%	1%
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases						4			6			2
Actuated Green, G (s)	4.5	22.8		13.4	31.7	31.7	2.7	28.2	28.2	10.9	36.4	36.4
Effective Green, g (s)	4.5	22.8		13.4	31.7	31.7	4.1	29.6	29.6	12.3	37.8	37.8
Actuated g/C Ratio	0.05	0.24		0.14	0.34	0.34	0.04	0.31	0.31	0.13	0.40	0.40
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	5.4	5.4	5.4	5.4	5.4	5.4
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.8	4.8	2.5	4.8	4.8
Lane Grp Cap (vph)	79	770		455	584	501	69	1036	468	422	1322	592
v/s Ratio Prot	0.03	0.08		c0.12	c0.29		0.03	c0.20		c0.07	0.22	
v/s Ratio Perm						0.03			0.09			0.02
v/c Ratio	0.67	0.35		0.85	0.86	0.08	0.68	0.64	0.28	0.51	0.56	0.05
Uniform Delay, d1	44.1	29.5		39.4	29.1	21.3	44.4	27.7	24.3	38.1	21.7	17.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	18.4	0.2		14.3	11.7	0.1	22.4	1.8	0.6	0.8	0.8	0.1
Delay (s)	62.5	29.7		53.7	40.7	21.3	66.7	29.6	24.9	38.9	22.5	17.3
Level of Service	E	C		D	D	C	E	C	C	D	C	B
Approach Delay (s)		34.6			43.4			29.4			25.5	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM Average Control Delay	32.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	94.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	120	70	230	105	90	115	260	735	125	145	840	275
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.89		1.00	0.92		1.00	0.98		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	1549		1662	1603		1662	3225		1662	3170	
Flt Permitted	0.47	1.00		0.28	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	823	1549		495	1603		1662	3225		1662	3170	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	126	74	242	111	95	121	274	774	132	153	884	289
RTOR Reduction (vph)	0	140	0	0	55	0	0	18	0	0	34	0
Lane Group Flow (vph)	126	176	0	111	161	0	274	888	0	153	1139	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	1%
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								
Actuated Green, G (s)	18.7	18.7		18.7	18.7		15.1	31.2		16.9	33.0	
Effective Green, g (s)	18.7	18.7		18.7	18.7		16.5	32.6		18.3	34.4	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.20	0.40		0.22	0.42	
Clearance Time (s)	4.0	4.0		4.0	4.0		5.4	5.4		5.4	5.4	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	5.2		2.5	5.2	
Lane Grp Cap (vph)	189	355		113	367		336	1288		373	1336	
v/s Ratio Prot		0.11			0.10		c0.16	0.28		0.09	c0.36	
v/s Ratio Perm	0.15			c0.22								
v/c Ratio	0.67	0.50		0.98	0.44		0.82	0.69		0.41	0.85	
Uniform Delay, d1	28.6	27.4		31.3	27.0		31.1	20.3		27.0	21.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.8	0.8		78.7	0.6		13.8	2.1		0.5	6.0	
Delay (s)	36.4	28.2		110.0	27.6		44.9	22.4		27.6	27.4	
Level of Service	D	C		F	C		D	C		C	C	
Approach Delay (s)		30.5			55.5			27.6			27.4	
Approach LOS		C			E			C			C	

Intersection Summary			
HCM Average Control Delay	30.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	81.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	89.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	65	0	80	380	50	260	25	755	0	0	1140	30
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0			4.0	
Lane Util. Factor	1.00		1.00	0.95	0.95	0.88	1.00	0.95			0.95	
Frt	1.00		0.85	1.00	1.00	0.85	1.00	1.00			1.00	
Flt Protected	0.95		1.00	0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1662		1488	1579	1601	2618	1630	3260			3247	
Flt Permitted	0.61		1.00	0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (perm)	1066		1488	1579	1601	2618	1630	3260			3247	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	68	0	84	400	53	274	26	795	0	0	1200	32
RTOR Reduction (vph)	0	0	76	0	0	182	0	0	0	0	1	0
Lane Group Flow (vph)	68	0	8	224	229	92	26	795	0	0	1231	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Turn Type	custom		custom	Split		custom	Prot					
Protected Phases				8	8	8 5	1	6			2	
Permitted Phases	7		7									
Actuated Green, G (s)	11.1		11.1	20.2	20.2	40.3	4.6	56.1			67.1	
Effective Green, g (s)	11.1		11.1	20.2	20.2	40.3	5.1	56.6			67.6	
Actuated g/C Ratio	0.09		0.09	0.17	0.17	0.34	0.04	0.47			0.56	
Clearance Time (s)	4.0		4.0	4.0	4.0		4.5	4.5			4.5	
Vehicle Extension (s)	2.5		2.5	2.5	2.5		2.5	2.5			2.5	
Lane Grp Cap (vph)	99		138	266	270	879	69	1538			1829	
v/s Ratio Prot				0.14	c0.14	0.04	0.02	c0.24			c0.38	
v/s Ratio Perm	c0.06		0.01									
v/c Ratio	0.69		0.06	0.84	0.85	0.10	0.38	0.52			0.67	
Uniform Delay, d1	52.8		49.7	48.4	48.4	27.4	55.9	22.1			18.4	
Progression Factor	1.00		1.00	1.00	1.00	1.00	1.48	0.56			1.00	
Incremental Delay, d2	16.6		0.1	20.5	20.9	0.0	2.3	1.2			2.0	
Delay (s)	69.3		49.8	68.9	69.3	27.5	85.0	13.5			20.4	
Level of Service	E		D	E	E	C	F	B			C	
Approach Delay (s)		58.5			53.4			15.8			20.4	
Approach LOS		E			D			B			C	

Intersection Summary			
HCM Average Control Delay	29.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	10	40	0	0	0	15	770	395	425	1100	75
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0					4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00					1.00	0.95	1.00	0.97	0.95	
Frt		0.91					1.00	1.00	0.85	1.00	0.99	
Flt Protected		0.99					0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1555					1630	3260	1458	3225	3234	
Flt Permitted		0.99					0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1555					1630	3260	1458	3225	3234	
Peak-hour factor, PHF	0.96	0.96	0.92	0.92	0.96	0.96	0.92	0.92	0.92	0.96	0.92	0.96
Adj. Flow (vph)	10	10	43	0	0	0	16	837	429	443	1196	78
RTOR Reduction (vph)	0	40	0	0	0	0	0	0	108	0	2	0
Lane Group Flow (vph)	0	23	0	0	0	0	16	837	321	443	1272	0
Heavy Vehicles (%)	0%	0%	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%
Turn Type	Split						Prot		Perm	Prot		
Protected Phases	4	4					5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		7.5					2.9	73.5	73.5	26.0	96.6	
Effective Green, g (s)		7.5					3.4	74.0	74.0	26.5	97.1	
Actuated g/C Ratio		0.06					0.03	0.62	0.62	0.22	0.81	
Clearance Time (s)		4.0					4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)		2.5					2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)		97					46	2010	899	712	2617	
v/s Ratio Prot		c0.01					0.01	0.26		c0.14	c0.39	
v/s Ratio Perm									0.22			
v/c Ratio		0.23					0.35	0.42	0.36	0.62	0.49	
Uniform Delay, d1		53.5					57.2	11.9	11.3	42.2	3.6	
Progression Factor		1.00					1.00	1.00	1.00	0.86	0.83	
Incremental Delay, d2		0.9					3.3	0.6	1.1	1.1	0.5	
Delay (s)		54.4					60.5	12.5	12.4	37.5	3.5	
Level of Service		D					E	B	B	D	A	
Approach Delay (s)		54.4			0.0			13.1			12.3	
Approach LOS		D			A			B			B	

Intersection Summary			
HCM Average Control Delay	13.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

1: Garfield St & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	49.9	29.8	21.0	66.5	57.9	8.4	57.0	25.8	12.2	44.1	20.8	6.6

1: Garfield St & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	33.0

2: Lowry Ln & OR 99 Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	35.0	9.8	38.4	47.2	16.3	52.6	13.9	13.2	46.9	7.5	5.6	14.5

3: Bear Creek Corporation Dr & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	41.2	38.4	10.5	43.0	40.1	12.6	18.6	9.0	8.8	15.1	5.9	4.6

3: Bear Creek Corporation Dr & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	9.9

4: S Stage Rd & OR 99 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	42.4	31.9	18.7	32.9	27.0	16.9	58.6	27.3	23.9	48.3	35.4	40.2

4: S Stage Rd & OR 99 Performance by movement

Movement	All
Delay / Veh (s)	33.9

5: Fern Valley Rd & OR 99 Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	52.9	25.3	43.6	35.3	5.8	64.8	12.5	23.0	18.3	22.8

6: Bolz Rd & OR 99 Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	61.9	52.8	6.2	63.4	12.5	8.4	47.0	5.2	4.8	14.5

68: Int Performance by movement

Movement	SBT	NWR	All
Delay / Veh (s)	3.0	2.4	2.7

70: Charlotte Anne Rd & OR 99 Performance by movement

Movement	NBT	NBR	SBT	All
Delay / Veh (s)	4.1	3.7	3.4	3.8

72: Walnut Way & OR 99 Performance by movement

Movement	WBR	NBT	SBT	All
Delay / Veh (s)	8.8	11.5	8.3	9.8

74: Fern Valley Rd & Bolz Rd Performance by movement

Movement	WBT	NBT	NBR	All
Delay / Veh (s)	0.9	1.5	2.8	1.9

Total Network Performance

Delay / Veh (s)	75.7

Intersection: 1: Garfield St & OR 99

Movement	EB	EB	EB	WB	WB	WB	WB	B21	B21	NB	NB	NB
Directions Served	L	T	TR	L	L	T	R	T	T	L	T	T
Maximum Queue (ft)	112	162	186	265	325	803	568	316	228	89	320	304
Average Queue (ft)	42	73	91	132	198	457	90	40	19	32	140	156
95th Queue (ft)	93	128	150	239	370	854	438	228	148	72	250	255
Link Distance (ft)		498	498			760	760	1228	1228		1153	1153
Upstream Blk Time (%)						6	0					
Queuing Penalty (veh)						0	0					
Storage Bay Dist (ft)	250			300	300					250		
Storage Blk Time (%)				1	1	18					1	
Queuing Penalty (veh)				3	4	67					0	

Intersection: 1: Garfield St & OR 99

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	L	T	T
Maximum Queue (ft)	198	140	143	243	249
Average Queue (ft)	95	63	77	125	147
95th Queue (ft)	170	114	126	211	230
Link Distance (ft)				2347	2347
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	350	275	275		
Storage Blk Time (%)				0	
Queuing Penalty (veh)				0	

Intersection: 2: Lowry Ln & OR 99

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	90	78	189	145	73	314	347	194	264	266
Average Queue (ft)	37	27	94	54	9	109	140	87	77	98
95th Queue (ft)	79	60	167	100	29	238	279	161	184	198
Link Distance (ft)	102	102	728			978	978		1286	1286
Upstream Blk Time (%)	0	0								
Queuing Penalty (veh)	0	0								
Storage Bay Dist (ft)				200	200			200		
Storage Blk Time (%)			0		0	1		1	0	
Queuing Penalty (veh)			0		0	0		5	0	

Intersection: 3: Bear Creek Corporation Dr & OR 99

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	82	110	79	74	88	44	204	228	47	147	192
Average Queue (ft)	33	50	29	33	21	11	50	65	13	53	76
95th Queue (ft)	72	90	60	71	59	36	138	164	39	122	154
Link Distance (ft)		666	666		142		2624	2624		978	978
Upstream Blk Time (%)					0						
Queuing Penalty (veh)					0						
Storage Bay Dist (ft)	150			50		250			250		
Storage Blk Time (%)				11	2		0				
Queuing Penalty (veh)				3	1		0				

Intersection: 4: S Stage Rd & OR 99

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	149	345	198	230	274	435	454	272	520	578
Average Queue (ft)	87	147	72	101	182	198	223	115	259	314
95th Queue (ft)	158	283	139	188	280	375	369	213	443	497
Link Distance (ft)		1181		431		5070	5070		2624	2624
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	125		200		250			250		
Storage Blk Time (%)	3	10	0	1	6	1		0	6	
Queuing Penalty (veh)	9	12	0	1	24	3		0	9	

Intersection: 5: Fern Valley Rd & OR 99

Movement	EB	EB	B56	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	R	T	L	LT	R	R	L	T	T	T	TR
Maximum Queue (ft)	128	54	111	260	284	164	172	105	243	271	448	458
Average Queue (ft)	78	42	14	156	165	16	33	28	93	109	251	261
95th Queue (ft)	143	67	67	245	251	89	128	77	190	213	415	425
Link Distance (ft)	61		368		319	319	319		433	433	1821	1821
Upstream Blk Time (%)	24	1			0					0		
Queuing Penalty (veh)	0	0			0					0		
Storage Bay Dist (ft)		100		200				100				
Storage Blk Time (%)	24	1		4	5			1	8			
Queuing Penalty (veh)	20	1		9	10			3	2			

Intersection: 6: Bolz Rd & OR 99

Movement	EB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	T	T	R	L	L	T	TR
Maximum Queue (ft)	121	55	278	352	252	302	327	302	283
Average Queue (ft)	32	14	119	142	86	156	172	72	89
95th Queue (ft)	91	44	220	259	197	246	263	202	226
Link Distance (ft)	308		787	787				433	433
Upstream Blk Time (%)								0	
Queuing Penalty (veh)								0	
Storage Bay Dist (ft)		100			100	275	275		
Storage Blk Time (%)			9	12	5	0	0	0	
Queuing Penalty (veh)			1	47	19	2	3	0	

Intersection: 68: Int

Movement	NW
Directions Served	R
Maximum Queue (ft)	21
Average Queue (ft)	1
95th Queue (ft)	11
Link Distance (ft)	1198
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 70: Charlotte Anne Rd & OR 99

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 72: Walnut Way & OR 99

Movement	WB
Directions Served	LR
Maximum Queue (ft)	50
Average Queue (ft)	17
95th Queue (ft)	45
Link Distance (ft)	745
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 74: Fern Valley Rd & Bolz Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 258

OR 99 Rogue Valley Corridor Plan

Garfield Road to S. Valley View Road

Technical Memorandum #10

Public Involvement Summary

Prepared for

Oregon Department of Transportation, Region 3
3500 NW Stewart Parkway
Roseburg, Oregon 97470

Prepared by

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2100 SW River Parkway
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February 2015

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Appendix A. Technical Advisory Committee Meeting Materials

Appendix B. Citizen Advisory Committee Meeting Materials

Appendix C. Public Open House Meeting Materials

10. PUBLIC INVOLVEMENT SUMMARY

The public involvement process for I-5 OR 99 Corridor Plan included a technical advisory committee (TAC), a citizen advisory committee (CAC), and general public outreach.

10.1. Advisory Committees

Two advisory committees were formed to provide input during the development of the IAMP:

- The TAC provided technical and policy guidance and served as the primary body making recommendations about the project. The committee was composed primarily of ODOT and local jurisdiction staff.
- The CAC provided stakeholder input and offered recommendations to the TAC. The committee was composed of interested citizens, property owners, business representatives, and other stakeholders along the corridor. Initially, separate committees were formed for the northern portion of the corridor in Phoenix and the southern portion of the corridor in Talent. Eventually, the committees were combined because of low participation.

10.1.1. Technical Advisory Committee

Five TAC meetings were scheduled during development of the Corridor Plan. Meetings were held on the following dates:

1. May 23, 2011 – Topic: Purpose, Process, Goals and Objectives, Environmental and Land Use Reconnaissance, and Existing Conditions Analysis
2. October 27, 2011 – Topic: Future Baseline Analysis, Summary of Deficiencies, Concept Development
3. March 21, 2012 – Topic: Concept Development, Concept Analysis, Discussion and Recommendations
4. February 20, 2013 – Topic: Additional Concepts, Preferred Alternative, Access Management, Recommendations for Corridor Plan
5. November 21, 2013 – New Concepts Identified, Preferred Alternative, Access Management, Recommendations for Corridor Plan

Meeting materials, including agendas and summaries (with presentations) are attached in Appendix A.

10.1.2. Citizen Advisory Committee

The CAC outreach began with phone interviews conducted in June 2011. DEA called/emailed CAC participants to perform introductions and set up a time/date to conduct a detailed discussion. The interview asked questions about the goals and objectives and the existing system deficiencies.

Three CAC meetings were scheduled during development of the Corridor Plan. Meetings were held on the following dates:

1. October 26, 2011 (Phoenix) and October 27, 2011 (Talent) – Topic: Purpose, Process, Goals and Objectives, Environmental and Land Use Reconnaissance, and Existing Conditions Analysis, Future Baseline Analysis, Summary of Deficiencies, Concept Development
2. March 21, 2012 – Topic: Concept Development, Concept Analysis, Discussion and Recommendations (Joint meeting of Phoenix and Talent CACs)
3. February 20, 2013 – Topic: Additional Concepts, Preferred Alternative, Access Management, Recommendations for Corridor Plan (Joint meeting of Phoenix and Talent CACs)

Meeting materials, including agendas and summaries (with presentations) are attached in Appendix B.

10.2. General Public Outreach

General public outreach included web-accessible materials and three public open houses.

10.2.1. Website

Meetings were announced and project documents (technical memoranda and reports) were posted on the ODOT Region 3 website. (http://www.oregon.gov/ODOT/HWY/REGION3/Pages/OR99Corridor.aspx)

10.2.2. Public Open Houses

Public open houses were held as informational exchanges where staff and consultant presented and explained project information and the general public could provide input and comment on issues and concerns of importance to them.

Five public open houses were held during development of the Corridor Plan. Open houses were held on the following dates:

1. November 15, 2011 in the City of Talent – Topic: Introduction, Process, Existing Deficiencies, and Future Deficiencies , Aerials for Identifying Concerns
2. November 17, 2011 in the City of Phoenix – Topic: Introduction, Process, Existing Deficiencies, and Future Deficiencies , Aerials for Identifying Concerns
3. April 4, 2012 in the City of Phoenix – Topic: Process, Goals and Objectives, Concept Evaluation
4. April 5, 2012 in the City of Phoenix – Topic: Process, Goals and Objectives, Concept Evaluation
5. July 24, 2014 in Jackson County – Topic: Draft Corridor Plan

A Spanish language interpreter was available at the Open Houses.

Meeting materials, including agendas and summaries (with presentations) are attached in Appendix C.

The public open houses were advertised using a variety of outreach tools including:

- Press Release
- Website
- Radio ads
- Radio interviews
- Newspaper ads
- Newspaper stories
- TV stories

Attachments:
Appendix A. Technical Advisory Committee Meeting Materials
Appendix B. Citizen Advisory Committee Meeting Materials
Appendix C. Public Open House Meeting Materials

Appendix A. Technical Advisory Committee Meeting Materials

OR 99 Corridor Plan

Technical Advisory Committee

Meeting #1 – May 23, 2011

Meeting Notes

Attendees: See Attached List

Introductions

Lisa Cortes opened the first TAC meeting with a general overview of the project. She introduced herself as the ODOT project manager and identified the consultant team. We then went around the room and everyone in attendance stated their name and the community or agency they were representing.

Project Overview

Jennifer Danziger, the Consultant project manager, provided a brief overview of the OR 99 Corridor purpose, process, goals, and planning area. The information she covered is contained in slides 2 through 7 of the attached presentation.

Review of Existing Conditions

Shelly Alexander, the Consultant traffic engineer, presented a summary of the existing conditions data collection and analysis that has been completed to date. The information she covered is contained in slides 8 through 24 of the attached presentation. Comments/questions during the presentation are documented below in the existing conditions discussion.

Existing Conditions Discussion

The following comments/questions were received during the meeting:

- It would be helpful to have the milepoints included in the inventory table.
- The Closed Circuit Television cameras on I-5 are not located within the project study area.
- How does the downward trend on OR 99 compare with trends on I-5? *Trends are similar at the ATR locations on both roadways but greater at some of the other locations on I-5. On OR 99, the downward trend at the ATR (milepoint 15.93, north of Talent Avenue) was -4.3% between 2004 and 2009. It ranged from about -4% to -12% at the other locations where counts are collected every three years and estimated for other years. On I-5, the downward trend at the two ATRs bracketing the study area was -4.4% (milepoint 11.03, south of OR 99) and -5.5% (milepoint 28.33, south of the Medford interchange). It ranged from -4% to -17% at the other locations where counts are collected every three years.*

- How are we going to do the forecasts? Will we do a uniform or average adjustment to off-set the currently low existing volumes? *DEA is working with ODOT on a methodology right now but it will likely involve a uniform corridor adjustment.*
- What about RPS (Regional Problem Solving), are we considering it in this study? *There is no plan to look at a RPS scenario as part of this study, which focuses on a roughly 20-year planning horizon similar to the Regional Transportation Plan (RTP).*
- Do we have data for alternative modes? *RVTD volunteered to provide DEA with ridership and boarding data for the corridor. There is no organization collecting bicycle and pedestrian data but some is available with the traffic counts ODOT collected. Anecdotal reports that the bike mode share is increasing along the corridor.*
- The ODOT model of S Valley View Road shows a v/c ratio of 0.92. *DEA will follow up with ODOT regarding the difference in traffic volumes and operational results.*
- Rose Street at OR 99 is a high crash location. A traffic signal at this location should be considered.
- How did the crash data change at Garfield Street before and after the improvements at that location associated with the South Medford Interchange? *Review of data shows that annual crashes did not change significantly during the 5-year period.*
- We've received some anecdotal reports that there are a lot of near misses at the south end of the couplet in Phoenix.
- It would be nice to have a copy of the process and schedule of future meetings. *The process is on slide 4 in the attached presentation and the next meeting is anticipated to be August 2011.*
- Recommendation that the Urban Reserves from RPS should be considered as some of them could be incorporated in the next 20 years and they would affect the corridor forecasts.
- Does the model have the ability to account for future gas prices? *No the model does not attempt to account for factors such as gas prices.*
- RVCOG would like to embark on some future scenario planning if they can secure funding for the effort. This effort would involve the cities within the corridor.
- There are no longer any gaps in the Bear Creek Greenway and Bear Creek does not cross under OR 99 – need to correct in tech memo.
- Medford is working on a UGB expansion plan and update to TSP. This effort will be completed by 2013. Medford is revamping the base year land use data used in the TPAU model. TPAU expects to be done in 3-4 weeks. Changes in 2034 model will also be coming – Medford is working on new numbers.
- Project team should consider expanding study area to the north to point where Medford jurisdiction takes over and ODOT jurisdiction ends. Only a short distance but the improved section does not have a sidewalk on both sides of the highway.
- There is a left-turn lane planned at the intersection of Creel Road at Highway 99.
- Check the STIP for other funded/planned projects.

- The City Center Plan reviewed in the tech memo is obsolete. The most current version is 2002. *DEA has a copy and will update the review.*
- Phoenix is looking at doing an inventory of buildings downtown. Many have some historical significance even if they don't end up on the National Registry.
- Need to consider the potential for additional commercial development around the Fern Valley Interchange after the improvements are implemented. Have we accounted for this in the model? *An Interchange Area Management Plan for Exit 24 addresses land use immediately around the interchange as well as a larger study area. That plan includes land use management measures.*
- RVCOG did some corridor planning for OR 99. They have inventory data from Central Point to Ashland and will share it with DEA.
- What is the purpose and end product from this study? Will there be specific projects that come out? *There will be a prioritized list of projects but this project will not include implementation of any improvements. The plan will enable local jurisdictions and ODOT to pursue funding for specific projects identified in the plan.*
- How wide an area are we addressing? *The study focuses primarily within the OR 99 corridor although there could be recommendations for local system enhancements as well. Some of the reconnaissance work used ½-mile radius because some type of boundary was needed to summarize data.*
- Is Phoenix considering going to 2-way traffic on N Main Street and Bear Creek Drive? *City Center Plan has some ideas for additional street network but no 2-way conversion.*
- A jurisdictional transfer of the couplet is possible after the completion of the Fern Valley Interchange. Will this affect the study/results? *The potential for a jurisdictional transfer could affect the identification of preferred improvements on the couplet as well as the agency likely to be implementing the improvements.*
- Speed on the couplet is an issue, particularly Bear Creek Drive. There is a desire for a speed reduction throughout the couplet. Will that be addressed or considered as part of this project? *It is very difficult to reduce the speed on a roadway without changing the physical characteristics of the roadway to support a reduction. Measures, such as streetscape modifications that might ultimately lead to speed reduction, will be considered in the process.*
- It would be good to have all of this information available on the internet with links on the web pages of all jurisdictions participating in the project. *ODOT will look in to options for posting the information and making it available online.*
- It would be good to understand how much input the TAC has in the process.
- Eagle Point TSP had a great process for sharing input. Could we set up some kind of site for sharing memos and allowing TAC members to comment and communicate directly? *ODOT experience has shown that this can work for a small group but that it doesn't work as well for a large group like the one in place for this plan.*

Next Steps

DEA is currently working on the future conditions analysis for the corridor.

The next round of meetings (TAC, Citizen Committee, Public Open Houses) was anticipated in late July/early August of 2011 (slide 25). However, several issues were raised (Medford land use/ODOT model updates and suggestions for expanding the study area) which need to be investigated further. Next meetings will likely be in mid- to late August. We will provide as much notice as possible about the schedule for those meetings.

Attachments:
Attendance Sheet
PowerPoint Presentation

OR 99 TAC #1

5/23/11

NAME	ORGANIZATION	PHONE / EMAIL
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TOPS 35500

OR 99 Corridor Plan

Technical Advisory Committee
Meeting #1 - May 23, 2011

DAVID EVANS and ASSOCIATES INC.

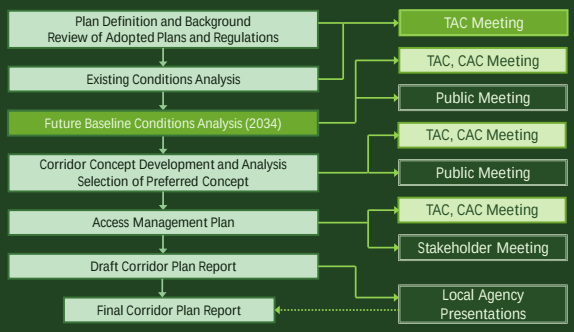
Presentation Topics

1. Project Overview
   - Purpose
   - Process
   - Goals & Objectives
2. Work Completed
   - Environmental and Land Use Reconnaissance
   - Existing Conditions Analysis
3. Next Steps

Project Purpose

- Determine how the existing highway functions
  - Existing conditions – Year 2010
  - Future conditions – Year 2034
- Identify strategies/improvements to enhance safety and capacity within the corridor
  - Demand and System Management
  - Additional Infrastructure
- Build upon other transportation projects
  - Fern Valley and South Medford Interchanges (Exit 24 & 27)
  - I-5 Rogue Valley Corridor Plan
  - Regional Transportation Plan

Corridor Planning Process



Draft Corridor Goals

Four Goals with Supporting Objectives:

Goal 1: Mobility

Improve the OR 99 corridor and identify potential local system enhancements that link communities, neighborhoods, and businesses and address the existing and future transportation needs of moving both people and goods through the corridor.

Goal 2: Multimodal System

Provide a multimodal transportation system that accommodates the needs of all users.

Draft Corridor Goals (continued)

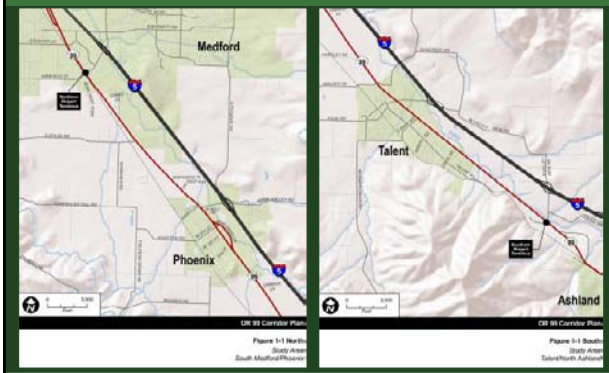
Goal 3: Livability

Provide a transportation system than enhances community livability and promotes economic development while minimizing environmental impacts.

Goal 4: Safety

Promote the safety of current and future travel modes for all users.

Corridor Planning Area



Environmental and Land Use Reconnaissance

Reconnaissance was performed to understand existing environmental and land use issues and to help inform the process of developing conceptual alternatives.

- Environmental Reconnaissance
  - Natural resources such as riparian corridors, wetlands, wildlife habitat, and recreation trails
  - Wildlife crossings and threatened and endangered species
  - Floodplains and floodways
  - Air and noise quality
  - Hazardous materials
  - Visual resources

Environmental and Land Use Reconnaissance (continued)

- Land Use Summary
  - Zoning and Comprehensive Plan designations
  - Community features
    - Parks and recreation areas
    - Historical and Archaeological Resources
    - Section 4(f) and 6(f) resources
  - Right-of-way
  - Canals and Culverts
- Socioeconomic and Environmental Justice

Tech Memo #2 includes an Environmental and Land Use "Red Flag" Summary

Existing Condition Analysis

- Transportation System Inventory
  - Roadways
  - Pedestrian and Bicycle Facilities
  - Transit
  - Freight
  - Intelligent Transportation Systems (ITS)
  - Rail
- Traffic Conditions
  - Design Hourly Volumes - 2010
  - Traffic Operations – 19 intersections
  - Crash History – 2005 through 2009

OR 99 Corridor Inventory

Roadway/ Highway Name	ODOT[1]/Federal[2] Functional Classification	Local Functional Classification	Posted Speed (mph)	No. of Lanes
Garfield Street through S Stage Road *(South Medford Segment)*	District Highway/ Principal Arterial	Arterial	45	5
S Stage Road to Cheryl Lane *(Medford to Phoenix Transition)*	District Highway/ Principal Arterial	Arterial	45	5
Cheryl Lane to Bear Creek Drive/ N. Main Street Couplet *(Phoenix Segment)*	District Highway/ Principal Arterial	Arterial	40-45	5
Bear Creek Drive/N. Main Street Couplet *(Phoenix Segment)*	District Highway/ STA/ Principal Arterial	Arterial	40/30	2/2
Bear Creek Drive/N. Main Street Couplet to Phoenix S. City Limits *(Phoenix Segment)*	District Highway/ Principal Arterial	Arterial	40	4
Phoenix S. City Limits to Colver/Suncrest Road *(Phoenix to Talent Transition)*	District Highway/ Principal Arterial	State Highway	55	4
Colver/Suncrest Road to Talent S. City Limits *(Talent Segment)*	District Highway/ Principal Arterial	Major Arterial	40	5
Talent S. City Limits to S Valley View Road *(Talent to Ashland Transition)*	District Highway/ Principal Arterial	State Highway	45	4

STA = Special Transportation Area

Local Road Inventory

Roadway/ Highway Name		ODOT/Federal Functional Classification	Local Functional Classification	Posted Speed (mph)	No. of Lanes
Medford City Limits	Garfield Street/Belknap Road	OR 99 Minor Arterial	Arterial	--	5
	Bear Creek Corporation Drive	Local	Local	--	2
	Lowry Lane	Local	Local	--	2
	S Stage Road	Minor Arterial/Local	Arterial/Local	45/--	2
Phoenix City Limits	Fern Valley Road	OR 99 Minor Arterial	Arterial	--	2
	E Bolz Road	Local	Local/Arterial	--	2
	4th Street	Urban Collector	Collector	--	2
	1st Street	Minor Arterial	Collector	--	2
	Oak Street	Urban Collector	Collector	--	2
Talent City Limits	Colver/Suncrest Road	Urban Collector	Major Collector	35/25	2
	W Valley View Road	OR 99 Minor Arterial	Major/Minor Arterial	40/25	4/2
	Rapp Road	Urban Collector	Major Collector	25	2
	Arnos Road	Local	Minor Collector	25	2
	Creel Road	Urban Collector	Major Collector	30	2
Jackson County	Talent Avenue/Old Pacific Highway	Rural Major Collector	Collector	--	2
	S Valley View Road	OR 99 State Highway	Arterial	35	2-3

Pedestrian and Bicycle Facilities

- Bear Creek Greenway trail – continuous through the project area
- Sidewalks Present
  - Northeastern side – Garfield St to S Stage Rd in Medford
  - Western side – North of couplet in Phoenix
  - Both sides – SB Couplet (Main St) in Phoenix
  - Southwestern side – Colver/Suncrest Rd to Rapp Rd in Talent
  - Other locations are sporadic or not present
- Bike Lanes Present
  - Both directions – Garfield St to S Stage Rd in Medford
  - Both directions – Colver/Suncrest Rd to Rapp Rd in Talent

Other Facilities

- Transit Facilities
  - One route (#10) operated by Rogue Valley Transit District
  - 30-minute headways from 5:00 AM to 6:30 PM
  - More than 30 stops in study area
- Intelligent Transportation Systems (ITS)
  - 6 ODOT Closed-Circuit Television Cameras (CCTV) on I-5
  - 1 ODOT Automatic Traffic Recorder (ATR) on OR 99 in Talent (milepoint 15.82)
  - 2 ODOT ATRs nearby on OR 62 and I-5
  - 6 Medford ATRs
- Rail
  - Central Oregon and Pacific Railroad (CORP)

Existing Traffic Volumes

- 19 Intersections along OR 99
- Turning movement data collected for 3-hour or 16-hour periods
  - 18 counts between July and September 2010
  - 1 count from October 2009
- Common peak hour between 4:30 and 5:30 PM
- Converted to design hourly volumes (DHV) = 30th highest hour

How does our 2010 base year compare to previous years?

Recent Traffic Volume Trends

Mile point	Count Location	Average Annual Daily Traffic Volume					
		2004*	2005	2006	2007*	2008	2009
9.74	0.05 miles north of S Stage Road	16,100	15,600	14,700	15,100	14,200	14,700
9.81	0.02 miles south of S Stage Road	18,500	17,900	16,900	16,800	15,800	16,300
11.27	0.02 miles south of E. Bolz Lane	18,000	17,400	16,500	17,500	16,500	17,000
11.47	0.02 miles north of 4th Street	18,800	18,200	16,700	17,100	16,100	16,700
11.87	0.02 miles south of Oak Street	12,300	11,900	10,800	12,000	11,300	11,700
13.76	0.10 miles north of Colver/Suncrest Road	10,900	12,200	10,800	10,000	9,400	9,700
14.40	0.20 miles south of W Valley View Road	10,900	12,200	10,800	11,000	10,400	10,700
15.93	0.33 miles north of Talent Avenue	9,400	10,500	9,300	9,300	8,800	9,000
17.04	0.02 miles south of S Valley View Road	19,900	19,300	18,200	18,700	17,600	18,200

* Actual Count Years except at ATR (MP 15.93)

Note: Year 2010 AADT data is not available yet.

Recent Traffic Volume Trends (continued)

- Corridor volumes decreased between 4 and 12 percent between 2004 and 2009
- No distinct pattern of decrease (i.e., not higher on one section and lower on another)

How do we account for this recent trend?

- Keep 2010 as our existing base year
- Account for current economic trend when we look at future volumes

Intersection Operations Evaluation

- Performance Measures
  - Volume/Capacity Ratio
    - *Volume = Traffic Demand*
    - *Capacity = Maximum Throughput*
  - Level of Service A through F based on delay
  - 95th Percentile Queues
- Performance Standards
  - ODOT Standards
    - V/C ratio of 0.90 everywhere except on couplet (0.95) where the STA applies
  - Medford Standard
    - LOS D or better (doesn't apply to the state facility)
  - Other Jurisdictions
    - V/C ratio consistent with ODOT

2010 Existing Intersection Operations

Intersection		Critical Movement	2010 PM Peak Hour V/C Ratio	LOS	Delay	Standards ODOT	Local
Medford City Limits	OR 99 @ Garfield Street (Signalized)	Overall	0.53	C	20 sec.	0.90	D
	OR 99 @ Lowry Lane (Signalized)	Overall	0.47	A	8 sec.	0.90	D
	OR 99 @ Bear Creek Corp Drive (Signalized)	Overall	0.35	A	6 sec.	0.90	D
	OR 99 @ S Stage Road (Signalized)	Overall	0.53	B	12 sec.	0.90	D
Phoenix City Limits	OR 99 @ Fern Valley Road (Signalized)	Overall	0.63	C	29 sec.	0.90	0.90
	OR 99 @ E. Bolz Road	EB R	0.05	B	8 sec.	0.90	0.90
	SB OR 99 (N. Main Street) @ 4th Street	EB T/R	0.35	C	9 sec.	0.95	0.95
	NB OR 99 (Bear Creek Drive) @ 4th Street	EB L	0.22	B	7 sec.	0.95	0.95
	SB OR 99 (N. Main Street) @ 1st Street	EB T/R	0.40	C	8 sec.	0.95	0.95
	NB OR 99 (Bear Creek Drive) @ 1st Street	EB L	0.27	B	8 sec.	0.95	0.95
	SB OR 99 (N. Main Street) @ Oak Street	EB T/R	0.07	B	7 sec.	0.95	0.95
	NB OR 99 (Bear Creek Drive) @ Oak Street	NB L/T	0.22	A	2 sec.	0.95	0.95
Talent City Limits	OR 99 @ Colver/Suncrest Road (Signalized)	Overall	0.41	A	8 sec.	0.90	N.A.
	OR 99 @ W Valley View Road (Signalized)	Overall	0.56	B	17 sec.	0.90	N.A.
	OR 99 @ Rapp Road (Signalized)	Overall	0.43	B	8 sec.	0.90	N.A.
	OR 99 @ Arnos Road	EB L/R	0.13	B	7 sec.	0.90	N.A.
	OR 99 @ Creel Road	EB L/R	0.08	B	7 sec.	0.90	N.A.
Jackson County	OR 99 @ Talent Avenue/Old Pacific Hwy	EB L/R	0.12	C	8 sec.	0.90	N.A.
	OR 99 @ S Valley View Road (Signalized)	Overall	0.66	B	25 sec.	0.90	N.A.

2010 Existing Intersection Queuing

Existing (2010) 95th Percentile Queues Exceeding Available Storage

Intersection	Approach & Movement	95th Percentile Queue	Available Storage	Percent Time Blocked
OR 99 @ Fern Valley Rd (Signalized)	WB L	175 ft.	250 ft.[1]	9%
	SB L	375 ft.	300 ft.[1]	21%
	SB T/R	600 ft.	150 ft.[2]	

1. Storage distance reflects length of travel lane or turn bay.
2. Storage distance reflects spacing to the next public access point.

Crash History

- Five Years of Data (2005 – 2009)
- 308 Crashes in Project Area
  - 5 percent Fatalities or Incapacitating Injuries
  - 30 percent Injuries
  - 65 percent Property Damage Only
- Collision Types
  - 38 percent Turning
  - 35 percent Rear End
  - 8 percent Fixed Object
  - 7 percent Angle
  - 12 various other types

Crash History (continued)

- Highest Crash Locations
  - S Stage to Fern Valley Road Segment (44 crashes)
  - Fern Valley Road Intersection (29 crashes)
  - Garfield Street Intersection (21 crashes)
  - W Valley View Road Intersection (20 crashes)
- High Turning Collision Locations
  - S Stage to Fern Valley Road Segment (30 crashes)
  - Fern Valley Road Intersection (12 crashes)
  - Garfield Street to Lowry Lane Segment (8 crashes)
  - W Valley View Road Intersection (8 crashes)
  - Talent Avenue/Old Pacific Highway to S Valley View Road (7 crashes)

Crash History (continued)

- Fatal or Incapacitating Injury Locations
  - Garfield Street Intersection (2 crashes)
  - Garfield Street to Lowry Lane Segment (1 crash)
  - S Stage Road Intersection (2 crashes)
  - S Stage Road to Fern Valley Road Segment (1 crash)
  - Fern Valley Road Intersection (2 crashes)
  - N Main Street @ 4th Street Intersection (1 crash)
  - Bear Creek Drive @ 4th Street Intersection (1 crash)
  - Oak Street to Colver/Suncrest Road Segment (1 crash)
  - W Valley View Road Intersection (1 crash)
  - Creel Road Intersection (2 crashes)

Crash History (continued)

- Crashes involving pedestrians
  - S Stage Road to Fern Valley Road Segment (1 crash)
  - Bear Creek Drive @ 4th Street Intersection (1 crash)
  - Bear Creek Drive @ Oak Street Intersection (1 crash)
  - Talent Avenue/Old Pacific Highway to S Valley View Road (1 crash)
- Safety Priority Index System
  - No top 10% locations

Next Steps

- Future Conditions Analysis
  - 2034 Baseline Condition – Forecasting
  - Two scenarios
    - Standard forecasting methodology using regional travel demand model data
    - Modified forecasting methodology to address recent downtrend in traffic volumes
- Upcoming Meeting Dates
  - TAC and Citizen Meetings
  - Public Open House
  - Late July/early August

OR 99 CORRIDOR PLAN

Technical Advisory Committee

Meeting #1

1:00 PM to 3:00 PM

May 23, 2011

Fire District 5 Training Room
5811 South Pacific Highway
Phoenix

AGENDA

1.	Introductions	Lisa Cortes, ODOT
2.	Project Overview	Jennifer Danziger, DEA Shelly Alexander, DEA
3.	Review of Existing Conditions	Jennifer Danziger, DEA Shelly Alexander, DEA
4.	Existing Conditions Discussion	All
5.	Next Steps	Jennifer Danziger, DEA

Filename: OR99 TAC1 Agenda 052311

OR 99 Corridor Plan

Technical Advisory Committee & Citizen Advisory Committee

Project Update – August 19, 2011

Our last Technical Advisory Committee (TAC) meeting was held in May. Since then, we have conducted interviews with members of the Citizens Advisory Committee (CAC) for Phoenix and Talent. A summary of the input from those interviews will be forthcoming.

Our schedule indicated that we would be moving forward with analysis of future baseline conditions and returning to the communities in late July or August with a summary of our findings for the committees as well as a Public Open House. However, several issues were raised at the TAC meeting, which have had subsequent impacts to our schedule. This memo provides a status update on the OR 99 Corridor Plan.

Summary of Issues and Resolutions

Two issues related to OR 99 have come up in the course of the project:

1. Revisions to the Rogue Valley Metropolitan Planning Organization (RVMPO) travel demand forecasting model (Version 2) as a result of corrections to existing land use in City of Medford
2. Consistency between projects at the S Valley View Road intersection with OR 99

Additional detail about each of these items is provided below

1. RVMPOv2 Model Issues

The issue of the corrections to existing land use assumptions was raised by the City of Medford at the TAC meeting on May 23, 2011. Discussions between the City and ODOT's Transportation Planning and Analysis Unit (TPAU) which maintains the model were already underway at the time of our meeting, but no conclusions were available.

After some research into the model results with the City of Medford revised land uses, TPAU came to the conclusion that the 2034 RVMPO v2 model is not producing logical travel patterns in portions of our corridor in Phoenix and Talent. TPAU has subsequently provided direction about how to proceed with future conditions analysis. We will be using the 2030 RVMPO v1 model for the OR 99 project rather than the 2034 RVMPOv2 model. In addition to providing more logical travel patterns, the 2030 model is also more consistent with the results used for the Fern Valley Interchange.

Status: DEA is working with TPAU to acquire the 2030 model outputs and confirm the methodologies to be used to extrapolate the 2030 model forecasts out to 2034 (our future analysis year). We will be completing this analysis in the next 4 to 6 weeks.

2. S Valley View Road Intersection Analysis

At the May TAC meeting, comments from ODOT District 8 traffic indicated that there were inconsistencies between the analysis results of the OR 99/S Valley View Road intersection from the Ashland TSP and OR 99 Corridor Plan. DEA has obtained information from both District 8 and the Ashland TSP project team.

Status: DEA is now working to resolve the differences between the two projects. We are working with TPAU and District 8 traffic staff to address this issue and it should be resolved within the next week.

Upcoming Meetings

With these issues resolved, DEA will be working with Lisa Cortes, the ODOT Project Manager, to schedule the next TAC meeting and the first CAC meeting for sometime early this fall. We will also be holding our first Public Open Houses in Phoenix and Talent around the same time.

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OR 99 Corridor Plan

Technical Advisory Committee

Meeting #2 – October 27, 2011

Meeting Notes

Attendees: See Attached List

Introductions

Ian Horlacher opened the second TAC meeting with an update of the project work to date. He introduced himself as the ODOT project manager, stepping in for Lisa Cortes, and identified the consultant team. We then went around the room and everyone in attendance stated their name and the community or agency they were representing.

Work Completed

Jennifer Danziger, the Consultant project manager, provided an update of work completed to date including the future baseline analyses (baseline and baseline sensitivity) and draft deficiencies. Shelly Alexander, the Consultant traffic engineer, assisted with the presentation of the draft deficiencies. The information that was covered is contained in slides 1 through 18 of the attached presentation.

The following comments/questions were received during the presentation:

- Have 2034 volumes been compared to the volumes used in the Fern Valley Interchange work? *DEA responded that the volume sets have been compared. The Fern Valley volume set is generally higher as it assumes particular developments that were likely at the time of the analysis.*
- Does the study consider S. Valley View improvements? *DEA and ODOT staff noted that the improvements do not have any known funding at this time and thus, are not included in the future analysis.*
- Transit service frequency is listed as a deficiency /opportunity in the draft deficiency slide (slides 17 and 18); however, service headways were recently improved from 30 minutes to 20 minutes.
- The 2010 ADT shown for the section of OR 99 south of Stewart Avenue maybe low, recent count data suggests a value of 18,000, not the 15,600 shown (slide 12). City of Medford to provide count data. *ODOT subsequently reviewed some recent data and confirmed that ADT is closer to 17,000 to 18,000.*
- Why is the OR 99 Corridor study being done if there are few operational issues? *Interstate 5 was recently studied in the I-5 Corridor Plan. OR 99 is a parallel route to I-5 and it is possible that recommendations for the study could impact OR 99.*

- Can we distinguish between fatal and injury A (serious injury) crashes for the Garfield Street intersection? *Yes. Garfield had two total fatal/injury A crashes in the most recent five years of data. Both crashes were injury A, not fatalities.*
- TM #4 (Future Baseline) identifies an RTP paving project between Rapp Road and Creel Road which is already complete.

Project Discussion

Jennifer and Shelly opened the floor up for comments, suggestions, and concerns regarding the deficiencies summarized. The intent was to gain perspective and ideas for the next phase of the corridor project: concept development.

The following comments/questions were received during the discussion:

- Bicycle connections to and from the Greenway should be improved as well as additional signage provided.
- Pedestrian crossing opportunities throughout the corridor were discussed including: Bolz Road (may be addressed with the Fern Valley interchange improvements), 4th and Bear Creek, and the southern end of Phoenix adjacent to Blue Heron Park. In general, additional/improved crossing opportunities in Phoenix are desired.
- Phoenix residents have expressed a desire to change the perception of the town along OR 99. TAC members discussed paint treatments and gateway treatments.
- Street lightening was identified as an opportunity between southern Medford and Phoenix.
- Have jurisdictional transfers been considered?
- In general, the group is encouraged to consider diverse ideas for the corridor that address the deficiencies; however, road diets (conversion from 4 lanes to 3) are not an option.

Project Update

Ian and Jennifer presented a project update that included the revised schedule and upcoming meetings and dates. Details can be found in the presentation on slide 19.

Next Steps

DEA is currently preparing for the upcoming Open House meetings (November 15 and 17) and generating concepts to address deficiencies for the next phase of the project. Analysis of the concepts will be conducted; concepts evaluation and presentation will occur during the next TAC and CAC meetings which are expected to occur in early February 2012. We will provide as much notice as possible about the schedule for those meetings.

Attachments:
Attendance Sheet
PowerPoint Presentation

Name	Agency	Phone	
ALEX GEORGEVITCH	CITY OF MEDFORD	774-2114	
Suzanne Myers	City of Medford Planning	774-2387	
Mike Runtz	Jackson County	774-6228	
Dan Moore	RVCOG	423-1361	
Roger Allemand	O.D.O.T. 10-8	(541) 774-6360	
WILLIAM FITZGERALD	ODOT	774 6353	
Michael Wang	ODOT	774-6316	
Dale Schulze	Phoenix, City of	535-2050	
Bruce Sophia	City of Phoenix	535-1216	
Mark Catto	Phoenix LRA	512-8703	

Name	Agency	Phone	
Mark Knox	City of Talent	541-535-7401	
Bruce Sophia	City of Phoenix	541-535-1216	
Jeff Ballard	City of Phoenix and Talent	541-535-5531	
Paige Townsend	RVTD	608-2429	

OR 99 Corridor Plan

Technical Advisory Committee
Meeting #2 – October 27, 2011

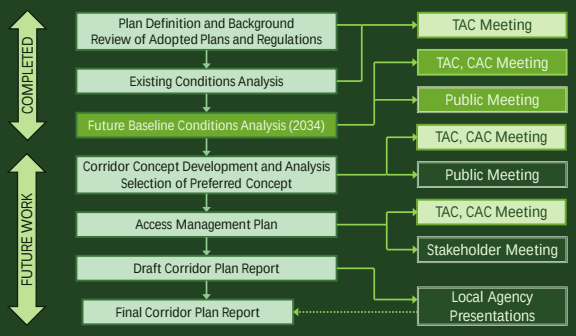
DAVID EVANS and ASSOCIATES INC.

Presentation Topics

1. Review and Update
2. Review of Future Baseline Analysis
   - Traffic Volumes
   - Operations
3. Summary of Deficiencies
4. Concept Development Discussion

Corridor Planning Area

Corridor Planning Process



Update

Two issues related to OR 99 came up at our last meeting:

1. Revisions to the RVMPO travel demand forecasting model (Version 2) as a result of corrections to existing land use in City of Medford
2. Consistency between projects at the S Valley View Road intersection with OR 99

Issue 1: Model Forecasts

Issue: Validity of the 2006/2034 forecasting model

- Corrections to existing land use assumptions was raised by the City of Medford at the TAC meeting on May 23, 2011.
- ODOT modeling staff concluded that the 2034 model is not producing logical travel patterns in portions of our corridor.

Solution: Use the 2030 model for the OR 99 project rather than the 2034 model.

- Providing more logical travel patterns.
- Same model used for the Fern Valley Interchange.

Issue 2: S Valley View Intersection

Issue: Inconsistencies between the analysis results of the OR 99/S Valley View Road intersection and other projects.

Solution: Obtained other models to determine inconsistencies and resolve/understand differences.

Future Baseline Condition Analysis

- Future Traffic Volumes
  - 2034 – Analysis year consistent with Regional Transportation Plan (RTP)
  - Average Daily Volumes on Segments
  - Peak Hour Volumes at Intersections
- Operational Analysis
  - Intersections (V/C, LOS, Queues)

Recent Traffic Volume Trends

Mile point	Count Location	Average Annual Daily Traffic Volume						
		2004*	2005	2006	2007*	2008	2009	2010*
9.74	0.05 miles north of S Stage Road	16,100	15,600	14,700	15,100	14,200	14,700	12,800
9.81	0.02 miles south of S Stage Road	18,500	17,900	16,900	16,800	15,800	16,300	14,300
11.27	0.02 miles south of E. Bolz Lane	18,000	17,400	16,500	17,500	16,500	17,000	14,300
11.47	0.02 miles north of 4th Street	18,800	18,200	16,700	17,100	16,100	16,700	14,900
11.87	0.02 miles south of Oak Street	12,300	11,900	10,800	12,000	11,300	11,700	9,600
13.76	0.10 miles north of Colver/Suncrest Road	10,900	12,200	10,800	10,000	9,400	9,700	8,300
14.40	0.20 miles south of W Valley View Road	10,900	12,200	10,800	11,000	10,400	10,700	9,200
15.93	0.33 miles north of Talent Avenue	9,400	10,500	9,300	9,300	8,800	9,000	8,800
17.04	0.02 miles south of S Valley View Road	19,900	19,300	18,200	18,700	17,600	18,200	17,400

*Traffic counts are only collected every three years (2004, 2007, and 2010) and estimated for the years between at the ATR (MP 15.93) which records continuously.

Recent Traffic Volume Trends (continued)

- Corridor volumes decreased between 6 and 24 percent between 2004 and 2010
- Decreases were greater in the northern portions of the corridor and less in the southern portions

How do we account for this recent trend?

- Keep 2010 as our existing base year
- Try to account for current economic trend when we look at future volumes

Future Traffic – 2034 Baseline

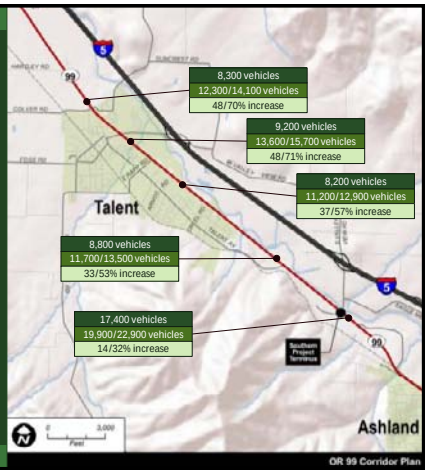
- Two forecast scenarios developed:
  - 2034 Future Baseline Scenario
    - Based on current 2010 traffic volumes
    - Applies forecast growth from regional travel demand model
  - 2034 Future Baseline Sensitivity Scenario
    - Applies 15% growth to all forecasts from the 2034 Future Baseline Scenario

Average Daily Traffic Volumes – North

LEGEND
2010 Volume
2034/2034 Sensitivity Volume
2034/2034 Sensitivity % Increase

Note: Future ADT volumes are based on peak hour volume growth.

Average Daily Traffic Volumes – South



LEGEND
2010 Volume
2034/2034 Sensitivity Volume
2034/2034 Sensitivity % Increase

Note: Future ADT volumes are based on peak hour volume growth.

Intersection Operations Evaluation

- Performance Measures
  - Volume/Capacity Ratio
    - *Volume = Traffic Demand*
    - *Capacity = Maximum Throughput*
  - Level of Service A through F based on delay
  - 95th Percentile Queues
- Performance Standards
  - ODOT Standards
    - V/C ratio of 0.90 everywhere except on couplet (0.95) and at S Valley View Road (0.80)

2034 Future Intersection Operations

Intersection		Critical Movement	2034 Baseline V/C	2034 Baseline LOS	2034 Sensitivity V/C	2034 Sensitivity LOS	Standards ODOT
Medford City Limits	OR 99 @ Garfield Street (Signalized)	Overall	0.65	C	0.75	D	0.90
	OR 99 @ Lowry Lane (Signalized)	Overall	0.58	B	0.66	C	0.90
	OR 99 @ Bear Creek Corp Drive (Signalized)	Overall	0.46	A	0.55	A	0.90
	OR 99 @ S Stage Road (Signalized)	Overall	0.75	C	0.78	C	0.90
Phoenix City Limits	OR 99 @ Fern Valley Road (Signalized)	Overall	0.61	B	0.62	B	0.90
	OR 99 @ E. Bolz Road	EB R	0.43	B	0.51	B	0.90
	SB OR 99 (N. Main Street) @ 4th Street	EB T/R	0.59	E	0.73	F	0.95
	NB OR 99 (Bear Creek Drive) @ 4th Street	EB L	0.31	C	0.42	C	0.95
	SB OR 99 (N. Main Street) @ 1st Street	EB T/R	0.59	E	0.83	F	0.95
	NB OR 99 (Bear Creek Drive) @ 1st Street	EB L	0.33	A	0.43	C	0.95
	SB OR 99 (N. Main Street) @ Oak Street	EB T/R	0.16	C	0.24	C	0.95
	NB OR 99 (Bear Creek Drive) @ Oak Street	EB L/T	0.11	A	0.14	B	0.95
Talent City Limits	OR 99 @ Colver/Suncrest Road (Signalized)	Overall	0.57	B	0.63	B	0.90
	OR 99 @ W Valley View Road (Signalized)	Overall	0.83	D	0.93	C	0.90
	OR 99 @ Rapp Road (Signalized)	Overall	0.67	B	0.76	C	0.90
	OR 99 @ Arnos Road	EB L/R	0.29	C	0.39	D	0.90
	OR 99 @ Creel Road	EB L/R	0.11	C	0.18	C	0.90
Jackson County	OR 99 @ Talent Avenue/Old Pacific Hwy	EB L/R	0.04	B	0.03	B	0.90
	OR 99 @ S Valley View Road (Signalized)	Overall	0.87	D	1.01	E	0.80

2034 Future Queuing Concerns

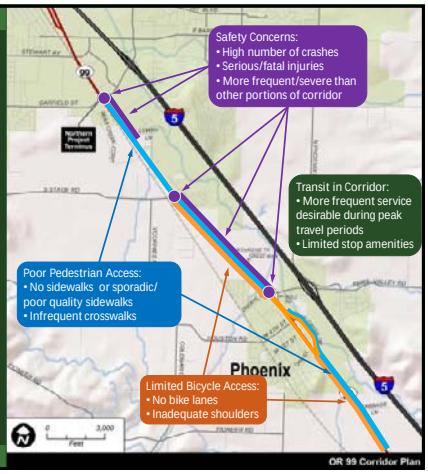
OR 99 @ Garfield Street (Signalized)
- Westbound left-turn queues occasionally extend beyond storage lane

OR 99 @ South Stage Road (Signalized)
- Eastbound left-turn queues occasionally extend beyond storage

OR 99 @ W Valley View Road (Signalized)
- Westbound left-turn queues occasionally extend beyond storage lane

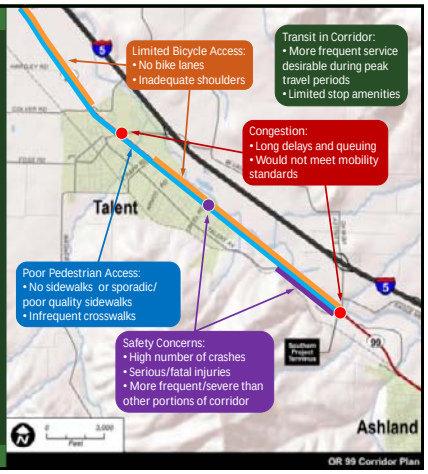
OR 99 @ S Valley View Road (Signalized)
- Extreme queuing on northbound approach
- Extensive queuing on westbound approach

Identified Issues – North



LEGEND
- Spot Issue
- Segment Issue
- Safety
- Operational
- Pedestrian
- Bicycle
- Transit

Identified Issues – South



LEGEND
- Spot Issue
- Segment Issue
- Safety
- Operational
- Pedestrian
- Bicycle
- Transit

Next Steps

- Concept Development and Evaluation
- Selection of Preferred Concepts
- Upcoming Meeting Dates
  - Public Open Houses
    - Talent – November 15 (Tuesday)
    - Phoenix – November 17 (Thursday)
  - Next TAC and CAC Meetings
    - January or February 2012

OR 99 CORRIDOR PLAN

Technical Advisory Committee

Meeting #2

1:30 PM to 3:00 PM

October 27, 2011

Fire District 5 Training Room
5811 South Pacific Highway
Phoenix

AGENDA

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1. Introductions	Ian Horlacher, ODOT
2. Work Completed	Jennifer Danziger, DEA
• Future Baseline Conditions	Shelly Alexander, DEA
• Draft Deficiency Matrix	
3. Project Discussion	All
• Concept Development	
4. Project Update	Jennifer Danziger, DEA
• Schedule	Ian Horlacher, ODOT
• Upcoming meetings	
5. Next Steps	Jennifer Danziger, DEA Ian Horlacher, ODOT

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OR 99 Corridor Plan

Technical Advisory Committee

Meeting #3 – March 21, 2012

Meeting Notes

Attendees: See Attached List

Introductions

Ian Horlacher opened the third TAC meeting with an update of the project work to date. He introduced himself as the ODOT project manager, and identified the consultant team. Lisa Cortes also helped with the status update. We then went around the room and everyone in attendance stated their name and the community or agency they were representing.

Work Completed

Jennifer Danziger, the Consultant project manager, provided an update of work completed to date including the concept development analysis. Joshan Rohani, the Consultant traffic engineer, assisted with the presentation of the concept development process and draft concepts. The information that was covered is contained in the attached presentation.

Project Discussion

Jennifer and Joshan suggested that the project discussion occur as they moved through the presentation while comments and suggestions were fresh in committee members' minds. The intent was to gain perspective and ideas for the next phase of the corridor project: selection of the preferred concepts.

The following comment was received during the discussion of how concepts were developed and evaluated (slides 6 through9):

- It would be good to identify how the livability goal was incorporated into the concept selection process

The following comments/questions were received as the corridor concepts were reviewed (slides 10 through 51):

- Although there is not much need for a sidewalk south of Garfield right now, there is substantial development planned northeast of the intersection that could increase pedestrians in the area.
- For Concept 2 and all subsequent concepts proposing lighting at key locations in urban areas, consider changing to plan for continuous lighting along corridor. Also, it was noted that transit stops could be relocated and that lighting and other improvements in the corridor should consider many factors as specific locations are recommended.

- The area between Phoenix and Medford has several urban reserves that have been identified in the Regional Problem Solving. Future development would add a lot of traffic and change the nature of this section of highway.
- The Fern Valley project does not include improvements to the Coleman Creek culvert. Costs for upgrading the culvert have been estimated around $1 million because of fish passage and other considerations. Consider adding language to support improvements at Coleman Creek when funding becomes available. It could also be promoted as an "entryway amenity".
- Consider adding a connection to the Bear Creek Greenway trail at 1st Street in Phoenix.
- For Concept 18 (south of the phoenix couplet), we should consider the following: 3 lanes, 4 lanes with bike/ped facilities, other ways of reducing speeds while enhancing entry into urban/downtown environment.
- Concerned about Talent section (Rapp to Creel) – want to consider appropriate widths (possibly 3 lane), alternative modes, and livability more.
- Make sure we plan for growth and not constrain ourselves in the future.
- The STIP project on OR 99 between Creel and Rapp will use modernization funds which cannot be used for reductions to capacity. This would mean that a 3-lane section on OR 99 may not be fundable.
- Bike lanes – there is a law in place that requires bicyclists are provided with clearance in case they fall. Does this affect the width of bike lanes?
- How can we lower speeds on northbound Bear Creek Drive?
- The pedestrian activated crosswalk proposed at the south end of the Phoenix couplet has sight distance issues to/from the south.
- There are access points to the Bear Creek Greenway trail just south of Creel Road (next to the "Welcome to Talent" sign). We want to make certain that improvements connect to these access points.

Next Steps

DEA will prepare for the upcoming Open House meetings (April 4th and 5th) and begin incorporating advisory committee feedback into the next phase of the project. The next phase is to select a preferred set of solutions throughout the corridor (called the "preferred concepts"). The next meetings are planned to occur in the May/June timeframe.

Attachments:
Attendance Sheet
PowerPoint Presentation

NAME	AGENCY
Ian Horlacher	ODOT
Michael Wang	ODOT
Roger Allemand	ODOT D-8
Anna Henson	ODOT
[illegible]	Phoenix City Council
Jeff Ballard	Phoenix / Talent Eng.
Eli Naffah	City of Phoenix
Paul Townsend	RVTD
ALEX GEORGEVITCH	CITY OF MEDFORD
Mike Kuntz	Jackson Co.
PHIL GAGNON	SISKIYOU VELO BICYCLE CLUB
JASON SHEADER	ODOT
Dale Schulze	City of Phoenix Planning & Building
Jennifer Danziger	DEA
Joshan Rohani	DEA
MARK KNOX	City of Talent, Planning
Joe Strahl	Phoenix & Talent
Kelly Madding	Jackson Co.
Lisa Cortes	ODOT

OR 99 Corridor Plan

Technical Advisory Committee
Meeting #3 – March 21, 2012

DAVID EVANS and ASSOCIATES INC.

Presentation Topics

1. Project Overview Recap
2. Concept Development
3. Concept Alternatives Analysis
4. Discussion
   - Ideas for modifications to concepts or additional concepts that could be evaluated
   - Input for selection of preferred concepts
5. Next Steps

Project Purpose

- Determine how the existing highway functions
  - Existing conditions – Year 2010
  - Future conditions – Year 2034
- Identify strategies/improvements to enhance safety and capacity within the corridor
  - Demand and System Management
  - Additional Infrastructure
- Build upon other transportation projects
  - Fern Valley and South Medford Interchanges (Exit 24 & 27)
  - I-5 Rogue Valley Corridor Plan
  - Regional Transportation Plan

Public Involvement Process

OR 99 Corridor Plan

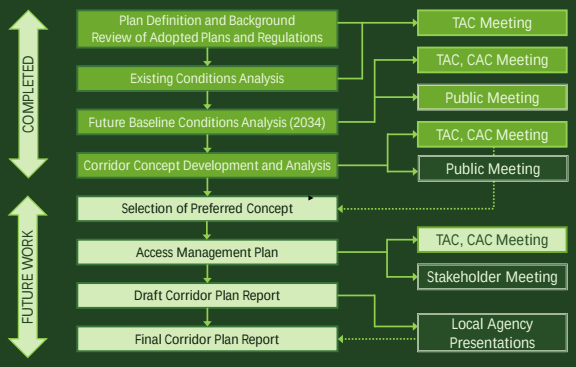
Technical Advisory Committee (TAC): *Provides technical and policy guidance and will serve as the primary body making recommendations about the project. Composed primarily of ODOT and local jurisdiction staff.*

Public Open House: *Intended as informational exchanges where staff and consultant present and explain project information and the general public can provide input and comment on issues and concerns of importance to them.*

Citizen Advisory Committee (CAC): *Provides stakeholder input and offer recommendations to the TAC. Composed of interested citizens, property owners, business representatives, and other stakeholders.*

Stakeholder Open House: *Informs stakeholders about the access management plans for the corridor. Open to property owners and businesses located along the OR 99 corridor through the cities of Talent and Phoenix.*

Corridor Planning Process



Concept Development

- Project Goals and Objectives
- Types of Improvements
- Evaluation Criteria
- Organization

Project Goals & Objectives

- Goal 1 – Mobility
  Improve the OR 99 corridor and identify potential local system enhancements that link communities, neighborhoods, and businesses and address the existing and future transportation needs of moving both people and goods throughout the corridor.
- Goal 2 – Multimodal System
  Provide a multimodal transportation system that accommodates the needs of all users.
- Goal 3 – Livability
  Provide a transportation system that enhances community livability and promotes economic development while minimizing environmental impacts.
- Goal 4 – Safety
  Promote the safety of current and future travel modes for all users.

Types of Improvements

- Roadway Segment Improvements
  Systematic improvements that improve safety and provide continuous bicycle and pedestrian facilities.
- Safety Improvements
  Targeted at locations with a high crash frequency or locations with roadway attributes and environmental factors that may contribute to future crashes.
- Pedestrian Improvements
  Pedestrian improvements to link continuous sidewalks with regular crossing opportunities and access to transit throughout the corridor.
- Bicycle Facility and Shoulder Improvements
  Bicycle improvements to link continuous bicycle lanes/shoulders with regular crossing opportunities throughout the corridor.
- Operational Improvements
  Intersection improvements to meet operational standards by our horizon year.

Concept Evaluation Criteria

- Traffic Operations and Safety
  - *Does the improvement address existing operational or safety concerns?*
  - *Does it address system deficiencies?*
  - *Would it cause additional concerns?*
- Basic Roadway Geometry and Right of Way (ROW)
  - *How might the improvement look?*
  - *Would it require additional right of way?*
  - *Are there additional factors to consider in design?*
- Environmental and Land Use
  - *Would it have any potential impact to environmental resources?*
  - *How would it affect adjacent land uses?*
- Cost Opinion*
  - *How much would it cost?*

** Cost opinions do not include estimates of ROW costs or mitigation.*

Organization by Roadway Segment

- South Medford and Transition to Phoenix Segments - Garfield Street to Phoenix North City Limits (North of Cheryl Avenue)
  - 7 improvement concepts
- Phoenix Segment - North City Limits (North of Cheryl Avenue) to South City Limits (North of Cabbage Lane)
  - 12 improvement concepts
- Phoenix to Talent Transition Segment - Phoenix South City Limits (North of Cabbage Lane) to Talent North City Limits (Colver/Suncrest Road)
  - 2 improvement concepts
- Talent Segment - Talent North City Limits (Colver/Suncrest Road) to South City Limits (South of Creel Road)
  - 4 improvement concepts
- Talent to North Ashland Transition Segment - Talent South City Limits (South of Creel Rd) to North Ashland (S Valley View Road)
  - 6 improvement concepts

South Medford and Transition to Phoenix Segments

1. Garfield Street to Charlotte Anne Road – Add Sidewalk
2. Garfield Street to Phoenix North City Limits – Add Roadway Lighting at Key Locations
3. Charlotte Anne Road to Fern Valley Interchange (FVI) Project Boundary – Add Bike Lanes and Sidewalks
4. Charlotte Anne Road and Cheryl Avenue – Install Median Islands
5. South Stage Road Intersection – Modify Traffic Signal Timing
6. Northridge Terrace – Improve Turning Radius
7. Rose Street to 42nd Avenue – Reduce Turning Conflicts

Concept 1 – Garfield Street to Charlotte Anne Road – Add Sidewalk

Purpose: Provide facilities along OR 99 for all modes of travel

Description: Construct sidewalks along the west side of OR 99 with fencing to separate from the railroad tracks

Traffic Operations & Safety:
- Continuous 6' sidewalks improve safety of pedestrians and access to transit
- Fence between sidewalk and railroad tracks separates pedestrians from rail traffic and discourage them from crossing the tracks

Basic Roadway Geometry & Right of Way (ROW):
- 6' sidewalks added with fencing to provide a barrier between pedestrians and the adjacent rail
- Assumes curb and drainage already in place

Environmental & Land Use:
- Would need to provide fencing between sidewalks and the railroad tracks to avoid potential conflict.
- Additional stormwater treatment needed with impervious surface

Cost Opinions:
- $165,000

Concept 2 – Garfield Street to Phoenix North City Limits – Add Roadway Lighting at Key Locations

Purpose: Enhance visibility and safety in corridor

Description: Install roadway lighting at key locations such as transit stops or higher volume unsignalized intersections

Traffic Operations & Safety:
- Improved safety and security for all modes
- Improved visibility for bicyclists on roadway, pedestrians on sidewalks and crossing roadways, and at transit stops

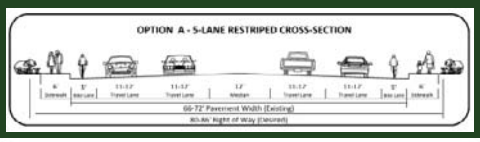
Basic Roadway Geometry & Right of Way (ROW):
- Additional ROW or a utility easement may be needed depending on the roadway cross-section

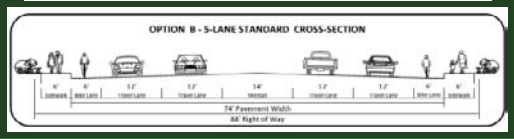
Environmental & Land Use:
- No modifications to current land uses
- No environmental resource impacts

Cost Opinions:
- To be determined

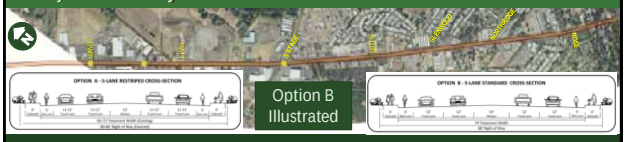
Concept 3: Charlotte Anne Road to Fern Valley Interchange (FVI) Project Boundary – Add Bike Lanes and Sidewalks

Option B Illustrated





Concept 3: Charlotte Anne Road to Fern Valley Interchange (FVI) Project Boundary – Add Bike Lanes and Sidewalks



Option B Illustrated

Purpose: Provide facilities along OR 99 for all modes of travel

Description: Modify roadway cross section to better serve bicycles and pedestrians
- Option A: Restripe to add bike lanes and construct sidewalks
- Option B: Widen to add bike lanes and construct sidewalks

Traffic Operations & Safety:
- 5-6' bike lanes provide clearly defined travel way for bicyclists
- 6' sidewalks improve pedestrian safety and access to transit
- Option A: Minor reduction in capacity, speeds potentially slower with narrower lanes
- Option A: Consider reduction in posted speed to 40 mph where 11' travel lanes are present
- Option B: No changes to roadway capacity and achieves ODOT standard cross-section

Basic Roadway Geometry & Right of Way (ROW):
- Option A: Existing paved width but design exception needed
- Option A: 6' sidewalks need additional ROW or easements
- Option B: Paved width increases to 74' with 6' sidewalks added at new edge of pavement – additional ROW needed
- Both options may need to extend existing culverts but more substantial culvert extensions needed with Option B

Environmental & Land Use:
- Option A: Some property impacts (including parking lots) to add sidewalks but no building impacts anticipated
- Option B: More property impacts including some buildings
- Both will require better access definition in some areas
- Fish passage needs to be considered at Coleman Creek

Cost Opinions:
- Option A: $3.5 million (no ROW or utility costs included)
- Option B: $9.7 million (no ROW or utility costs included)

Concept 4 – Charlotte Anne Road and Cheryl Avenue – Install Median Islands

Purpose: Enhance safety for all users in corridor

Description: Install median islands
- Near Charlotte Anne Rd (MP 8.81)
- Near Alder St (MP 10.03)
- Near Birch St (MP 10.35)
- Near Northridge Terr (MP 10.58)
- Near Walnut Way (MP 10.91)

Traffic Operations & Safety:
- 1 pedestrian collision (MP 10.95) during 5-year analysis period
- More substantial mid-street refuge for pedestrians crossing roadway
- Raised medians that eliminate some left turns improve vehicular safety
- Existing transit stops near each location
- No impacts to traffic operations

Basic Roadway Geometry & Right of Way (ROW):
- Can be implemented with existing or with either option from Concept 3
- Designs coordinated with future access management plans
- No ROW impacts

Environmental & Land Use:
- Could affect access at some driveway locations – might limit movements to right-in/right-out
- No environmental resource impacts

Cost Opinions:
- $50,000 per median
- Some cost savings could be incurred if several islands are constructed

Concept 3 Restriping and Concept 4 Median Island

OR 99 near Alder Street
(Looking South)
Existing Condition

With Improvements:
Restriping to add bike lane
Sidewalks added (on right)
Crossing median added

Concept 5 – South Stage Road Intersection – Modify Traffic Signal Timing

Purpose: Address existing safety concerns

Description: Modify traffic signal timing
- Add clearance intervals to traffic signal
- Provide protected left-turn phases on South Stage Rd

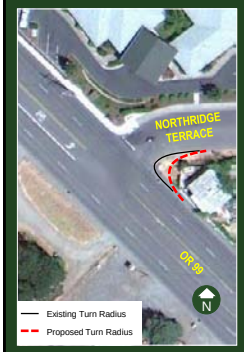
Traffic Operations & Safety:
- Protected left-turn phases can reduce turning collision frequency (5 turning collisions during analysis period)
- Increased clearance intervals can reduce angle collision frequency (2 angle collisions during 5-year analysis period)
- Signal timing changes could increase v/c ratios but operations are still expected to meet mobility standards

Basic Roadway Geometry & Right of Way (ROW):
- No changes to roadway geometry or ROW

Environmental & Land Use:
- No impacts

Cost Opinions:
- $20,000
- Assumes two new signal heads but use of existing mast arms

Concept 6 – Northridge Terrace – Improve Turning Radius



Purpose: Address existing safety concerns

Description: Improve turning radius at Northridge Terrace

Traffic Operations & Safety:
- Two rear-end collisions involving the northbound-right turn movement.
- Northridge Terrace has curved approach to OR99, causing NBR vehicles to slow down more than mainline traffic expects.
- Enhance safety by providing a quicker separation of right-turning traffic from 45 mph mainline traffic

Basic Roadway Geometry & Right of Way (ROW):
- Existing roadway width 66' in 70' ROW
- Improves current turn radius from approximately 10 feet to 25 feet, allowing for a higher-speed turn

Environmental & Land Use:
- No environmental resource impacts
- Minor ROW impacts to property in the southeast quadrant of the intersection
- Would not impact structures but would require relocating/replacing existing fencing

Cost Opinions:
- $125,000
- Includes minimal ROW acquisition

Concept 7 – Rose Street to 42nd Avenue – Reduce Turning Conflicts

Purpose: Address existing safety concerns

Description: Reduce the number of conflicting turning movements:
- Close access at MP 10.84 and connect to Rose St for access to OR 99
- Close Park St at MP 10.92 (access OR 99 via 42nd Ave at MP 10.98)
- Close Royal Rd at MP 10.94 (access OR 99 via Walnut Way at MP 10.91)
- Close Acorn Ave at MP 10.94 (access OR 99 via Walnut Way at MP 10.91)

Traffic Operations & Safety:
- 16 crashes during a 5-year analysis period; mostly turning collisions
- Currently 7 access points in 750' segment
- Fewer accesses reduces conflict points and overall collision potential
- Traffic operations flow more smoothly
- Alternative access into developments available
- Emergency and pedestrian access could be maintained

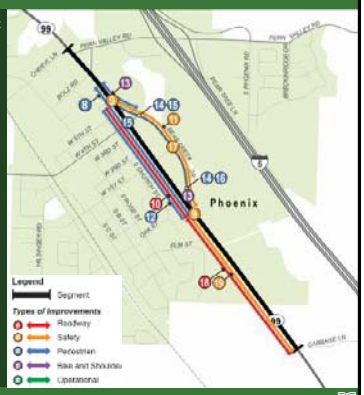
Basic Roadway Geometry & Right of Way (ROW):
- No changes to existing roadway cross section are required
- Only ROW impact associated with connection to Rose St

Environmental & Land Use:
- No environmental resource impacts
- Connection to Rose St may require ROW but would not impact structures
- May result in increased vehicular volumes within developments

Cost Opinions:
- $350,000
- Includes ROW acquisition in the NW quadrant of OR 99/Rose St

Phoenix Segment

8. FVI Project Boundary to South End of Couplet – Address Utility Poles Obstructing Sidewalks
9. Downtown– Install Gateway Treatments
10. Downtown on N Main Street – Restripe Travel Lanes
11. Downtown on Bear Creek Drive – Improve and Maintain Sight Distance
12. Downtown on N Main Street – Enhance Crossing Opportunities
13. Bear Creek Drive at 4th and Oak Streets – Enhanced Connections to Greenway Trail
14. Downtown on Bear Creek Drive – Enhance Crossing Opportunities
15. 4th Street – Install Pedestrian Activated Crossing Device
16. Oak Street/Blue Heron Park – Install Pedestrian Activated Crossing Device
17. Bear Creek Drive at 1st Street – Install Emergency Vehicle Traffic Signal
18. South End of Couplet to South City Limits – Add Center Median, Bike Lanes & Sidewalks
19. South End of Couplet to South City Limits – Add Roadway Lighting at Key Locations



Concept 8 – FVI Project Boundary to South End of Couplet – Address Utility Poles Obstructing Sidewalks

Purpose: Reduce travel speeds and enhance downtown environment

Description: Add gateway treatments at the north and south end of the couplet to emphasize upcoming downtown area

Traffic Operations & Safety:
- Relocated utility poles would increase the available sidewalk width for pedestrians, and improve the pedestrian level-of-service

Basic Roadway Geometry & Right of Way (ROW):
- Additional ROW or a utility easement may be needed depending on the roadway cross-section
- Should be coordinated with other planned projects and new development

Environmental & Land Use:
- Some minor ROW or easements may be needed to relocate utility poles
- City Code modification/stipulations for lighting/utility placement

Cost Opinions:
- Costs will be incorporated into other infrastructure or development projects

Concept 9 – Downtown– Install Gateway Treatments

Purpose: Reduce travel speeds and enhance downtown environment

Description: Add gateway treatments at the north and south end of the couplet to emphasize upcoming downtown area

Traffic Operations & Safety:
- Current ADT: 5,500 to 8,500 vpd in each direction
- Forecast ADT: 8,500 to 11,000 vpd in each direction
- 21 crashes on N Main St and 16 crashes on Bear Creek Dr during 5-year analysis period
- Improve safety by alerting drivers of change in roadway function and environment (entering a downtown community)

Basic Roadway Geometry & Right of Way (ROW):
- Focus improvements within existing public ROW
- Construct features that will not interfere with sight distance of pedestrian visibility

Environmental & Land Use:
- No ROW impacts
- No natural resource impacts

Cost Opinions:
- TBD

Concept 10 – Downtown on N Main Street – Restripe Travel Lanes

Purpose: Provide facilities along OR 99 for all modes of travel and enhance downtown environment

Description: Restripe existing 2-lane roadway cross section to add bike lane and define parking areas

Traffic Operations & Safety:
- Clearly defined travel lanes may encourage slower travel speeds through downtown
- 6' bike lane provides clearly defined travel way for bicyclists
- 7' parking lane striping helps define boundary between travel lane and parking lane

Basic Roadway Geometry & Right of Way (ROW):
- Main St existing roadway width 43-44' in 60' ROW
- No change in paved width
- 2-lane paved section (12' travel lanes, 5-6' bike lane, 7'parking lanes)
- May require design exception for parking lane width

Environmental & Land Use:
- No ROW impacts
- No natural resource impacts

Cost Opinions:
- $50,000

Concept 11 – Downtown on Bear Creek Drive – Improve and Maintain Sight Distance

Purpose: Enhance visibility and address existing safety concerns

Description: Improve sight distance in corridor by removing some roadside foliage and relocating signs that restrict sight lines

Traffic Operations & Safety:
- 16 crashes during 5-year analysis period including 1 turning collision and 10 angle collisions
- Improve visibility of oncoming traffic for drivers waiting at cross streets and vice versa

Basic Roadway Geometry & Right of Way (ROW):
- Roadside foliage maintenance will be ongoing effort and should be performed during seasons when trees and bushes are carrying leaves
- Sign relocation performed once

Environmental & Land Use:
- Sign relocation may include private signage
- Scrub-shrub wetland west of the couplet would be affected
- Regulations allow trimming and tree removal with some restrictions regarding soil removal and the overstory that provides stream shade

Cost Opinions:
- $15,000
- Ongoing maintenance costs

Concept 12 – Downtown on N Main Street – Enhance Crossing Opportunities

Purpose: Improve opportunities to cross OR 99 and enhance downtown environment

Description: Stripe crosswalks on the north side of intersections at 5th St, 4th St, 1st St, and Oak St
- Option A: Crosswalk striping only
- Option B: Curb extensions and crosswalk striping

Traffic Operations & Safety:
- Current ADT: 5,500 to 8,500 vpd
- Forecast ADT: 8,500 to 11,000 vpd
- Existing pedestrian crossings at Bolz Lane and 3rd St
- Marked crosswalks identify the presence of pedestrian activity in the area
- Crosswalks on north side of the intersection where pedestrians are most visible to motorists entering from cross streets
- Crosswalks on 5th, 4th, 1st, and Oak should also be striped
- Option B: Curb extensions shorten crossing distance, increase pedestrian visibility, and further enhance downtown

Basic Roadway Geometry & Right of Way (ROW):
- Use striping or materials that maximizes crosswalk visibility
- A short sidewalk connection would be required on the east side of the 5th Street crossing location
- Option B: Curb extensions on corners of 5-6' from sidewalk
- Option B: Drainage with curb extensions must be considered in design

Environmental & Land Use:
- No ROW impacts or natural resource impacts

Cost Opinions:
- Option A: $15,000
- Option B: $90,000

Concept 10 and Concept 12 – Visual Simulation

N Main Street at 4th Street
Existing Condition

With Improvements:
Restriping to add bike lane
Curb extensions
Crosswalk striped
Street Level Lighting

Concept 13 – Bear Creek Drive at 4th and Oak Streets – Enhanced Connections to Greenway Trail

Purpose: Provide facilities along OR 99 for all modes of travel

Description: Enhance connections to Greenway Trail to provide parallel and convenient bicycle and pedestrian facilities along Bear Creek Dr:
- South Connection: Multi-use path connection from Bear Creek Dr to Greenway Trail at Oak St
- North Connection: Paved connection from Trail to Bear Creek Dr at 4th St
- From North Connection: Sidewalk added on OR 99 to north

Traffic Operations & Safety:
- Provides convenient connections to off-street trail for bicycles and pedestrians traveling on east side of OR 99
- Adds some travel time for a bicyclist when compared to traveling on the roadway, but provides safety benefits
- Sidewalks on east side of OR 99 added to connect trail with the Fern Valley Interchange improvements

Basic Roadway Geometry & Right of Way (ROW):
- North Connection: 12' paved surface from Greenway Trail to Bear Creek Dr at 4th St
- South Connection: 12' paved connection from south park access road to Bear Creek Greenway Trail with short retaining wall and protective railing needed
- Existing street lighting along Bear Creek Dr illuminates Greenway Trail but additional lighting may be desirable
- New sidewalks would widen around existing utility poles or poles would need to be relocated

Environmental & Land Use:
- North Connection: No land use or environmental issues
- South Connection: Trail connection through wetland area would require mitigation
- Section 4(f) and 6(f) consideration for Trail connections
- Greenway Trail currently has limited hours of operation

Cost Opinions:
- $400,000 (exclude utility pole relocation)

Concept 14 – Downtown on Bear Creek Drive – Enhance Crossing Opportunities

Purpose: Enhance opportunities to cross OR 99

Description: Stripe crosswalks on south side of intersection at 4th St and Blue Heron Park entrance

Traffic Operations & Safety:
- Current ADT: 6,000 to 8,500 vpd with forecast ADT: 9,500 to 11,000 vpd
- 2 collisions involving pedestrians (4th St and Oak St) during 5-year period
- Existing pedestrian crossing at Bolz Lane
- Marked crosswalks identify presence of pedestrian activity in the area
- Crosswalks on south side of the intersection where pedestrians are most visible to motorists entering Bear Creek Dr from cross streets
- Crosswalks on 4th St should also be striped

Basic Roadway Geometry & Right of Way (ROW):
- Crosswalk at the Blue Heron Park entrance would likely connect to the existing refuge island at park entrance
- No changes to existing roadway cross section is required
- No ROW impacts

Environmental & Land Use:
- Wetlands (palustrine, scrub-shrub) are located to the east and west of Bear Creek Dr/east of Main St, no impacts anticipated
- No land use impacts

Cost Opinions:
- $50,000

Concept 15 – 4th Street – Install Pedestrian Activated Crossing Device

Purpose: Increase the safety of pedestrian crossings

Description: Install pedestrian-activated crossing device such as the Rectangular Rapid Flashing Beacon (RRFB) with crosswalk striping

Traffic Operations & Safety:
- 1 pedestrian collision Bear Creek Dr at 4th St during 5-year period
- RRFBs increase driver awareness of pedestrian presence at a crossing
- RRFBs have higher driver compliance than striped crosswalks alone
- Pedestrian crossing volume thresholds must be met but insufficient data is currently available for evaluation

Basic Roadway Geometry & Right of Way (ROW):
- No changes to existing roadway crossing section are required
- Assumes two solar-powered pole-mounted units
- If desired, an overhead sign could be provided by a mast arm.
- No ROW impacts

Environmental & Land Use:
- No natural resource or land use impacts
- Improved access to Greenway Trail and Blue Heron Park

Cost Opinions:
- $20,000 per pair, $40,000 total
- Overhead sign increases costs by approx $50,000 per location

Concept 16 – Oak Street/Blue Heron Park – Install Pedestrian Activated Crossing Device

Purpose: Increase the safety of pedestrian crossings

Description: Install pedestrian-activated crossing device such as the Rectangular Rapid Flashing Beacon (RRFB) with crosswalk striping

Traffic Operations & Safety:
- 1 pedestrian collision Bear Creek Dr at Oak St during 5-year period
- RRFBs increase driver awareness of pedestrian presence at a crossing
- RRFBs have higher driver compliance than striped crosswalks alone
- RRFBs can be installed with advance signage and beacons to alert drivers
- Pedestrian crossing volume thresholds must be met but insufficient data is currently available for evaluation

Basic Roadway Geometry & Right of Way (ROW):
- No changes to existing roadway crossing section are required
- Assumes two solar-powered pole-mounted units, with advanced signage
- If desired, an overhead sign could be provided by a mast arm.
- No ROW impacts

Environmental & Land Use:
- No natural resource or land use impacts
- Improved access to Greenway Trail and Blue Heron Park

Cost Opinions:
- $20,000 per pair, $20,000 for advanced signage; $60,000 total
- Overhead sign increases costs by approx $50,000 per location

Concept 17 – Bear Creek Drive at 1st Street – Install Emergency Vehicle Traffic Signal

Purpose: Reduce response time and improve safety of emergency responders

Description: Add emergency vehicle traffic control signal with advanced warning along Bear Creek Dr at 1st St

Traffic Operations & Safety:
- Current delays of ~15 seconds for traffic on 1st St during busy traffic periods and delays will go up as volumes increase
- Roadway curvature makes it difficult to determine which lanes vehicles on Bear Creek Dr are using
- Traffic signal would stop oncoming traffic on Bear Creek Dr for fire station vehicles using 1st Street to access OR 99 northbound
- Traffic signals with low activation rates can have lower driver compliance

Basic Roadway Geometry & Right of Way (ROW):
- Emergency vehicle traffic control signals are generally installed at the direct access to the building housing the emergency vehicle
- Criteria outlined in the MUTCD must be assessed in further detail before installation

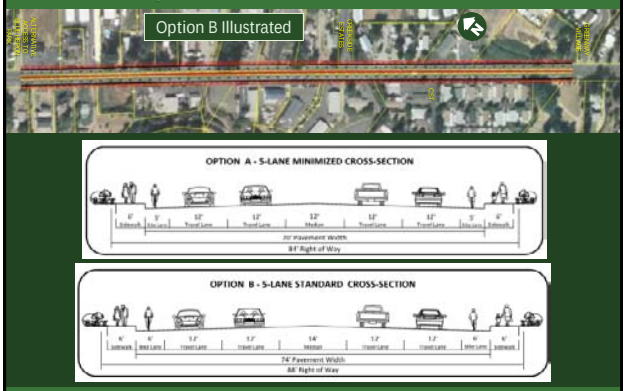
Environmental & Land Use:
- Minimal land use and natural resource impacts associated with location of traffic signal infrastructure

Cost Opinions:
- $250,000

Combined Downtown Concepts (9-17)

- Concept 9 - Create New Gateway Features
- Concept 10 - Restripe Road to Add Bike Lanes & Define Parking
- Concept 13 - Create New/Improved Trail Connections
- Concepts 12 & 14 - Add Crosswalks & Possibly Curb Extensions
- Concepts 15 & 16 - Add Pedestrian-Activated Crossing Beacons
- Concept 17 - Install Emergency Vehicle Traffic Signal

Concept 18: South End of Couplet to South City Limits – Add Center Median, Bike Lanes & Sidewalks



Concept 18: South End of Couplet to South City Limits – Add Center Median, Bike Lanes & Sidewalks

Purpose: Increase capacity, improve safety, and provide facilities along OR 99 for all modes of travel

Description: Modify roadway cross section add center median and better serve bicycles and pedestrians
- Option A: Widen to 5 lanes but minimize cross-section
- Option B: Widen to 5 lanes with standard cross-section

Traffic Operations & Safety:
- Increases roadway capacity
- Center median lane improves safety with buffer between travel lanes and refuge for turning vehicles and pedestrians
- Raised median at some locations could eliminate some left-turn movements and improve safety
- 5-6' bike lanes provide clearly defined travel way for bicyclists
- 6' sidewalks improve pedestrian safety and access to transit
- Option A: Speeds potentially slower with narrower lanes

Basic Roadway Geometry & Right of Way (ROW):
- Option A: Paved width increases from 50' to 70'
- Option B: Paved width increases from 50' to 74'
- 6' sidewalks need additional ROW or easements
- Both options may need to extend existing culverts but more substantial culvert extensions needed with Option B
- Option A: Design exceptions required

Environmental & Land Use:
- Option A: Some property impacts but no building impacts
- Option B: More significant property impacts but no buildings
- Both will require better access definition in some areas
- Fish passage needs consideration with culvert extensions
- Additional stormwater treatment with increased surface

Cost Opinions:
- Option A: $2.3 million (no ROW or utility costs included)
- Option B: $2.5 million (no ROW or utility costs included)

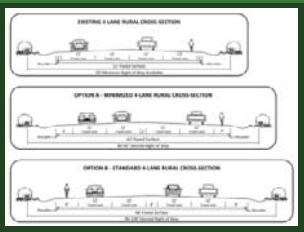
Concept 19 – South End of Couplet to Phoenix South City Limits – Add Roadway Lighting at Key Locations

- Similar to other lighting concepts
  - #2 - Garfield Street to Phoenix North City Limits
  - #21 - Phoenix South City Limits to Colver/Suncrest Road
  - #23 - Colver/Suncrest Road through Creel Road
  - #27 - Talent South City Limits to S Valley View Road
- Purpose is to enhance visibility and safety in corridor
- Would be installed at key locations
  - Transit stops
  - Pedestrian crossings
  - Higher volume unsignalized locations

Phoenix to Talent Transition Segment

20. Phoenix South City Limits to Colver/Suncrest Road – Widen Shoulders
21. Phoenix South City Limits to Colver/Suncrest Rd – Add Roadway Lighting at Key Locations

Concept 20 – Phoenix South City Limits to Colver/Suncrest Road – Widen Shoulders



Purpose: Improve safety and provide facilities along OR 99 for all modes of travel

Description: Modify roadway cross section to better serve bicycles and pedestrians
- Option A: Widen existing 4-lane roadway to provide wider shoulders (6') and painted median (2')
- Option B: Widen existing 4-lane roadway to increase striped median width (4') and provide standard width shoulders (8')

Traffic Operations & Safety:
- No significant changes to roadway capacity
- Wider shoulders safer for bicyclists (and pedestrians)
- Improved safety with more separation between directions
- Shoulders provide space for vehicles to pull off the road in the event of a breakdown
- Option B benefits slightly greater than Option A

Basic Roadway Geometry & Right of Way (ROW):
- Option A: Paved width increases to 62' with desired ROW ~85'-95' for slopes and drainage
- Option B: Paved width increases to 68' with desired ROW ~90-100' for slopes and drainage
- Significant excavation for ditches for both options
- Extension of cross culverts and relocation of all parallel culverts needed but impacts greater for Option B

Environmental & Land Use:
- Some potential ROW impacts
- Some small wetlands (palustrine, emergent) located at south end of corridor could require mitigation
- Fish passage may need consideration with culvert extensions
- Additional stormwater treatment with increased surface
- Consideration of Statewide Planning Goals needed

Cost Opinions:
- Option A: $4.5 million (no utility relocation or ROW costs)
- Option B: $5.6 million (no utility relocation or ROW costs)

Concept 21 – Phoenix South City Limits to Colver/Suncrest Road – Add Roadway Lighting at Key Locations

- Similar to other lighting concepts
  - #2 - Garfield Street to Phoenix North City Limits
  - #19 - South End of Couplet to Phoenix South City Limits
  - #23 - Colver/Suncrest Road through Creel Road
  - #27 - Talent South City Limits to S Valley View Road
- Purpose is to enhance visibility and safety in corridor
- Would be installed at key locations
  - Transit stops
  - Pedestrian crossings
  - Higher volume unsignalized locations

Talent Segment

22. Colver/Suncrest Road to Rapp Road – Complete Sidewalk System
23. Colver/Suncrest Road through Creel Road – Add Roadway Lighting at Key Locations
24. W Valley View Road Intersection – Modify Traffic Signal Timing
25. Rapp Road through Creel Road – Continue 5-lane Cross-Section

Concept 22 – Colver/Suncrest Road to Rapp Road – Complete Sidewalk System

Purpose: Complete pedestrian system on both sides of OR 99

Description: Upgrade or fill in missing sidewalks along OR 99

Traffic Operations & Safety:
- Continuous paved sidewalks improve pedestrian safety

Basic Roadway Geometry & Right of Way (ROW):
- Development on existing parcels may not allow for a full-width sidewalk
- Some easements or additional ROW may be required

Environmental & Land Use:
- Construction assumed to occur with development or redevelopment of adjacent properties

Cost Opinions:
- Costs assumed to be incurred by adjacent development or redevelopment over time

Concept 23 – Colver/Suncrest Road through Creel Road – Add Roadway Lighting at Key Locations

- Similar to other lighting concepts
  - #2 - Garfield Street to Phoenix North City Limits
  - #19 - South End of Couplet to Phoenix South City Limits
  - #21 - Phoenix South City Limits to Colver/Suncrest Road
  - #27 - Talent South City Limits to S Valley View Road
- Purpose is to enhance visibility and safety in corridor
- Would be installed at key locations
  - Transit stops
  - Pedestrian crossings
  - Higher volume unsignalized locations

Concept 24 – W Valley View Road Intersection – Modify Traffic Signal Timing

Purpose: Address existing safety concerns

Description: Modify traffic signal timing
- Add clearance intervals to traffic signal
- Provide protected left-turn phases on W Valley View Rd

Traffic Operations & Safety:
- Protected left-turn phases can reduce turning collision frequency (8 turning collisions during analysis period)
- Increased clearance intervals can reduce angle collision frequency (3 angle collisions during 5-year analysis period)
- Signal timing changes could increase v/c ratios but operations are still expected to meet mobility standards

Basic Roadway Geometry & Right of Way (ROW):
- No changes to roadway geometry or ROW

Environmental & Land Use:
- No impacts

Cost Opinions:
- $20,000
- Assumes two new signal heads but use of existing mast arms

Concept 26 – Rapp Road through Creel Road – Continue 5-lane Cross-Section

Purpose: Improve safety and provide facilities along OR 99 for all modes of travel and improve safety

Description: Continue 5-lane cross-section from Rapp Road through Creel Road

Traffic Operations & Safety:
- Increases roadway capacity
- Center median lane improves safety with buffer between travel lanes and refuge for turning vehicles and pedestrians
- Raised median at some locations could eliminate some left-turn movements and improve safety
- Right-turn deceleration lanes provide refuge for right-turning vehicles
- 5-6' bike lanes provide clearly defined travel way for bicyclists
- 6' sidewalks improve pedestrian safety

Basic Roadway Geometry & Right of Way (ROW):
- Draft prospectus prepared to add project to STIP (Key No. 17478)
- Prospectus includes 76' paved section
- Prospectus includes right-turn deceleration lane at Creel Rd, center median refuge island on OR 99 north of Creel Road, and a traffic signal
- Prospectus includes repaving to connect with recent pavement improvements
- Improvement should consider right-turn deceleration lanes at Arnos Rd

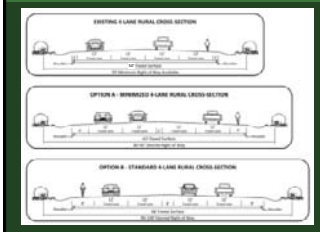
- Environmental & Land Use:
- Additional ROW needed
- Some property impacts (including parking) to widen and add sidewalks but no structure impacts
- Requires better access definition in some areas
- Fish passage may need to be considered with culvert extensions
- Additional stormwater treatment needed with increased surface

Cost Opinions:
- $3.1 million (STIP project – Key # 17478) - includes ROW costs

Talent to Ashland Transition Segment

26. Talent South City Limits to Talent Avenue – Widen Shoulders
27. Talent South City Limits to S Valley View Road – Add Roadway Lighting at Key Locations
28. Talent Avenue Intersection – Add Northbound Left-Turn Lane
29. Talent Avenue to Bear Creek Greenway Trail Connection – Add Multi-Use Path
30. Talent Avenue to Entrance to Jackson Hot Springs – Widen Shoulders
31. S Valley View Road Intersection – Increase Capacity

Concept 26 – Talent South City Limits to Talent Avenue – Widen Shoulders



Purpose: Improve safety and provide facilities along OR 99 for all modes of travel

Description: Modify roadway cross section to better serve bicycles and pedestrians
- Option A: Widen existing 4-lane roadway to provide wider shoulders (6') and painted median (2')
- Option B: Widen existing 4-lane roadway to increase striped median width (4') and provide standard width shoulders (8')

Traffic Operations & Safety:
- No significant changes to roadway capacity
- Wider shoulders safer for bicyclists (and pedestrians)
- Improved safety with more separation between directions
- Shoulders provide space for vehicles to pull off the road in the event of a breakdown
- Connects urban section of OR 99 in Talent with Bear Creek Greenway Trail opposite Talent Avenue
- Option B benefits slightly greater than Option A

Basic Roadway Geometry & Right of Way (ROW):
- Option A: Paved width increases to 62' with desired ROW ~85'-95' for slopes and drainage
- Option B: Paved width increases to 68' with desired ROW ~90-100' for slopes and drainage
- Significant excavation for ditches for both options
- Extension of cross culverts and relocation of all parallel culverts needed but impacts greater for Option B

Environmental & Land Use:
- Some potential ROW impacts
- No impacts to Bear Creek
- Fish passage may need consideration with culvert extensions
- Additional stormwater treatment with increased surface
- Consideration of Statewide Planning Goals needed

Cost Opinions:
- Option A: $2.9 million (no utility relocation or ROW costs)
- Option B: $3.6 million (no utility relocation or ROW costs)

Concept 27 – Talent South City Limits to S Valley View Road – Add Roadway Lighting at Key Locations

- Similar to other lighting concepts
  - #2 - Garfield Street to Phoenix North City Limits
  - #19 - South End of Couplet to Phoenix South City Limits
  - #21 - Phoenix South City Limits to Colver/Suncrest Road
  - #23 - Colver/Suncrest Road through Creel Road
- Purpose is to enhance visibility and safety in corridor
- Would be installed at key locations
  - Transit stops
  - Pedestrian crossings
  - Higher volume unsignalized locations

Concept 28 – Talent Avenue Intersection – Add Northbound Left-Turn Lane

Purpose: Improve safety of travel modes and provide connection to Bear Creek Greenway Trail

Description: Provide a northbound left-turn lane and an island just north of Talent Ave to serve as a refuge for pedestrians crossing the highway

Traffic Operations & Safety:
- 3 crashes during a 5-year analysis period including northbound 2 rear-end collisions
- Left-turn refuge improves safety for left-turning vehicles
- Mid-street refuge for pedestrians crossing roadway to improve safety
- Connection to Greenway Trail and residential area

Basic Roadway Geometry & Right of Way (ROW):
- Existing roadway width 50' in 95-120+' ROW
- Left-turn lane width of 16'
- Significant excavation needed in steep slopes on southwest side of OR 99
- Shoulder widening to 8' (could be combined with Concepts 26 and 28)

Environmental & Land Use:
- No land use impacts
- Bear Creek is located on the east side of OR 99 through this section but no impacts anticipated
- Additional stormwater treatment needed with increased impervious surface
- Consideration of Statewide Planning Goals needed

Cost Opinions:
- $1.6 million (no utility relocation or ROW costs)

Concept 29 – Talent Avenue to Bear Creek Greenway Trail Connection – Add Multi-Use Path

Purpose: Provide facilities along OR 99 for all modes of travel

Description: Provide multi-use path on east side of OR 99 connecting Talent Ave crossing to Bear Creek Greenway Trail

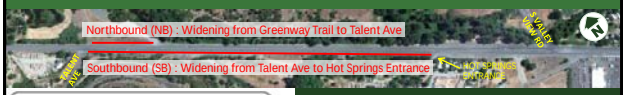
Traffic Operations & Safety:
- Multi-use trail alongside OR 99 provides paved connection from Bear Creek Greenway Trail to Talent Ave
- Southbound bicyclists (or pedestrians) cross at Talent Ave and use multi-use path adjacent to OR 99 to connect with Greenway Trail
- Northbound cyclists (or pedestrians) on Greenway Trail continue along OR 99 and can cross to access Talent Ave or continue on OR 99

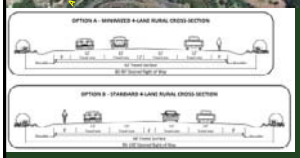
Basic Roadway Geometry & Right of Way (ROW):
- 10' two-way, multi-use path separated from OR 99 by minimum 5'
- May require additional fill if multi-use path is combined with northbound left-turn lane at Talent Avenue
- May require reconstruction of some of connection to Greenway Trail

Environmental & Land Use:
- No land use impacts
- Bear Creek is located nearby but no impacts anticipated
- Additional stormwater treatment needed with increased surface
- Consideration of Statewide Planning Goals needed

Cost Opinions:
- $300,000 (no utility relocation or ROW costs)

Concept 30 – Talent Avenue to Entrance to Jackson Hot Springs – Widen Shoulders





Purpose: Improve safety and provide facilities along OR 99 for all modes of travel

Description: Modify roadway cross section to better serve bicycles and pedestrians
- Option A: Widen existing roadway to provide wider shoulders (6') and painted median (2')
- Option B: Widen existing 4-lane roadway to increase striped median width (4') and provide standard width shoulders (8')

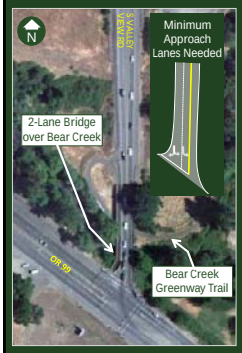
Traffic Operations & Safety:
- No significant changes to roadway capacity
- Wider shoulders safer for bicyclists (and pedestrians)
- Option B benefits slightly greater than Option A

Basic Roadway Geometry & Right of Way (ROW):
- Option A: Pavement increases to 62' with desired ROW 85'-95'
- Option B: Pavement increases to 68' with desired ROW 90-100'
- Significant excavation for ditches for both options
- Extension of cross culverts and relocation of all parallel culverts needed but impacts greater for Option B

Environmental & Land Use:
- Some potential ROW impacts
- No impacts to Bear Creek
- Fish passage may need consideration with culvert extensions
- Additional stormwater treatment with increased surface
- Consideration of Statewide Planning Goals needed

Cost Opinions:
- Option A: NB at $200,000 + SB at $1.2 million = $1.4 million
- Option B: NB at $300,000 + SB at $1.5 million = $1.8 million
- No utility relocation or ROW costs)

Concept 31 – S Valley View Road Intersection – Increase Capacity



Purpose: Increase capacity and improve safety

Description: Widen S Valley View Rd to provide dual westbound left-turn lanes at OR 99

Traffic Operations & Safety:
- Current v/c =0.76, Forecast v/c=0.87, with dual westbound left-turn v/c=0.62
- 14 crashes in 5-year period including 5 rear end and 6 turning collisions
- Improved operations could mean fewer stops at the intersection thus reducing rear end collision potential

Basic Roadway Geometry & Right of Way (ROW):
- S Valley View on a structure that would need replacement to widen roadway
- RTP includes Tier 2 (unfunded) Project #940 - Realign Valley View Dr at OR 99 and replace bridge
- Jackson County TSP Tier 1 Long Term Project 34 include widening S Valley View to 5 lanes with bike lanes and sidewalks

Environmental & Land Use:
- S Valley View Bridge crosses Bear Creek and the Greenway Trail
- Section 4(f) and 6(f) impacts to Greenway Trail
- Impacts to Bear Creek and wildlife associated with bridge replacement
- Additional stormwater treatment needed with increased impervious surface
- Consideration of Statewide Planning Goals needed
- ROW impacts anticipated

Cost Opinions:
- RTP cost estimate of $20 million (Project 940)
- Jackson County TSP estimate of $8 million (Project 34)

Next Steps

- Analysis of modified or additional concepts
- Selection of preferred concepts
- Upcoming meeting dates
  - Public Open Houses
    - April 4 at Phoenix Elementary School (5:30 – 7:30 PM)
    - April 5 at Talent Middle School (5:30 – 7:30 PM)

OR 99 CORRIDOR PLAN

Technical Advisory Committee

Meeting #2

1:00 PM to 3:30 PM

March 21, 2012

Talent Community Center
206 E Main Street
Talent

AGENDA

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1. Introductions — Ian Horlacher, ODOT

2. Update on Project Status — Jennifer Danziger, DEA
   - Overview of Process
   - Current Status

3. Corridor Improvement Concepts — Jennifer Danziger, DEA
   - Concept Development — Joshan Rohani, DEA
   - Concept Analysis

4. Discussion — All
   - Ideas for modifications to concepts or additional concepts that could be evaluated
   - Input for selection of preferred concepts

5. Next Steps — Jennifer Danziger, DEA
   - Schedule — Ian Horlacher, ODOT
   - Upcoming meetings

Filename: OR99 TAC3 Agenda 032112

OR 99 Corridor Plan

Technical Advisory Committee

Meeting #4 – February 20, 2013

Meeting Notes

Attendees: See Attached List

Introductions

Ian Horlacher opened the fourth TAC meeting with an update of the project work to date. He introduced himself as the ODOT project manager, and identified the consultant team.

Update on Project Status

Jennifer Danziger, the Consultant project manager, provided an update of work completed to date including the Preferred Alternative, Access Management, and the supplemental Talent Road Diet analysis work. Shelly Alexander, the Consultant traffic engineer, assisted with the presentation of the preferred alternative. The information that was covered is contained in the attached presentation.

Preferred Alternative

Shelly presented the concepts included in the Preferred Alternative. Most of the concepts were presented at the previous meeting, however, some were modified based on previous comments and two were added to reflect the new Talent Road Diet analysis. See attached presentation for more information.

Access Management

Jennifer presented the access management highlights. The reviewed the revised access management guidelines from the Oregon Highway Plan (OHP) as well as Division 51. The overview included a summary of the applicable spacing standards, a definition of private approaches and what types of changes may result in assessment of access management at that location, a summary of the total number of approaches, and access management techniques, objectives, and examples of implementation. It concluded by identifying specific locations along the corridor that may be subject to access management assessment at the time a project is pursued.

Project Discussion

Discussion occurred throughout the presentation. The following comments/questions were received during the discussion:

- Concept 1 – Garfield St to Charlotte Anne Rd – Add sidewalk

    - *Consider adding crosswalks on the west side of the Garfield Street intersection.* DEA will check on feasibility of adding crosswalk. There may be issues with vehicle storage between the railroad tracks and the crosswalk.
    - *Stewart Meadows development will occur to the northwest of the intersection.*
    - *Parcel on the southwest corner (along OR 99) will add some sidewalks.*
- Concept 2 – Garfield St to Phoenix North City Limits– Add roadway lighting at key locations
    - *Consider requiring lighting installation through code.*
    - *ODOT evaluates lighting needs based on a threshold of night time crashes (~30%), but does not consider pedestrians specifically.*
- Concept 3 – Charlotte Anne Rd to Fern Valley Interchange (FVI) Project Boundary– Add bike lanes and sidewalks
    - *Consider keeping the language for restriping as a potential in the future.*
    - *Include desired standard with full ROW and setbacks.*
    - *Sign/enhance connections to Bear Creek Trail and/or parallel routes for bicycles and pedestrians.*
    - *Coleman Creek Bridge is a choke point in the corridor.*
- Concept 4 – Charlotte Anne Rd to Cheryl Ave– Install Median Islands
    - *Are there issues with crossing midblock or at the end of the intersection?*
    - *Where are the recommended crossing locations?* DEA to send Paige locations recommended for midblock crossings.
    - *Can we use RRFB?*
- Concept 5 – South Stage Intersection– Modify Traffic Signal Timing
    - *May already have clearance intervals.* DEA will confirm with ODOT.
- Concept 6 – Northridge Terrace– Improve Turning Radius
    - *Northridge is a county road.*
- Concept 7 – Rose St to Coleman Creek– Reduce Turning Conflicts
    - *If we install a raised median with turn restrictions, can we narrow the center lane and maybe get additional room for sidewalk on Coleman Creek Bridge?*
- Concept 8 –Fern Valley Interchange (FVI) Project Boundary to South End of Couplet– Address Utility Poles Obstructing Sidewalks
    - *Some utility poles need to have arms within easement. Could build sidewalk around poles (no moving necessary).*
    - *Sometimes this is the will of the Planning Commission or City Council (reluctance to require developer to make improvements).*
- Concept 9 –Downtown-Install Gateway Treatments
    - *City is working with Urban Renewal on gateway treatment designs currently.*
- Concept 10 –Downtown on N Main St-Restripe Travel Lanes
    - *No comments.*

- Concept 11 –Downtown on Bear Creek Dr-Improve and Maintain Sight Distance
    - *Recently did some underbrush maintenance.*
- Concept 12 –Downtown on N Main St –Enhance Crossing Opportunities
    - *What are crosswalk thresholds? Can a crossing at 2nd be added eventually?*
- Concept 13 –Bear Creek Dr at 4th and Oak Streets–Enhance Connections to Greenway Trail
    - *Doesn't address access to N Main Street for bike traffic traveling northbound.*
    - *There are some grade changes associated with this option.*
    - *Some suggestion of multi-use path on west side of Bear Creek Drive as shown in downtown options.*
- Concept 14 – Downtown on Bear Creek Dr – Enhance Crossing Opportunities
    - *General support.*
- Concept 15 –4th Street–Install Pedestrian Activated Crossing Device
    - *General support.*
- Concept 16 –Oak Street/Blue Heron Park–Install Pedestrian Activated Crossing Device
    - *General support with some discussions of park access. Blue Heron traffic circulation could become one-way with entrance to south and exit near Oak Street.*
- Concept 17 – Bear Creek Dr at 1st Street –Install Emergency Vehicle Traffic Signal
    - *Agreement that signal is not needed. Fire station may eventually be relocated anyway.*
- Concept 18 – South End of Couplet to South City Limits–Add Center Median, Bike Lanes, and Sidewalk
    - *Could a Road Diet be considered in this section? What are volumes on this section of roadway? (Volumes are currently about 12,000 vehicles per day with a forecast of 18,000.)* DEA to add text/footnote to Preferred Alternative memo indicating that a Road Diet could be considered at a later time.*

      **RVTD is interested in how transit stops may be handled with Road Diet implementation*
- Concept 19 – South End of Couplet to Phoenix South City Limits– Add roadway lighting at key locations
    - *No comments – general support.*
- Concept 20 –Phoenix South City Limits to Colver/Suncrest Rd– Widen Shoulders
    - *Seems like an offset passing lane (3 total lanes in this section: 2-lanes in one direction with a single lane opposing, that switches to a 2-lane section in the opposite direction with only a single opposing lane) in each direction could work.*
- Concept 21 –Phoenix South City Limits to Colver/Suncrest Rd– Add roadway lighting at key locations
    - *No comments.*

- Concept 22 –Colver/Suncrest Rd to Rapp Rd– Complete Sidewalk System
    - *No comments.*
- Concept 23 –Colver/Suncrest Rd to Creel Rd– Add roadway lighting at key locations
    - *General support, especially for potential pedestrian crossings at Creel or Arnos.*
- Concept 24 – W Valley View Rd Intersection– Modify Traffic Signal Timing
    - *May already have clearance intervals.*
- Concept 25 –Rapp Rd through Creel Rd– Continue 5-lane Cross-Section
    - *General support that this concept should be replaced by Concept 32*
- Concept 26 –Talent South City Limits to Talent Ave– Widen Shoulders
    - *General support that this concept should be replaced by Concept 33.*
- Concept 27 –Talent South City Limits to S Valley View Rd– Add roadway lighting at key locations
    - *No comments.*
- Concept 28 –Talent Ave Intersection – Add Northbound Left-Turn Lane
    - *General support in conjunction with Road Diet.*
- Concept 29 –Talent Ave to Bear Creek Greenway Trail Connection– Add Multi-Use Path
    - *General support that this concept should be replaced by Concept 33.*
- Concept 30 –Talent Ave to Entrance to Jackson Hot Springs– Widen Shoulders
    - *General support that this concept should be replaced by Concept 33.*
- Concept 31 – S Valley View Rd Intersection– Increase Capacity
    - *No comments.*
- Concept 32 –Rapp Rd to Talent South City Limits – Implement a Road Diet and Add Bike Lanes and Sidewalks
    - *General support.*
- Concept 33 –Talent South City Limits to North of S Valley View Rd– Implement a Road Diet and Widen Shoulders
    - *General support.*
- Access Management Plan
    - *General support.*

Next Steps

DEA will begin preparing the Draft OR 99 Corridor Plan with a likely release date of April 2013. That will kick off the review period and agency coordination/outreach. A finalized plan will result from comments.

Attachments:
Attendance Sheet
PowerPoint Presentation

OR 99 CORRIDOR PLAN

Technical Advisory Committee

Meeting #4

1:30 PM to 3:30 PM

February 20, 2013

Fire District 5 Training Room
5811 South Pacific Highway
Phoenix

Sign-in Sheet

NAME	ORGANIZATION	
Aaron Bustard	Jackson County Fire District #5	
Alex Georgevitch	City of Medford	
Roger Allemand	ODOT	
Bruce Sophie	City of Phoenix	
Lisa Cortes	ODOT	
Dale Schulz	City of Phoenix	
Eli Naffah	City of Phoenix	
Dan Moore	RVCOG	
Derek Bowker		
Ian Horlacher	ODOT	
Jeff Ballard	City of Talent/Phoenix	
Jenna Stanke	Jackson County	
Joe Strahl	City of Talent	
Kelly Madding	Jackson County	
Mark Knox	City of Talent	
Marla Cates	Phoenix Urban Renewal	

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Mike Faught	City of Ashland	
Paige Townsend	RVTD	
Peter Schuytema	ODOT TPAU	
Brian Sheadel	ODOT	
Anna Hansen	ODOT	
Suzanne Myers	City of Medford	
Michael Wang	ODOT Traffic (Region)	
Dan Dorrell	ODOT Traffic (District)	
Jennifer Danziger	DEA	JED
Shelly Alexander	DEA	SKA

Mike Kuntz Jackson Co. MK

OR 99 Corridor Plan

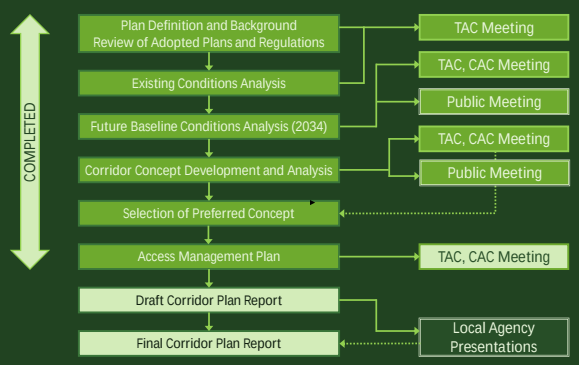
TAC Meeting #4
February 20, 2013

DAVID EVANS AND ASSOCIATES INC.

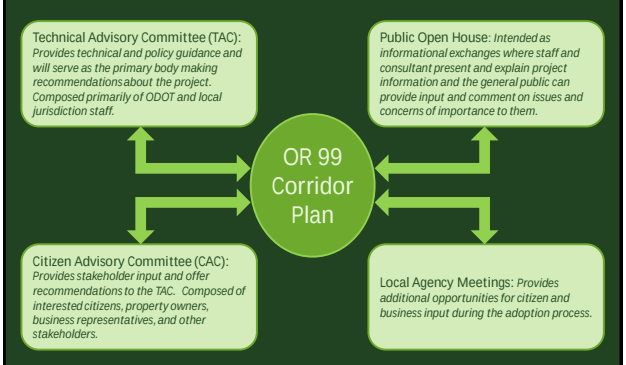
Presentation Topics

1. Preferred Alternative
   - Concepts presented previously
   - Additional concept considerations
2. Access Management Plan
3. Discussion
   - Final recommendations for corridor plan
4. Next Steps

Corridor Planning Process



Public Involvement Process



Concept Recommendations

- Project Goals and Objectives
  - *Mobility, Multimodal System, Livability, Safety*
- Discussion from TAC and CAC Meetings
- Input from Public Open Houses
- Agency Recommendations

Organization by Roadway Segment

- South Medford and Transition to Phoenix Segments - Garfield Street to Phoenix North City Limits (North of Cheryl Avenue)
  - 7 improvement concepts
- Phoenix Segment - North City Limits (North of Cheryl Avenue) to South City Limits (North of Cabbage Lane)
  - 12 improvement concepts
- Phoenix to Talent Transition Segment - Phoenix South City Limits (North of Cabbage Lane) to Talent North City Limits (Colver/Suncrest Road)
  - 2 improvement concepts
- Talent Segment - Talent North City Limits (Colver/Suncrest Road) to South City Limits (South of Creel Road)
  - 4 improvement concepts
- Talent to North Ashland Transition Segment - Talent South City Limits (South of Creel Rd) to North Ashland (S Valley View Road)
  - 6 improvement concepts
  - 2 additional improvement concepts

Concept 1 – Garfield Street to Charlotte Anne Road – Add Sidewalk

Recommended: Yes

Highlights:
- Part of a series of pedestrian improvements
- Connects to an existing transit stop
- Focus on multimodal system

Priority:
- Medium Priority
- Addresses existing system deficiency

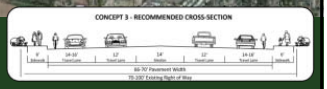
Concept 2 – Garfield Street to Phoenix North City Limits – Add Roadway Lighting at Key Locations

Recommended: Yes for local consideration

Highlights:
- Currently present at signalized intersections only
- Does not meet ODOT criteria for unsignalized intersections
- Becomes a local decision with local funding

Priority:
- No established Priority
- Could be constructed and funded by local jurisdiction or RVTD

Concept 3: Charlotte Anne Road to Fern Valley Interchange (FVI) Project Boundary – Add Bike Lanes and Sidewalks



Recommended: Yes

Highlights:
- Part of a series of pedestrian improvements with a
- Focus on multimodal system with connections to transit
- Does not include bike lane improvements because of limited right-of-way and minimum desired travel lane widths

Priority:
- Medium Priority
- Addresses existing system deficiency

Concept 4 – Charlotte Anne Road and Cheryl Avenue – Install Median Islands

Recommended: Yes

Highlights:
- Part of a series of pedestrian improvements
- Suggested near existing transit stops
- Focus on multimodal system

Priority:
- Medium Priority
- Addresses existing system deficiency
- Additional investigation into preferred locations prior to design

Concept 5 – South Stage Road Intersection – Modify Traffic Signal Timing

Recommended: Yes

Highlights:
- Left-turn phasing could address existing pattern of turning collisions on S Stage Road
- All red clearance interval could address existing pattern of angle collisions at intersection

Priority:
- High Priority
- Addresses existing safety concern

Concept 6 – Northridge Terrace – Improve Turning Radius

Recommended: Yes

Highlights:
- Increased turning radius
- ROW impacts but not structure
- Potential safety and operational benefits

Priority:
- Medium to High Priority
- Addresses existing safety concern

Concept 7 – Rose Street to Coleman Creek – Reduce Turning Conflicts

Recommended: Yes

Highlights:
- Potential raised median to restrict turn movements to right-in/right-out
- Potential traffic flow restrictions (one-way ingress or egress)
- New connection to Rose Street and driveway closures

Priority:
- Medium to High Priority
- Addresses existing safety concern

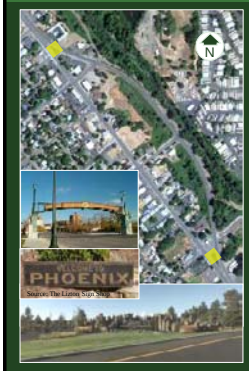
Concept 8 – FVI Project Boundary to South End of Couplet – Address Utility Poles Obstructing Sidewalks

Recommended: Yes

Highlights:
- Obstructions addressed through relocation or sidewalk widening
- Desired 6-foot clear zone; minimum 4-foot clear zone
- City and county code modifications/ stipulations may be needed

Priority:
- Implemented over time with adjacent infrastructure or development projects

Concept 9 – Downtown– Install Gateway Treatments

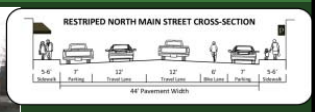


Recommended: Yes

Highlights:
- Increase driver awareness of changing environment potentially reducing travel speeds

Priority:
- Priority determined through Phoenix TSP

Concept 10 – Downtown on N Main Street – Restripe Travel Lanes



With Improvements:
Restriping to add bike lane (Concept 10)
Curb extensions (Concept 12)
Crosswalk striped (Concept 12)
Street Level Lighting

Recommended: Yes

Highlights:
- Provide bike lane and define travel lanes through restriping

Priority:
- Priority determined through Phoenix TSP
- Needs to be reconciled with other downtown proposals

Concept 11 – Downtown on Bear Creek Drive – Improve and Maintain Sight Distance

Recommended: Yes

Highlights:
- Sight distance study to identify obstructions
- Sign relocation and foliage maintenance to address deficiencies

Priority:
- High Priority
- Addresses existing safety concern

Concept 12 – Downtown on N Main Street – Enhance Crossing Opportunities

Recommended: Yes

Highlights:
- Includes striped crosswalks at additional downtown intersections
- Recommended on north side of intersections where driver attention will be most focused
- Could be paired with curb extensions to shorten crossing distance

Priority:
- Priority determined through Phoenix TSP
- Needs to be reconciled with other downtown proposals

Concept 13 – Bear Creek Drive at 4th and Oak Streets – Enhanced Connections to Greenway Trail

Recommended: Yes

Highlights:

- Provides separate path for bicyclists and pedestrians with minimal inconvenience
- Maintains northbound bike flow on the correct side of vehicles

Priority:

- Priority determined through Phoenix TSP
- Needs to be reconciled with other downtown proposals

Concept 14 – Downtown on Bear Creek Drive – Enhance Crossing Opportunities

Recommended: Yes

Highlights:

- Includes striped crosswalks at primary crossing locations
- Recommended on south side of intersections where driver attention will be most focused
- Limited sight distance at Blue Heron Park may require crossing location further to the south

Priority:

- Priority determined through Phoenix TSP
- Needs to be reconciled with other downtown proposals

Concept 15 – 4th Street – Install Pedestrian Activated Crossing Device

Recommended: Yes

Highlights:

- Rectangular Rapid Flashing Beacon (RRFB) or Pedestrian Hybrid Beacon combined with crosswalks (Concepts 12 and 14)

Priority:

- Priority determined through Phoenix TSP
- Needs to be reconciled with other downtown proposals

Concept 16 – Oak Street/Blue Heron Park – Install Pedestrian Activated Crossing Device

Crossing Locations

Recommended: Yes

Highlights:

- Rectangular Rapid Flashing Beacon (RRFB) or Pedestrian Hybrid Beacon combined with crosswalks (Concepts 12 and 14)
- Sight distance issues at Blue Heron Park

Priority:

- Priority determined through Phoenix TSP
- Needs to be reconciled with other downtown proposals

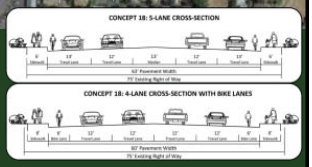
Concept 17 – Bear Creek Drive at 1st Street – Install Emergency Vehicle Traffic Signal

Recommended: No

Highlights:

- Relatively low delays at 1st Street
- Emergency responders indicated minimal delays with low support for signal

Concept 18: South End of Couplet to South City Limits – Add Center Median, Bike Lanes & Sidewalks



Recommended: Yes

Highlights:

- Adds sidewalks on both sides of highway
- Remains within existing ROW
- Two Cross-Section Options:
  - Add center turn lane with bikes sharing outer travel lanes
  - Add bike lanes and maintain 4 travel lanes with no center turn lane

Priority:

- Medium Priority
- Addresses existing system deficiency

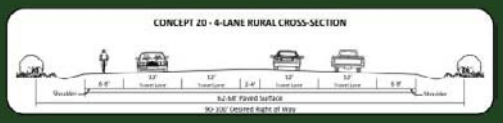
Concept 19 – South End of Couplet to Phoenix South City Limits – Add Roadway Lighting at Key Locations

Recommended: Yes for local consideration

Highlights:
- Does not meet ODOT criteria for unsignalized intersections
- Becomes a local decision with local funding

Priority:
- No established priority
- Could be constructed and funded by local jurisdiction or RVTD

Concept 20 – Phoenix South City Limits to Colver/Suncrest Road – Widen Shoulders



Recommended: Yes

Highlights:
- Widens highway and additional 10 to 16 feet to provide 6- to 8-foot shoulders and a 2- to 4-foot painted median
- May require additional ROW at some locations
- Road diet considered but deferred at this time

Priority:
- Low Priority

Concept 21 – Phoenix South City Limits to Colver/Suncrest Road – Add Roadway Lighting at Key Locations

Recommended: Yes for local consideration

Highlights:
- Does not meet ODOT criteria for unsignalized intersections
- Becomes a local decision with local funding

Priority:
- No established priority
- Could be constructed and funded by RVTD

Concept 22 – Colver/Suncrest Road to Rapp Road – Complete Sidewalk System

Recommended: Yes

Highlights:
- Part of a series of pedestrian improvements
- Sidewalk infill with development
- Costs assumed to be incurred by developer

Priority:
- Implemented over time with adjacent development projects

Concept 23 – Colver/Suncrest Road through Creel Road – Add Roadway Lighting at Key Locations

Recommended: Yes for local consideration

Highlights:
- Currently present at signalized intersections only
- Arnos Road is approaching ODOT threshold for unsignalized intersections
- Creel Road is below ODOT threshold for unsignalized intersection but should be considered, particularly if median island to facilitate pedestrian crossings is installed

Priority:
- Recommended at Arnos Road and Creel Road intersections
- Coordinated with roadway improvements on OR 99 from Rapp Road to Creel Road

Concept 24 – W Valley View Road Intersection – Modify Traffic Signal Timing

Recommended: Yes

Highlights:
- Left-turn phasing could address existing pattern of turning collisions on W Valley View Road
- All red clearance interval could address existing pattern of angle collisions at intersection

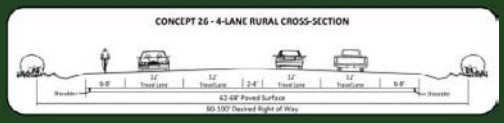
Priority:
- High Priority
- Addresses existing safety concern

Concept 25 – Rapp Road through Creel Road – Continue 5-lane Cross-Section

Recommended: No

Highlights:
- Findings from road diet analysis indicate that a 3-lane section would provide many similar benefits at a lower cost
- Concept 32 preferred

Concept 26 – Talent South City Limits to Talent Avenue – Widen Shoulders



Recommended: No

Highlights:
- Findings from road diet analysis indicate that a 3-lane section would provide many similar benefits at a lower cost
- Concept 33 preferred

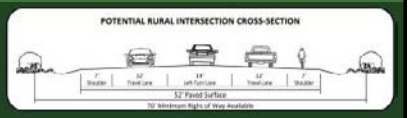
Concept 27 – Talent South City Limits to S Valley View Road – Add Roadway Lighting at Key Locations

Recommended: Yes for local consideration

Highlights:
- Currently present at signalized intersections only
- Talent Avenue exceeds ODOT threshold for unsignalized intersections and connects with Bear Creek Greenway Trail

Priority:
- Recommended at Talent Avenue intersection
- Coordinated with roadway improvements on OR 99 south of Talent city limits

Concept 28 – Talent Avenue Intersection – Add Northbound Left-Turn Lane



Recommended: Yes

Highlights:
- Separates left-turn movement from through travel lanes to address existing crash pattern
- Can be implemented with road diet recommendation (Concept 33) rather than by widening roadway

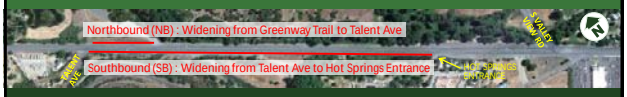
Priority:
- Recommended as part of Concept 33 not as a separate project

Concept 29 – Talent Avenue to Bear Creek Greenway Trail Connection – Add Multi-Use Path

Recommended: No

Highlights:
- Findings from road diet analysis indicate that a 3-lane section would provide many similar benefits at a lower cost
- Concept 33 preferred

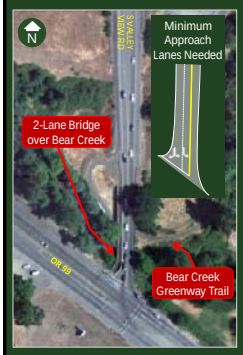
Concept 30 – Talent Avenue to Entrance to Jackson Hot Springs – Widen Shoulders



Recommended: No

Highlights:
- Findings from road diet analysis indicate that a 3-lane section would provide many similar benefits at a lower cost
- Concept 33 preferred

Concept 31 – S Valley View Road Intersection – Increase Capacity



Recommended: Yes

Highlights:
- S Valley View Road intersection will fail in future without added capacity
- Improvements to S Valley View Road identified in RTP and IAMP 19
- ODOT Jurisdiction

Priority:
- Low Priority
- Intersection improvements coordinated with larger project on S Valley View Road

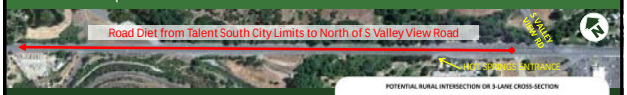
Concept 32 – Rapp Road to Talent South City Limits – Implement a Road Diet and Add Bike Lanes and Sidewalks

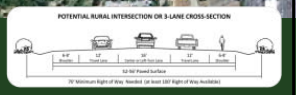
Recommended: Yes

Highlights:
- 3-lane section would provide many similar benefits as the improvements identified in Concept 25, at a lower cost
- Minimal impact to vehicular operations
- Shorter crossing distance for pedestrians and bicyclists
- Typically lower crash rates for 3-lane versus 5-lane roadways

Priority:
- High to Medium Priority
- Concurrent with Concept 33
- A renewed application for STIP funds may be necessary

Concept 33 – Talent South City Limits to North of S Valley View Road – Implement a Road Diet and Widen Shoulders



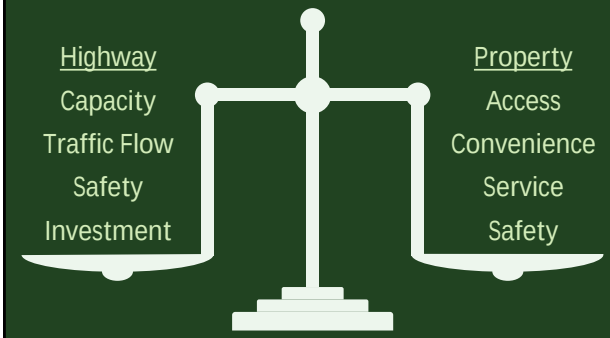


Recommended: Yes

Highlights:
- 3-lane section would provide many similar benefits as the improvements identified in Concepts 26, 28, but at a lower cost
- Minimal impact to vehicular operations
- Shorter crossing distance for pedestrians and bicyclists
- Typically lower crash rates for 3-lane versus 4-lane roadways

Priority:
- High to Medium Priority
- Concurrent with Concept 32

Access Management



Oregon Highway Plan and Division 51

- Oregon Highway Plan addresses access management in Goal 3
  - Supporting policies regarding classification and spacing standards, medians, interchanges, deviations, and appeals
  - Appendix C: Access Spacing Standards
  - Revised to address Senate Bill 264 which suggested revisions to Oregon's management of access on state highways
- Oregon Administrative Rule (OAR) 734-051 (Division 51)
  - Detailed requirements, action definitions, and the access spacing standards for state highways

Access Spacing Standards

Milepoints	Segment Description	Posted Speed (mph)	Minimum Spacing[1] (feet)
South Medford and Transition to Phoenix Segments			
MP 8.56 to 11.03	Garfield Street to Phoenix City Limits	45	500
Phoenix Segment			
MP 11.03 to 11.43	Phoenix North City Limits to Bear Creek Drive/N. Main Street Couplet at 5th Street	30	350
MP 11.43 to 11.85	Special Transportation Area (STA): N. Main Street Couplet/Bear Creek Drive from 5th Street to Oak Street	40/30	150[2]
MP 11.85 to 12.37	N. Main Street/Bear Creek Drive Couplet at Oak Street to Posted Speed Change	50	550
MP 12.37 to 12.41	Posted Speed Change to Phoenix South City Limits	50	550
Phoenix to Talent Transition Segment			
MP 12.41 to 12.62	Phoenix South City Limits to End of Speed Zone	50	550
MP 12.62 to 13.86	End of Speed Zone to Talent North City Limits (Colver/Suncrest Road)	55	700
Talent Segment			
MP 13.86 to 14.38	Colver/Suncrest Road to Rapp Road	40	500
MP 14.38 to 15.38	Rapp Road to End Speed Zone (north of Talent South City Limits)	45	500
Talent to Ashland Transition Segment			
MP 15.38 to 16.77	Talent S. City Limits (south of Creel Road) to 0.25 miles north of S. Valley View Road	55	700
MP 16.77 to 17.02	0.25 miles north of S. Valley View Road to S. Valley View Road	45	500

Private Approaches

OAR 734-051-4020, Standards and Criteria for Approval of Private Approaches:

(8)(c) The spacing standards in Tables 3 through 6 do not apply to approaches in existence prior to January 1, 2012, except when:

(A) A new approach road is requested or an existing approach permit is subject to change of use under ORS 374.312 and

(B) Where infill development or infill redevelopment occurs the approach road spacing standards will be a department determination; the department shall determine whether the approach road spacing or safety is improved by moving in the direction of the spacing standards in Tables 3 through 6; and

(C) Where a highway or interchange project occurs the approach road spacing standard will be a department determination; the department shall consider whether the approach road spacing or safety is improved by moving in the direction of the applicable spacing standards in Tables 3 through 6.

Note: All approaches are private except public right of way owned by a city or county. Tax lots owned by public entities are still considered private approaches.

Existing Access Inventory

- ODOT's Official Project Access List (OPAL)
  - Public street intersections
  - Public/private approaches
  - 434 accesses
    - 219 on the left side
    - 215 on the right side
  - 110 existing access permits
- Access spacing along segments assessed
  - Few driveways meet current spacing standards

Access Management Techniques

- Controlling Intersection Spacing
  - Improved flow, less congestion
- Managing Driveway Spacing
  - Fewer conflicts, more orderly traffic flow
- Adding Turn Lanes
  - Separates turning and through traffic
- Installing Median Treatments
  - Separates turning traffic, can restrict some movements
- Improving the Local Street Network
  - Alternative access and routes available

Access Management Objectives

Objectives when implementing access management in the OR 99 corridor include:

- Consider exceptions to access spacing standards to take advantage of existing property boundaries and existing or planned public streets and to accommodate environmental constraints.
- Replace private approaches with public streets, where feasible, to provide consolidated access to multiple properties.
- Ensure all properties impacted by improvements on the highway are provided reasonable access to the transportation system.
- Align approaches on opposite sides of roadways where feasible to reduce turning conflicts.

Access Management Implementation

Access management actions would be taken when one or more of the following triggers occurs:

- Applications for land use changes or development are submitted

  Example: *"Consolidation or closure of driveways should be considered when properties develop or redevelop and when reasonable access can be provided with a single access point or via a local street."*
- Future highway improvements move into design and construction

  Example: *"Consolidation or closure of driveways should be considered when OR 99 is reconstructed to include sidewalks and possible widening for bike lanes and/or a center turn lane."*
- Safety and/or operational problems arise

  Example: *"Consolidation or closure of driveways should be considered when the annual accident rate is greater than the statewide annual average accident rate for similar roadways or the section has an ODOT Safety Priority Index System (SPIS) rating in the top 10 percent."*

Access Management Plan Actions

Segments 1, 2, 3: Consolidate/close driveways in an effort to move towards achieving applicable access spacing standards.

Conditions common to all segments:

- *Properties develop or redevelop and when reasonable access can be provided with a single access point or via a local street.*
- *The annual accident rate is 20 percent greater than the statewide rate for similar roadways or a section has an ODOT Safety Priority Index System (SPIS) rating in the top 10 percent.*

Conditions associated with segment projects:

1. *Sidewalks are constructed on OR 99 (Garfield Rd to Charlotte Ann Rd – MP 8.56-8.75 west side, Charlotte Ann Rd to North Phoenix City Limits – MP 8.75-11.04 both sides).*
1. *Median islands are constructed on OR 99 (Alder St – MP 10.03, Birch St – MP 10.35, Northridge Terrace – MP 10.58, or Walnut Way – MP 10.91).*
1. *Intersection improvements are constructed (Northridge Terrace – MP 10.58).*
2. *OR 99 is reconstructed to include sidewalks and possible widening for bike lanes and/or a center turn lane (south of the couplet to Phoenix south city limits – MP 11.96-12.36).*
3. *OR 99 is widened to increase shoulder widths (south of the couplet to Phoenix south city limits – MP 12.36-13.86).*

Access Management Plan Actions

Segments 3, 4, 5: Consolidate/close driveways in an effort to move towards achieving applicable access spacing standards.

Conditions common to all segments:

- *Properties develop or redevelop and when reasonable access can be provided with a single access point or via a local street.*
- *The annual accident rate is 20 percent greater than the statewide rate for similar roadways or a section has an ODOT Safety Priority Index System (SPIS) rating in the top 10 percent.*

Conditions associated with segment projects:

3. *OR 99 is widened to increase shoulder widths (south of the couplet to Phoenix south city limits – MP 12.36-13.86).*
4. *Sidewalks are constructed on OR 99 (Colver/Suncrest Road to Rapp Road – MP 13.86-14.59).*
4. *OR 99 is reconstructed to include curbs and sidewalks with possible widening to a 5-lane cross-section with bike lanes (Rapp Road to south of Creel Road – MP 14.71-15.34).*
5. *OR 99 is widened to increase shoulder widths (south of Creel Road to Talent Avenue – MP 15.34-16.26 and Talent Avenue to Entrance to Jackson Hot Springs – MP 16.26-16.92). Superseded by Road Diet Recommendation*
5. *Left-turn lanes are added on OR 99 at intersections (Talent Avenue – MP 16.26) Superseded by Road Diet Recommendation*

Next Steps

- Prepare Draft OR 99 Corridor Plan
  - April 2013
  - Review period
  - Agency coordination/outreach
- Finalize OR 99 Corridor Plan

OR 99 CORRIDOR PLAN

Technical Advisory Committee

Meeting #4

1:30 PM to 3:30 PM

February 20, 2013

Fire District 5 Training Room
5811 South Pacific Highway
Phoenix

AGENDA

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1. Introductions — Ian Horlacher, ODOT

2. Update on Project Status — Jennifer Danziger, DEA
   - Overview of Process
   - Current Status

3. Preferred Alternative — Jennifer Danziger, DEA
   - Concepts presented at last meeting — Shelly Alexander, DEA
   - Additional concept considerations

4. Access Management Plan — Jennifer Danziger, DEA
   Shelly Alexander, DEA

5. Discussion — All

6. Next Steps — Jennifer Danziger, DEA
   Ian Horlacher, ODOT

OR 99 Corridor Plan

Technical Advisory Committee

Meeting #5 – November 21, 2013

Meeting Notes

Attendees: See Attached List

Introductions

Ian Horlacher opened the fifth TAC meeting. He introduced himself as the ODOT project manager, and identified the consultant team.

Update on Project Status

Jennifer Danziger, the Consultant project manager, provided an update of work completed to date including the supplemental concept analysis work.

The information that was covered is contained in the attached presentation.

Additional Analysis

In order to respond to comments/concerns that were raised at the previous TAC meeting (#4, February 2013) as well as other comments received from ODOT, DEA evaluated six additional concepts (#34-39). She presented the first four concepts (#34-37) which consider lane diets, road diets, and modifications over the Coleman Creek Culvert. Shelly Alexander, the Consultant traffic engineer, presented the supplemental multimodal concepts (#38 and 39) which included a midblock pedestrian crossing and enhanced Bear Creek Greenway connections. See attached presentation for more information.

Preferred Alternative

Jennifer reviewed all of the concepts considered for the corridor including the additional concepts (#34-39). She started with concepts in the northern section of the corridor and worked her way south. She gained consensus regarding which concepts should be moved forward to the Preferred Alternative. See attached presentation for more information.

Project Discussion - Concepts

Discussion occurred throughout the presentation. The following comments/questions were received during the concept discussion:

- Concept 34 – Charlotte Anne Rd to Coleman Creek Culvert – Implement a Road Diet and Add Bike Lanes and Sidewalk
    - *Could do a 3-lane road diet for shorter section (i.e., south of S. Stage to Coleman Creek Culvert) based on the forecast traffic.*

- *What growth was assumed for the analysis and when will growth become positive again?* The growth assumed for the area is consistent with the regional model and requirements for 20-year planning documents.
- *Are there issues with transition points (3 to 5 lanes, vice versa)?* Yes, merges points are always tricky, but can be designed to safely accommodate traffic flow.
- *Are sidewalks on both sides of the road really needed?* There are bus stops and origin/destinations on both sides of OR 99. Facilities should be provided on both sides.
- *How much life is left in the Coleman Creek Culvert?* The culvert is listed by ODFW as a priority replacement location.

- Concept 35 – Coleman Creek Crossing – Add Bicycle and Pedestrian Facilities – Options A, B, and C
  - *The 2-foot raised pavement sections provided for maintenance along culvert are not "sidewalks."*
  - *Concerns raised regarding the potential use of the median (4') being as a refuge.*
  - *Currently ODOT policy is not supportive of raised median islands, unless all other treatments have been exhausted.*
  - *Regarding the installation of a raised median, trips will need to reroute which is not ideal for businesses.*
  - *Culvert replacement should be considered instead of spending money trying to add substandard facilities to the existing culvert.*
  - *Concerned that an interim road diet north of the culvert might result in a narrower section than would ultimately be needed.*
  - *There could be fish passage money available for the culvert replacement*

- Concept 36 – Phoenix South End of Couplet to South City Limits – Implement a Road Diet and Add Bike Lanes and Sidewalk
  - *School district bus stops should also be considered in analysis. Right now buses stop a lot (every street/driveway with schoolchildren) along this segment because there are no sidewalk facilities.* The addition of sidewalks may allow for fewer bus stops on this section. Bus pullouts could be considered but would have limited benefit because traffic must stop in both directions anyway. but .
  - *This section may be eligible for Jackson County Safe Routes to School consideration to install sidewalks to reduce the stop frequency. If so, it would be desirable to work with the school district to modify bus routes.*
  - *Road Diet would likely result in slower speeds which are desirable within the community.*
  - *Bear Creek Drive speeds will soon be reduced to 35 mph.*

- Concept 37 – Phoenix South City Limits to Talent – Implement a Road Diet and Widen Shoulders
  - *This would tie in well with the road diet concept in Phoenix (#36).*

- *It's similar to what was analyzed south of Creel Road (to Ashland).*

- Concept 38 – North of Hartley Road – Install Midblock Pedestrian Crossing
  - *This will not happen with existing 4-lane cross-section and high (55 mph) speeds.*
  - *Consider a bus pullout in the southbound direction just north of Hartley and northbound circulation/pullout opportunities.*
  - *Better lighting may help.*
  - *Road diet could also help because crossing width would be less.*

- Concept 39 – Enhanced Bear Creek Greenway Connections
  - *This is in addition to improvements along OR 99.*
  - *Signage along OR 99 would complement signage along the trail (a Jackson County project).*
  - *There may be interest from businesses to put their name on the trail signage.*

Project Discussion - Corridor Segments

The following comments/questions were received during the concept discussion:

- Garfield St to Charlotte Anne Rd – Add sidewalk
  - *Yes, TAC agreement with recommendation.*
- Charlotte Anne Rd to Coleman Creek
  - Concepts 3a, 3b, 34: *Concept 3a, the lane diet, is preferred for the northern section between Garfield and S. Stage Road; Concept 34, the road diet is an alternative option to the lane diet for the segment south of S. Stage Road to Coleman Creek where traffic volumes are lower.*
  - Install Median Islands: *Yes, TAC agreement with recommendation.*
  - Improve turning radius at Northridge Terrace - *Yes, TAC agreement with recommendation.*
  - Rose St to Coleman Creek – Reduce Turning Conflicts - *Yes, TAC agreement with recommendation.*
  - Coleman Creek (Concept 35A, 35B, and 35C) – *Culvert replacement at 5 lanes is preferred but 35A (restriping to add sidewalks and bike lanes by eliminating center lane) could be planned as an interim option. . Could do Option 35B (multi-use path instead of sidewalks and bike lanes) but Option 35A is preferred cross section. No Option 35C.*
- South of Downtown Phoenix
  - Concepts 9, 10, 12, 13, 15, 16 - *Yes, TAC agreement with all recommendations.*
  - Concepts 18 and 36 – *TAC prefers Concept 36 (Road Diet) with two-way left-turn lane (TWLTL), sidewalks and bike lanes. Consider landscape buffers where possible.*
  - Concepts 20 and 37 – *TAC prefers Concept 37 (Road Diet).*

Next Steps

DEA will begin preparing the Draft OR 99 Corridor Plan with a likely release date of February 2014. That will kick off the review period and agency coordination/outreach. A finalized plan will result from comments.

Attachments:
Attendance Sheet
PowerPoint Presentation

OR 99 Sign-~~up~~ In Sheet

Ian Horlacher	ODOT
Bruce Sophie	Phoenix CC
Anna Henson	ODOT
ALEX GEORGEVITCH	MEDFORD
JON Sullivan	RUTD
JASON SHEADER	ODOT - Roadway
Mike Kuntz	Jackson County
Michael Wang	ODOT
Don Morehouse	ODOT
Jennifer Danziger	DEA
SHELLY ALEXANDER	DEA
Marla Cates	Phoenix Urban Renewal
Jordan Henderson	DEA
Don W. Rorrell	ODOT Traffic
Roger Allemand	ODOT R.8
ZACH MOODY	City of Talent
Steve Dahl	City of Phoenix

OR 99 Corridor Plan

TAC Meeting #5
November 21, 2013

DAVID EVANS AND ASSOCIATES INC.

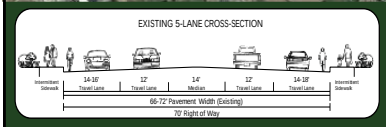
Presentation Topics

1. Additional Concept Analysis
   - Concepts identified since last meeting
   - Discussion
2. Preferred Alternative
   - Review of corridor options
   - Discussion
   - Final recommendations for corridor plan
3. Next Steps

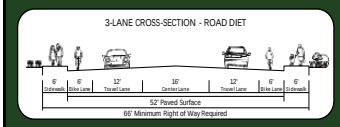
Additional Concepts

- Developed from feedback at TAC #4 and requests for additional analysis from various agencies
- Six additional concepts
  - Concept 34 – Charlotte Ann Rd to Coleman Creek Culvert – Implement a Road Diet and Add Bike Lanes and Sidewalks
  - Concept 35 – Coleman Creek Crossing - Add Bicycle and Pedestrian Facilities
  - Concept 36 – Phoenix South End of Couplet to South City Limits - Implement a Road Diet and Add Bike Lanes and Sidewalks
  - Concept 37 – Phoenix South City Limits to Talent – Implement a Road Diet and Widen Shoulders
  - Concept 38 – North of Hartley Rd – Install Midblock Pedestrian Crossing
  - Concept 39 – Enhanced Bear Creek Greenway Connections

Concept 34 – Charlotte Ann Rd to Coleman Creek Culvert – Implement a Road Diet and Add Bike Lanes and Sidewalks



- 70-foot ROW in many sections
- Paved width is 66 to 72 feet
- 5 travel lanes
- Sidewalks are outside ROW



- Entire cross section can be constructed in existing ROW
- Could restripe within existing curbs
  - Sidewalks would remain an issue
  - Striping would need to address travel lane widths

Concept 34 – Charlotte Ann Rd to Coleman Creek Culvert – Implement a Road Diet and Add Bike Lanes and Sidewalks

Purpose: Provide facilities along OR 99 for all modes of travel

Description: Modify roadway cross section from 5 lanes to 3 lanes, add bike lanes, and construct continuous sidewalks

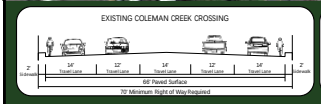
Traffic Operations & Safety:
- Current traffic demand 14,000 to 17,000 vpd
- Forecast traffic demand 19,000 to 22,000 vpd
- Would not meet HDM V/C ratio standard of 0.85 or OHP target of 0.95 at two intersections (S Stage and Lowry)
- Right-turn lanes could be used to mitigate some of the impacts of capacity reduction
- 6' bike lanes provide clearly defined travel way for bicyclists
- 6' sidewalks improve pedestrian safety and access to transit
- 3-lane cross-section has lower predicted crash rate than 5-lane cross-section
- Potentially reduces "hole in the air" for freight from 33 feet to 26 feet

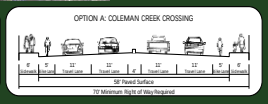
Basic Roadway Geometry & ROW:
- Concept focuses on adding bike lanes and sidewalks within existing ROW (except in locations where additional turn lanes would be needed at traffic signals)
- To remain within ROW would require relocation of curbs, construction of new drainage, and modifications to traffic control
- Striping could be used to define narrower cross section but sidewalks would be outside of ROW (similar to Concept 3)

Environmental & Land Use:
- Some potential property impacts at locations with additional turn lanes
- Potential access modifications in transition zones
- No culvert extensions needed

Cost Opinions:
- $7.3 million (no ROW or utility costs included)

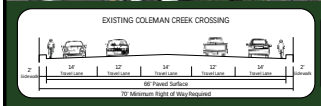
Concept 35 – Coleman Creek Crossing - Add Bicycle and Pedestrian Facilities – Option A

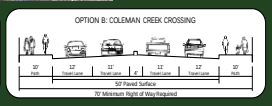




- Culvert that carries Coleman Creek under OR 99 is 75 feet wide
- Currently supports approximately 70 feet of roadway structure
- Could modify 70-foot structure to include:
  - 6-foot sidewalks on both sides
  - 5-foot bike lanes on both sides
  - 11-foot travel lanes (same as FVI)
  - 4-foot painted or raise median

Concept 35 – Coleman Creek Crossing - Add Bicycle and Pedestrian Facilities – Option B

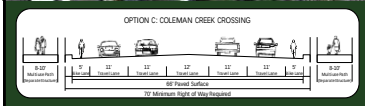




- Culvert that carries Coleman Creek under OR 99 is 75 feet wide
- Currently supports approximately 70 feet of roadway structure

- Could modify 70-foot structure to include:
  - 10-foot multi-use path on both sides
  - 11- to 12-foot travel lanes (similar to FVI)
  - 4-foot painted or raise median

Concept 35 – Coleman Creek Crossing - Add Bicycle and Pedestrian Facilities – Option C



- Could modify 70-foot structure to include:
  - 5-foot bike lanes on both sides
  - 11-foot travel lanes (same as FVI)
  - 12-foot median lane
- Add parallel pedestrian structures crossing the creek on both sides

Concept 35 – Coleman Creek Crossing - Add Bicycle and Pedestrian Facilities

Purpose: Provide facilities along OR 99 for all modes of travel

Description: Provide bicycle and pedestrian facilities on or adjacent to the Coleman Creek Culvert.
- Option A: Modify lane striping and add sidewalks and bike lanes to each side of the roadway
- Option B: Modify lane striping and add multi-use paths to each side of the roadway
- Option C: Modify lane striping and add parallel path structures over Coleman Creek

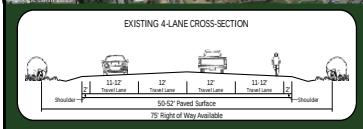
Traffic Operations & Safety:
- Current traffic demand approaching 16,000 vpd
- Forecast traffic demand 19,000 to 22,000 vpd
- Sidewalks and bicycle facilities improve pedestrian and bicycle safety and access to transit
- Narrower travel lanes match cross section for FVI striping north of Fern Valley Rd
- Options A & B: Loss of center turn lane would impact 4 accesses and may warrant turn restrictions and raised median
- Option A: 29-foot "hole in the air" for freight
- Option B: 25-foot "hole in the air" for freight
- Option C: 33-foot "hole in the air" for freight

Basic Roadway Geometry & ROW:
- Culvert that carries Coleman Creek under OR 99 is 75 feet wide that currently supports approximately 70 feet of roadway structure
- ROW is 90 feet near Coleman Creek and approximately 70 feet to north and 75 feet to south
- Option A: 58-foot roadway with 4 travel lanes and 6-foot sidewalks – minimum transitions extend 150 to south and 225 feet to north
- Option B: 50-foot roadway with 4 travel lanes and 10-foot multi-use paths – minimum transitions extend 240 to south and 360 feet to north
- Option C: 66-foot roadway with 5 travel lanes – no transitions
- Option C: Parallel structures would require additional ROW

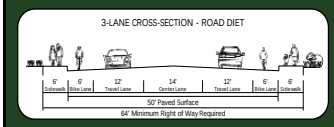
Environmental & Land Use:
- All options retain existing structure which has fish passage issues
- Options A & B: Access limitations would affect several parcels
- Option C: Additional structures across creek would need to accommodate fish passage

Cost Opinions:
- Concept 35, Option A: $350,000
- Concept 35, Option B: $300,000
- Concept 35, Option C: $1.3 million

Concept 36 – Phoenix South End of Couplet to South City Limits - Implement a Road Diet and Add Bike Lanes and Sidewalk



- 75-foot ROW available
- Paved width is 50 to 52 feet
- 4 travel lanes
- No sidewalks or bike lanes



- Entire cross section within existing ROW
- Could modify existing to include:
  - 6-foot bike lanes on both sides
  - 12-foot travel lanes and 14-foot center lane
- Add sidewalks on both sides (could include landscape buffers within ROW)

Concept 36 – Phoenix South End of Couplet to South City Limits - Implement a Road Diet and Add Bike Lanes and Sidewalk

Purpose: Provide facilities along OR 99 for all modes of travel

Description: Modify roadway cross section from 4 lanes to 3 lanes, add bike lanes, and construct continuous sidewalks

Traffic Operations & Safety:
- Current traffic demand 8,000 to 9,000 vpd
- Forecast traffic demand 13,000 to 14,000 vpd
- Would meet HDM V/C ratio standard of 0.85 and OHP target of 0.95 on mainline and side streets
- 6' bike lanes provide clearly defined travel way for bicyclists
- 6' sidewalks improve pedestrian safety and access to transit
- Shorter crossing distances
- 3-lane cross-section has lower predicted crash rate than 5-lane cross-section
- Maintains existing "hole in the air" of 25 feet for freight

Basic Roadway Geometry & ROW:
- Can be constructed within existing 75-foot ROW
- No change in roadway surface – can add bike lanes with reduction from 4 lanes to 3 lanes
- Curbs and sidewalks can be added with or without landscape buffer
- Can potentially be completed in phases
- Need to consider transitions between 3-lane and 4-lane cross sections

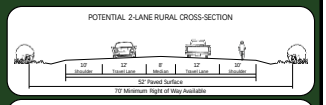
Environmental & Land Use:
- No impacts to adjacent properties
- Addition of curbs and sidewalks will require stormwater treatment
- Addition of sidewalks could require extension of culverts and fish passage may need to be considered

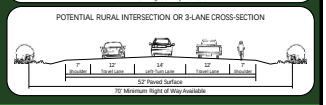
Cost Opinions:
- $1.2 million (no utility costs included)

Concept 37 – Phoenix South City Limits to Talent – Implement a Road Diet and Widen Shoulders

- 70-foot minimum ROW available
- Paved width is 50 to 52 feet
- 4 travel lanes, no shoulders

- No change in paved surface
- Could modify to a 2-lane cross section:
  - 10-foot shoulders both sides
  - 12-foot travel lanes and 8-foot median
- Could modify to a 2-lane cross section:
  - 7-foot shoulders both sides
  - 12-foot travel lanes and 14-foot center lane





Concept 37 – Phoenix South City Limits to Talent – Implement a Road Diet and Widen Shoulders

Purpose: Provide facilities along OR 99 for all modes of travel

- Description: Modify roadway cross section from 4 lanes to 2 or 3 lanes and widen shoulders

Traffic Operations & Safety:
- Current traffic demand approximately 10,000 vpd
- Forecast traffic demand approximately 14,000 vpd
- Would meet HDM V/C ratio standard of 0.85 and OHP target of 0.95 on mainline and side streets
- Wider shoulders (7-10 feet) accommodate bicyclists or pedestrians and allow vehicles to pull off the roadway, if necessary
- Shorter crossing distances
- 3-lane cross-section has lower predicted crash rate than 4-lane cross-section
- Maintains existing "hole in the air" of 26 feet for freight

Basic Roadway Geometry & ROW:
- No change in roadway surface – can widen shoulders with reduction from 4 lanes to 2 or 3 lanes
- Need to consider transitions between cross sections with 2 travel lanes and 4 travel lanes

Environmental & Land Use:
- No impacts anticipated since there are no changes to paved surface

Cost Opinions:
- $225,000 for restriping and signage

Concept 38 – North of Hartley Rd – Install Midblock Pedestrian Crossing

Purpose: Improve OR 99 crossing opportunities and connectivity

Description: Install Pedestrian Crosswalk and Activated Crossing Devices

Traffic Operations & Safety:
- Current traffic demand approximately 10,000 vpd
- Forecast traffic demand approximately 15,000 vpd
- Pedestrian-activated crossing devices increase driver awareness of when pedestrians are present at a crossing location
- Rectangular rapid flashing beacon (RRFB) would be more likely than hybrid beacon
- Few applications in rural, 55-mph areas

Basic Roadway Geometry & ROW:
- RRFBs installed at crossing
- Advance RRFBs needed to as well as in advance of crossing to allow adequate stopping distance
- No lane changes permitted where RRFBs are located
- Could consider a raised median with a 3-lane cross section (Concept 37)

Environmental & Land Use:
- No impacts anticipated since there are no changes to paved surface or ROW

Cost Opinions:
- $50,000 for restriping and signage

Concept 39 – Enhanced Bear Creek Greenway Connections

Concept 37 – Enhanced Bear Creek Greenway Connections

Purpose: Increase visibility of, and connections to, the Bear Creek Trail

Description: Enhance signage at existing Bear Creek Trail access points and add new trail access points for better connectivity through the study area

Traffic Operations & Safety:
- Improves access to parallel off-road facilities
- Trail markers (signage) could also alert drivers to potential conflicts with other modes

Basic Roadway Geometry & ROW:
- No roadway geometry changes are anticipated
- Enhanced signage along OR 99 placed within ODOT ROW
- Any striping or signage that may also be added to local streets be placed within public ROW
- New path connections may require additional ROW or easements

Table 3-2. Concept 39 Improvement Locations

Locations	Existing Facilities	Potential Improvements
Enhanced Trail Signage		
OR 99 at Lowry Lane	Sidewalks on north side	Could add bicycle diamonds
OR 99 at South Stage Road	Existing bike lanes & sidewalks	No changes
OR 99 at E Glenwood Road	Unpaved easement	Consider paving to trail
OR 99 at Northridge Terrace	Sparse sidewalks	Could add bicycle diamonds
OR 99 at Barn Valley Road	Bike lanes & sidewalks constructed as part of interchange project	No changes
OR 99 at Bear Road		
OR 99 at 4th Street	Sidewalks on north side	Could add bicycle diamonds or provide bike lane striping
OR 99 at Oak Street	No facilities	Could add bike lane striping and sidewalks
OR 99 at Suncrest Road	Some bike lane striping, continuous sidewalk on one side	Could add bicycle diamonds
OR 99 at West Valley View Road	Existing bike lanes & sidewalks	No changes
New Connection Opportunities		
Connection to Bear Creek Drive opposite 4th Street	Currently unpaved	Concept 33 includes paving gravel connection
Connection to Bear Creek Drive at entrance to Blue Heron Park	Currently use park entrance to connect to trail	Concept 23 includes constructing a new direct connection
Connection to OR 99 (ODOT south of Crest Road	Currently informal connection	Pave connection and include signage

Environmental & Land Use:
- New access points may require some additional ROW - could be addressed with easement or public/private partnership
- One connection would require wetlands mitigation
- One connection located within an ODFW Priority site (ranking 7-8) and near the 100-year flood plain

Cost Opinions:
- $25,000 for signage and trail markers
- $400,000 for connections in Phoenix and $50,000 for connection south of Talent

Corridor Review

- Segment by segment
  - Review corridor options
  - Discussion
  - Final recommendations for corridor plan

Note: Talent recommendations have not changed from last meeting and are not discussed in the presentation.

Garfield Street to Charlotte Ann Road

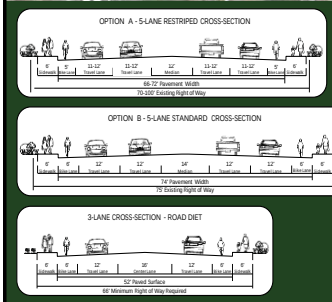
Concept: Add sidewalk

Recommended: Yes

Highlights:
- Part of a series of pedestrian improvements
- Connects to an existing transit stop
- Focus on multimodal system

Priority:
- Medium Priority
- Addresses existing system deficiency

Charlotte Ann Road to Coleman Creek



Concepts:

- Concept 3A – Lane diet/restriping - $3.5 million
- Concept 3B – Widening to full standard - $9.7 million
- Concept 34 – Road diet with sidewalks in ROW - $7.3 million

Recommendation:

?

Charlotte Ann Road to Coleman Creek

Concept: Install median islands

Recommended: Yes

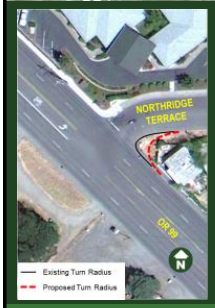
Highlights:

- Part of a series of pedestrian improvements
- Suggested near existing transit stops
- Focus on multimodal system

Priority:

- Medium Priority
- Addresses existing system deficiency
- Additional investigation into preferred locations prior to design

Charlotte Ann Road to Coleman Creek



Concept: Improve turning radius at Northridge Terrace

Recommended: Yes

Highlights:

- Increased turning radius
- ROW impacts but not structure
- Potential safety and operational benefits

Priority:

- Medium to High Priority
- Addresses existing safety concern

Charlotte Ann Road to Coleman Creek

Concept: Reduce turning conflicts between Rose Street & Coleman Creek

Recommended: Yes

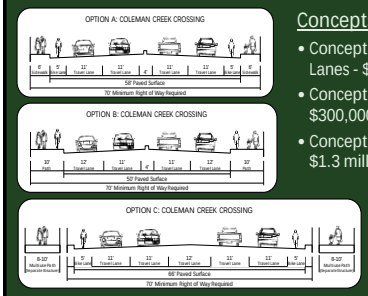
Highlights:

- Potential raised median to restrict turn movements to right-in/right-out
- Potential traffic flow restrictions (one-way ingress or egress)
- New connection to Rose Street and driveway closures

Priority:

- Medium to High Priority
- Addresses existing safety concern

Coleman Creek



Concepts:

- Concept 35, Option A – Sidewalk and Bike Lanes - $350,000
- Concept 35, Option B – Multiuse Path - $300,000
- Concept 35, Option C – Parallel Bridges - $1.3 million

Recommendation:

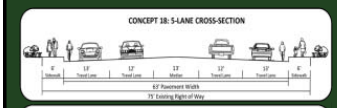
?

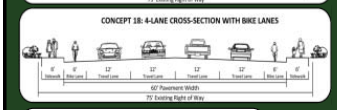
South of Downtown Phoenix

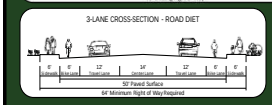
Recommended Concepts:

- Concept 9 – Downtown– Install Gateway Treatments
- Concept 10 – Downtown on N Main Street – Restripe Travel Lanes
- Concept 12 – Downtown on N Main Street – Enhance Crossing Opportunities
- Concept 13 – Bear Creek Drive at 4th and Oak Streets – Enhanced Connections to Greenway Trail
- Concept 15 – 4th Street – Install Pedestrian Activated Crossing Device
- Concept 16 – Oak Street/Blue Heron Park – Install Pedestrian Activated Crossing Device (may be located further south)

South of Downtown Phoenix







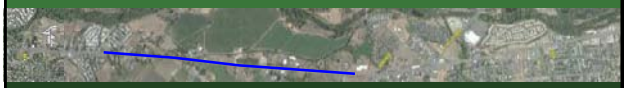
Concepts:

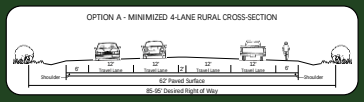
- Concept 18, 5 lanes with shared bike lanes and sidewalks in existing ROW
- Concept 18, 4 lanes with bike lanes and sidewalks in existing ROW
- Concept 36 – Road diet with bike lanes and sidewalks

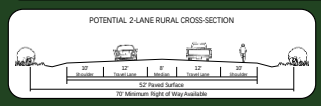
Recommendation:

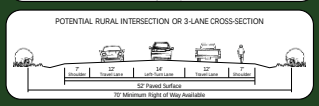
?

Phoenix to Talent Segment









Concepts:

- Concept 20, Option A – Widening for shoulders – minimized section
- Concept 37 – Road diet with 2- or 3-lane section and shoulders

Recommendation:

?

Next Steps

- Prepare Draft OR 99 Corridor Plan
  - Review period
  - Agency coordination/outreach
- Finalize OR 99 Corridor Plan

OR 99 CORRIDOR PLAN

Technical Advisory Committee

Meeting #5

10:00 AM to 12:00 PM

November 21, 2013

ODOT District 8
Conference Rooms B&C
100 Antelope Road
White City, OR 97503

AGENDA

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1. Introductions	Ian Horlacher, ODOT
2. Update on Project Status	Jennifer Danziger, DEA
3. Additional Analysis	Jennifer Danziger, DEA
• Additional Concepts	Shelly Alexander, DEA
• Discussion	
4. Preferred Alternative	Jennifer Danziger, DEA
• Review of Corridor Options	Shelly Alexander, DEA
• Discussions	
5. Next Steps	Jennifer Danziger, DEA
	Ian Horlacher, ODOT

Appendix B. Citizen Advisory Committee Meeting Materials

OR 99 Corridor Plan

Citizens Advisory Committee

Meeting #1 – Via Phone Call

Phone Meeting Summaries

Introductions

DEA called/emailed CAC participants to perform introductions and set up a time/date to conduct a detailed discussion. This introductory call/email also identified documents to be discussed at the identified time. DEA also verified all contact information during the interview.

The CAC members contacted are listed below:

Phoenix		Talent	
Name	Representing	Name	Representing
Pete Cislo	Leave Your Mark	Steve Rouse	Property Owner
Bill Reagan	Bill's Backhoe	Robin Lacy	Property Owner
Robert Mumby	Retired	Don Steyskal	Planning Commission
Leone Holden	Chamber of Commerce.	Edwin Jerome (E.J.) McManus	City Council
Mike Hooper	Phoenix Pharmacy	Scott Chancey	Talent Resident
Ben Bergreen	Superintendent, Phoenix/Talent School District		

Project Overview

DEA provided a project overview, which identified the general purpose, process, and goals/objectives.

Comments:

- *Members primarily agree with the goals and objectives and thought they looked good.*
- *A question was raised regarding the need for another goal. For example: move through traffic from OR 99 to I-5 to reduce traffic on OR 99, or somehow slow down OR 99 to improve safety?*

Background Review

DEA provided a brief summary of efforts completed to date. A high-level overview of technical memos and their findings was provided.

Comments:

- *Many of the members feel the documentation to-date covers the main concerns in the area (based on the overview).*
- *Some members have submitted comments already, while others are still reviewing documents.*

- *One member requested inclusion of a more comprehensive transit stop inventory.*
- *Note was made that school numbers have dropped by 100 students over the last 5 years and may impact traffic count data*

Invitation for feedback

DEA asked a few leading questions and provided an invitation for feedback in other areas.

Comments:

- *Concerns regarding vehicle speeds (traveling too fast) through the Phoenix and Talent areas were expressed. Some feel the posted speed should be lowered, or some other measure/project for lowering speeds should be considered. The section from Fern Valley to Garfield seems to be a hot spot.*
- *Will the design improvements (Rapp to Culver/Suncrest) be continued along OR 99 south of Talent (specifically, the access management/non-traversable medians)? These result in many U-turns which (vehicular and truck) occur at a slow speed and are likely a safety issue in and of themselves, as well as inconvenient for businesses.*
- *Safety concerns: Anecdotal evidence that there are numerous rear-end collisions in shared left-through lanes.*
- *Bikes also use Talent Avenue (Old OR 99)*
- *S. Valley View Road to Talent City limits there is a slight downgrade while traveling north. Anecdotal evidence suggests that drivers experience speed fluctuations (subtlely higher) when traveling downgrade.*
- *There has been mention of a "Road Diet" (4 lanes to 3 lanes) for the section of roadway between Rapp Road and Creel Road. Is this true? If so, citizens will have concerns.*
- *The existing analysis seems relatively straight forward. Committee members are very curious about the build alternatives.*
- *A member would like to see bike lanes along the entire length of OR 99, as they feel that the Bear Creek Greenway is not the most direct route and an alternative should be provided. Others feel the Bear Creek Greenway is good/sufficient for bicyclists, and bike lanes along OR 99 are not needed. Future improvements should focus on improving the frequency and quality of crossings.*
- *Do not add bike lanes through Phoenix at the cost of business properties.*
- *Need to account for elderly folks using tricycles and power chairs. There are quite a few users currently, and this would likely grow if facilities were provided.*
- *Members would like to see pedestrian access in the form of clear paths of travel, ideally sidewalks. They recognize that right-of-way may be a problem in some locations. Overall, members would like to see better access (see pedestrian comments above) to transit. Need more frequent and improved ped/bike crossings in conjunction with transit stops.*

- *Need to make sure that business viability is taken into account with all of our decisions. There are concerns regarding removal of left-turns and median style treatments.-Sight distance issues were raised for the northbound section through Phoenix.*
- *Concern was expressed regarding the function of OR 99 and the type of solutions that will be considered. It is the hope of the members that concepts are not limited to enhancing the experience for through-traffic. It is the perception of some members that most people use I-5 for through traffic, and OR99 for more local trips.*

Attachments:
CAC 1 – Conference Call Agenda

OR 99 Corridor Plan

Citizens Advisory Committee

Meeting #1 – Via Phone Call

Phone Meeting Agenda

Introductions

DEA will first call/email CAC participants to perform introductions and set up a time/date to conduct a detailed discussion. This introductory call/email will also identify documents that will be discussed at the identified time. DEA will also verify all contact information during the interview.

Project Overview

DEA will follow up with CAC participants at the previously specified time. DEA will provide a project overview, which will identify the general purpose, process, and goals/objectives.

Background Review

DEA will provide a brief summary of efforts completed to date. A high-level overview of technical memos and their findings (e.g. two intersections with failing operations, a high frequency of crashes from X to X, etc.) will be provided.

Invitation for feedback

DEA will ask the following questions and provide an invitation for feedback in other areas:

- Have you received the draft technical memorandum associated with this project?
- Have you had the opportunity to look through these memoranda?
- Are there existing deficiencies that you would like us to be aware of? If so, where? For example:
    - Do you feel that alternative modes of travel (e.g. bike, pedestrian, transit) being adequately served? If not, why?
    - Do you feel that there are locations that experience operational problems (e.g. high levels of congestion and delay) that weren't captured in the technical memoranda? If so, where?
    - Do you feel that there are locations with safety concerns that should be addressed? If so, where?
    - Are there any other existing deficiencies in the transportation system that you feel should be identified?

Next Steps

DEA is currently working on the future conditions analysis for the corridor. The next round of meetings (TAC, Citizen Committee, Public Open Houses) will likely be in mid- to late August. We will provide as much notice as possible about the schedule for those meetings.

OR 99 Corridor Plan

Citizen Advisory Committee-Phoenix

Meeting #1 – October 26, 2011

Meeting Notes

Attendees: See Attached List

Introductions

Ian Horlacher opened the first CAC meeting with an update of the project work to date. He introduced himself as the ODOT project manager, stepping in for Lisa Cortes, and identified the consultant team. We then went around the room and everyone in attendance stated their name and the community or agency they were representing.

Project Overview

Jennifer Danziger, the Consultant project manager, provided a brief overview of the OR 99 Corridor purpose, process, goals, and planning area. The information she covered is contained in slides 2 through 9 of the attached presentation.

Work Completed

Jennifer presented a summary of the existing conditions data collection and analysis that has been completed to date. The information she covered is contained in slides 10 through 18 of the attached presentation. Two additional slides (19 and 20) focusing on safety have been added to the attached materials. This information was discussed during the meeting but the slides were not included in the actual presentation.

Jennifer then presented the future baseline analyses (baseline and baseline sensitivity) and draft deficiency graphics. Shelly Alexander, the Consultant traffic engineer, assisted with the presentation of the draft deficiencies. Slides 21 through 28 of the attached presentation contain the future baseline condition information. During the presentation, the group expressed desire for pedestrian crossing enhancements and reviewed a handout provided by the consultant team which included some potential improvement concepts.

The following comments/questions were received during the presentation:

- There have been no perceived operational changes in the last three years
- The area around Fern Valley Road can experience some delays in the afternoons when high school students get out. There are students crossing the road in this area as well.
- The Wal-Mart on W. Valley View Road is closing to relocate in southern Medford just north of the Garfield intersection. (Note: It will have right-in/right-out access onto OR 99 but the main access will be on Center Drive.)

- The group identified the intersection of 4th Street and Bear Creek Drive as being problematic for lumber trucks turning left.
- School crossings are located at Bolz Road, Fern Valley Road, and S. Valley View Road.
- The pedestrian crossing on the north side of 4th Street/Bear Creek Drive is dangerous because drivers are looking south for gaps, not north for crossing people.
- The trailer park access to Fern Valley will be closed as part of the Fern Valley Interchange work. Alternative access will be provided onto OR 99, north of the Fern Valley intersection.

Project Discussion

Jennifer and Shelly opened the floor up for comments, suggestions, and concerns regarding the deficiencies summarized. The intent was to gain perspective and ideas for the next phase of the corridor project: concept development.

The following comments/questions were received during the discussion:

- Consideration should be given to converting the existing section of roadway between Talent and S. Valley View Road from 4 lanes to 5 lanes.
- There are numerous sections throughout the corridor with narrow sidewalks. Some are as narrow as 2.5 feet wide. Wider sidewalks would be desirable.
- Additional bicycle and pedestrian crossings are desirable. Committee members believe that the majority of the bikes are on the eastside of OR 99 in the Phoenix area and need to get to the Westside. The group shared that the City is installing a band shell in Blue Heron Park which could generate additional bicycle and pedestrian traffic in the area.

Project Update

Ian and Jennifer presented a project update that included the revised schedule and upcoming meetings and dates. Details can be found in the presentation on slide 27.

Next Steps

DEA is currently preparing for the upcoming Open House meetings (November 15 and 17) and generating concepts to address deficiencies for the next phase of the project. Analysis of the concepts will be conducted; concepts evaluation and presentation will occur during the next TAC and CAC meetings which are expected to occur in early February 2012. We will provide as much notice as possible about the schedule for those meetings.

Attachments:
Attendance Sheet
PowerPoint Presentation
Potential Improvement Concepts

Phoenix CAC

10-26

1) Ian Horlacher - ODOT

MICHAEL HOOPER - PHOENIX PHARMACY
KATHY HOOPER " "
Pete Cislo "
Bill Reagan Bills Backhoe Sev
Ben Bergreen Phoenix-Talent School Dist.
SHELLY ALEXANDER DAVID EVANS & ASSOC., INC.
JENNIFER DANZIGER "
Marla Catto Phoenix URA

OR 99 Corridor Plan

Phoenix Citizen Advisory Committee
Meeting #1 – October 26, 2011

DAVID EVANS AND ASSOCIATES INC.

Presentation Topics

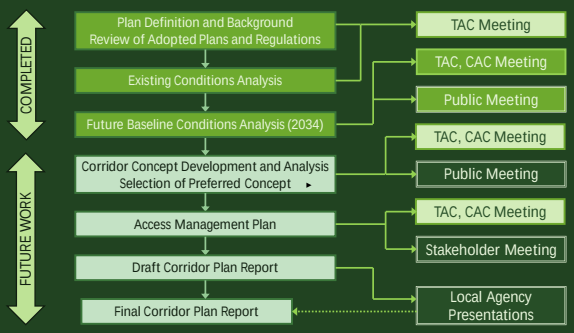
1. Project Overview
   - Purpose
   - Process
   - Goals & Objectives
2. Work Completed
   - Environmental and Land Use Reconnaissance
   - Existing Conditions Analysis
   - Future Analysis
   - Summary of Deficiencies
3. Next Steps

Project Purpose

- Determine how the existing highway functions
  - Existing conditions – Year 2010
  - Future conditions – Year 2034
- Identify strategies/improvements to enhance safety and capacity within the corridor
  - Demand and System Management
  - Additional Infrastructure
- Build upon other transportation projects
  - Fern Valley and South Medford Interchanges (Exit 24 & 27)
  - I-5 Rogue Valley Corridor Plan
  - Regional Transportation Plan

Corridor Planning Area

Corridor Planning Process



Draft Corridor Goals

Four Goals with Supporting Objectives:

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Improve the OR 99 corridor and identify potential local system enhancements that link communities, neighborhoods, and businesses and address the existing and future transportation needs of moving both people and goods through the corridor.

Goal 2: Multimodal System

Provide a multimodal transportation system that accommodates the needs of all users.

Draft Corridor Goals (continued)

Goal 3: Livability

Provide a transportation system than enhances community livability and promotes economic development while minimizing environmental impacts.

Goal 4: Safety

Promote the safety of current and future travel modes for all users.

Environmental and Land Use Reconnaissance

Reconnaissance was performed to understand existing environmental and land use issues and to help inform the process of developing conceptual alternatives.

- Environmental Reconnaissance
  - Natural resources such as riparian corridors, wetlands, wildlife habitat, and recreation trails
  - Wildlife crossings and threatened and endangered species
  - Floodplains and floodways
  - Air and noise quality
  - Hazardous materials
  - Visual resources

Environmental and Land Use Reconnaissance (continued)

- Land Use Summary
  - Zoning and Comprehensive Plan designations
  - Community features
    - Parks and recreation areas
    - Historical and Archaeological Resources
    - Section 4(f) and 6(f) resources
  - Right-of-way
  - Canals and Culverts
- Socioeconomic and Environmental Justice

Tech Memo #2 includes an Environmental and Land Use "Red Flag" Summary

Existing Condition Analysis

- Transportation System Inventory
  - Roadways
  - Pedestrian and Bicycle Facilities
  - Transit
  - Freight
  - Intelligent Transportation Systems (ITS)
  - Rail
- Traffic Conditions
  - Design Hourly Volumes - 2010
  - Traffic Operations – 19 intersections
  - Crash History – 2005 through 2009

OR 99 Corridor Inventory – North

LEGEND
- 5 lanes
- 4 lanes
- 2 lanes
- 55 mph
- 45 mph
- 40 mph
- 30 mph
- Traffic Signal
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- 30 mph
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- Bear Creek Greenway trail – continuous through the project area
- Sidewalks Present
  - Northeastern side – Garfield St to S Stage Rd in Medford
  - Western side – North of couplet in Phoenix
  - Both sides – SB Couplet (Main St) in Phoenix
  - Southwestern side – Colver/Suncrest Rd to Rapp Rd in Talent
  - Other locations are sporadic or not present
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  - Both directions – Garfield St to S Stage Rd in Medford
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Other Facilities

- Transit Facilities
  - One route (#10) operated by Rogue Valley Transit District
  - 30-minute headways from 5:00 AM to 6:30 PM
  - More than 30 stops in study area
- Intelligent Transportation Systems (ITS)
  - 6 ODOT Closed-Circuit Television Cameras (CCTV) on I-5
  - 1 ODOT Automatic Traffic Recorder (ATR) on OR 99 in Talent (milepoint 15.82)
- Rail
  - Central Oregon and Pacific Railroad (CORP)

Existing Traffic Volumes

- 19 Intersections along OR 99
- Common peak hour between 4:30 and 5:30 PM
- Converted to design hourly volumes (DHV) = 30th highest hour

How does our 2010 base year compare to previous years?

Recent Traffic Volume Trends

- Corridor volumes decreased between 6 and 24 percent between 2004 and 2010
- Decreases were greater in the northern portions of the corridor and less in the southern potions

How do we account for this recent trend?

- Keep 2010 as our existing base year
- Try to account for current economic trend when we look at future volumes

Intersection Operations Evaluation

- Performance Measures
  - Volume/Capacity Ratio
    - *Volume = Traffic Demand*
    - *Capacity = Maximum Throughput*
  - Level of Service A through F based on delay
  - 95th Percentile Queues
- Performance Standards
  - ODOT Standards
    - V/C ratio of 0.90 everywhere except on couplet (0.95) and at S Valley View Road (0.80)

2010 Existing Intersection Operations

Intersection		Critical Movement	2010 PM Peak Hour		Standards
			V/C Ratio	LOS	ODOT
Medford City Limits	OR 99 @ Garfield Street (Signalized)	Overall	0.53	C	0.90
	OR 99 @ Lowry Lane (Signalized)	Overall	0.47	A	0.90
	OR 99 @ Bear Creek Corp Drive (Signalized)	Overall	0.35	A	0.90
	OR 99 @ S Stage Road (Signalized)	Overall	0.53	B	0.90
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	SB OR 99 (N. Main Street) @ 4th Street	EB T/R	0.35	C	0.95
	NB OR 99 (Bear Creek Drive) @ 4th Street	EB L	0.22	B	0.95
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	SB OR 99 (N. Main Street) @ Oak Street	EB T/R	0.07	B	0.95
	NB OR 99 (Bear Creek Drive) @ Oak Street	NB L/T	0.22	A	0.95
Talent City Limits	OR 99 @ Colver/Suncrest Road (Signalized)	Overall	0.41	A	0.90
	OR 99 @ W Valley View Road (Signalized)	Overall	0.56	B	0.90
	OR 99 @ Rapp Road (Signalized)	Overall	0.43	B	0.90
	OR 99 @ Arnos Road	EB L/R	0.13	B	0.90
	OR 99 @ Creel Road	EB L/R	0.08	B	0.90
Jackson County	OR 99 @ Talent Avenue/Old Pacific Hwy	EB L/R	0.12	C	0.90
	OR 99 @ S Valley View Road (Signalized)	Overall	0.76	C	0.80

Safety Summary

- 308 crashes over 5 years (2005 through 2009)
- 14 crashes resulted in fatalities or severe injuries
- Highest crash intersections:
  - Garfield Street (21 crashes)
  - S Stage Road (17 crashes)
  - Fern Valley Road (29 crashes)
- Highest crash segments:
  - Garfield Street to Lowry Lane (11 crashes)
  - S Stage Road to Fern Valley Road (44 crashes)
  - Talent Avenue to S Valley View (18 crashes)

Safety Summary (continued)

- Pedestrian Crashes:
  - Segment between S Stage and Fern Valley
  - Bear Creek (Northbound) at 4th Street
  - Bear Creek at Oak Street
  - Segment between Talent and S Valley View
- No collisions with bicycles in corridor
- 3 collisions with parked cars on N Main Street

Future Baseline Condition Analysis

- Future Traffic Volumes
  - 2034 – Analysis year consistent with Regional Transportation Plan (RTP)
  - Average Daily Volumes on Segments
  - Peak Hour Volumes at Intersections
- Operational Analysis
  - Intersections (V/C, LOS, Queues)

Future Traffic – 2034 Baseline

- Two forecast scenarios developed:
  - 2034 Future Baseline Scenario
    - Based on current 2010 traffic volumes
    - Applies forecast growth from regional travel demand model
  - 2034 Future Baseline Sensitivity Scenario
    - Applies 15% growth to all forecasts from the 2034 Future Baseline Scenario

Average Daily Traffic Volumes – North

LEGEND
2010 Volume
2034/2034 Sensitivity Volume
2034/2034 Sensitivity % Increase

Note: Future ADT volumes are based on peak hour volume growth.

Average Daily Traffic Volumes – South

LEGEND
2010 Volume
2034/2034 Sensitivity Volume
2034/2034 Sensitivity % Increase

Note: Future ADT volumes are based on peak hour volume growth.

2034 Future Intersection Operations

Intersection		Critical Movement	2034 Baseline V/C	2034 Baseline LOS	2034 Sensitivity V/C	2034 Sensitivity LOS	Standards ODOT
Medford City Limits	OR 99 @ Garfield Street (Signalized)	Overall	0.65	C	0.75	D	0.90
	OR 99 @ Lowry Lane (Signalized)	Overall	0.58	B	0.66	C	0.90
	OR 99 @ Bear Creek Corp Drive (Signalized)	Overall	0.46	A	0.55	A	0.90
	OR 99 @ S Stage Road (Signalized)	Overall	0.75	C	0.78	C	0.90
Phoenix City Limits	OR 99 @ Fern Valley Road (Signalized)	Overall	0.61	B	0.62	B	0.90
	OR 99 @ E. Bolz Road	EB R	0.43	B	0.51	B	0.90
	SB OR 99 (N. Main Street) @ 4th Street	EB T/R	0.59	E	0.73	F	0.95
	NB OR 99 (Bear Creek Drive) @ 4th Street	EB L	0.31	C	0.42	C	0.95
	SB OR 99 (N. Main Street) @ 1st Street	EB T/R	0.59	E	0.83	F	0.95
	NB OR 99 (Bear Creek Drive) @ 1st Street	EB L	0.33	A	0.43	C	0.95
	SB OR 99 (N. Main Street) @ Oak Street	EB T/R	0.16	C	0.24	C	0.95
	NB OR 99 (Bear Creek Drive) @ Oak Street	EB L	0.11	A	0.14	B	0.95
Talent City Limits	OR 99 @ Colver/Suncrest Road (Signalized)	Overall	0.57	B	0.63	B	0.90
	OR 99 @ W Valley View Road (Signalized)	Overall	0.83	D	0.93	C	0.90
	OR 99 @ Rapp Road (Signalized)	Overall	0.67	B	0.76	C	0.90
	OR 99 @ Arnos Road	EB L/R	0.29	C	0.39	D	0.90
	OR 99 @ Creel Road	EB L/R	0.11	C	0.18	C	0.90
Jackson County	OR 99 @ Talent Avenue/Old Pacific Hwy	EB L/R	0.04	B	0.03	B	0.90
	OR 99 @ S Valley View Road (Signalized)	Overall	0.87	D	1.01	E	0.80

2034 Future Queuing Concerns

OR 99 @ Garfield Street (Signalized)
- Westbound left-turn queues occasionally extend beyond storage lane

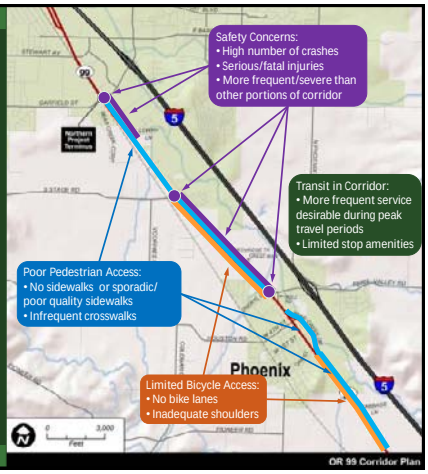
OR 99 @ South Stage Road (Signalized)
- Eastbound left-turn queues occasionally extend beyond storage

OR 99 @ W Valley View Road (Signalized)
- Westbound left-turn queues occasionally extend beyond storage lane

OR 99 @ S Valley View Road (Signalized)
- Extreme queuing on northbound approach
- Extensive queuing on westbound approach

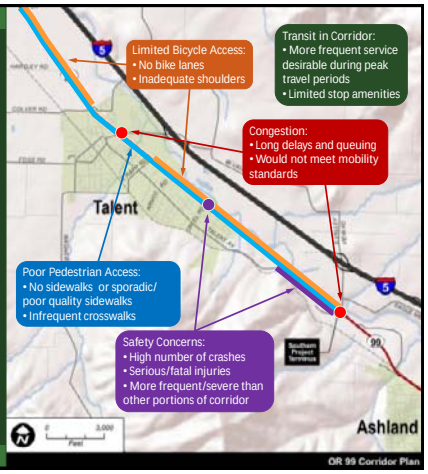
Identified Issues – North

LEGEND
- Spot Issue
- Segment Issue
- Safety
- Operational
- Pedestrian
- Bicycle
- Transit



Identified Issues – South

LEGEND
- Spot Issue
- Segment Issue
- Safety
- Operational
- Pedestrian
- Bicycle
- Transit



Next Steps

- Concept Analysis and Evaluation
- Selection of Preferred Concepts
- Upcoming Meeting Dates
  - Public Open Houses
    - Talent – November 15 (Tuesday)
    - Phoenix – November 17 (Thursday)
  - Next TAC and CAC Meetings
    - January or February 2012

OR 99 CORRIDOR PLAN

Citizen's Advisory Committee - Phoenix

Meeting #1

5:30 PM to 7:30 PM

October 26, 2011

Fire District 5 Training Room
5811 South Pacific Highway
Phoenix

AGENDA

1.	Introductions	Ian Horlacher, ODOT
2.	Project Overview	Jennifer Danziger, DEA Shelly Alexander, DEA
3.	Work Completed	Jennifer Danziger, DEA
	• Existing Conditions	Shelly Alexander, DEA
	• Future Baseline Conditions	
	• Draft Deficiency Matrix	
4.	Project Discussion	All
	• Concept Development	
5.	Project Update	Jennifer Danziger, DEA
	• Schedule	Ian Horlacher, ODOT
	• Upcoming meetings	
6.	Next Steps	Jennifer Danziger, DEA Ian Horlacher, ODOT

OR 99 Corridor Plan

Citizen Advisory Committee-Talent

Meeting #1 – October 26, 2011

Meeting Notes

Attendees: Scott Chancey-Talent resident, Ian Horlacher-ODOT PM, Jennifer Danziger-Consultant PM, Shelly Alexander-Consultant traffic engineer

Introductions

Ian Horlacher opened the first CAC meeting with an update of the project work to date. He introduced himself as the ODOT project manager, stepping in for Lisa Cortes. We then went around the room and everyone introduced themselves.

Project Overview

Jennifer Danziger, the Consultant project manager, provided a brief overview of the OR 99 Corridor purpose, process, goals, and planning area. The information she covered is contained in slides 2 through 9 of the attached presentation.

Work Completed

Jennifer presented a summary of the existing conditions data collection and analysis that has been completed to date. The information she covered is contained in slides 10 through 20 of the attached presentation.

Jennifer then presented the future baseline analyses (baseline and baseline sensitivity) and draft deficiency graphics. Shelly Alexander, the Consultant traffic engineer, assisted with the presentation of the draft deficiencies. Slides 21 through 28 of the attached presentation contain the future baseline condition information. During the presentation, the advisory participant expressed desire for transit and bicycle/pedestrian crossing enhancements and reviewed a handout provided by the consultant team which includes Potential Improvement Concepts.

The following comments/questions were received during the presentation:

- There are many bicycles using OR 99, especially on the weekends
- Where are the transit stops located? *DEA noted they have received longitude/latitude coordinates from RVTD.*
- Concern was expressed with the vacation of the current Wal-Mart store on W. Valley View Road and the location of the new Superstore Wal-Mart opening at the northern end of the project area. *DEA responded that trips were considered in the forecast analysis for development consistent with the zoning of these parcels. It is likely that the*

old building along W. Valley View Road will become home to another business offsetting the reduction in Wal-Mart-specific trips within the 20-year time frame that is considered in the plan.

- The safety data, specifically the turning related crashes, for the section of roadway between Garfield and Lowry Lane were questioned for better clarity. Were the turns primarily right turns or left turns? Segment crashes between S. Stage Road and Fern Valley Road make sense; there are many ingress/egress points. The segment between Talent and S. Valley View Road shows a high number of crashes; perhaps it is a result of the side-street left-turns onto OR 99
- The trip caps for the US Cellular/Charles Point Residential area (northern study area) have been increased.
- There are a number of bicycle and pedestrian crossings at 4th Street and Bear Creek Drive.
- Revised signal timing should help with the v/c ratio (operations) at the W. Valley View Road intersection.
- Have there been any pre-/post-Rapp Road project studies that look at the effect of the new signal (Rapp Road) on W. Valley View Road?
- What is prompting the OR 99 Corridor Study if there are few operational issues? *DEA explained that I-5 runs parallel to OR 99 and occasionally uses OR 99 as a detour route. Additionally, OR 99 is a multi-modal corridor that also serves as a local circulation route for the Cities of Phoenix and Talent.*

Project Discussion

Jennifer and Shelly opened the floor up for comments, suggestions, and concerns regarding the deficiencies summarized. The intent was to gain perspective and ideas for the next phase of the corridor project: concept development.

The following comments/questions were received during the discussion:

- While transit service may have been recently improved (30 minute headways to 20 minute), service will still likely be a 30 minute wait
- Pedestrian access to transit stops should be improved (not necessarily the crossings)
- According to the FTA (Federal Transit Administration) Federal Register dated August 2001, volume 77, funding may be applied for projects that improve pedestrian access within ½ mile, or bicycle access within 3 miles of a transit line.

Project Update

Ian and Jennifer presented a project update that included the revised schedule and upcoming meetings and dates. Details can be found in the presentation on slide 29.

Next Steps

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PowerPoint Presentation
Potential Improvement Concepts

Name	Agency	Phone	
Scott Chaney			

OR 99 Corridor Plan

Talent Citizen Advisory Committee
Meeting #1 – October 27, 2011

DAVID EVANS and ASSOCIATES INC.

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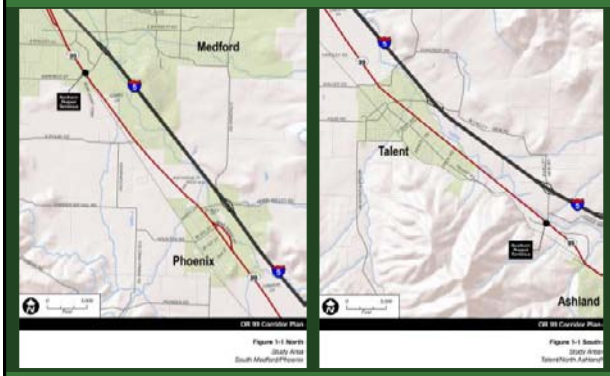
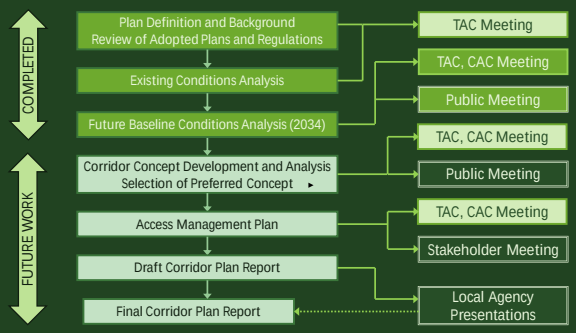


Corridor Planning Process



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Average Daily Traffic Volumes – South

LEGEND
2010 Volume
2034/2034 Sensitivity Volume
2034/2034 Sensitivity % Increase

Note: Future ADT volumes are based on peak hour volume growth.

2034 Future Intersection Operations

Intersection		Critical Movement	2034 Baseline V/C	2034 Baseline LOS	2034 Sensitivity V/C	2034 Sensitivity LOS	Standards ODOT
Medford City Limits	OR 99 @ Garfield Street (Signalized)	Overall	0.65	C	0.75	D	0.90
	OR 99 @ Lowry Lane (Signalized)	Overall	0.58	B	0.66	C	0.90
	OR 99 @ Bear Creek Corp Drive (Signalized)	Overall	0.46	A	0.55	A	0.90
	OR 99 @ S Stage Road (Signalized)	Overall	0.75	C	0.78	C	0.90
Phoenix City Limits	OR 99 @ Fern Valley Road (Signalized)	Overall	0.61	B	0.62	B	0.90
	OR 99 @ E. Bolz Road	EB R	0.43	B	0.51	B	0.90
	SB OR 99 (N. Main Street) @ 4th Street	EB T/R	0.59	E	0.73	F	0.95
	NB OR 99 (Bear Creek Drive) @ 4th Street	EB L	0.31	C	0.42	C	0.95
	SB OR 99 (N. Main Street) @ 1st Street	EB T/R	0.59	E	0.83	F	0.95
	NB OR 99 (Bear Creek Drive) @ 1st Street	EB L	0.33	A	0.43	C	0.95
	SB OR 99 (N. Main Street) @ Oak Street	EB T/R	0.16	C	0.24	C	0.95
	NB OR 99 (Bear Creek Drive) @ Oak Street	EB L	0.11	A	0.14	B	0.95
Talent City Limits	OR 99 @ Colver/Suncrest Road (Signalized)	Overall	0.57	B	0.63	B	0.90
	OR 99 @ W Valley View Road (Signalized)	Overall	0.83	D	0.93	C	0.90
	OR 99 @ Rapp Road (Signalized)	Overall	0.67	B	0.76	C	0.90
	OR 99 @ Arnos Road	EB L/R	0.29	C	0.39	D	0.90
	OR 99 @ Creel Road	EB L/R	0.11	C	0.18	C	0.90
Jackson County	OR 99 @ Talent Avenue/Old Pacific Hwy	EB L/R	0.04	B	0.03	B	0.90
	OR 99 @ S Valley View Road (Signalized)	Overall	0.87	D	1.01	E	0.80

2034 Future Queuing Concerns

OR 99 @ Garfield Street (Signalized)
- Westbound left-turn queues occasionally extend beyond storage lane

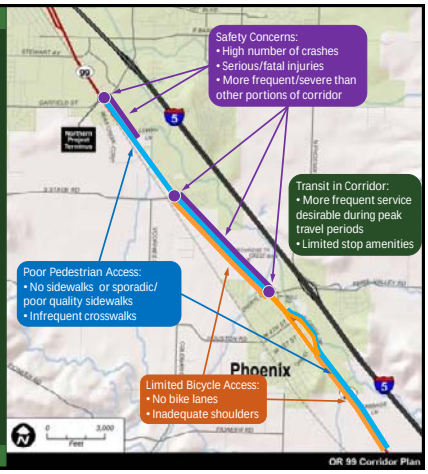
OR 99 @ South Stage Road (Signalized)
- Eastbound left-turn queues occasionally extend beyond storage

OR 99 @ W Valley View Road (Signalized)
- Westbound left-turn queues occasionally extend beyond storage lane

OR 99 @ S Valley View Road (Signalized)
- Extreme queuing on northbound approach
- Extensive queuing on westbound approach

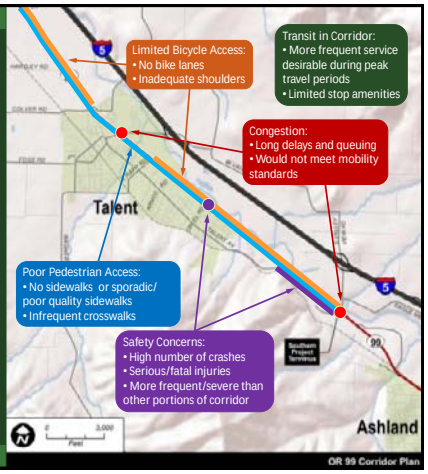
Identified Issues – North

LEGEND
- Spot Issue
- Segment Issue
- Safety
- Operational
- Pedestrian
- Bicycle
- Transit



Identified Issues – South

LEGEND
- Spot Issue
- Segment Issue
- Safety
- Operational
- Pedestrian
- Bicycle
- Transit



Next Steps

- Concept Analysis and Evaluation
- Selection of Preferred Concepts
- Upcoming Meeting Dates
  - Public Open Houses
    - Talent – November 15 (Tuesday)
    - Phoenix – November 17 (Thursday)
  - Next TAC and CAC Meetings
    - January or February 2012

OR 99 CORRIDOR PLAN

Citizen's Advisory Committee - Talent

Meeting #1

5:30 PM to 7:30 PM

October 27, 2011

Fire District 5 Training Room
5811 South Pacific Highway
Phoenix

AGENDA

1.	Introductions	Ian Horlacher, ODOT
2.	Project Overview	Jennifer Danziger, DEA Shelly Alexander, DEA
3.	Work Completed	Jennifer Danziger, DEA
	• Existing Conditions	Shelly Alexander, DEA
	• Future Baseline Conditions	
	• Draft Deficiency Matrix	
4.	Project Discussion	All
	• Concept Development	
5.	Project Update	Jennifer Danziger, DEA
	• Schedule	Ian Horlacher, ODOT
	• Upcoming meetings	
6.	Next Steps	Jennifer Danziger, DEA Ian Horlacher, ODOT

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OR 99 Corridor Plan

Technical Advisory Committee & Citizen Advisory Committee

Project Update – August 19, 2011

Our last Technical Advisory Committee (TAC) meeting was held in May. Since then, we have conducted interviews with members of the Citizens Advisory Committee (CAC) for Phoenix and Talent. A summary of the input from those interviews will be forthcoming.

Our schedule indicated that we would be moving forward with analysis of future baseline conditions and returning to the communities in late July or August with a summary of our findings for the committees as well as a Public Open House. However, several issues were raised at the TAC meeting, which have had subsequent impacts to our schedule. This memo provides a status update on the OR 99 Corridor Plan.

Summary of Issues and Resolutions

Two issues related to OR 99 have come up in the course of the project:

1. Revisions to the Rogue Valley Metropolitan Planning Organization (RVMPO) travel demand forecasting model (Version 2) as a result of corrections to existing land use in City of Medford
2. Consistency between projects at the S Valley View Road intersection with OR 99

Additional detail about each of these items is provided below

1. RVMPOv2 Model Issues

The issue of the corrections to existing land use assumptions was raised by the City of Medford at the TAC meeting on May 23, 2011. Discussions between the City and ODOT's Transportation Planning and Analysis Unit (TPAU) which maintains the model were already underway at the time of our meeting, but no conclusions were available.

After some research into the model results with the City of Medford revised land uses, TPAU came to the conclusion that the 2034 RVMPO v2 model is not producing logical travel patterns in portions of our corridor in Phoenix and Talent. TPAU has subsequently provided direction about how to proceed with future conditions analysis. We will be using the 2030 RVMPO v1 model for the OR 99 project rather than the 2034 RVMPOv2 model. In addition to providing more logical travel patterns, the 2030 model is also more consistent with the results used for the Fern Valley Interchange.

Status: DEA is working with TPAU to acquire the 2030 model outputs and confirm the methodologies to be used to extrapolate the 2030 model forecasts out to 2034 (our future analysis year). We will be completing this analysis in the next 4 to 6 weeks.

2. S Valley View Road Intersection Analysis

At the May TAC meeting, comments from ODOT District 8 traffic indicated that there were inconsistencies between the analysis results of the OR 99/S Valley View Road intersection from the Ashland TSP and OR 99 Corridor Plan. DEA has obtained information from both District 8 and the Ashland TSP project team.

Status: DEA is now working to resolve the differences between the two projects. We are working with TPAU and District 8 traffic staff to address this issue and it should be resolved within the next week.

Upcoming Meetings

With these issues resolved, DEA will be working with Lisa Cortes, the ODOT Project Manager, to schedule the next TAC meeting and the first CAC meeting for sometime early this fall. We will also be holding our first Public Open Houses in Phoenix and Talent around the same time.

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OR 99 Corridor Plan

Citizen's Advisory Committee

Meeting #2 – March 21, 2012

Meeting Notes

Attendees: See Attached List

Introductions

Ian Horlacher opened the second CAC meeting with an update of the project work to date. He introduced himself as the ODOT project manager, and identified the consultant team. We then went around the room and everyone in attendance stated their name and the community they were representing.

Work Completed

Jennifer Danziger, the Consultant project manager, provided an update of work completed to date including the concept development analysis. Joshan Rohani, the Consultant traffic engineer, assisted with the presentation of the concept development process and draft concepts. The information that was covered is contained in the attached presentation.

Project Discussion

Jennifer and Joshan suggested that the project discussion occur as they moved through the presentation while comments and suggestions were fresh in committee members' minds. The intent was to gain perspective and ideas for the next phase of the corridor project: selection of the preferred concepts.

The following comments/questions were received during the discussion:

- Make sure we plan for growth and not constrain ourselves in the future
- How can we lower speeds on northbound Bear Creek Drive?
- Consider adding double white lines along Bear Creek Drive to avoid lane changes near 1st street and 4th street, where there is limited visibility.
- Consider moving gateway treatments in Concept 9 to include more than just the couplet. Consider extending to Cheryl Lane. The overall concept seems good.
- The focus on pedestrian/bicycle facilities is a good direction for this project.
- Consider placing flyers in the phoenix post office for upcoming meetings.

Next Steps

DEA will prepare for the upcoming Open House meetings (April 4th and 5th) and begin incorporating advisory committee feedback into the next phase of the project. The next phase is to select a preferred set of solutions throughout the corridor (called the "preferred concept"). The next meetings are planned to occur in the May/June timeframe.

Attachments:
Attendance Sheet
PowerPoint Presentation

NAME	AGENCY
Robert Mumby	none
MICHAEL HOOPER	PHOENIX PHARMACY
Kathy Hooper	Phoenix Pharmacy

OR 99 Corridor Plan

Citizen Advisory Committee
Meeting #2 – March 21, 2012

DAVID EVANS AND ASSOCIATES INC.

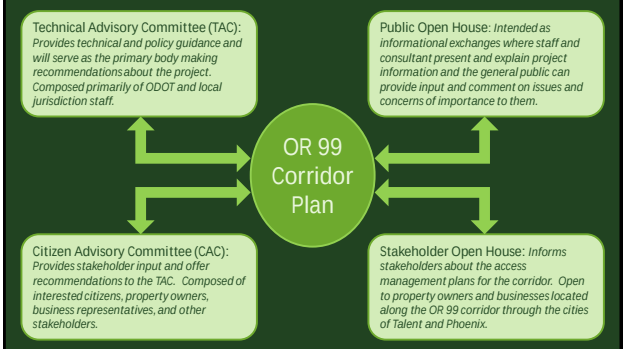
Presentation Topics

1. Project Overview Recap
2. Concept Development
3. Concept Alternatives Analysis
4. Discussion
   - Ideas for modifications to concepts or additional concepts that could be evaluated
   - Input for selection of preferred concepts
5. Next Steps

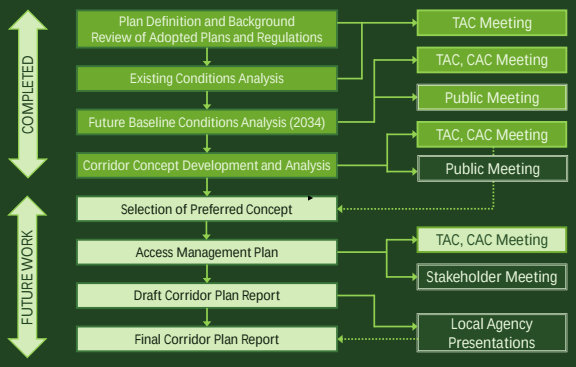
Project Purpose

- Determine how the existing highway functions
  - Existing conditions – Year 2010
  - Future conditions – Year 2034
- Identify strategies/improvements to enhance safety and capacity within the corridor
  - Demand and System Management
  - Additional Infrastructure
- Build upon other transportation projects
  - Fern Valley and South Medford Interchanges (Exit 24 & 27)
  - I-5 Rogue Valley Corridor Plan
  - Regional Transportation Plan

Public Involvement Process



Corridor Planning Process



Concept Development

- Project Goals and Objectives
- Types of Improvements
- Evaluation Criteria
- Organization

Project Goals & Objectives

- Goal 1 – Mobility
  Improve the OR 99 corridor and identify potential local system enhancements that link communities, neighborhoods, and businesses and address the existing and future transportation needs of moving both people and goods throughout the corridor.
- Goal 2 – Multimodal System
  Provide a multimodal transportation system that accommodates the needs of all users.
- Goal 3 – Livability
  Provide a transportation system that enhances community livability and promotes economic development while minimizing environmental impacts.
- Goal 4 – Safety
  Promote the safety of current and future travel modes for all users.

Types of Improvements

- Roadway Segment Improvements
  Systematic improvements that improve safety and provide continuous bicycle and pedestrian facilities.
- Safety Improvements
  Targeted at locations with a high crash frequency or locations with roadway attributes and environmental factors that may contribute to future crashes.
- Pedestrian Improvements
  Pedestrian improvements to link continuous sidewalks with regular crossing opportunities and access to transit throughout the corridor.
- Bicycle Facility and Shoulder Improvements
  Bicycle improvements to link continuous bicycle lanes/shoulders with regular crossing opportunities throughout the corridor.
- Operational Improvements
  Intersection improvements to meet operational standards by our horizon year.

Concept Evaluation Criteria

- Traffic Operations and Safety
  - *Does the improvement address existing operational or safety concerns?*
  - *Does it address system deficiencies?*
  - *Would it cause additional concerns?*
- Basic Roadway Geometry and Right of Way (ROW)
  - *How might the improvement look?*
  - *Would it require additional right of way?*
  - *Are there additional factors to consider in design?*
- Environmental and Land Use
  - *Would it have any potential impact to environmental resources?*
  - *How would it affect adjacent land uses?*
- Cost Opinion*
  - *How much would it cost?*

** Cost opinions do not include estimates of ROW costs or mitigation.*

Organization by Roadway Segment

- South Medford and Transition to Phoenix Segments - Garfield Street to Phoenix North City Limits (North of Cheryl Avenue)
  - 7 improvement concepts
- Phoenix Segment - North City Limits (North of Cheryl Avenue) to South City Limits (North of Cabbage Lane)
  - 12 improvement concepts
- Phoenix to Talent Transition Segment - Phoenix South City Limits (North of Cabbage Lane) to Talent North City Limits (Colver/Suncrest Road)
  - 2 improvement concepts
- Talent Segment - Talent North City Limits (Colver/Suncrest Road) to South City Limits (South of Creel Road)
  - 4 improvement concepts
- Talent to North Ashland Transition Segment - Talent South City Limits (South of Creel Rd) to North Ashland (S Valley View Road)
  - 6 improvement concepts

South Medford and Transition to Phoenix Segments

1. Garfield Street to Charlotte Anne Road – Add Sidewalk
2. Garfield Street to Phoenix North City Limits – Add Roadway Lighting at Key Locations
3. Charlotte Anne Road to Fern Valley Interchange (FVI) Project Boundary – Add Bike Lanes and Sidewalks
4. Charlotte Anne Road and Cheryl Avenue – Install Median Islands
5. South Stage Road Intersection – Modify Traffic Signal Timing
6. Northridge Terrace – Improve Turning Radius
7. Rose Street to 42nd Avenue – Reduce Turning Conflicts

Concept 1 – Garfield Street to Charlotte Anne Road – Add Sidewalk

Purpose: Provide facilities along OR 99 for all modes of travel

Description: Construct sidewalks along the west side of OR 99 with fencing to separate from the railroad tracks

Traffic Operations & Safety:
- Continuous 6' sidewalks improve safety of pedestrians and access to transit
- Fence between sidewalk and railroad tracks separates pedestrians from rail traffic and discourage them from crossing the tracks

Basic Roadway Geometry & Right of Way (ROW):
- 6' sidewalks added with fencing to provide a barrier between pedestrians and the adjacent rail
- Assumes curb and drainage already in place

Environmental & Land Use:
- Would need to provide fencing between sidewalks and the railroad tracks to avoid potential conflict.
- Additional stormwater treatment needed with impervious surface

Cost Opinions:
- $165,000

Concept 2 – Garfield Street to Phoenix North City Limits – Add Roadway Lighting at Key Locations

Purpose: Enhance visibility and safety in corridor

Description: Install roadway lighting at key locations such as transit stops or higher volume unsignalized intersections

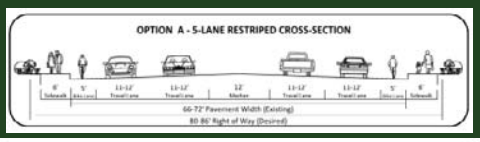
Traffic Operations & Safety:
- Improved safety and security for all modes
- Improved visibility for bicyclists on roadway, pedestrians on sidewalks and crossing roadways, and at transit stops

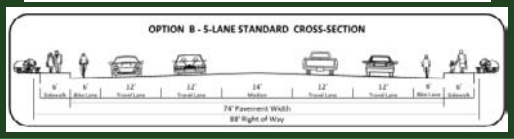
Basic Roadway Geometry & Right of Way (ROW):
- Additional ROW or a utility easement may be needed depending on the roadway cross-section

Environmental & Land Use:
- No modifications to current land uses
- No environmental resource impacts

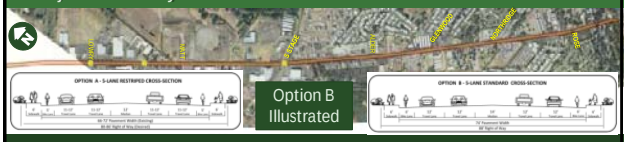
Cost Opinions:
- To be determined

Concept 3: Charlotte Anne Road to Fern Valley Interchange (FVI) Project Boundary – Add Bike Lanes and Sidewalks





Concept 3: Charlotte Anne Road to Fern Valley Interchange (FVI) Project Boundary – Add Bike Lanes and Sidewalks



Purpose: Provide facilities along OR 99 for all modes of travel

Description: Modify roadway cross section to better serve bicycles and pedestrians
- Option A: Restripe to add bike lanes and construct sidewalks
- Option B: Widen to add bike lanes and construct sidewalks

Traffic Operations & Safety:
- 5-6' bike lanes provide clearly defined travel way for bicyclists
- 6' sidewalks improve pedestrian safety and access to transit
- Option A: Minor reduction in capacity, speeds potentially slower with narrower lanes
- Option A: Consider reduction in posted speed to 40 mph where 11' travel lanes are present
- Option B: No changes to roadway capacity and achieves ODOT standard cross-section

Basic Roadway Geometry & Right of Way (ROW):
- Option A: Existing paved width but design exception needed
- Option A: 6' sidewalks need additional ROW or easements
- Option B: Paved width increases to 74' with 6' sidewalks added at new edge of pavement – additional ROW needed
- Both options may need to extend existing culverts but more substantial culvert extensions needed with Option B

Environmental & Land Use:
- Option A: Some property impacts (including parking lots) to add sidewalks but no building impacts anticipated
- Option B: More property impacts including some buildings
- Both will require better access definition in some areas
- Fish passage needs to be considered at Coleman Creek

Cost Opinions:
- Option A: $3.5 million (no ROW or utility costs included)
- Option B: $9.7 million (no ROW or utility costs included)

Concept 4 – Charlotte Anne Road and Cheryl Avenue – Install Median Islands

Purpose: Enhance safety for all users in corridor

Description: Install median islands
- Near Charlotte Anne Rd (MP 8.81)
- Near Alder St (MP 10.03)
- Near Birch St (MP 10.35)
- Near Northridge Terr (MP 10.58)
- Near Walnut Way (MP 10.91)

Traffic Operations & Safety:
- 1 pedestrian collision (MP 10.95) during 5-year analysis period
- More substantial mid-street refuge for pedestrians crossing roadway
- Raised medians that eliminate some left turns improve vehicular safety
- Existing transit stops near each location
- No impacts to traffic operations

Basic Roadway Geometry & Right of Way (ROW):
- Can be implemented with existing or with either option from Concept 3
- Designs coordinated with future access management plans
- No ROW impacts

Environmental & Land Use:
- Could affect access at some driveway locations – might limit movements to right-in/right-out
- No environmental resource impacts

Cost Opinions:
- $50,000 per median
- Some cost savings could be incurred if several islands are constructed

Concept 3 Restriping and Concept 4 Median Island

OR 99 near Alder Street
(Looking South)
Existing Condition

With Improvements:
Restriping to add bike lane
Sidewalks added (on right)
Crossing median added

Concept 5 – South Stage Road Intersection – Modify Traffic Signal Timing

Purpose: Address existing safety concerns

Description: Modify traffic signal timing
- Add clearance intervals to traffic signal
- Provide protected left-turn phases on South Stage Rd

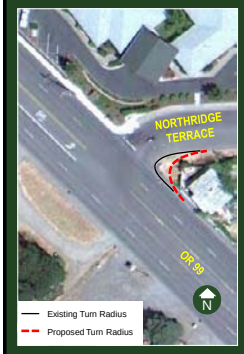
Traffic Operations & Safety:
- Protected left-turn phases can reduce turning collision frequency (5 turning collisions during analysis period)
- Increased clearance intervals can reduce angle collision frequency (2 angle collisions during 5-year analysis period)
- Signal timing changes could increase v/c ratios but operations are still expected to meet mobility standards

Basic Roadway Geometry & Right of Way (ROW):
- No changes to roadway geometry or ROW

Environmental & Land Use:
- No impacts

Cost Opinions:
- $20,000
- Assumes two new signal heads but use of existing mast arms

Concept 6 – Northridge Terrace – Improve Turning Radius



Purpose: Address existing safety concerns

Description: Improve turning radius at Northridge Terrace

Traffic Operations & Safety:
- Two rear-end collisions involving the northbound-right turn movement.
- Northridge Terrace has curved approach to OR99, causing NBR vehicles to slow down more than mainline traffic expects.
- Enhance safety by providing a quicker separation of right-turning traffic from 45 mph mainline traffic

Basic Roadway Geometry & Right of Way (ROW):
- Existing roadway width 66' in 70' ROW
- Improves current turn radius from approximately 10 feet to 25 feet, allowing for a higher-speed turn

Environmental & Land Use:
- No environmental resource impacts
- Minor ROW impacts to property in the southeast quadrant of the intersection
- Would not impact structures but would require relocating/replacing existing fencing

Cost Opinions:
- $125,000
- Includes minimal ROW acquisition

Concept 7 – Rose Street to 42nd Avenue – Reduce Turning Conflicts

Purpose: Address existing safety concerns

Description: Reduce the number of conflicting turning movements:
- Close access at MP 10.84 and connect to Rose St for access to OR 99
- Close Park St at MP 10.92 (access OR 99 via 42nd Ave at MP 10.98)
- Close Royal Rd at MP 10.94 (access OR 99 via Walnut Way at MP 10.91)
- Close Acorn Ave at MP 10.94 (access OR 99 via Walnut Way at MP 10.91)

Traffic Operations & Safety:
- 16 crashes during a 5-year analysis period; mostly turning collisions
- Currently 7 access points in 750' segment
- Fewer accesses reduces conflict points and overall collision potential
- Traffic operations flow more smoothly
- Alternative access into developments available
- Emergency and pedestrian access could be maintained

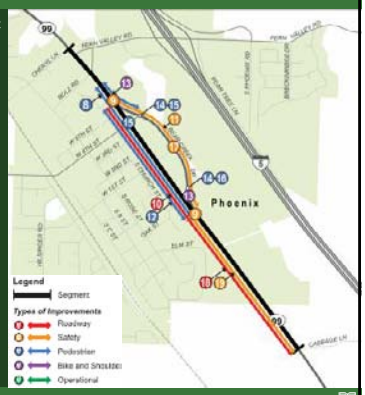
Basic Roadway Geometry & Right of Way (ROW):
- No changes to existing roadway cross section are required
- Only ROW impact associated with connection to Rose St

Environmental & Land Use:
- No environmental resource impacts
- Connection to Rose St may require ROW but would not impact structures
- May result in increased vehicular volumes within developments

Cost Opinions:
- $350,000
- Includes ROW acquisition in the NW quadrant of OR 99/Rose St

Phoenix Segment

8. FVI Project Boundary to South End of Couplet – Address Utility Poles Obstructing Sidewalks
9. Downtown– Install Gateway Treatments
10. Downtown on N Main Street – Restripe Travel Lanes
11. Downtown on Bear Creek Drive – Improve and Maintain Sight Distance
12. Downtown on N Main Street – Enhance Crossing Opportunities
13. Bear Creek Drive at 4th and Oak Streets – Enhanced Connections to Greenway Trail
14. Downtown on Bear Creek Drive – Enhance Crossing Opportunities
15. 4th Street – Install Pedestrian Activated Crossing Device
16. Oak Street/Blue Heron Park – Install Pedestrian Activated Crossing Device
17. Bear Creek Drive at 1st Street – Install Emergency Vehicle Traffic Signal
18. South End of Couplet to South City Limits – Add Center Median, Bike Lanes & Sidewalks
19. South End of Couplet to South City Limits – Add Roadway Lighting at Key Locations



Concept 8 – FVI Project Boundary to South End of Couplet – Address Utility Poles Obstructing Sidewalks

Purpose: Reduce travel speeds and enhance downtown environment

Description: Add gateway treatments at the north and south end of the couplet to emphasize upcoming downtown area

Traffic Operations & Safety:
- Relocated utility poles would increase the available sidewalk width for pedestrians, and improve the pedestrian level-of-service

Basic Roadway Geometry & Right of Way (ROW):
- Additional ROW or a utility easement may be needed depending on the roadway cross-section
- Should be coordinated with other planned projects and new development

Environmental & Land Use:
- Some minor ROW or easements may be needed to relocate utility poles
- City Code modification/stipulations for lighting/utility placement

Cost Opinions:
- Costs will be incorporated into other infrastructure or development projects

Concept 9 – Downtown– Install Gateway Treatments

Purpose: Reduce travel speeds and enhance downtown environment

Description: Add gateway treatments at the north and south end of the couplet to emphasize upcoming downtown area

Traffic Operations & Safety:
- Current ADT: 5,500 to 8,500 vpd in each direction
- Forecast ADT: 8,500 to 11,000 vpd in each direction
- 21 crashes on N Main St and 16 crashes on Bear Creek Dr during 5-year analysis period
- Improve safety by alerting drivers of change in roadway function and environment (entering a downtown community)

Basic Roadway Geometry & Right of Way (ROW):
- Focus improvements within existing public ROW
- Construct features that will not interfere with sight distance of pedestrian visibility

Environmental & Land Use:
- No ROW impacts
- No natural resource impacts

Cost Opinions:
- TBD

Concept 10 – Downtown on N Main Street – Restripe Travel Lanes

Purpose: Provide facilities along OR 99 for all modes of travel and enhance downtown environment

Description: Restripe existing 2-lane roadway cross section to add bike lane and define parking areas

Traffic Operations & Safety:
- Clearly defined travel lanes may encourage slower travel speeds through downtown
- 6' bike lane provides clearly defined travel way for bicyclists
- 7' parking lane striping helps define boundary between travel lane and parking lane

Basic Roadway Geometry & Right of Way (ROW):
- Main St existing roadway width 43-44' in 60' ROW
- No change in paved width
- 2-lane paved section (12' travel lanes, 5-6' bike lane, 7'parking lanes)
- May require design exception for parking lane width

Environmental & Land Use:
- No ROW impacts
- No natural resource impacts

Cost Opinions:
- $50,000

Concept 11 – Downtown on Bear Creek Drive – Improve and Maintain Sight Distance

Purpose: Enhance visibility and address existing safety concerns

Description: Improve sight distance in corridor by removing some roadside foliage and relocating signs that restrict sight lines

Traffic Operations & Safety:
- 16 crashes during 5-year analysis period including 1 turning collision and 10 angle collisions
- Improve visibility of oncoming traffic for drivers waiting at cross streets and vice versa

Basic Roadway Geometry & Right of Way (ROW):
- Roadside foliage maintenance will be ongoing effort and should be performed during seasons when trees and bushes are carrying leaves
- Sign relocation performed once

Environmental & Land Use:
- Sign relocation may include private signage
- Scrub-shrub wetland west of the couplet would be affected
- Regulations allow trimming and tree removal with some restrictions regarding soil removal and the overstory that provides stream shade

Cost Opinions:
- $15,000
- Ongoing maintenance costs

Concept 12 – Downtown on N Main Street – Enhance Crossing Opportunities

Purpose: Improve opportunities to cross OR 99 and enhance downtown environment

Description: Stripe crosswalks on the north side of intersections at 5th St, 4th St, 1st St, and Oak St
- Option A: Crosswalk striping only
- Option B: Curb extensions and crosswalk striping

Traffic Operations & Safety:
- Current ADT: 5,500 to 8,500 vpd
- Forecast ADT: 8,500 to 11,000 vpd
- Existing pedestrian crossings at Bolz Lane and 3rd St
- Marked crosswalks identify the presence of pedestrian activity in the area
- Crosswalks on north side of the intersection where pedestrians are most visible to motorists entering from cross streets
- Crosswalks on 5th, 4th, 1st, and Oak should also be striped
- Option B: Curb extensions shorten crossing distance, increase pedestrian visibility, and further enhance downtown

Basic Roadway Geometry & Right of Way (ROW):
- Use striping or materials that maximizes crosswalk visibility
- A short sidewalk connection would be required on the east side of the 5th Street crossing location
- Option B: Curb extensions on corners of 5-6' from sidewalk
- Option B: Drainage with curb extensions must be considered in design

Environmental & Land Use:
- No ROW impacts or natural resource impacts

Cost Opinions:
- Option A: $15,000
- Option B: $90,000

Concept 10 and Concept 12 – Visual Simulation

N Main Street at 4th Street
Existing Condition

With Improvements:
Restriping to add bike lane
Curb extensions
Crosswalk striped
Street Level Lighting

Concept 13 – Bear Creek Drive at 4th and Oak Streets – Enhanced Connections to Greenway Trail

Purpose: Provide facilities along OR 99 for all modes of travel

Description: Enhance connections to Greenway Trail to provide parallel and convenient bicycle and pedestrian facilities along Bear Creek Dr:
- South Connection: Multi-use path connection from Bear Creek Dr to Greenway Trail at Oak St
- North Connection: Paved connection from Trail to Bear Creek Dr at 4th St
- From North Connection: Sidewalk added on OR 99 to north

Traffic Operations & Safety:
- Provides convenient connections to off-street trail for bicycles and pedestrians traveling on east side of OR 99
- Adds some travel time for a bicyclist when compared to traveling on the roadway, but provides safety benefits
- Sidewalks on east side of OR 99 added to connect trail with the Fern Valley Interchange improvements

Basic Roadway Geometry & Right of Way (ROW):
- North Connection: 12' paved surface from Greenway Trail to Bear Creek Dr at 4th St
- South Connection: 12' paved connection from south park access road to Bear Creek Greenway Trail with short retaining wall and protective railing needed
- Existing street lighting along Bear Creek Dr illuminates Greenway Trail but additional lighting may be desirable
- New sidewalks would widen around existing utility poles or poles would need to be relocated

Environmental & Land Use:
- North Connection: No land use or environmental issues
- South Connection: Trail connection through wetland area would require mitigation
- Section 4(f) and 6(f) consideration for Trail connections
- Greenway Trail currently has limited hours of operation

Cost Opinions:
- $400,000 (exclude utility pole relocation)

Concept 14 – Downtown on Bear Creek Drive – Enhance Crossing Opportunities

Purpose: Enhance opportunities to cross OR 99

Description: Stripe crosswalks on south side of intersection at 4th St and Blue Heron Park entrance

Traffic Operations & Safety:
- Current ADT: 6,000 to 8,500 vpd with forecast ADT: 9,500 to 11,000 vpd
- 2 collisions involving pedestrians (4th St and Oak St) during 5-year period
- Existing pedestrian crossing at Bolz Lane
- Marked crosswalks identify presence of pedestrian activity in the area
- Crosswalks on south side of the intersection where pedestrians are most visible to motorists entering Bear Creek Dr from cross streets
- Crosswalks on 4th St should also be striped

Basic Roadway Geometry & Right of Way (ROW):
- Crosswalk at the Blue Heron Park entrance would likely connect to the existing refuge island at park entrance
- No changes to existing roadway cross section is required
- No ROW impacts

Environmental & Land Use:
- Wetlands (palustrine, scrub-shrub) are located to the east and west of Bear Creek Dr/east of Main St, no impacts anticipated
- No land use impacts

Cost Opinions:
- $50,000

Concept 15 – 4th Street – Install Pedestrian Activated Crossing Device

Purpose: Increase the safety of pedestrian crossings

Description: Install pedestrian-activated crossing device such as the Rectangular Rapid Flashing Beacon (RRFB) with crosswalk striping

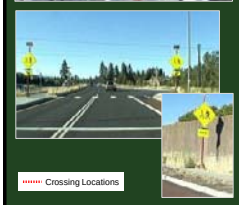
Traffic Operations & Safety:
- 1 pedestrian collision Bear Creek Dr at 4th St during 5-year period
- RRFBs increase driver awareness of pedestrian presence at a crossing
- RRFBs have higher driver compliance than striped crosswalks alone
- Pedestrian crossing volume thresholds must be met but insufficient data is currently available for evaluation

Basic Roadway Geometry & Right of Way (ROW):
- No changes to existing roadway crossing section are required
- Assumes two solar-powered pole-mounted units
- If desired, an overhead sign could be provided by a mast arm.
- No ROW impacts

Environmental & Land Use:
- No natural resource or land use impacts
- Improved access to Greenway Trail and Blue Heron Park

Cost Opinions:
- $20,000 per pair, $40,000 total
- Overhead sign increases costs by approx $50,000 per location

Concept 16 – Oak Street/Blue Heron Park – Install Pedestrian Activated Crossing Device



Crossing Locations

Purpose: Increase the safety of pedestrian crossings

Description: Install pedestrian-activated crossing device such as the Rectangular Rapid Flashing Beacon (RRFB) with crosswalk striping

Traffic Operations & Safety:
- 1 pedestrian collision Bear Creek Dr at Oak St during 5-year period
- RRFBs increase driver awareness of pedestrian presence at a crossing
- RRFBs have higher driver compliance than striped crosswalks alone
- RRFBs can be installed with advance signage and beacons to alert drivers
- Pedestrian crossing volume thresholds must be met but insufficient data is currently available for evaluation

Basic Roadway Geometry & Right of Way (ROW):
- No changes to existing roadway crossing section are required
- Assumes two solar-powered pole-mounted units, with advanced signage
- If desired, an overhead sign could be provided by a mast arm.
- No ROW impacts

Environmental & Land Use:
- No natural resource or land use impacts
- Improved access to Greenway Trail and Blue Heron Park

Cost Opinions:
- $20,000 per pair, $20,000 for advanced signage; $60,000 total
- Overhead sign increases costs by approx $50,000 per location

Concept 17 – Bear Creek Drive at 1st Street – Install Emergency Vehicle Traffic Signal

Purpose: Reduce response time and improve safety of emergency responders

Description: Add emergency vehicle traffic control signal with advanced warning along Bear Creek Dr at 1st St

Traffic Operations & Safety:
- Current delays of ~15 seconds for traffic on 1st St during busy traffic periods and delays will go up as volumes increase
- Roadway curvature makes it difficult to determine which lanes vehicles on Bear Creek Dr are using
- Traffic signal would stop oncoming traffic on Bear Creek Dr for fire station vehicles using 1st Street to access OR 99 northbound
- Traffic signals with low activation rates can have lower driver compliance

Basic Roadway Geometry & Right of Way (ROW):
- Emergency vehicle traffic control signals are generally installed at the direct access to the building housing the emergency vehicle
- Criteria outlined in the MUTCD must be assessed in further detail before installation

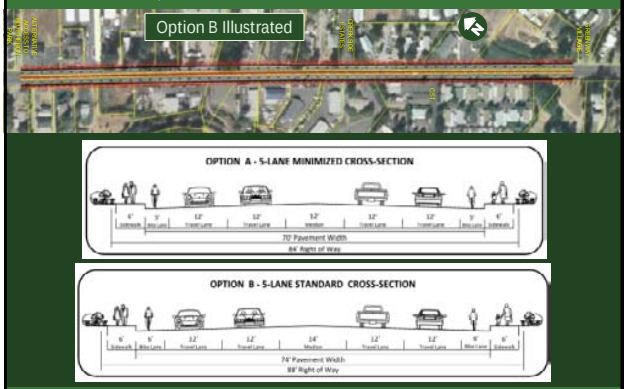
Environmental & Land Use:
- Minimal land use and natural resource impacts associated with location of traffic signal infrastructure

Cost Opinions:
- $250,000

Combined Downtown Concepts (9-17)

- Concept 9 - Create New Gateway Features
- Concept 10 - Restripe Road to Add Bike Lanes & Define Parking
- Concept 13 - Create New/Improved Trail Connections
- Concepts 12 & 14 - Add Crosswalks & Possibly Curb Extensions
- Concepts 15 & 16 - Add Pedestrian-Activated Crossing Beacons
- Concept 17 - Install Emergency Vehicle Traffic Signal

Concept 18: South End of Couplet to South City Limits – Add Center Median, Bike Lanes & Sidewalks



Concept 18: South End of Couplet to South City Limits – Add Center Median, Bike Lanes & Sidewalks

Purpose: Increase capacity, improve safety, and provide facilities along OR 99 for all modes of travel

Description: Modify roadway cross section add center median and better serve bicycles and pedestrians
- Option A: Widen to 5 lanes but minimize cross-section
- Option B: Widen to 5 lanes with standard cross-section

Traffic Operations & Safety:
- Increases roadway capacity
- Center median lane improves safety with buffer between travel lanes and refuge for turning vehicles and pedestrians
- Raised median at some locations could eliminate some left-turn movements and improve safety
- 5-6' bike lanes provide clearly defined travel way for bicyclists
- 6' sidewalks improve pedestrian safety and access to transit
- Option A: Speeds potentially slower with narrower lanes

Basic Roadway Geometry & Right of Way (ROW):
- Option A: Paved width increases from 50' to 70'
- Option B: Paved width increases from 50' to 74'
- 6' sidewalks need additional ROW or easements
- Both options may need to extend existing culverts but more substantial culvert extensions needed with Option B
- Option A: Design exceptions required

Environmental & Land Use:
- Option A: Some property impacts but no building impacts
- Option B: More significant property impacts but no buildings
- Both will require better access definition in some areas
- Fish passage needs consideration with culvert extensions
- Additional stormwater treatment with increased surface

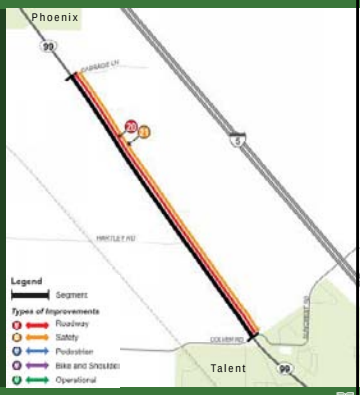
Cost Opinions:
- Option A: $2.3 million (no ROW or utility costs included)
- Option B: $2.5 million (no ROW or utility costs included)

Concept 19 – South End of Couplet to Phoenix South City Limits – Add Roadway Lighting at Key Locations

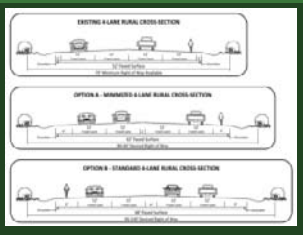
- Similar to other lighting concepts
  - #2 - Garfield Street to Phoenix North City Limits
  - #21 - Phoenix South City Limits to Colver/Suncrest Road
  - #23 - Colver/Suncrest Road through Creel Road
  - #27 - Talent South City Limits to S Valley View Road
- Purpose is to enhance visibility and safety in corridor
- Would be installed at key locations
  - Transit stops
  - Pedestrian crossings
  - Higher volume unsignalized locations

Phoenix to Talent Transition Segment

20. Phoenix South City Limits to Colver/Suncrest Road – Widen Shoulders
21. Phoenix South City Limits to Colver/Suncrest Rd – Add Roadway Lighting at Key Locations



Concept 20 – Phoenix South City Limits to Colver/Suncrest Road – Widen Shoulders



Purpose: Improve safety and provide facilities along OR 99 for all modes of travel

Description: Modify roadway cross section to better serve bicycles and pedestrians
- Option A: Widen existing 4-lane roadway to provide wider shoulders (6') and painted median (2')
- Option B: Widen existing 4-lane roadway to increase striped median width (4') and provide standard width shoulders (8')

Traffic Operations & Safety:
- No significant changes to roadway capacity
- Wider shoulders safer for bicyclists (and pedestrians)
- Improved safety with more separation between directions
- Shoulders provide space for vehicles to pull off the road in the event of a breakdown
- Option B benefits slightly greater than Option A

Basic Roadway Geometry & Right of Way (ROW):
- Option A: Paved width increases to 62' with desired ROW ~85'-95' for slopes and drainage
- Option B: Paved width increases to 68' with desired ROW ~90-100' for slopes and drainage
- Significant excavation for ditches for both options
- Extension of cross culverts and relocation of all parallel culverts needed but impacts greater for Option B

Environmental & Land Use:
- Some potential ROW impacts
- Some small wetlands (palustrine, emergent) located at south end of corridor could require mitigation
- Fish passage may need consideration with culvert extensions
- Additional stormwater treatment with increased surface
- Consideration of Statewide Planning Goals needed

Cost Opinions:
- Option A: $4.5 million (no utility relocation or ROW costs)
- Option B: $5.6 million (no utility relocation or ROW costs)

Concept 21 – Phoenix South City Limits to Colver/Suncrest Road – Add Roadway Lighting at Key Locations

- Similar to other lighting concepts
  - #2 - Garfield Street to Phoenix North City Limits
  - #19 - South End of Couplet to Phoenix South City Limits
  - #23 - Colver/Suncrest Road through Creel Road
  - #27 - Talent South City Limits to S Valley View Road
- Purpose is to enhance visibility and safety in corridor
- Would be installed at key locations
  - Transit stops
  - Pedestrian crossings
  - Higher volume unsignalized locations

Talent Segment

22. Colver/Suncrest Road to Rapp Road – Complete Sidewalk System
23. Colver/Suncrest Road through Creel Road – Add Roadway Lighting at Key Locations
24. W Valley View Road Intersection – Modify Traffic Signal Timing
25. Rapp Road through Creel Road – Continue 5-lane Cross-Section

Concept 22 – Colver/Suncrest Road to Rapp Road – Complete Sidewalk System

Purpose: Complete pedestrian system on both sides of OR 99

Description: Upgrade or fill in missing sidewalks along OR 99

Traffic Operations & Safety:
- Continuous paved sidewalks improve pedestrian safety

Basic Roadway Geometry & Right of Way (ROW):
- Development on existing parcels may not allow for a full-width sidewalk
- Some easements or additional ROW may be required

Environmental & Land Use:
- Construction assumed to occur with development or redevelopment of adjacent properties

Cost Opinions:
- Costs assumed to be incurred by adjacent development or redevelopment over time

Concept 23 – Colver/Suncrest Road through Creel Road – Add Roadway Lighting at Key Locations

- Similar to other lighting concepts
  - #2 - Garfield Street to Phoenix North City Limits
  - #19 - South End of Couplet to Phoenix South City Limits
  - #21 - Phoenix South City Limits to Colver/Suncrest Road
  - #27 - Talent South City Limits to S Valley View Road
- Purpose is to enhance visibility and safety in corridor
- Would be installed at key locations
  - Transit stops
  - Pedestrian crossings
  - Higher volume unsignalized locations

Concept 24 – W Valley View Road Intersection – Modify Traffic Signal Timing

Purpose: Address existing safety concerns

Description: Modify traffic signal timing
- Add clearance intervals to traffic signal
- Provide protected left-turn phases on W Valley View Rd

Traffic Operations & Safety:
- Protected left-turn phases can reduce turning collision frequency (8 turning collisions during analysis period)
- Increased clearance intervals can reduce angle collision frequency (3 angle collisions during 5-year analysis period)
- Signal timing changes could increase v/c ratios but operations are still expected to meet mobility standards

Basic Roadway Geometry & Right of Way (ROW):
- No changes to roadway geometry or ROW

Environmental & Land Use:
- No impacts

Cost Opinions:
- $20,000
- Assumes two new signal heads but use of existing mast arms

Concept 25 – Rapp Road through Creel Road – Continue 5-lane Cross-Section

Purpose: Improve safety and provide facilities along OR 99 for all modes of travel and improve safety

Description: Continue 5-lane cross-section from Rapp Road through Creel Road

Traffic Operations & Safety:
- Increases roadway capacity
- Center median lane improves safety with buffer between travel lanes and refuge for turning vehicles and pedestrians
- Raised median at some locations could eliminate some left-turn movements and improve safety
- Right-turn deceleration lanes provide refuge for right-turning vehicles
- 5-6' bike lanes provide clearly defined travel way for bicyclists
- 6' sidewalks improve pedestrian safety

Basic Roadway Geometry & Right of Way (ROW):
- Draft prospectus prepared to add project to STIP (Key No. 17478)
- Prospectus includes 76' paved section
- Prospectus includes right-turn deceleration lane at Creel Rd, center median refuge island on OR 99 north of Creel Road, and a traffic signal
- Prospectus includes repaving to connect with recent pavement improvements
- Improvement should consider right-turn deceleration lanes at Arnos Rd

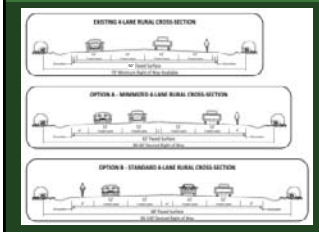
- Environmental & Land Use:
- Additional ROW needed
- Some property impacts (including parking) to widen and add sidewalks but no structure impacts
- Requires better access definition in some areas
- Fish passage may need to be considered with culvert extensions
- Additional stormwater treatment needed with increased surface

Cost Opinions:
- $3.1 million (STIP project – Key # 17478) - includes ROW costs

Talent to Ashland Transition Segment

26. Talent South City Limits to Talent Avenue – Widen Shoulders
27. Talent South City Limits to S Valley View Road – Add Roadway Lighting at Key Locations
28. Talent Avenue Intersection – Add Northbound Left-Turn Lane
29. Talent Avenue to Bear Creek Greenway Trail Connection – Add Multi-Use Path
30. Talent Avenue to Entrance to Jackson Hot Springs – Widen Shoulders
31. S Valley View Road Intersection – Increase Capacity

Concept 26 – Talent South City Limits to Talent Avenue – Widen Shoulders



Purpose: Improve safety and provide facilities along OR 99 for all modes of travel

Description: Modify roadway cross section to better serve bicycles and pedestrians
- Option A: Widen existing 4-lane roadway to provide wider shoulders (6') and painted median (2')
- Option B: Widen existing 4-lane roadway to increase striped median width (4') and provide standard width shoulders (8')

Traffic Operations & Safety:
- No significant changes to roadway capacity
- Wider shoulders safer for bicyclists (and pedestrians)
- Improved safety with more separation between directions
- Shoulders provide space for vehicles to pull off the road in the event of a breakdown
- Connects urban section of OR 99 in Talent with Bear Creek Greenway Trail opposite Talent Avenue
- Option B benefits slightly greater than Option A

Basic Roadway Geometry & Right of Way (ROW):
- Option A: Paved width increases to 62' with desired ROW ~85'-95' for slopes and drainage
- Option B: Paved width increases to 68' with desired ROW ~90-100' for slopes and drainage
- Significant excavation for ditches for both options
- Extension of cross culverts and relocation of all parallel culverts needed but impacts greater for Option B

Environmental & Land Use:
- Some potential ROW impacts
- No impacts to Bear Creek
- Fish passage may need consideration with culvert extensions
- Additional stormwater treatment with increased surface
- Consideration of Statewide Planning Goals needed

Cost Opinions:
- Option A: $2.9 million (no utility relocation or ROW costs)
- Option B: $3.6 million (no utility relocation or ROW costs)

Concept 27 – Talent South City Limits to S Valley View Road – Add Roadway Lighting at Key Locations

- Similar to other lighting concepts
  - #2 - Garfield Street to Phoenix North City Limits
  - #19 - South End of Couplet to Phoenix South City Limits
  - #21 - Phoenix South City Limits to Colver/Suncrest Road
  - #23 - Colver/Suncrest Road through Creel Road
- Purpose is to enhance visibility and safety in corridor
- Would be installed at key locations
  - Transit stops
  - Pedestrian crossings
  - Higher volume unsignalized locations

Concept 28 – Talent Avenue Intersection – Add Northbound Left-Turn Lane

Purpose: Improve safety of travel modes and provide connection to Bear Creek Greenway Trail

Description: Provide a northbound left-turn lane and an island just north of Talent Ave to serve as a refuge for pedestrians crossing the highway

Traffic Operations & Safety:
- 3 crashes during a 5-year analysis period including northbound 2 rear-end collisions
- Left-turn refuge improves safety for left-turning vehicles
- Mid-street refuge for pedestrians crossing roadway to improve safety
- Connection to Greenway Trail and residential area

Basic Roadway Geometry & Right of Way (ROW):
- Existing roadway width 50' in 95-120+' ROW
- Left-turn lane width of 16'
- Significant excavation needed in steep slopes on southwest side of OR 99
- Shoulder widening to 8' (could be combined with Concepts 26 and 28)

Environmental & Land Use:
- No land use impacts
- Bear Creek is located on the east side of OR 99 through this section but no impacts anticipated
- Additional stormwater treatment needed with increased impervious surface
- Consideration of Statewide Planning Goals needed

Cost Opinions:
- $1.6 million (no utility relocation or ROW costs)

Concept 29 – Talent Avenue to Bear Creek Greenway Trail Connection – Add Multi-Use Path

Purpose: Provide facilities along OR 99 for all modes of travel

Description: Provide multi-use path on east side of OR 99 connecting Talent Ave crossing to Bear Creek Greenway Trail

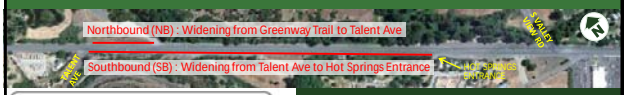
Traffic Operations & Safety:
- Multi-use trail alongside OR 99 provides paved connection from Bear Creek Greenway Trail to Talent Ave
- Southbound bicyclists (or pedestrians) cross at Talent Ave and use multi-use path adjacent to OR 99 to connect with Greenway Trail
- Northbound cyclists (or pedestrians) on Greenway Trail continue along OR 99 and can cross to access Talent Ave or continue on OR 99

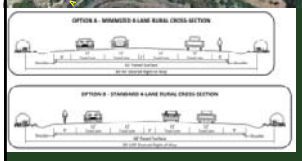
Basic Roadway Geometry & Right of Way (ROW):
- 10' two-way, multi-use path separated from OR 99 by minimum 5'
- May require additional fill if multi-use path is combined with northbound left-turn lane at Talent Avenue
- May require reconstruction of some of connection to Greenway Trail

Environmental & Land Use:
- No land use impacts
- Bear Creek is located nearby but no impacts anticipated
- Additional stormwater treatment needed with increased surface
- Consideration of Statewide Planning Goals needed

Cost Opinions:
- $300,000 (no utility relocation or ROW costs)

Concept 30 – Talent Avenue to Entrance to Jackson Hot Springs – Widen Shoulders





Purpose: Improve safety and provide facilities along OR 99 for all modes of travel

Description: Modify roadway cross section to better serve bicycles and pedestrians
- Option A: Widen existing roadway to provide wider shoulders (6') and painted median (2')
- Option B: Widen existing 4-lane roadway to increase striped median width (4') and provide standard width shoulders (8')

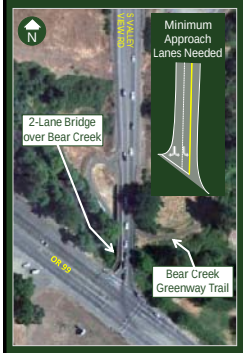
Traffic Operations & Safety:
- No significant changes to roadway capacity
- Wider shoulders safer for bicyclists (and pedestrians)
- Option B benefits slightly greater than Option A

Basic Roadway Geometry & Right of Way (ROW):
- Option A: Pavement increases to 62' with desired ROW 85'-95'
- Option B: Pavement increases to 68' with desired ROW 90-100'
- Significant excavation for ditches for both options
- Extension of cross culverts and relocation of all parallel culverts needed but impacts greater for Option B

Environmental & Land Use:
- Some potential ROW impacts
- No impacts to Bear Creek
- Fish passage may need consideration with culvert extensions
- Additional stormwater treatment with increased surface
- Consideration of Statewide Planning Goals needed

Cost Opinions:
- Option A: NB at $200,000 + SB at $1.2 million = $1.4 million
- Option B: NB at $300,000 + SB at $1.5 million = $1.8 million
- No utility relocation or ROW costs)

Concept 31 – S Valley View Road Intersection – Increase Capacity



Purpose: Increase capacity and improve safety

Description: Widen S Valley View Rd to provide dual westbound left-turn lanes at OR 99

Traffic Operations & Safety:
- Current v/c =0.76, Forecast v/c=0.87, with dual westbound left-turn v/c=0.62
- 14 crashes in 5-year period including 5 rear end and 6 turning collisions
- Improved operations could mean fewer stops at the intersection thus reducing rear end collision potential

Basic Roadway Geometry & Right of Way (ROW):
- S Valley View on a structure that would need replacement to widen roadway
- RTP includes Tier 2 (unfunded) Project #940 - Realign Valley View Dr at OR 99 and replace bridge
- Jackson County TSP Tier 1 Long Term Project 34 include widening S Valley View to 5 lanes with bike lanes and sidewalks

Environmental & Land Use:
- S Valley View Bridge crosses Bear Creek and the Greenway Trail
- Section 4(f) and 6(f) impacts to Greenway Trail
- Impacts to Bear Creek and wildlife associated with bridge replacement
- Additional stormwater treatment needed with increased impervious surface
- Consideration of Statewide Planning Goals needed
- ROW impacts anticipated

Cost Opinions:
- RTP cost estimate of $20 million (Project 940)
- Jackson County TSP estimate of $8 million (Project 34)

Next Steps

- Analysis of modified or additional concepts
- Selection of preferred concepts
- Upcoming meeting dates
  - Public Open Houses
    - April 4 at Phoenix Elementary School (5:30 – 7:30 PM)
    - April 5 at Talent Middle School (5:30 – 7:30 PM)

OR 99 CORRIDOR PLAN

Citizen's Advisory Committee

Meeting #2

6:00 PM to 8:30 PM

March 21, 2012

Phoenix Urban Renewal Center
157 S Main Street
Phoenix

AGENDA

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1. Introductions — Ian Horlacher, ODOT

2. Update on Project Status — Jennifer Danziger, DEA
   - Overview of Process
   - Current Status

3. Corridor Improvement Concepts — Jennifer Danziger, DEA
   - Concept Development — Joshan Rohani, DEA
   - Concept Analysis

4. Discussion — All
   - Ideas for modifications to concepts or additional concepts that could be evaluated
   - Input for selection of preferred concepts

5. Next Steps — Jennifer Danziger, DEA
   - Schedule — Ian Horlacher, ODOT
   - Upcoming meetings

Filename: OR99 CAC2 Agenda 032112

OR 99 Corridor Plan

Citizen Advisory Committee

Meeting #3 – February 20, 2013

Meeting Notes

Attendees: See Attached List

Introductions

Ian Horlacher opened the fourth CAC meeting with an update of the project work to date. He introduced himself as the ODOT project manager, and identified the consultant team. We then went around the room and everyone in attendance stated their name.

Update on Project Status

Jennifer Danziger, the Consultant project manager, provided an update of work completed to date including the Preferred Alternative, Access Management, and the supplemental Talent Road Diet analysis work. Shelly Alexander, the Consultant traffic engineer, assisted with the presentation of the preferred alternative. The information that was covered is contained in the attached presentation.

Preferred Alternative

Jennifer presented the concepts included in the Preferred Alternative. Most of the concepts were presented at the previous meeting, however, some were modified based on previous comments and two were added to reflect the new Talent Road Diet analysis. Shelly assisted with the presentation. See attached presentation for more information.

Access Management

Jennifer presented the access management highlights. The reviewed the revised access management guidelines from the Oregon Highway Plan (OHP) as well as Division 51. The overview included a summary of the applicable spacing standards, a definition of private approaches and what types of changes may result in assessment of access management at that location, a summary of the total number of approaches, and access management techniques, objectives, and examples of implementation. It concluded by identifying specific locations along the corridor that may be subject to access management assessment at the time a project is pursued.

Project Discussion

Discussion occurred throughout the presentation. The following comments/questions were received during the discussion:

- Concept 3 – Charlotte Anne Rd to Fern Valley Interchange (FVI) Project Boundary– Add bike lanes and sidewalks
    - *Consider wider sidewalks to share with bikes when ROW/space is limited.*
    - *Sign/enhance connections to Bear Creek Trail.*
- Concept 4 – Charlotte Anne Rd to Cheryl Ave– Install Median Islands
    - *Consider placing islands at midblock locations. Since Ashland Road Diet was opened pedestrian activity at midblock crossings has increased.*
- Concept 7 – Rose St to Coleman Creek– Reduce Turning Conflicts
    - *Consider signalizing Rose Street long-term. There is a lot of demand from the bank as well as Rose Street.*
- Concept 15 –4th Street–Install Pedestrian Activated Crossing Device
    - *Crossing lights in Ashland get triggered all the time. They are very visible.*
- Concept 18 – South End of Couplet to South City Limits–Add Center Median, Bike Lanes, and Sidewalk
    - *The road diet in Ashland is working well and they are considering extending it all the way to S Valley View Road. Could a road diet be considered in this section?* DEA noted comments from TAC regarding the potential for a road diet on this section of roadway.
- Concept 20 –Phoenix South City Limits to Colver/Suncrest Rd– Widen Shoulders
    - *Discussion of road diet potential for this section was grouped with Concept 18 and with Concepts 32 and 33.*
- Concept 22 –Colver/Suncrest Rd to Rapp Rd– Complete Sidewalk System
    - *Development along OR 99 is currently oriented away from OR 99 and does not create a pedestrian friendly environment; maybe sidewalks aren't necessary.*
- Concept 23 –Colver/Suncrest Rd to Creel Rd– Add roadway lighting at key locations
    - *Does Talent light its own roads? At Creel Road lighting may need to extend off of OR 99 to Talent Avenue.*
- Concept 31 – S Valley View Rd Intersection– Increase Capacity
    - *Consider a roundabout at this intersection.*
    - *Ashland wants to extend the road diet north, so when combined with concept 33 this intersection may not have as many lanes. It shouldn't be 5 lanes.*
    - *Since Ashland Rd Diet there has been an increase in traffic diverting to Eagle Mill Road.*
- Access Management Plan
    - *TSP updates can reflect revised access management standards and speeds for major roadways. Ashland lowered speed to 15-20 mph for the commercial zone.*

Next Steps

DEA will begin preparing the Draft OR 99 Corridor Plan with a likely release date of April 2013. That will kick off the review period and agency coordination/outreach. A finalized plan will result from comments.

Attachments:
Attendance Sheet
PowerPoint Presentation

OR 99 CORRIDOR PLAN

Citizen Advisory Committee

Meeting #3

6:00 - 8:00 PM

February 20, 2013

Fire District 5 Training Room
5811 South Pacific Highway
Phoenix

Sign-in Sheet

DAVID CHAPMAN
Robert Mumby
Scott Chaney
MIKE HOOPER
JENNIFER DANZIGER
SHELLY ALEXANDER
IAN HORLACHER

OR 99 Corridor Plan

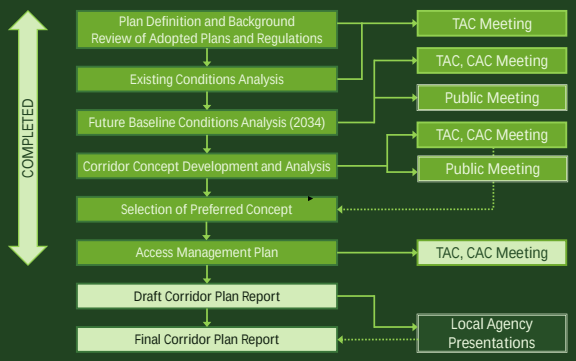
CAC Meeting #3
February 20, 2013

DAVID EVANS AND ASSOCIATES INC.

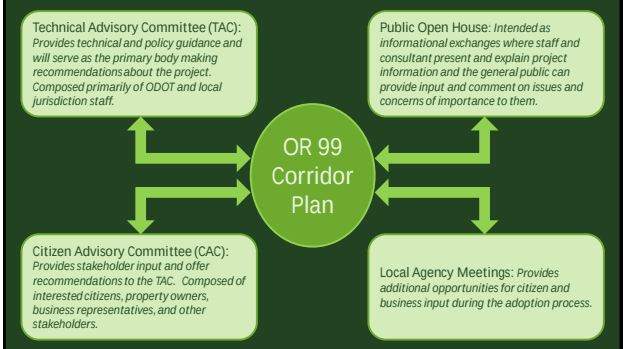
Presentation Topics

1. Preferred Alternative
   - Concepts presented previously
   - Additional concept considerations
2. Access Management Plan
3. Discussion
   - Final recommendations for corridor plan
4. Next Steps

Corridor Planning Process



Public Involvement Process



Concept Recommendations

- Project Goals and Objectives
  - *Mobility, Multimodal System, Livability, Safety*
- Discussion from TAC and CAC Meetings
- Input from Public Open Houses
- Agency Recommendations

Organization by Roadway Segment

- South Medford and Transition to Phoenix Segments - Garfield Street to Phoenix North City Limits (North of Cheryl Avenue)
  - 7 improvement concepts
- Phoenix Segment - North City Limits (North of Cheryl Avenue) to South City Limits (North of Cabbage Lane)
  - 12 improvement concepts
- Phoenix to Talent Transition Segment - Phoenix South City Limits (North of Cabbage Lane) to Talent North City Limits (Colver/Suncrest Road)
  - 2 improvement concepts
- Talent Segment - Talent North City Limits (Colver/Suncrest Road) to South City Limits (South of Creel Road)
  - 4 improvement concepts
- Talent to North Ashland Transition Segment - Talent South City Limits (South of Creel Rd) to North Ashland (S Valley View Road)
  - 6 improvement concepts
  - 2 additional improvement concepts

Concept 1 – Garfield Street to Charlotte Anne Road – Add Sidewalk

Recommended: Yes

Highlights:
- Part of a series of pedestrian improvements
- Connects to an existing transit stop
- Focus on multimodal system

Priority:
- Medium Priority
- Addresses existing system deficiency

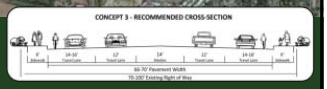
Concept 2 – Garfield Street to Phoenix North City Limits – Add Roadway Lighting at Key Locations

Recommended: Yes for local consideration

Highlights:
- Currently present at signalized intersections only
- Does not meet ODOT criteria for unsignalized intersections
- Becomes a local decision with local funding

Priority:
- No established Priority
- Could be constructed and funded by local jurisdiction or RVTD

Concept 3: Charlotte Anne Road to Fern Valley Interchange (FVI) Project Boundary – Add Bike Lanes and Sidewalks



Recommended: Yes

Highlights:
- Part of a series of pedestrian improvements with a
- Focus on multimodal system with connections to transit
- Does not include bike lane improvements because of limited right-of-way and minimum desired travel lane widths

Priority:
- Medium Priority
- Addresses existing system deficiency

Concept 4 – Charlotte Anne Road and Cheryl Avenue – Install Median Islands

Recommended: Yes

Highlights:
- Part of a series of pedestrian improvements
- Suggested near existing transit stops
- Focus on multimodal system

Priority:
- Medium Priority
- Addresses existing system deficiency
- Additional investigation into preferred locations prior to design

Concept 5 – South Stage Road Intersection – Modify Traffic Signal Timing

Recommended: Yes

Highlights:
- Left-turn phasing could address existing pattern of turning collisions on S Stage Road
- All red clearance interval could address existing pattern of angle collisions at intersection

Priority:
- High Priority
- Addresses existing safety concern

Concept 6 – Northridge Terrace – Improve Turning Radius

Recommended: Yes

Highlights:
- Increased turning radius
- ROW impacts but not structure
- Potential safety and operational benefits

Priority:
- Medium to High Priority
- Addresses existing safety concern

Concept 7 – Rose Street to Coleman Creek – Reduce Turning Conflicts

Recommended: Yes

Highlights:
- Potential raised median to restrict turn movements to right-in/right-out
- Potential traffic flow restrictions (one-way ingress or egress)
- New connection to Rose Street and driveway closures

Priority:
- Medium to High Priority
- Addresses existing safety concern

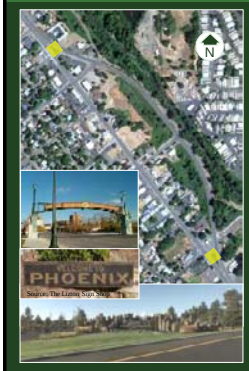
Concept 8 – FVI Project Boundary to South End of Couplet – Address Utility Poles Obstructing Sidewalks

Recommended: Yes

Highlights:
- Obstructions addressed through relocation or sidewalk widening
- Desired 6-foot clear zone; minimum 4-foot clear zone
- City and county code modifications/ stipulations may be needed

Priority:
- Implemented over time with adjacent infrastructure or development projects

Concept 9 – Downtown– Install Gateway Treatments

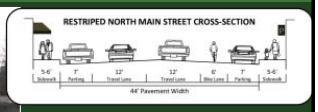


Recommended: Yes

Highlights:
- Increase driver awareness of changing environment potentially reducing travel speeds

Priority:
- Priority determined through Phoenix TSP

Concept 10 – Downtown on N Main Street – Restripe Travel Lanes



With Improvements:
Restriping to add bike lane (Concept 10)
Curb extensions (Concept 12)
Crosswalk striped (Concept 12)
Street Level Lighting

Recommended: Yes

Highlights:
- Provide bike lane and define travel lanes through restriping

Priority:
- Priority determined through Phoenix TSP
- Needs to be reconciled with other downtown proposals

Concept 11 – Downtown on Bear Creek Drive – Improve and Maintain Sight Distance

Recommended: Yes

Highlights:
- Sight distance study to identify obstructions
- Sign relocation and foliage maintenance to address deficiencies

Priority:
- High Priority
- Addresses existing safety concern

Concept 12 – Downtown on N Main Street – Enhance Crossing Opportunities

Recommended: Yes

Highlights:
- Includes striped crosswalks at additional downtown intersections
- Recommended on north side of intersections where driver attention will be most focused
- Could be paired with curb extensions to shorten crossing distance

Priority:
- Priority determined through Phoenix TSP
- Needs to be reconciled with other downtown proposals

Concept 13 – Bear Creek Drive at 4th and Oak Streets – Enhanced Connections to Greenway Trail

Recommended: Yes

Highlights:

- Provides separate path for bicyclists and pedestrians with minimal inconvenience
- Maintains northbound bike flow on the correct side of vehicles

Priority:

- Priority determined through Phoenix TSP
- Needs to be reconciled with other downtown proposals

Concept 14 – Downtown on Bear Creek Drive – Enhance Crossing Opportunities

Recommended: Yes

Highlights:

- Includes striped crosswalks at primary crossing locations
- Recommended on south side of intersections where driver attention will be most focused
- Limited sight distance at Blue Heron Park may require crossing location further to the south

Priority:

- Priority determined through Phoenix TSP
- Needs to be reconciled with other downtown proposals

Concept 15 – 4th Street – Install Pedestrian Activated Crossing Device

Recommended: Yes

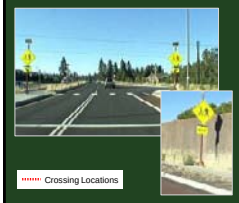
Highlights:

- Rectangular Rapid Flashing Beacon (RRFB) or Pedestrian Hybrid Beacon combined with crosswalks (Concepts 12 and 14)

Priority:

- Priority determined through Phoenix TSP
- Needs to be reconciled with other downtown proposals

Concept 16 – Oak Street/Blue Heron Park – Install Pedestrian Activated Crossing Device



Recommended: Yes

Highlights:

- Rectangular Rapid Flashing Beacon (RRFB) or Pedestrian Hybrid Beacon combined with crosswalks (Concepts 12 and 14)
- Sight distance issues at Blue Heron Park

Priority:

- Priority determined through Phoenix TSP
- Needs to be reconciled with other downtown proposals

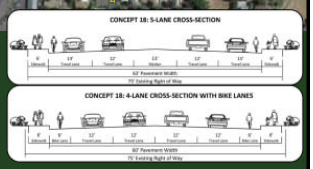
Concept 17 – Bear Creek Drive at 1st Street – Install Emergency Vehicle Traffic Signal

Recommended: No

Highlights:

- Relatively low delays at 1st Street
- Emergency responders indicated minimal delays with low support for signal

Concept 18: South End of Couplet to South City Limits – Add Center Median, Bike Lanes & Sidewalks



Recommended: Yes

Highlights:

- Adds sidewalks on both sides of highway
- Remains within existing ROW
- Two Cross-Section Options:
  - Add center turn lane with bikes sharing outer travel lanes
  - Add bike lanes and maintain 4 travel lanes with no center turn lane

Priority:

- Medium Priority
- Addresses existing system deficiency

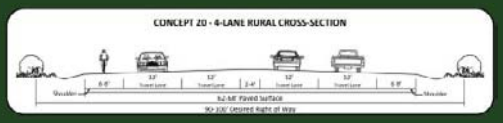
Concept 19 – South End of Couplet to Phoenix South City Limits – Add Roadway Lighting at Key Locations

Recommended: Yes for local consideration

Highlights:
- Does not meet ODOT criteria for unsignalized intersections
- Becomes a local decision with local funding

Priority:
- No established priority
- Could be constructed and funded by local jurisdiction or RVTD

Concept 20 – Phoenix South City Limits to Colver/Suncrest Road – Widen Shoulders



Recommended: Yes

Highlights:
- Widens highway and additional 10 to 16 feet to provide 6- to 8-foot shoulders and a 2- to 4-foot painted median
- May require additional ROW at some locations
- Road diet considered but deferred at this time

Priority:
- Low Priority

Concept 21 – Phoenix South City Limits to Colver/Suncrest Road – Add Roadway Lighting at Key Locations

Recommended: Yes for local consideration

Highlights:
- Does not meet ODOT criteria for unsignalized intersections
- Becomes a local decision with local funding

Priority:
- No established priority
- Could be constructed and funded by RVTD

Concept 22 – Colver/Suncrest Road to Rapp Road – Complete Sidewalk System

Recommended: Yes

Highlights:
- Part of a series of pedestrian improvements
- Sidewalk infill with development
- Costs assumed to be incurred by developer

Priority:
- Implemented over time with adjacent development projects

Concept 23 – Colver/Suncrest Road through Creel Road – Add Roadway Lighting at Key Locations

Recommended: Yes for local consideration

Highlights:
- Currently present at signalized intersections only
- Arnos Road is approaching ODOT threshold for unsignalized intersections
- Creel Road is below ODOT threshold for unsignalized intersection but should be considered, particularly if median island to facilitate pedestrian crossings is installed

Priority:
- Recommended at Arnos Road and Creel Road intersections
- Coordinated with roadway improvements on OR 99 from Rapp Road to Creel Road

Concept 24 – W Valley View Road Intersection – Modify Traffic Signal Timing

Recommended: Yes

Highlights:
- Left-turn phasing could address existing pattern of turning collisions on W Valley View Road
- All red clearance interval could address existing pattern of angle collisions at intersection

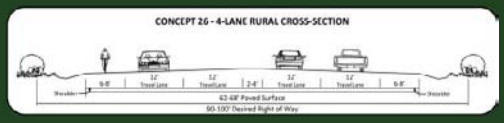
Priority:
- High Priority
- Addresses existing safety concern

Concept 25 – Rapp Road through Creel Road – Continue 5-lane Cross-Section

Recommended: No

Highlights:
- Findings from road diet analysis indicate that a 3-lane section would provide many similar benefits at a lower cost
- Concept 32 preferred

Concept 26 – Talent South City Limits to Talent Avenue – Widen Shoulders



Recommended: No

Highlights:
- Findings from road diet analysis indicate that a 3-lane section would provide many similar benefits at a lower cost
- Concept 33 preferred

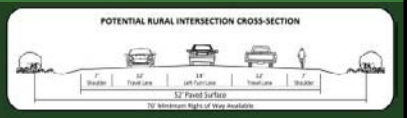
Concept 27 – Talent South City Limits to S Valley View Road – Add Roadway Lighting at Key Locations

Recommended: Yes for local consideration

Highlights:
- Currently present at signalized intersections only
- Talent Avenue exceeds ODOT threshold for unsignalized intersections and connects with Bear Creek Greenway Trail

Priority:
- Recommended at Talent Avenue intersection
- Coordinated with roadway improvements on OR 99 south of Talent city limits

Concept 28 – Talent Avenue Intersection – Add Northbound Left-Turn Lane



Recommended: Yes

Highlights:
- Separates left-turn movement from through travel lanes to address existing crash pattern
- Can be implemented with road diet recommendation (Concept 33) rather than by widening roadway

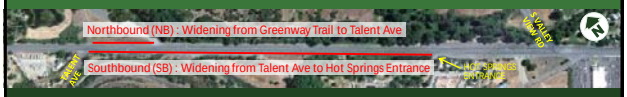
Priority:
- Recommended as part of Concept 33 not as a separate project

Concept 29 – Talent Avenue to Bear Creek Greenway Trail Connection – Add Multi-Use Path

Recommended: No

Highlights:
- Findings from road diet analysis indicate that a 3-lane section would provide many similar benefits at a lower cost
- Concept 33 preferred

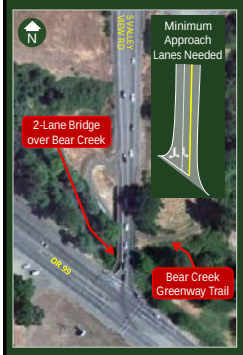
Concept 30 – Talent Avenue to Entrance to Jackson Hot Springs – Widen Shoulders



Recommended: No

Highlights:
- Findings from road diet analysis indicate that a 3-lane section would provide many similar benefits at a lower cost
- Concept 33 preferred

Concept 31 – S Valley View Road Intersection – Increase Capacity



Recommended: Yes

Highlights:
- S Valley View Road intersection will fail in future without added capacity
- Improvements to S Valley View Road identified in RTP and IAMP 19
- ODOT Jurisdiction

Priority:
- Low Priority
- Intersection improvements coordinated with larger project on S Valley View Road

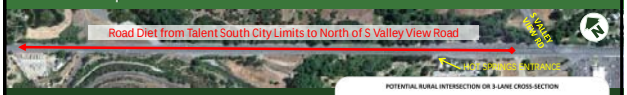
Concept 32 – Rapp Road to Talent South City Limits – Implement a Road Diet and Add Bike Lanes and Sidewalks

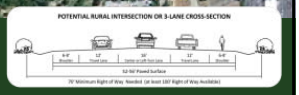
Recommended: Yes

Highlights:
- 3-lane section would provide many similar benefits as the improvements identified in Concept 25, at a lower cost
- Minimal impact to vehicular operations
- Shorter crossing distance for pedestrians and bicyclists
- Typically lower crash rates for 3-lane versus 5-lane roadways

Priority:
- High to Medium Priority
- Concurrent with Concept 33
- A renewed application for STIP funds may be necessary

Concept 33 – Talent South City Limits to North of S Valley View Road – Implement a Road Diet and Widen Shoulders



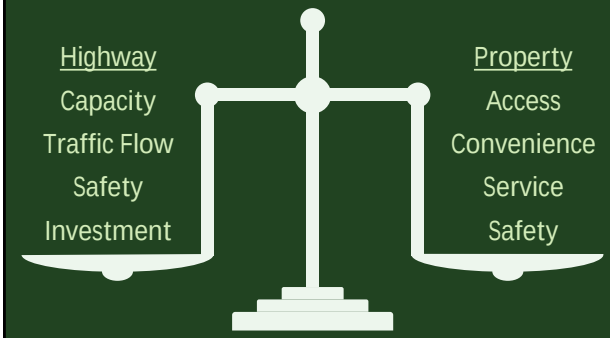


Recommended: Yes

Highlights:
- 3-lane section would provide many similar benefits as the improvements identified in Concepts 26, 28, but at a lower cost
- Minimal impact to vehicular operations
- Shorter crossing distance for pedestrians and bicyclists
- Typically lower crash rates for 3-lane versus 4-lane roadways

Priority:
- High to Medium Priority
- Concurrent with Concept 32

Access Management



Oregon Highway Plan and Division 51

- Oregon Highway Plan addresses access management in Goal 3
  - Supporting policies regarding classification and spacing standards, medians, interchanges, deviations, and appeals
  - Appendix C: Access Spacing Standards
  - Revised to address Senate Bill 264 which suggested revisions to Oregon's management of access on state highways
- Oregon Administrative Rule (OAR) 734-051 (Division 51)
  - Detailed requirements, action definitions, and the access spacing standards for state highways

Access Spacing Standards

Milepoints	Segment Description	Posted Speed (mph)	Minimum Spacing[1] (feet)
South Medford and Transition to Phoenix Segments			
MP 8.56 to 11.03	Garfield Street to Phoenix City Limits	45	500
Phoenix Segment			
MP 11.03 to 11.43	Phoenix North City Limits to Bear Creek Drive/N. Main Street Couplet at 5th Street	30	350
MP 11.43 to 11.85	Special Transportation Area (STA): N. Main Street Couplet/Bear Creek Drive from 5th Street to Oak Street	40/30	150[2]
MP 11.85 to 12.37	N. Main Street/Bear Creek Drive Couplet at Oak Street to Posted Speed Change	50	550
MP 12.37 to 12.41	Posted Speed Change to Phoenix South City Limits	50	550
Phoenix to Talent Transition Segment			
MP 12.41 to 12.62	Phoenix South City Limits to End of Speed Zone	50	550
MP 12.62 to 13.86	End of Speed Zone to Talent North City Limits (Colver/Suncrest Road)	55	700
Talent Segment			
MP 13.86 to 14.38	Colver/Suncrest Road to Rapp Road	40	500
MP 14.38 to 15.38	Rapp Road to End Speed Zone (north of Talent South City Limits)	45	500
Talent to Ashland Transition Segment			
MP 15.38 to 16.77	Talent S. City Limits (south of Creel Road) to 0.25 miles north of S. Valley View Road	55	700
MP 16.77 to 17.02	0.25 miles north of S. Valley View Road to S. Valley View Road	45	500

Private Approaches

OAR 734-051-4020, Standards and Criteria for Approval of Private Approaches:

(8)(c) The spacing standards in Tables 3 through 6 do not apply to approaches in existence prior to January 1, 2012, except when:

(A) A new approach road is requested or an existing approach permit is subject to change of use under ORS 374.312 and

(B) Where infill development or infill redevelopment occurs the approach road spacing standards will be a department determination; the department shall determine whether the approach road spacing or safety is improved by moving in the direction of the spacing standards in Tables 3 through 6; and

(C) Where a highway or interchange project occurs the approach road spacing standard will be a department determination; the department shall consider whether the approach road spacing or safety is improved by moving in the direction of the applicable spacing standards in Tables 3 through 6.

Note: All approaches are private except public right of way owned by a city or county. Tax lots owned by public entities are still considered private approaches.

Existing Access Inventory

- ODOT's Official Project Access List (OPAL)
  - Public street intersections
  - Public/private approaches
  - 434 accesses
    - 219 on the left side
    - 215 on the right side
  - 110 existing access permits
- Access spacing along segments assessed
  - Few driveways meet current spacing standards

Access Management Techniques

- Controlling Intersection Spacing
  - Improved flow, less congestion
- Managing Driveway Spacing
  - Fewer conflicts, more orderly traffic flow
- Adding Turn Lanes
  - Separates turning and through traffic
- Installing Median Treatments
  - Separates turning traffic, can restrict some movements
- Improving the Local Street Network
  - Alternative access and routes available

Access Management Objectives

Objectives when implementing access management in the OR 99 corridor include:

- Consider exceptions to access spacing standards to take advantage of existing property boundaries and existing or planned public streets and to accommodate environmental constraints.
- Replace private approaches with public streets, where feasible, to provide consolidated access to multiple properties.
- Ensure all properties impacted by improvements on the highway are provided reasonable access to the transportation system.
- Align approaches on opposite sides of roadways where feasible to reduce turning conflicts.

Access Management Implementation

Access management actions would be taken when one or more of the following triggers occurs:

- Applications for land use changes or development are submitted

  Example: *"Consolidation or closure of driveways should be considered when properties develop or redevelop and when reasonable access can be provided with a single access point or via a local street."*
- Future highway improvements move into design and construction

  Example: *"Consolidation or closure of driveways should be considered when OR 99 is reconstructed to include sidewalks and possible widening for bike lanes and/or a center turn lane."*
- Safety and/or operational problems arise

  Example: *"Consolidation or closure of driveways should be considered when the annual accident rate is greater than the statewide annual average accident rate for similar roadways or the section has an ODOT Safety Priority Index System (SPIS) rating in the top 10 percent."*

Access Management Plan Actions

Segments 1, 2, 3: Consolidate/close driveways in an effort to move towards achieving applicable access spacing standards.

Conditions common to all segments:

- *Properties develop or redevelop and when reasonable access can be provided with a single access point or via a local street.*
- *The annual accident rate is 20 percent greater than the statewide rate for similar roadways or a section has an ODOT Safety Priority Index System (SPIS) rating in the top 10 percent.*

Conditions associated with segment projects:

1. *Sidewalks are constructed on OR 99 (Garfield Rd to Charlotte Ann Rd – MP 8.56-8.75 west side, Charlotte Ann Rd to North Phoenix City Limits – MP 8.75-11.04 both sides).*
1. *Median islands are constructed on OR 99 (Alder St – MP 10.03, Birch St – MP 10.35, Northridge Terrace – MP 10.58, or Walnut Way – MP 10.91).*
1. *Intersection improvements are constructed (Northridge Terrace – MP 10.58).*
2. *OR 99 is reconstructed to include sidewalks and possible widening for bike lanes and/or a center turn lane (south of the couplet to Phoenix south city limits – MP 11.96-12.36).*
3. *OR 99 is widened to increase shoulder widths (south of the couplet to Phoenix south city limits – MP 12.36-13.86).*

Access Management Plan Actions

Segments 3, 4, 5: Consolidate/close driveways in an effort to move towards achieving applicable access spacing standards.

Conditions common to all segments:

- *Properties develop or redevelop and when reasonable access can be provided with a single access point or via a local street.*
- *The annual accident rate is 20 percent greater than the statewide rate for similar roadways or a section has an ODOT Safety Priority Index System (SPIS) rating in the top 10 percent.*

Conditions associated with segment projects:

3. *OR 99 is widened to increase shoulder widths (south of the couplet to Phoenix south city limits – MP 12.36-13.86).*
4. *Sidewalks are constructed on OR 99 (Colver/Suncrest Road to Rapp Road – MP 13.86-14.59).*
4. *OR 99 is reconstructed to include curbs and sidewalks with possible widening to a 5-lane cross-section with bike lanes (Rapp Road to south of Creel Road – MP 14.71-15.34).*
5. *OR 99 is widened to increase shoulder widths (south of Creel Road to Talent Avenue – MP 15.34-16.26 and Talent Avenue to Entrance to Jackson Hot Springs – MP 16.26-16.92). Superseded by Road Diet Recommendation*
5. *Left-turn lanes are added on OR 99 at intersections (Talent Avenue – MP 16.26) Superseded by Road Diet Recommendation*

Next Steps

- Prepare Draft OR 99 Corridor Plan
  - April 2013
  - Review period
  - Agency coordination/outreach
- Finalize OR 99 Corridor Plan

OR 99 CORRIDOR PLAN

Citizen's Advisory Committee

Meeting #3

6:00 PM to 8:00 PM

February 20, 2013

Fire District 5 Training Room
5811 South Pacific Highway
Phoenix

AGENDA

1.	Introductions	Ian Horlacher, ODOT
2.	Update on Project Status • Overview of Process • Current Status	Jennifer Danziger, DEA
3.	Preferred Alternative • Concepts presented at last meeting • Additional concept considerations	Jennifer Danziger, DEA Shelly Alexander, DEA
4.	Access Management Plan	Jennifer Danziger, DEA Shelly Alexander, DEA
5.	Discussion	All
6.	Next Steps	Jennifer Danziger, DEA Ian Horlacher, ODOT

Filename: OR99 CAC3 Agenda 022013.docx

Appendix C. Public Open House Meeting Materials

OR 99 Corridor Plan

Open House #1

Talent – November 15, 2011
Phoenix – November 17, 2011

Summary

Attendees: See Attached Lists

The open houses were held for two hours in the evening. One was scheduled in Talent on the evening of November 15, 2011 and the other was held in Phoenix on the evening of November 17, 2011. Both open houses were staffed with two consultants and two to three ODOT staff. A Spanish language interpreter was available at both meetings.

Talent Open House

Four visitors signed in for the open house on November 15, 2011. One comment card was received (attached).

Phoenix Open House

Twenty-three visitors signed in for the open house on November 17, 2011. Three comment cards were received (attached). Visitors also placed notes on an aerial map of the city. Those notes have been summarized and attached as well.

Attachments:
Attendance Sheets
Comment Cards
Open House Presentation

OR 99 Corridor Plan Open House

Talent, OR

November 15, 2011
ATTENDANCE SHEET

Name	Agency/Organization	Phone #	Email
MARK KNOX	City of Talent	541-535-7401	MARK@cityofTalent.org
Jeanette Poston	Oregon Judicial Dept	(541)-552-9260	interpretposton@gmail.com
Dick Converse	RVCOG	(541) 423-1373	dconverse@rvcog.org
David Scibla	N/A	(541) 772-2087	N/A

11-15-2011 TUES.

OR 99 Corridor Plan Open House
November 15 & 17, 2011

Name (Optional): DAVID Sybica

Company/Affiliation (if applicable): N/A

Address: 525 N Barnebury RD
medford OR 97504

Phone: (541) 772-7087 Email: N/A

☐ **Do you have any special concerns/thoughts regarding these projects? Any specific safety concerns? Traffic concerns? Ideas?**

Please put your comments about this project on the REVERSE of this card.

COMMENT/SUGGESTIONS:

Good job on 99 REPAVE Tallent TO Ashland
thank you
Please pave sholder so bycle
at night, Bike Path is NOT useable at
night From 10:00 P.M. TO 6.00 a.m.
thank you, good work TO one and all
DS

OR 99 Corridor Plan Open House

Phoenix, OR

November 17, 2011
ATTENDANCE SHEET

Name	Agency/Organization	Phone #	Email
STAN & BARB TUSAN		541 535-6791	stantom@charter.net
MAVIS MARNEY	John L. Scott Real Estate	541-535-6774	MAVISMARNEY@MSN.COM
Moe, Nancy Miller	Bear Lake Estates	535-6227	bearlakeestates@gmail.com
MIKE HOOPER	PHOENIX PLAN.	535-1561	
Diane Stewart	PHURA	541-535-2077	DianeSAuto01
PHIL GAGNON	SISKIYOU VELO		STAR@MIND.NET
David Kewin	Plan Com.	541-512-0436	
Stan & Carolyn Bartell		535-6153	
GEORGE T. EISENHAUER	PLAN COM	541-512-1053	GTIRONWORKER@CHARTER.NET
Robert Mumby	Citizen Adv. Comm.		
Gary & Diana Nelson	Diana = City Council	541-512-1412	gundmz6@q.com
Jan + Carlos DeBello	City of Phoenix	541.512.2433	
Karen & Paul Jones	City Council	541.535.1960	karen@phoenixoregon.gov

Name	Agency/Organization	Phone #	Email
David Braun			Sportcuttoms59 yahoo
Jacob Braun			skarecrodawickedninja@yahoo
Max Cavalera			
Dale Schulze	City of Phoenix	541-535-2050	dale@phoenixoregon.net

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OR 99 Corridor Plan Open House
November 15 & 17, 2011

Name (Optional): MOE MILLER MANAGER BEAR LAKE ESTATE

Company/Affiliation (if applicable):

Address: 300 LUMAN RD.

Phone: 541-535-6227 Email:

☒ **Do you have any special concerns/thoughts regarding these projects? Any specific safety concerns? Traffic concerns? Ideas?**

Please put your comments about this project on the REVERSE of this card.

COMMENT/SUGGESTIONS:

FIRST STREET GOING EAST TO BEAR CREEK DRIVE
NEED A LIGHT FOR EMERGANCE VECHILE'S GOING
NORTH, WITH CAMERA.

OR 99 Corridor Plan Open House
November 15 & 17, 2011

Name (Optional): Diane Stewart

Company/Affiliation (if applicable): PHURA

Address: 4601 S. Pacific Hwy #49 Phoenix

Phone: 541-535-2273 Email: Dianes4u@aol.com

☐ **Do you have any special concerns/thoughts regarding these projects? Any specific safety concerns? Traffic concerns? Ideas?** yes

Please put your comments about this project on the REVERSE of this card.

COMMENT/SUGGESTIONS :

1. Safety of Peds. & Sch. Kids Crossing 99 from Schools HS, ATI, etc to get to RVTD Bus
2. Safety of Autos turning Left → South on 99 Into Mfg. Home Communities, Businesses (trucks) having to Stop in fast Lane, & often wait - until traffic (Hopefully) stopping! Dangerous & a number of Accidents; Suggest 99 be given a middle Left/Rt Turn Lane as between SS Rd & just North of town.
3. Making Downtown Phoenix more Pedestrian/Bicycle friendly.

OR 99 Corridor Plan Open House
November 15 & 17, 2011

Name (Optional): Nancy Miller

Company/Affiliation (if applicable): Bear Lake Estates

Address: 300 Luman Rd

Phone: 541-535-6227 Email: bearlakeestates@gmail.com

☐ **Do you have any special concerns/thoughts regarding these projects? Any specific safety concerns? Traffic concerns? Ideas?**

Please put your comments about this project on the <u>REVERSE</u> of this card.

COMMENT/SUGGESTIONS:

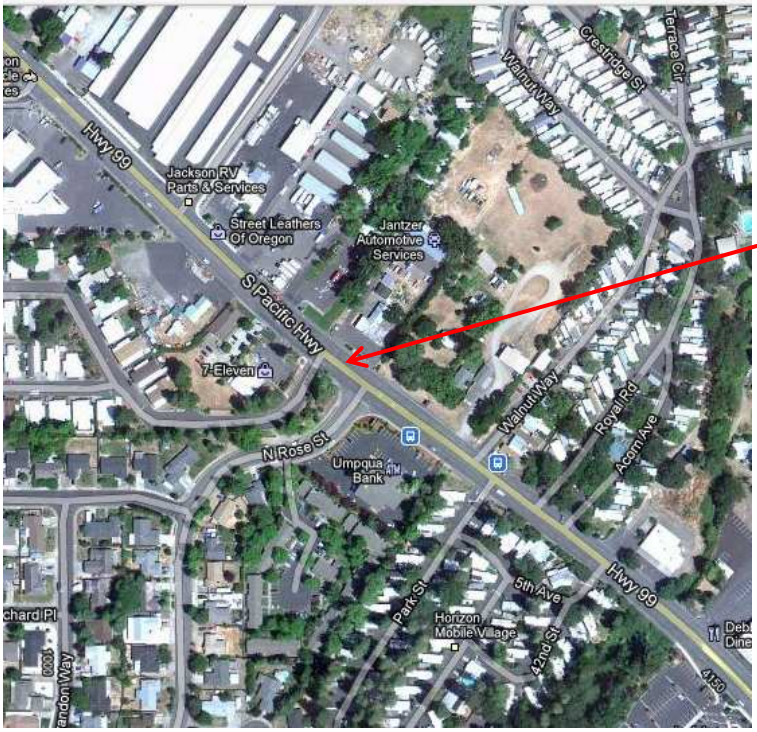
Two way turn South 99 towards Tanent for 2 Mobelhome Parks, Pound, Carol's Colors,

OR 99 Corridor Plan

Open House-Phoenix

November 17, 2011

Aerial Photo Notes



Pacific Village Access & 7-Eleven Store – combine access with Rose Street

Sight distance blocked by hedge on north end of couplet, past the hotel

Suggested 30 mph speed on Bear Creek

Safety issue- lower speed to 30 mph coming into town

Add 2-way left-turn lane south of couplet in Phoenix

OR 99 Corridor Plan

Open House #1
November 2011

WELCOME

DAVID EVANS AND ASSOCIATES INC.

OR 99 Corridor Plan

What is it?
- A planning study of the OR 99 Corridor from south Medford to North Ashland

What does a planning study do?
- Inventory facilities and understand how the corridor operates
- Recommend ways to make existing and future traffic flow better

What type of improvements will be considered?
- Access management like driveway consolidation, realignment, closure, local network improvements
- System management like traffic signals, turn bays, coordination
- Capacity improvements like turn lanes, additional travel lanes
- Safety improvements like traffic calming, pedestrian crossings, sidewalks, bike lanes, travel speeds

Corridor Goals/Objectives

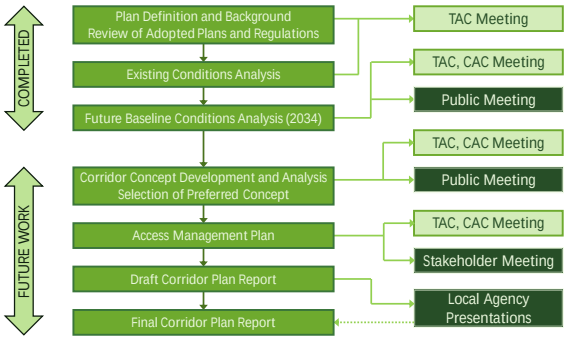
Goal 1: Mobility – Improve the OR 99 corridor and identify potential local system enhancements that link communities, neighborhoods, and businesses and address the existing and future transportation needs of moving both people and goods through the corridor.

Goal 2: Multimodal System – Provide a multimodal transportation system that accommodates the needs of all users.

Goal 3: Livability – Provide a transportation system than enhances community livability and promotes economic development while minimizing environmental impacts.

Goal 4: Safety – Promote the safety of current and future travel modes for all users.

Corridor Planning Process



Average Daily Traffic Volumes

OR 99 Corridor Inventory

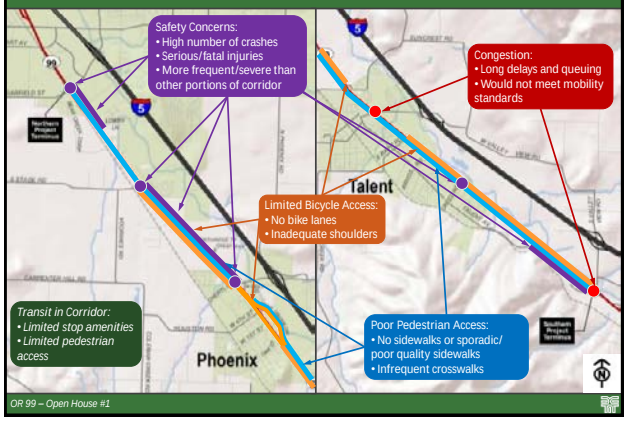
OR 99 Crash History (2005-2009)

OR 99 – Open House #1

Pedestrian, Bicycle, & Transit Facilities

OR 99 – Open House #1

Identified Issues



OR 99 – Open House #1

Potential Solutions

OR 99 – Open House #1

Next Steps

- Concept Analysis and Evaluation
- Selection of Preferred Concepts
- Upcoming Meeting Dates
  - Next TAC and CAC Meetings
    - February 2012

OR 99 – Open House #1

OR 99 Corridor Plan

Open House #2

Phoenix – April 4, 2012
Talent – April 5, 2012

Summary

Attendees: See Attached Lists

The open houses were held for two hours in the evening. One was scheduled in Phoenix on the evening of April 4, 2012 and the other was held in Phoenix on the evening of April 5, 2012. Both open houses were staffed with two consultants and two to three ODOT staff. A Spanish language interpreter was available at both meetings.

Phoenix Open House

Nineteen visitors signed in for the open house on April 4, 2012. Three comment cards were received (attached).

Talent Open House

Ten visitors signed in for the open house on April 5, 2012. Two comment cards were received (attached).

Attachments:
Attendance Sheets
Comment Cards
Open House Presentation

OR 99 Corridor Plan Open House

Phoenix, OR

April 4, 2012
ATTENDANCE SHEET

Name	Agency/Organization	Phone #	Email
Cynthia Guthrie	∅	541-840-9190	arch4clg@yahoo.com
Andrew Kubik	N/A	54-488-6968	drusty51@gmail.com
Mark Soderstrom	N/A	541-673-6123	marksud9747@hotmail.com
Diane Nelson	Council	541-512-4412	gwndm2688@com
Karen Jones	Council	541-535-1960	karen@phoenixoregon.gov
Carlos DeRuth	Phoenix Mayor	541-512-2433	cad82@gmail.com
Leston Naught	Urban Renewal	541-944-0492	howard3820@yahoo.com
Mike Kohn		541-~~[illegible]~~ 535-3080	chimchi@terragon.com
SANDRA BARTELL	∅	(541) ~~535-3330~~	
Jeanette M Poston	Interpreter	541 552 9260	jeanetteposton@yahoo.com
TERRY HELFRICH	PHOENIX PLAN.com	541 601-1111	TERRYHELFRICH@GMAIL.com
Dan Kewin	Phoenix Plan Com	541 512-0436	
GEORGE T. EISENHAUER	PHOENIX PLAN COMM	541-512-1053	GT1ROWWORKER@CHARTER.NET
Kay Harrison		541-621-0176	khcpor@hotmail.com
Christy Hope	Phoenix Resident	535-6999	∅
C Bartell	Ph Resident	535-3361	
Dale Schulze	City of Phoenix	535-2050	dale@phoenixoregon.gov
Greg Holmes	1000 Friends of Oregon	541.474.1155	greg@friends.org

Name	Agency/Organization	Phone #	Email
STAN TUSAN	self	541-535-6791	stantoon@charter.net

P

OR 99 Corridor Plan Open House
April 4 & 5, 2012

Name (Optional): SANDRA BARTELL

Company/Affiliation (if applicable): NONE

Address: 2428 DAVID LANE

Phone: _____ Email: SLBCronin@yahoo.com

☐ **Do you have any special concerns/thoughts regarding these projects? Any specific safety concerns? Traffic concerns? Ideas?**

Please put your comments about this project on the REVERSE of this card.

IF YOU TALK ABOUT BEAUTIFICATION, I THINK YOU SHOULD SERIOUSLY CONSIDER GREENERY OF SOME KIND – MAYBE INSTEAD OF YOUR STANDARD STRAIGHT SIDEWALK YOU COULD CURVE IT, USE BRICKS OR AT LEAST TEXTURE IT. →

COMMENT/SUGGESTIONS :

- BIKE PATHS ARE IMPORTANT.
- TREES ARE #1 FOR BEAUTIFICATION

P

OR 99 Corridor Plan Open House
April 4 & 5, 2012

Name (Optional): Mark Soderstrom

Company/Affiliation (if applicable): none

Address: 509 Barnum Drive, Phoenix

Phone: 541-673-6123 Email: marksod97470@hotmail.com

☐ **Do you have any special concerns/thoughts regarding these projects? Any specific safety concerns? Traffic concerns? Ideas?**

Please put your comments about this project on the <u>REVERSE</u> of this card.

COMMENT/SUGGESTIONS : Overall looks good. Beautification should be a huge priority. We need street trees and sidewalks all along the corridor. We need to bury all the power lines! It appears another 10% added to the cost for power line burial would be a small price to pay to make this project look 300% better.

P

OR 99 Corridor Plan Open House
April 4 & 5, 2012

Name (Optional): TERRY HELFRICH

Company/Affiliation (if applicable):

Address: 700 AMERMAN PHOENIX ORE. 97535

Phone (541) 601-1111 Email: TERRYHELFRICH@GMAIL.COM

☐ **Do you have any special concerns/thoughts regarding these projects? Any specific safety concerns? Traffic concerns? Ideas?**

Please put your comments about this project on the <u>REVERSE</u> of this card.

COMMENT/SUGGESTIONS :

TO MEET ODOT OBJECTIVE OF MOVING TRAFFIC OFF I5 ONTO HY 99... @ THE IDEA ~~[illegible]~~ WITH SAFETY IN MIND — MOVING TRAFFIC EFFIENLENT, MY SOJECTION WOUND BE TO FILL THE HOLE IN THE GROUND — TURNING BEAR CREEK DRIVE INTO A TWO (4 LANES) WAY — GIVING PHOENIX A DOWN TOWN MORE PEDESTRANT FRIENDLY, AND NOT BOTTLE NECK THE NORTH/SOUTH TRAFFIC. THE WET LANDS COULD BE RELOCATED TO BLUE HAREN PARK — DIRT FOR THE HOLE IN GROUND COULD COME FROM THE FORN VALLEY PROJECT. THANK YOU!

OR 99 Corridor Plan Open House

Talent, OR

April 5, 2012
ATTENDANCE SHEET

Name	Agency/Organization	Phone #	Email
Alan Brian Robertson		541-857-6248	
CHRIS LYNCH	ODOT		CHRIS.M.LYNCH@ODOT.STATE.OR.US.
ZAC MOODY	General Public	541.225.8686	zmoody34@gmail.com
CHUCK ECCLESTON	ROGUE VALLEY GENEALOGY SOC.	541-512-2340	info@rvgslibrary.org
JOSH LEBOMBARD	DLCD	541-414-7932	
MICHAEL DAWKINS	P.C. ASHLAND	482-2703	
Buck Eichler	Siskiyou Velo	541-261-5997	
LAURIE NIELSEN	Bike Friendly Phoenix Comittee	535-5657	laurie.gladheart@gmail.com
Curt D. Shenk	Talent Mid. Sch	541-535-1552	

OR 99 Corridor Plan Open House
April 4 & 5, 2012

Name (Optional): Donald & Bonnie Robertson

Company/Affiliation (if applicable): Rogue Valley Manor

Address: Medford Oregon - 2412 Rogue Valley Manor Dr.

Phone: 541 857 6248 Email:

☑ **Do you have any special concerns/thoughts regarding these projects? Any specific safety concerns? Traffic concerns? Ideas?**

Please put your comments about this project on the REVERSE of this card.

COMMENT/SUGGESTIONS :

Intersection of 99 & S. Valley View in Ashland
Exit 19
Right turn from 99 to S. Valley View was
unlighted.
10:30 PM - Raining hard. Overhead lights
out in intersection.
Turned right too early and nearly drove into Bear
Creek - needs barrier there to prevent driving
into Bear Creek.

OR 99 Corridor Plan Open House
April 4 & 5, 2012

Name (Optional): LAURIE NIELSEN

Company/Affiliation (if applicable): Bike Friendly Phoenix Committee

Address: 889 1st Phoenix

Phone: 535-5657 Email: laurie.gladheart@gmail.com

☒ **Do you have any special concerns/thoughts regarding these projects? Any specific safety concerns? Traffic concerns? Ideas?**

Please put your comments about this project on the REVERSE of this card.

COMMENT/SUGGESTIONS :

BIKE LANES ON HWY 99

Bear Creek Dr returned to riparian
lower speed limit Bear Creek Dr
access to/from Greenway on Oak, 1st, 4th

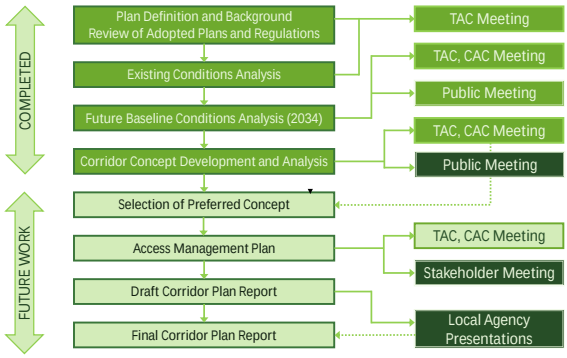
OR 99 Corridor Plan

Open House #2
April 2012

WELCOME

DAVID EVANS AND ASSOCIATES INC.

Corridor Planning Process



OR 99 Corridor Plan

What is it?
- A planning study of the OR 99 Corridor from south Medford to North Ashland

What does a planning study do?
- Inventory facilities and understand how the corridor operates
  - Identifies gaps in the system (roadway, sidewalk, bicycle, transit)
  - Identifies where congestion and safety issues are located
- Recommend ways to complete the transportation system and make existing and future traffic flow better

Corridor Goals/Objectives

Goal 1: Mobility – Improve the OR 99 corridor and identify potential local system enhancements that link communities, neighborhoods, and businesses and address the existing and future transportation needs of moving both people and goods through the corridor.

Goal 2: Multimodal System – Provide a multimodal transportation system that accommodates the needs of all users.

Goal 3: Livability – Provide a transportation system than enhances community livability and promotes economic development while minimizing environmental impacts.

Goal 4: Safety – Promote the safety of current and future travel modes for all users.

Types of Improvements

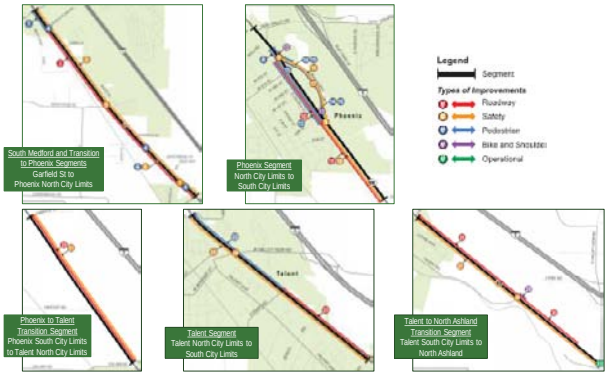
- Roadway Segment Improvements
  Systematic improvements that improve safety and provide continuous bicycle and pedestrian facilities.
- Safety Improvements
  Targeted at locations with a high crash frequency or locations with roadway attributes and environmental factors that may contribute to future crashes.
- Pedestrian Improvements
  Pedestrian improvements to link continuous sidewalks with regular crossing opportunities and access to transit throughout the corridor.
- Bicycle Facility and Shoulder Improvements
  Bicycle improvements to link continuous bicycle lanes/shoulders with regular crossing opportunities throughout the corridor.
- Operational Improvements
  Intersection improvements to meet operational standards by our horizon year.

Concept Evaluation Criteria

- Traffic Operations and Safety
  - *Does the improvement address existing operational or safety concerns?*
  - *Does it address system deficiencies?*
  - *Would it cause additional concerns?*
- Basic Roadway Geometry and Right of Way (ROW)
  - *How might the improvement look?*
  - *Would it require additional right of way?*
  - *Are there additional factors to consider in design?*
- Environmental and Land Use
  - *Would it have any potential impact to environmental resources?*
  - *How would it affect adjacent land uses?*
- Cost Opinion*
  - *How much would it cost?*

** Cost opinions do not include estimates of ROW costs or mitigation.*

Organization by Roadway Segment



Concept 2 – Garfield Street to Phoenix North City Limits – Add Roadway Lighting at Key Locations

Purpose: Enhance visibility and safety in corridor

Description: Install roadway lighting at key locations such as transit stops or higher volume unsignalized intersections

Traffic Operations & Safety:
- Improved safety and security for all modes
- Improved visibility for bicyclists on roadway, pedestrians on sidewalks and crossing roadways, and at transit stops

Basic Roadway Geometry & Right of Way (ROW):
- Additional ROW or a utility easement may be needed depending on the roadway cross-section

Environmental & Land Use:
- No modifications to current land uses
- No environmental resource impacts

Cost Opinions:
- To be determined

Additional Roadway Lighting Concepts

- Concept & Location
  - Concept 19 - South End of Couplet to Phoenix South City Limits
  - Concept 21 - Phoenix South City Limits to Colver/Suncrest Road
  - Concept 23 - Colver/Suncrest Road through Creel Road
  - Concept 27 - Talent South City Limits to S Valley View Road
- Purpose is to enhance visibility and safety in corridor
- Would be installed at key locations
  - Transit stops
  - Pedestrian crossings
  - Higher volume unsignalized locations

Concept 1 – Garfield Street to Charlotte Anne Road – Add Sidewalk

Purpose: Provide facilities along OR 99 for all modes of travel

Description: Construct sidewalks along the west side of OR 99 with fencing to separate from the railroad tracks

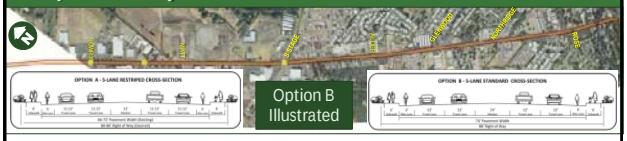
Traffic Operations & Safety:
- Continuous 6' sidewalks improve safety of pedestrians and access to transit
- Fence between sidewalk and railroad tracks separates pedestrians from rail traffic and discourage them from crossing the tracks

Basic Roadway Geometry & Right of Way (ROW):
- 6' sidewalks added with fencing to provide a barrier between pedestrians and the adjacent rail
- Assumes curb and drainage already in place

Environmental & Land Use:
- Would need to provide fencing between sidewalks and the railroad tracks to avoid potential conflict.
- Additional stormwater treatment needed with impervious surface

Cost Opinions:
- $165,000

Concept 3: Charlotte Anne Road to Fern Valley Interchange (FVI) Project Boundary – Add Bike Lanes and Sidewalks



Purpose: Provide facilities along OR 99 for all modes of travel

Description: Modify roadway cross section to better serve bicycles and pedestrians
- Option A: Restripe to add bike lanes and construct sidewalks
- Option B: Widen to add bike lanes and construct sidewalks

Traffic Operations & Safety:
- 5-6' bike lanes provide clearly defined travel way for bicyclists
- 6' sidewalks improve pedestrian safety and access to transit
- Option A: Minor reduction in capacity, speeds potentially slower with narrower lanes
- Option A: Consider reduction in posted speed to 40 mph where 11' travel lanes are present
- Option B: No changes to roadway capacity and achieves ODOT standard cross-section

Basic Roadway Geometry & Right of Way (ROW):
- Option A: Existing paved width but design exception needed
- Option A: 6' sidewalks need additional ROW or easements
- Option B: Paved width increases to 74' with 6' sidewalks added at new edge of pavement – additional ROW needed
- Both options may need to extend existing culverts but more substantial culvert extensions needed with Option B

Environmental & Land Use:
- Option A: Some property impacts (including parking lots) to add sidewalks but no building impacts anticipated
- Option B: More property impacts including some buildings
- Both will require better access definition in some areas
- Fish passage needs to be considered at Coleman Creek

Cost Opinions:
- Option A: $3.5 million (no ROW or utility costs included)
- Option B: $9.7 million (no ROW or utility costs included)

Concept 4 – Charlotte Anne Road and Cheryl Avenue – Install Median Islands

Purpose: Enhance safety for all users in corridor

Description: Install median islands
- Near Charlotte Anne Rd (MP 8.81)
- Near Alder St (MP 10.03)
- Near Birch St (MP 10.35)
- Near Northridge Terr (MP 10.58)
- Near Walnut Way (MP 10.91)

Traffic Operations & Safety:
- 1 pedestrian collision (MP 10.95) during 5-year analysis period
- More substantial mid-street refuge for pedestrians crossing roadway
- Raised medians that eliminate some left turns improve vehicular safety
- Existing transit stops near each location
- No impacts to traffic operations

Basic Roadway Geometry & Right of Way (ROW):
- Can be implemented with existing or with either option from Concept 3
- Designs coordinated with future access management plans
- No ROW impacts

Environmental & Land Use:
- Could affect access at some driveway locations – might limit movements to right-in/right-out
- No environmental resource impacts

Cost Opinions:
- $50,000 per median
- Some cost savings could be incurred if several islands are constructed

Concept 5 – South Stage Road Intersection – Modify Traffic Signal Timing

Purpose: Address existing safety concerns

Description: Modify traffic signal timing
- Add clearance intervals to traffic signal
- Provide protected left-turn phases on South Stage Rd

Traffic Operations & Safety:
- Protected left-turn phases can reduce turning collision frequency (5 turning collisions during analysis period)
- Increased clearance intervals can reduce angle collision frequency (2 angle collisions during 5-year analysis period)
- Signal timing changes could increase v/c ratios but operations are still expected to meet mobility standards

Basic Roadway Geometry & Right of Way (ROW):
- No changes to roadway geometry or ROW

Environmental & Land Use:
- No impacts

Cost Opinions:
- $20,000
- Assumes two new signal heads but use of existing mast arms

Concept 3 Restriping and Concept 4 Median Island

OR 99 near Alder Street
(Looking South)
Existing Condition

With Improvements:
Restriping to add bike lane
Sidewalks added (on right)
Crossing median added

Concept 6 – Northridge Terrace – Improve Turning Radius

Existing Turn Radius — Proposed Turn Radius

Purpose: Address existing safety concerns

Description: Improve turning radius at Northridge Terrace

Traffic Operations & Safety:
- Two rear-end collisions involving the northbound-right turn movement.
- Northridge Terrace has curved approach to OR99, causing NBR vehicles to slow down more than mainline traffic expects.
- Enhance safety by providing a quicker separation of right-turning traffic from 45 mph mainline traffic

Basic Roadway Geometry & Right of Way (ROW):
- Existing roadway width 66' in 70' ROW
- Improves current turn radius from approximately 10 feet to 25 feet, allowing for a higher-speed turn

Environmental & Land Use:
- No environmental resource impacts
- Minor ROW impacts to property in the southeast quadrant of the intersection
- Would not impact structures but would require relocating/replacing existing fencing

Cost Opinions:
- $125,000
- Includes minimal ROW acquisition

Concept 7 – Rose Street to 42nd Avenue – Reduce Turning Conflicts

Purpose: Address existing safety concerns

Description: Reduce the number of conflicting turning movements:
- Close access at MP 10.84 and connect to Rose St for access to OR 99
- Close 42nd Ave at MP 10.98 (access OR 99 via Park St at MP 10.92)
- Close Royal Rd at MP 10.94 (access OR 99 via Acorn Ave at MP 10.94)

Traffic Operations & Safety:
- 16 crashes during a 5-year analysis period; mostly turning collisions
- Currently 7 access points in 750' segment
- Fewer accesses reduces conflict points and overall collision potential
- Traffic operations flow more smoothly
- Alternative access into developments available
- Emergency and pedestrian access could be maintained

Basic Roadway Geometry & Right of Way (ROW):
- No changes to existing roadway cross section are required
- Only ROW impact associated with connection to Rose St

Environmental & Land Use:
- No environmental resource impacts
- Connection to Rose St may require ROW but would not impact structures
- May result in increased vehicular volumes within developments

Cost Opinions:
- $350,000
- Includes ROW acquisition in the NW quadrant of OR 99/Rose St

Concept 8 – FVI Project Boundary to South End of Couplet – Address Utility Poles Obstructing Sidewalks

Purpose: Reduce travel speeds and enhance downtown environment

Description: Add gateway treatments at the north and south end of the couplet to emphasize upcoming downtown area

Traffic Operations & Safety:
- Relocated utility poles would increase the available sidewalk width for pedestrians, and improve the pedestrian level-of-service

Basic Roadway Geometry & Right of Way (ROW):
- Additional ROW or a utility easement may be needed depending on the roadway cross-section
- Should be coordinated with other planned projects and new development

Environmental & Land Use:
- Some minor ROW or easements may be needed to relocate utility poles
- City Code modification/stipulations for lighting/utility placement

Cost Opinions:
- Costs will be incorporated into other infrastructure or development projects

Concept 9 – Downtown– Install Gateway Treatments

Purpose: Reduce travel speeds and enhance downtown environment

Description: Add gateway treatments at the north and south end of the couplet to emphasize upcoming downtown area

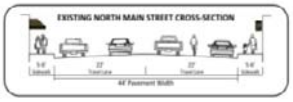
Traffic Operations & Safety:
- Current ADT: 5,500 to 8,500 vpd in each direction
- Forecast ADT: 8,500 to 11,000 vpd in each direction
- 21 crashes on N Main St and 16 crashes on Bear Creek Dr during 5-year analysis period
- Improve safety by alerting drivers of change in roadway function and environment (entering a downtown community)

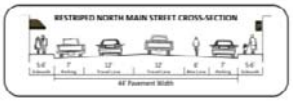
Basic Roadway Geometry & Right of Way (ROW):
- Focus improvements within existing public ROW
- Construct features that will not interfere with sight distance of pedestrian visibility

Environmental & Land Use:
- No ROW impacts
- No natural resource impacts

Cost Opinions:
- TBD

Concept 10 – Downtown on N Main Street – Restripe Travel Lanes





Purpose: Provide facilities along OR 99 for all modes of travel and enhance downtown environment

Description: Restripe existing 2-lane roadway cross section to add bike lane and define parking areas

Traffic Operations & Safety:
- Clearly defined travel lanes may encourage slower travel speeds through downtown
- 6' bike lane provides clearly defined travel way for bicyclists
- 7' parking lane striping helps define boundary between travel lane and parking lane

Basic Roadway Geometry & Right of Way (ROW):
- Main St existing roadway width 43-44' in 60' ROW
- No change in paved width
- 2-lane paved section (12' travel lanes, 5-6' bike lane, 7'parking lanes)
- May require design exception for parking lane width

Environmental & Land Use:
- No ROW impacts
- No natural resource impacts

Cost Opinions:
- $50,000

Concept 12 – Downtown on N Main Street – Enhance Crossing Opportunities

Purpose: Improve opportunities to cross OR 99 and enhance downtown environment

Description: Stripe crosswalks on the north side of intersections at 5th St, 4th St, 1st St, and Oak St
- Option A: Crosswalk striping only
- Option B: Curb extensions and crosswalk striping

Traffic Operations & Safety:
- Current ADT: 5,500 to 8,500 vpd
- Forecast ADT: 8,500 to 11,000 vpd
- Existing pedestrian crossings at Bolz Lane and 3rd St
- Marked crosswalks identify the presence of pedestrian activity in the area
- Crosswalks on north side of the intersection where pedestrians are most visible to motorists entering from cross streets
- Crosswalks on 5th, 4th, 1st, and Oak should also be striped
- Option B: Curb extensions shorten crossing distance, increase pedestrian visibility, and further enhance downtown

Basic Roadway Geometry & Right of Way (ROW):
- Use striping or materials that maximizes crosswalk visibility
- A short sidewalk connection would be required on the east side of the 5th Street crossing location
- Option B: Curb extensions on corners of 5-6' from sidewalk
- Option B: Drainage with curb extensions must be considered in design

Environmental & Land Use:
- No ROW impacts or natural resource impacts

Cost Opinions:
- Option A: $15,000
- Option B: $90,000

Concept 10 and Concept 12 – Visual Simulation

N Main Street at 4th Street
Existing Condition

With Improvements:
Restriping to add bike lane
Curb extensions
Crosswalk striped
Street Level Lighting

Concept 13 – Bear Creek Drive at 4th and Oak Streets – Enhanced Connections to Greenway Trail

Purpose: Provide facilities along OR 99 for all modes of travel

Description: Enhance connections to Greenway Trail to provide parallel and convenient bicycle and pedestrian facilities along Bear Creek Dr:
- South Connection: Multi-use path connection from Bear Creek Dr to Greenway Trail at Oak St
- North Connection: Paved connection from Trail to Bear Creek Dr at 4th St
- From North Connection: Sidewalk added on OR 99 to north

Traffic Operations & Safety:
- Provides convenient connections to off-street trail for bicycles and pedestrians traveling on east side of OR 99
- Adds some travel time for a bicyclist when compared to traveling on the roadway, but provides safety benefits
- Sidewalks on east side of OR 99 added to connect trail with the Fern Valley Interchange improvements

Basic Roadway Geometry & Right of Way (ROW):
- North Connection: 12' paved surface from Greenway Trail to Bear Creek Dr at 4th St
- South Connection: 12' paved connection from south park access road to Bear Creek Greenway Trail with short retaining wall and protective railing needed
- Existing street lighting along Bear Creek Dr illuminates Greenway Trail but additional lighting may be desirable
- New sidewalks would widen around existing utility poles or poles would need to be relocated

Environmental & Land Use:
- North Connection: No land use or environmental issues
- South Connection: Trail connection through wetland area would require mitigation
- Section 4(f) and 6(f) consideration for Trail connections
- Greenway Trail currently has limited hours of operation

Cost Opinions:
- $400,000 (exclude utility pole relocation)

Concept 14 – Downtown on Bear Creek Drive – Enhance Crossing Opportunities

Purpose: Enhance opportunities to cross OR 99

Description: Stripe crosswalks on south side of intersection at 4th St and Blue Heron Park entrance

Traffic Operations & Safety:
- Current ADT: 6,000 to 8,500 vpd with forecast ADT: 9,500 to 11,000 vpd
- 2 collisions involving pedestrians (4th St and Oak St) during 5-year period
- Existing pedestrian crossing at Bolz Lane
- Marked crosswalks identify presence of pedestrian activity in the area
- Crosswalks on south side of the intersection where pedestrians are most visible to motorists entering Bear Creek Dr from cross streets
- Crosswalks on 4th St should also be striped
- Limited sight distance at south crossing is a safety issue

Basic Roadway Geometry & Right of Way (ROW):
- Limited sight distance to/from south of the crossing at Blue Heron Park would need to be addressed
- Crosswalk at the Blue Heron Park entrance would likely connect to the existing refuge island at park entrance
- No changes to existing roadway cross section is required
- No ROW impacts

Environmental & Land Use:
- Wetlands (palustrine, scrub-shrub) are located to the east and west of Bear Creek Dr/east of Main St, no impacts anticipated
- Addressing sight distance limitations may involve modifications to one building

Cost Opinions:
- $50,000

Concept 15 – 4th Street – Install Pedestrian Activated Crossing Device

Purpose: Increase the safety of pedestrian crossings

Description: Install pedestrian-activated crossing device such as the Rectangular Rapid Flashing Beacon (RRFB) with crosswalk striping

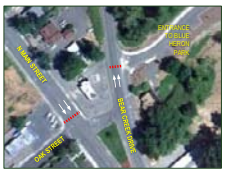
Traffic Operations & Safety:
- 1 pedestrian collision Bear Creek Dr at 4th St during 5-year period
- RRFBs increase driver awareness of pedestrian presence at a crossing
- RRFBs have higher driver compliance than striped crosswalks alone
- Pedestrian crossing volume thresholds must be met but insufficient data is currently available for evaluation

Basic Roadway Geometry & Right of Way (ROW):
- No changes to existing roadway crossing section are required
- Assumes two solar-powered pole-mounted units
- If desired, an overhead sign could be provided by a mast arm.
- No ROW impacts

Environmental & Land Use:
- No natural resource or land use impacts
- Improved access to Greenway Trail and Blue Heron Park

Cost Opinions:
- $20,000 per pair, $40,000 total
- Overhead sign increases costs by approx $50,000 per location

Concept 16 – Oak Street/Blue Heron Park – Install Pedestrian Activated Crossing Device



Crossing Locations

Purpose: Increase the safety of pedestrian crossings

Description: Install pedestrian-activated crossing device such as the Rectangular Rapid Flashing Beacon (RRFB) with crosswalk striping

Traffic Operations & Safety:
- 1 pedestrian collision Bear Creek Dr at Oak St during 5-year period
- RRFBs increase driver awareness of pedestrian presence at a crossing
- RRFBs have higher driver compliance than striped crosswalks alone
- Pedestrian crossing volume thresholds must be met
- Limited sight distance is a safety issue
- RRFBs can be installed with advance signage and beacons to alert drivers where higher speeds are present and where there is limited visibility

Basic Roadway Geometry & Right of Way (ROW):
- Limited sight distance to/from south would need to be addressed
- No changes to existing roadway crossing section are required
- Assumes two solar-powered pole-mounted units, with advanced signage
- If desired, an overhead sign could be provided by a mast arm.
- No ROW impacts

Environmental & Land Use:
- No natural resource impacts
- Some land use impacts may be involved while addressing sight distance
- Improved access to Greenway Trail and Blue Heron Park

Cost Opinions:
- $20,000 per pair, $20,000 for advanced signage; $60,000 total

Concept 11 – Downtown on Bear Creek Drive – Improve and Maintain Sight Distance

Purpose: Enhance visibility and address existing safety concerns

Description: Improve sight distance in corridor by removing some roadside foliage and relocating signs that restrict sight lines

Traffic Operations & Safety:
- 16 crashes during 5-year analysis period including 1 turning collision and 10 angle collisions
- Improve visibility of oncoming traffic for drivers waiting at cross streets and vice versa

Basic Roadway Geometry & Right of Way (ROW):
- Roadside foliage maintenance will be ongoing effort and should be performed during seasons when trees and bushes are carrying leaves
- Sign relocation performed once

Environmental & Land Use:
- Sign relocation may include private signage
- Scrub-shrub wetland west of the couplet would be affected
- Regulations allow trimming and tree removal with some restrictions regarding soil removal and the overstory that provides stream shade

Cost Opinions:
- $15,000
- Ongoing maintenance costs

Concept 17 – Bear Creek Drive at 1st Street – Install Emergency Vehicle Traffic Signal

Purpose: Reduce response time and improve safety of emergency responders

Description: Add emergency vehicle traffic control signal with advanced warning along Bear Creek Dr at 1st St

Traffic Operations & Safety:
- Current delays of ~15 seconds for traffic on 1st St during busy traffic periods and delays will go up as volumes increase
- Roadway curvature makes it difficult to determine which lanes vehicles on Bear Creek Dr are using
- Traffic signal would stop oncoming traffic on Bear Creek Dr for fire station vehicles using 1st Street to access OR 99 northbound
- Traffic signals with low activation rates can have lower driver compliance

Basic Roadway Geometry & Right of Way (ROW):
- Emergency vehicle traffic control signals are generally installed at the direct access to the building housing the emergency vehicle
- Criteria outlined in the MUTCD must be assessed in further detail before installation

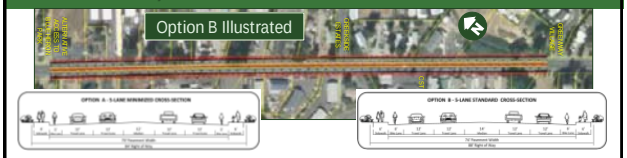
Environmental & Land Use:
- Minimal land use and natural resource impacts associated with location of traffic signal infrastructure

Cost Opinions:
- $250,000

Combined Downtown Concepts (9-17)

- Concept 9 - Create New Gateway Features
- Concept 10 - Restripe Road to Add Bike Lanes & Define Parking
- Concept 13 - Create New/Improved Trail Connections
- Concepts 12 & 14 - Add Crosswalks & Possibly Curb Extensions
- Concepts 15 & 16 - Add Pedestrian-Activated Crossing Beacons
- Concept 17 - Install Emergency Vehicle Traffic Signal

Concept 18: South End of Couplet to South City Limits – Add Center Median, Bike Lanes & Sidewalks



Purpose: Increase capacity, improve safety, and provide facilities along OR 99 for all modes of travel

Description: Modify roadway cross section add center median and better serve bicycles and pedestrians
- Option A: Widen to 5 lanes but minimize cross-section
- Option B: Widen to 5 lanes with standard cross-section

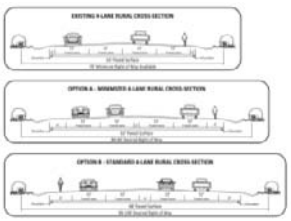
Traffic Operations & Safety:
- Increases roadway capacity
- Center median lane improves safety with buffer between travel lanes and refuge for turning vehicles and pedestrians
- Raised median at some locations could eliminate some left-turn movements and improve safety
- 5-6' bike lanes provide clearly defined travel way for bicyclists
- 6' sidewalks improve pedestrian safety and access to transit
- Option A: Speeds potentially slower with narrower lanes

Basic Roadway Geometry & Right of Way (ROW):
- Option A: Paved width increases from 50' to 70'
- Option B: Paved width increases from 50' to 74'
- 6' sidewalks need additional ROW or easements
- Both options may need to extend existing culverts but more substantial culvert extensions needed with Option B
- Option A: Design exceptions required

Environmental & Land Use:
- Option A: Some property impacts but no building impacts
- Option B: More significant property impacts but no buildings
- Both will require better access definition in some areas
- Fish passage needs consideration with culvert extensions
- Additional stormwater treatment with increased surface

Cost Opinions:
- Option A: $2.3 million (no ROW or utility costs included)
- Option B: $2.5 million (no ROW or utility costs included)

Concept 20 – Phoenix South City Limits to Colver/Suncrest Road – Widen Shoulders



Purpose: Improve safety and provide facilities along OR 99 for all modes of travel

Description: Modify roadway cross section to better serve bicycles and pedestrians
- Option A: Widen existing 4-lane roadway to provide wider shoulders (6') and painted median (2')
- Option B: Widen existing 4-lane roadway to increase striped median width (4') and provide standard width shoulders (8')

Traffic Operations & Safety:
- No significant changes to roadway capacity
- Wider shoulders safer for bicyclists (and pedestrians)
- Improved safety with more separation between directions
- Shoulders provide space for vehicles to pull off the road in the event of a breakdown
- Option B benefits slightly greater than Option A

Basic Roadway Geometry & Right of Way (ROW):
- Option A: Paved width increases to 62' with desired ROW ~85'-95' for slopes and drainage
- Option B: Paved width increases to 68' with desired ROW ~90-100' for slopes and drainage
- Significant excavation for ditches for both options
- Extension of cross culverts and relocation of all parallel culverts needed but impacts greater for Option B

Environmental & Land Use:
- Some potential ROW impacts
- Some small wetlands (palustrine, emergent) located at south end of corridor could require mitigation
- Fish passage may need consideration with culvert extensions
- Additional stormwater treatment with increased surface
- Consideration of Statewide Planning Goals needed

Cost Opinions:
- Option A: $4.5 million (no utility relocation or ROW costs)
- Option B: $5.6 million (no utility relocation or ROW costs)

Concept 22 – Colver/Suncrest Road to Rapp Road – Complete Sidewalk System

Purpose: Complete pedestrian system on both sides of OR 99

Description: Upgrade or fill in missing sidewalks along OR 99

Traffic Operations & Safety:
- Continuous paved sidewalks improve pedestrian safety

Basic Roadway Geometry & Right of Way (ROW):
- Development on existing parcels may not allow for a full-width sidewalk
- Some easements or additional ROW may be required

Environmental & Land Use:
- Construction assumed to occur with development or redevelopment of adjacent properties

Cost Opinions:
- Costs assumed to be incurred by adjacent development or redevelopment over time

Concept 24 – W Valley View Road Intersection – Modify Traffic Signal Timing

Purpose: Address existing safety concerns

Description: Modify traffic signal timing
- Add clearance intervals to traffic signal
- Provide protected left-turn phases on W Valley View Rd

Traffic Operations & Safety:
- Protected left-turn phases can reduce turning collision frequency (8 turning collisions during analysis period)
- Increased clearance intervals can reduce angle collision frequency (3 angle collisions during 5-year analysis period)
- Signal timing changes could increase v/c ratios but operations are still expected to meet mobility standards

Basic Roadway Geometry & Right of Way (ROW):
- No changes to roadway geometry or ROW

Environmental & Land Use:
- No impacts

Cost Opinions:
- $20,000
- Assumes two new signal heads but use of existing mast arms

Concept 25 – Rapp Road through Creel Road – Continue 5-lane Cross-Section

Purpose: Improve safety and provide facilities along OR 99 for all modes of travel and improve safety

Description: Continue 5-lane cross-section from Rapp Road through Creel Road

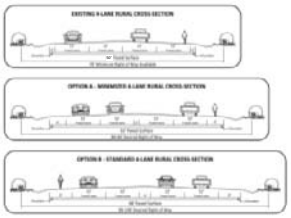
Traffic Operations & Safety:
- Increases roadway capacity
- Center median lane improves safety with buffer between travel lanes and refuge for turning vehicles and pedestrians
- Raised median at some locations could eliminate some left-turn movements and improve safety
- Right-turn deceleration lanes provide refuge for right-turning vehicles
- 5-6' bike lanes provide clearly defined travel way for bicyclists
- 6' sidewalks improve pedestrian safety

Basic Roadway Geometry & Right of Way (ROW):
- Draft prospectus prepared to add project to STIP (Key No. 17478)
- Prospectus includes 76' paved section
- Prospectus includes right-turn deceleration lane at Creel Rd, center median refuge island on OR 99 north of Creel Road, and a traffic signal
- Prospectus includes repaving to connect with recent pavement improvements
- Improvement should consider right-turn deceleration lanes at Arnos Rd

Environmental & Land Use:
- Additional ROW needed
- Some property impacts (including parking) to widen and add sidewalks but no structure impacts
- Requires better access definition in some areas
- Fish passage may need to be considered with culvert extensions
- Additional stormwater treatment needed with increased surface

Cost Opinions:
- $3.1 million (STIP project – Key # 17478) - includes ROW costs

Concept 26 – Talent South City Limits to Talent Avenue – Widen Shoulders



Purpose: Improve safety and provide facilities along OR 99 for all modes of travel

Description: Modify roadway cross section to better serve bicycles and pedestrians
- Option A: Widen existing 4-lane roadway to provide wider shoulders (6') and painted median (2')
- Option B: Widen existing 4-lane roadway to increase striped median width (4') and provide standard width shoulders (8')

Traffic Operations & Safety:
- No significant changes to roadway capacity
- Wider shoulders safer for bicyclists (and pedestrians)
- Improved safety with more separation between directions
- Shoulders provide space for vehicles to pull off the road in the event of a breakdown
- Connects urban section of OR 99 in Talent with Bear Creek Greenway Trail opposite Talent Avenue
- Option B benefits slightly greater than Option A

Basic Roadway Geometry & Right of Way (ROW):
- Option A: Paved width increases to 62' with desired ROW ~85'-95' for slopes and drainage
- Option B: Paved width increases to 68' with desired ROW ~90-100' for slopes and drainage
- Significant excavation for ditches for both options
- Extension of cross culverts and relocation of all parallel culverts needed but impacts greater for Option B

Environmental & Land Use:
- Some potential ROW impacts
- No impacts to Bear Creek
- Fish passage may need consideration with culvert extensions
- Additional stormwater treatment with increased surface
- Consideration of Statewide Planning Goals needed

Cost Opinions:
- Option A: $2.9 million (no utility relocation or ROW costs)
- Option B: $3.6 million (no utility relocation or ROW costs)

Concept 28 – Talent Avenue Intersection – Add Northbound Left-Turn Lane

Purpose: Improve safety of travel modes and provide connection to Bear Creek Greenway Trail

Description: Provide a northbound left-turn lane and an island just north of Talent Ave to serve as a refuge for pedestrians crossing the highway

Traffic Operations & Safety:
- 3 crashes during a 5-year analysis period including northbound 2 rear-end collisions
- Left-turn refuge improves safety for left-turning vehicles
- Mid-street refuge for pedestrians crossing roadway to improve safety
- Connection to Greenway Trail and residential area

Basic Roadway Geometry & Right of Way (ROW):
- Existing roadway width 50' in 95-120+' ROW
- Left-turn lane width of 16'
- Significant excavation needed in steep slopes on southwest side of OR 99
- Shoulder widening to 8' (could be combined with Concepts 26 and 28)

Environmental & Land Use:
- No land use impacts
- Bear Creek is located on the east side of OR 99 through this section but no impacts anticipated
- Additional stormwater treatment needed with increased impervious surface
- Consideration of Statewide Planning Goals needed

Cost Opinions:
- $1.6 million (no utility relocation or ROW costs)

Concept 29 – Talent Avenue to Bear Creek Greenway Trail Connection – Add Multi-Use Path

Purpose: Provide facilities along OR 99 for all modes of travel

Description: Provide multi-use path on east side of OR 99 connecting Talent Ave crossing to Bear Creek Greenway Trail

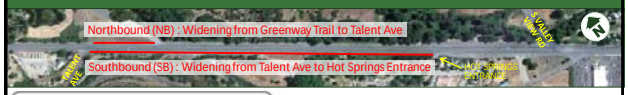
Traffic Operations & Safety:
- Multi-use trail alongside OR 99 provides paved connection from Bear Creek Greenway Trail to Talent Ave
- Southbound bicyclists (or pedestrians) cross at Talent Ave and use multi-use path adjacent to OR 99 to connect with Greenway Trail
- Northbound cyclists (or pedestrians) on Greenway Trail continue along OR 99 and can cross to access Talent Ave or continue on OR 99

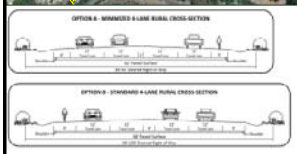
Basic Roadway Geometry & Right of Way (ROW):
- 10' two-way, multi-use path separated from OR 99 by minimum 5'
- May require additional fill if multi-use path is combined with northbound left-turn lane at Talent Avenue
- May require reconstruction of some of connection to Greenway Trail

Environmental & Land Use:
- No land use impacts
- Bear Creek is located nearby but no impacts anticipated
- Additional stormwater treatment needed with increased surface
- Consideration of Statewide Planning Goals needed

Cost Opinions:
- $300,000 (no utility relocation or ROW costs)

Concept 30 – Talent Avenue to Entrance to Jackson Hot Springs – Widen Shoulders





Purpose: Improve safety and provide facilities along OR 99 for all modes of travel

Description: Modify roadway cross section to better serve bicycles and pedestrians
- Option A: Widen existing roadway to provide wider shoulders (6') and painted median (2')
- Option B: Widen existing 4-lane roadway to increase striped median width (4') and provide standard width shoulders (8')

Traffic Operations & Safety:
- No significant changes to roadway capacity
- Wider shoulders safer for bicyclists (and pedestrians)
- Option B benefits slightly greater than Option A

Basic Roadway Geometry & Right of Way (ROW):
- Option A: Pavement increases to 62' with desired ROW 85'-95'
- Option B: Pavement increases to 68' with desired ROW 90-100'
- Significant excavation for ditches for both options
- Extension of cross culverts and relocation of all parallel culverts needed but impacts greater for Option B

Environmental & Land Use:
- Some potential ROW impacts
- No impacts to Bear Creek
- Fish passage may need consideration with culvert extensions
- Additional stormwater treatment with increased surface
- Consideration of Statewide Planning Goals needed

Cost Opinions:
- Option A: NB at $200,000 + SB at $1.2 million = $1.4 million
- Option B: NB at $300,000 + SB at $1.5 million = $1.8 million
- No utility relocation or ROW costs)

Concept 31 – S Valley View Road Intersection – Increase Capacity

Purpose: Increase capacity and improve safety

Description: Widen S Valley View Rd to provide dual westbound left-turn lanes at OR 99

Traffic Operations & Safety:
- Current v/c =0.76, Forecast v/c=0.87, with dual westbound left-turn v/c=0.62
- 14 crashes in 5-year period including 5 rear end and 6 turning collisions
- Improved operations could mean fewer stops at the intersection thus reducing rear end collision potential

Basic Roadway Geometry & Right of Way (ROW):
- S Valley View on a structure that would need replacement to widen roadway
- RTP includes Tier 2 (unfunded) Project #940 - Realign Valley View Dr at OR 99 and replace bridge
- Jackson County TSP Tier 1 Long Term Project 34 include widening S Valley View to 5 lanes with bike lanes and sidewalks

Environmental & Land Use:
- S Valley View Bridge crosses Bear Creek and the Greenway Trail
- Section 4(f) and 6(f) impacts to Greenway Trail
- Impacts to Bear Creek and wildlife associated with bridge replacement
- Additional stormwater treatment needed with increased impervious surface
- Consideration of Statewide Planning Goals needed
- ROW impacts anticipated

Cost Opinions:
- RTP cost estimate of $20 million (Project 940)
- Jackson County TSP estimate of $8 million (Project 34)

OR 99 Corridor Plan

Open House #2

Jackson County – July 24, 2014

Summary

Attendees: See Attached Lists

An open house was held for two hours in the evening of July 24, 2014. The open house was staffed with two consultants and two to three ODOT staff. Forty-three visitors signed in at the door. Nine comment cards were received (attached) along with one set of comments that was prepared prior to the meeting.

Attachments:
Attendance Sheets
Comment Cards
Open House Presentation

OR 99 Corridor Plan Open House
July 24, 2014

ATTENDANCE SHEET

Name	Agency/Organization	Phone #	Email
DAVID LEWIN	Plan Com, Phoenix	On File	On File
Bruce Sophie	City Council Phoenix	on File	on File
Guy & Bobbi Swartz		659-0049	
Jennifer Elliott	Jackson County Genealogy Library	541-~~779-38~~ 512-2340 144-2113	info@rrgslibrary.org
Anne Billeter	"	"	"
ALAN MARION	"	"	"
NORM FISHER	HOME OWNER	897-0343	FISHER5350@YAHOO.com
CHUCK ECCLESTON	JCGL		
Mike BAKER	Reter Fruit LLC	890-5112	
JOHN MUSSER	HOME OWNER	541 535-5343	
Elie Standard	Home owner	541-773-5209	
JIM STANDARD			
AL MUELHOEFER	PHOENIX URBAN RENEWAL AGENCY	707-951-1139	ALMUELHOEFER@GMAIL.com
Steve Jurd	AARP TTSP / Rogue Valley		
BILL CECIL	MAYOR, TALENT		
MATT BRINKLEY	CITY OF PHOENIX		MATT.BRINKLEY@PHOENIXOREGON.GOV.
Scott Clay	general interest	541-772-6519	sclay53@gmail.com
Chris Luz	Phoenix City Council	261-3139	
TOM EHRHART	TALENT TRAFIC COMM		

OR 99 Corridor Plan Open House
July 24, 2014

ATTENDANCE SHEET

Name	Agency/Organization	Phone #	Email
Gary Shaff	—	541 824 4537 541 773	—
Jeff Bellah	City of Phoenix	944-3643	
Teresa Soderstrom	RN	9735811	
M. Soderstrom		541-673-6123	marksod97490@hotmail.com
Fran Dean	Talent Council		
Laura Bellah	Phoenix Parks Comm.	944-3643	laura.bellah@gmail.com
Tom Corrigan	City of Talent	535-1546	TCORRIGAN@CITYOFTALENT.ORG
Dudley & Virginia Peterson		5-35-1120	Talent.
T. McKay	Business Owner	512-9268	
Tom Seiger	Medford owner	2926595	TOMSEIGER390GMAIL
Dave Plummer	Talent PD	535-1253	
Linda Cade	Self	541-512-9776	
Phyllis E. Jay	Self	541 324-3817	
Daniel Bish	Plant Oregon	541-535-3531	dan@plantoregon.com
Dick & Margaret Croly	Phoenix Museum	541-535-3076	
Mary Shaw Frank Hungate	self	541-535-3163	
Karen Jones	Phoenix City Council/PHURA		
Evelyn Smith	N/A	—	—
Dave Scott	N/A	—	—
Marnie Harcourt	N/A	541-301-0768	

OR 99 Corridor Plan Open House
July 24, 2014

Name (Optional): Steve

Company/Affiliation (if applicable): AARP- Sisiyou Velo Club

Address:

Phone: Email: sdjuul@charter.net

☒ Do you have any special concerns/thoughts regarding these projects? Any specific safety concerns? Traffic concerns? Ideas?

Please put your comments about this project on the REVERSE of this card.

COMMENT/SUGGESTIONS:

Don't forget the peds — general lighting + traffic signal timing

OR 99 Corridor Plan Open House
July 24, 2014

Name (Optional): Mark Soderstrom

Company/Affiliation (if applicable):

Address: 509 Barnum Drive, Phoenix, OR

Phone: 541-673-6127 Email: marksod9740@hotmail.com

☒ Do you have any special concerns/thoughts regarding these projects? Any specific safety concerns? Traffic concerns? Ideas?

Please put your comments about this project on the REVERSE of this card.

2

COMMENT/SUGGESTIONS:

I think it would be okay to reduce this to two lanes if you have to, but I don't like it.
Two years ago I saw a proposal for four lanes, center island, bike lanes and sidewalks both sides for $10 million. Now its all gone and you are at $20 million. What happened???
The only thing I asked was that you bury the power lines and phone lines. What happened to that??
You cut all the good.

2

OR 99 Corridor Plan Open House
July 24, 2014

Name (Optional): Cathes, ALETA

Company/Affiliation (if applicable): —

Address: 4069 S. Pacific Hwy #141

Phone: _____ Email: _____

☑ Do you have any special concerns/thoughts regarding these projects? Any specific safety concerns? Traffic concerns? Ideas?

Please put your comments about this project on the REVERSE of this card.

3

COMMENT/SUGGESTIONS:

There is no accountability on the part of the bicycle, 20 of they ride in my path, and 20 hit them, becau they pulled out in front of me, my ins goes up 20 and up having to pay with my insurance.

There needs to be accountability on any one using the road.

3

OR 99 Corridor Plan Open House
July 24, 2014

Name (Optional): E. Standard

Company/Affiliation (if applicable):

Address:

Phone: Email:

☒ Do you have any special concerns/thoughts regarding these projects? Any specific safety concerns? Traffic concerns? Ideas?

Please put your comments about this project on the REVERSE of this card.

COMMENT/SUGGESTIONS:

Why is the state spending money to build a bicycle lane when a bike path already exit.

OR 99 Corridor Plan Open House
July 24, 2014

Name (Optional): Alan Marion

Company/Affiliation (if applicable): Jackson County Genealogy Library

Address: 3405 S. Pacific Hwy

Alan's cell

Phone: 541-292-8810 Email: info@rvgslibrary.org

☒ Do you have any special concerns/thoughts regarding these projects? Any specific safety concerns? Traffic concerns? Ideas?

Please put your comments about this project on the REVERSE of this card.

COMMENT/SUGGESTIONS:

Please do not place the median planned near Alder St. in such a way that it blocks access to our driveway. Our members and the public need to be able to access from both north and south.

OR 99 Corridor Plan Open House
July 24, 2014

Name (Optional): ALAN MARION

Company/Affiliation (if applicable): N/A

Address: 4729 S. Pacific Hwy, Sp-27, Phoenix OR 97535

Phone: 541-535-5956 Email: marion4729@netzero.net

☒ Do you have any special concerns/thoughts regarding these projects? Any specific safety concerns? Traffic concerns? Ideas?

Please put your comments about this project on the REVERSE of this card.

6

COMMENT/SUGGESTIONS:

I do not support #12 because it would be much more hazardous getting out of my senior park ie Narrowing Traffic to one Lane.

I do support #12A leaving 2 Lanes of Traffic in each direction; adding a Turn Lane would be helpful sidewalks and bike Lanes would be a plus, but The Turn Lane is a higher priority.

OR 99 Corridor Plan Open House
July 24, 2014

Name (Optional): GARY SHAFF

Company/Affiliation (if applicable):

Address: 516 HERBERT ST ASHLAND 97520

Phone: Email:

☐ Do you have any special concerns/thoughts regarding these projects? Any specific safety concerns? Traffic concerns? Ideas? Please send me a hard copy of the plan.

Please put your comments about this project on the REVERSE of this card.

COMMENT/SUGGESTIONS:

Where are the public's copies of the plan. I don't use the internet.

OR 99 Corridor Plan Open House
July 24, 2014

Name (Optional): Dan Birch

Company/Affiliation (if applicable): Plant Oregon

Address: 8677 Wagner Creek Rd Talent, OR 97540

Phone: 541-535-3531 Email: dan@plantoregon.com

☑ Do you have any special concerns/thoughts regarding these projects? Any specific safety concerns? Traffic concerns? Ideas?

Please put your comments about this project on the REVERSE of this card.

8

COMMENT/SUGGESTIONS:

I like the 13A OR99 proposal
Phx city limits to Talent -
I like the
Roadway Restructuring 3 lane Rural cross
Sec. with 14' left turn lane, single lane
of traffic and 7' shoulder for bikes-peds.
Analyze the Project 16 OR99 Same option
14' center turn lane, one travel lane. 3 lane option
Project 18 - Same - 3 lane option
Pro 20 Love the green way connections,
more roundabouts where possibly please

8

OR 99 Corridor Plan Open House
July 24, 2014

Name (Optional): WALLY

Company/Affiliation (if applicable):

Address: PHOENIX

Phone: Email:

☑ Do you have any special concerns/thoughts regarding these projects? Any specific safety concerns? Traffic concerns? Ideas?

Please put your comments about this project on the REVERSE of this card.

9

COMMENT/SUGGESTIONS:

I drive this corridor quite a lot (Phoenix to Ashland). I grew up on the East Coast (PA) where we had many roads like this. Slow traffic was always expected to stay in the right lane – passing always on the left. I can't believe how many folks drive in the left causing dangerous situation. I recommend signs suggesting "SLOW TRAFFIC IN RIGHT LANE"

9

Here are some interesting findings from SOU's Fall 2013 Resident and Business Public Opinion Survey on Ashland's North Main Road Diet. It's slightly safer (for pedestrians and bicyclists) but at a cost.. Why did Ashland's Road Diet only cost $187,000 vs $20 million here

(1) Only 135 respondents were bicyclists now using the new bike lane.

(2) Before the lane changes, only 8% of the respondents judged the traffic as usually congested, 56% felt it was sometimes congested, and 32% indicated that it was rarely or never congested. There was a noticeable shift **after the Road Diet**, with 37% noting that the traffic is usually *congested*, 45% that it is sometimes *congested*, and **only 16% pronouncing that it was rarely or never *congested*.**

(3) There were 39 open-ended responses that indicated problems with merging into one lane; there were **no positive comments regarding merging**. "The lane change from two to one is dangerous, with people trying to scramble to get ahead of other cars!"

(4) There were 76 comments that referred to problems with turning after reconfiguration and 41 comments regarding positive changes for turning after the lane changes. "The chang has made left & right turns onto N. Main from side streets much more hazardous during bus traffic periods" and "Wait times for turning left onto N. Main are sometimes extreme. Wait times for turning right onto N. Main are also very difficult. Because of the wait many **drivers turn when it is not completely clear!**

(5) **RVTD buses**, stopping to pick-up and drop-off passengers... all traffic stops behind them and if the turn lane is available, cars will use them to pass buses, which creates **a lane sharing issue.**

(6) SOU: "Among all respondents, then, there is a very weak tendency toward a positive overall opinion of the reconfiguration, but **not a ringing endorsement**. Only 40 percent of the respondents in the N. Main nearby area were positive, and **54% were negative**.

Current speed limits along HWY. 99 should be retained and many of the current traffic lights taken down to insure traffic flows most efficiently and congestion be minimal.

OR 99 Corridor Plan

Open House #3
July 2014

WELCOME

Oregon Department of Transportation

DAVID EVANS AND ASSOCIATES INC.

OR 99 Corridor Plan

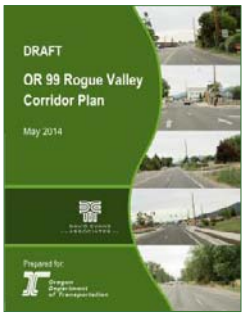
What is it?
- A planning study of the OR 99 Corridor from south Medford to north Ashland

What does a planning study do?
- Inventory facilities and understand how the corridor operates
  - Identifies gaps in the system (roadway, sidewalk, bicycle, transit)
  - Identifies where congestion and safety issues are located
- Recommend ways to complete the transportation system and better serve existing and future users over the next 20 years

What is the purpose of today's Open House?
- Review improvement concepts recommended in the Draft Plan
- Ask questions about the plan
- Provide feedback on comment cards

Draft Plan Organization

VOLUME 1



1. INTRODUCTION
2. EVALUATION OF BASELINE CONDITIONS
3. SUMMARY OF HIGHWAY DEFICIENCIES
4. CORRIDOR PLAN IMPROVEMENTS
5. ACCESS MANAGEMENT PLAN
6. OTHER MANAGEMENT ACTIONS
7. PLAN MONITORING AND FUNDING

VOLUME 2
- Technical material
- Detailed process documentation
- Summary of public outreach

Corridor Goals/Objectives

Goal 1: Mobility – Improve the OR 99 corridor and identify potential local system enhancements that link communities, neighborhoods, and businesses and address the existing and future transportation needs of moving both people and goods through the corridor.

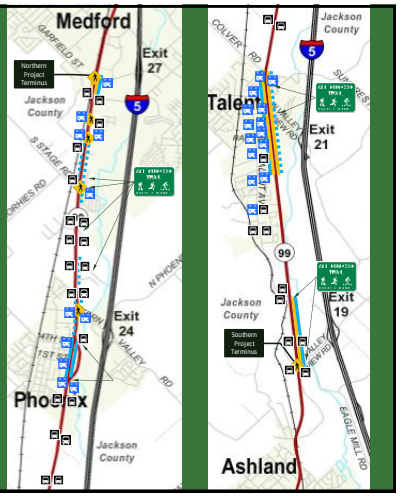
Goal 2: Multimodal System – Provide a multimodal transportation system that accommodates the needs of all users.

Goal 3: Livability – Provide a transportation system than enhances community livability and promotes economic development while minimizing environmental impacts.

Goal 4: Safety – Promote the safety of current and future travel modes for all users.

Pedestrian, Bicycle, and Transit Facilities

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

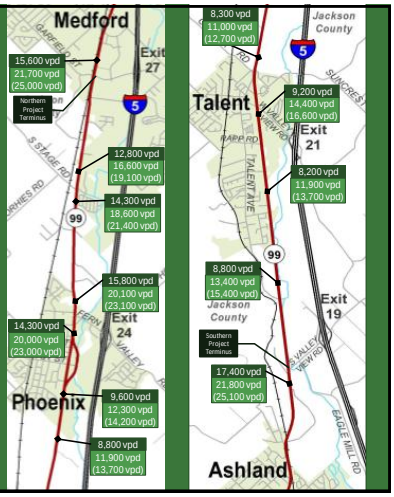


Average Daily Traffic Volumes

Legend

Average Daily Traffic Volume (vehicles per day)

2010 Existing Condition
2034 Future Baseline Scenario
(2034 Future Sensitivity Scenario)

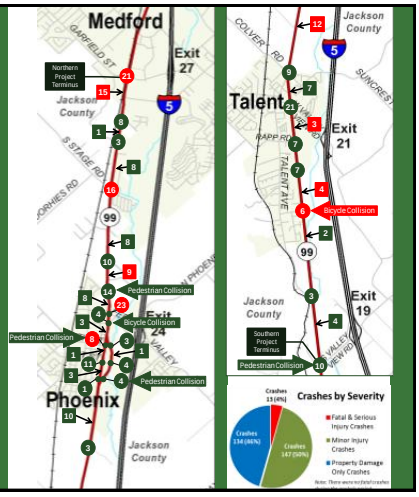


Summary of Crash History

(January 1, 2005 through December 31, 2009)

Legend

- # Intersection Crashes
- # Crashes between Intersections
- Locations where a serious injury resulted
- Locations with minor injuries or propery damage only



OR 99 Corridor Plan Improvements

1. OR 99 - Garfield St to Charlotte Ann Rd (8.56-9.75): 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 *(Medium Priority)*
8. **OR 99 – Bob 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): Restructure roadway to include a center turn lane, two through travel lanes, bike lanes, curbs and sidewalks *(Medium Priority)*

12A. OR 99 - south of couplet to City Limits (11.93-12.36): Restructure roadway to include four through travel lanes, bike lanes, curbs and sidewalks (Alternative) *(Medium Priority)*

13. OR 99 - Phoenix City Limits to Talent City Limits (12.36-13.75): Modify striping of existing roadway to provide a center turn lane, two through travel lanes, and shoulders *(Medium Priority)*

13A. OR 99 - Phoenix City Limits to Talent City Limit (12.36-13.75): Widen roadway to provide minimum 6-foot shoulders on both sides (Alternative) (Medium to Low Priority)

14. OR 99 - Colver/Suncrest Rd to Rapp Rd (13.86-14.59): Upgrade or fill in missing sidewalks *(Medium 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): Restructure roadway to include a center turn lane, two through travel lanes, bike lanes, curbs and sidewalks *(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): Modify striping of existing roadway to provide a center turn lane, two through travel lanes, and shoulders *(Medium Priority)*

18A. OR 99 - Talent City Limits to S Valley View (15.34-16.92): Widen roadway to provide minimum 6-foot shoulders on both sides (Alternative) (Medium to Low Priority)

18B. OR 99/Talent Ave Intersection (16.29): Widen roadway to provide left-turn lane (Alternative) (Medium to Low 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 Low 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)*

TSM. OR Corridor (8.56-11.02): Develop a traffic operations emergency plan *(High Priority)*

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

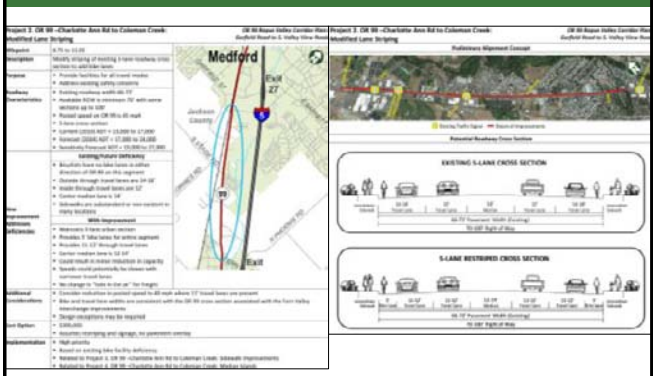
TSM. **OR 99 – Northridge Terrace to Coleman Creek (10.58-11.04):** Evaluate potential access modifications to address high crash frequency *(High Priority)*

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

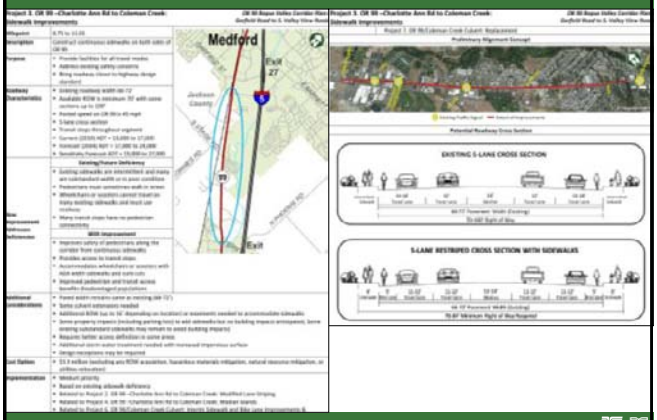
Project 1. OR 99 – Garfield St to Charlotte Ann Rd: Sidewalk Improvements

Existing Conditions

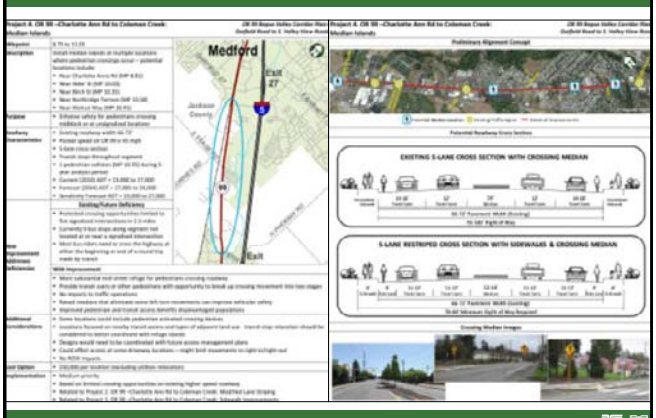
Project 2. OR 99 –Charlotte Ann Rd to Coleman Creek: Modified Lane Striping



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

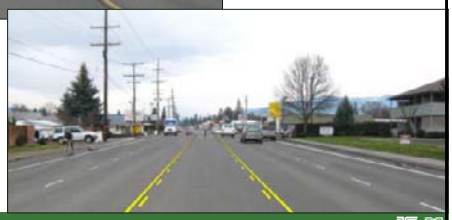


Project 4. OR 99 –Charlotte Ann Rd to Coleman Creek: Median Islands



Visual Simulation with Projects 2, 3, and 4

OR 99 near Alder Street
(Looking South)
Existing Condition



With Improvements:
Restriping to add bike lane
Sidewalks added (on right)
Crossing median added

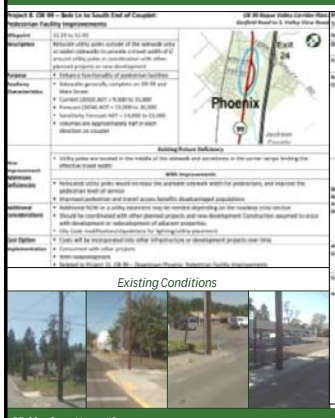
Project 5. OR 99/Northridge Terrace Intersection: Safety Improvements

Existing Conditions

Project 6. OR 99/Coleman Creek Culvert: Interim Sidewalk and Bike Lane Improvements

Project 7. OR 99/Coleman Creek Culvert: Replacement

Project 8. OR 99 – Bolz Ln to South End of Couplet: Pedestrian Facility Improvements

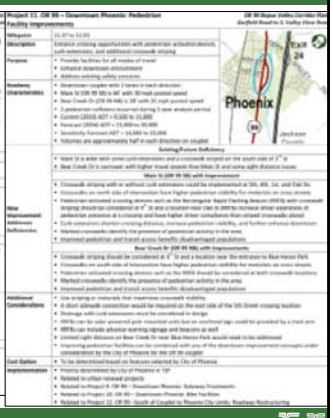


Existing Conditions

Project 9. OR 99 – Downtown Phoenix: Gateway Treatments

Project 10. OR 99 – Downtown Phoenix: Bike Facilities

Project 11. OR 99 – Downtown Phoenix: Pedestrian Facility Improvements

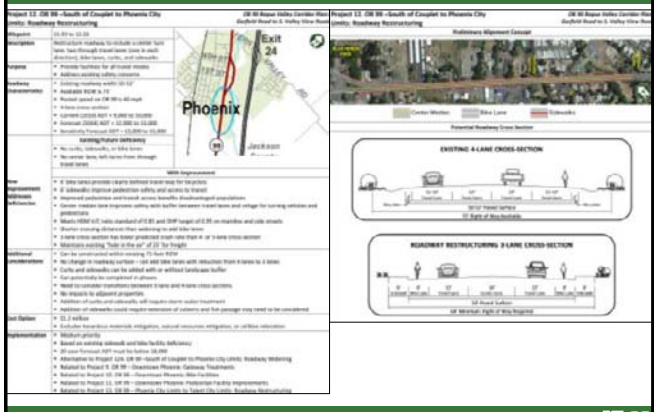


Visual Simulation with Potential Main Street Improvements

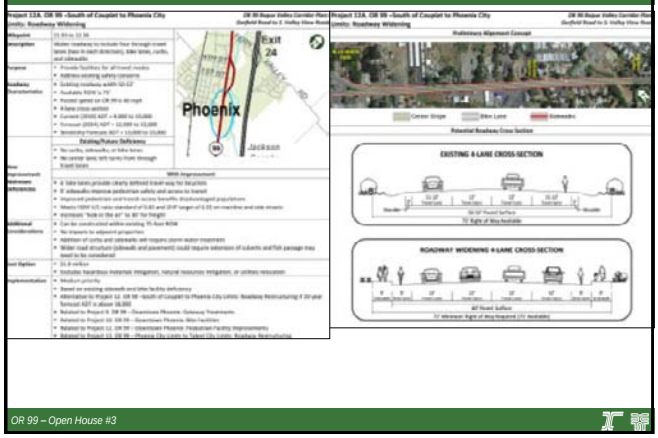
Main Street at 4th Street
Existing Condition

With Improvements:
Restriping to add bike lane
Curb extensions
Crosswalk striped
Street Level Lighting

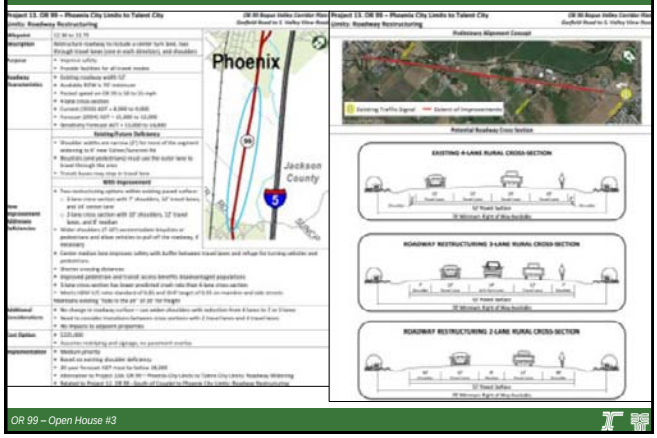
Project 12. OR 99 –South of Couplet to Phoenix City Limits: Roadway Restructuring



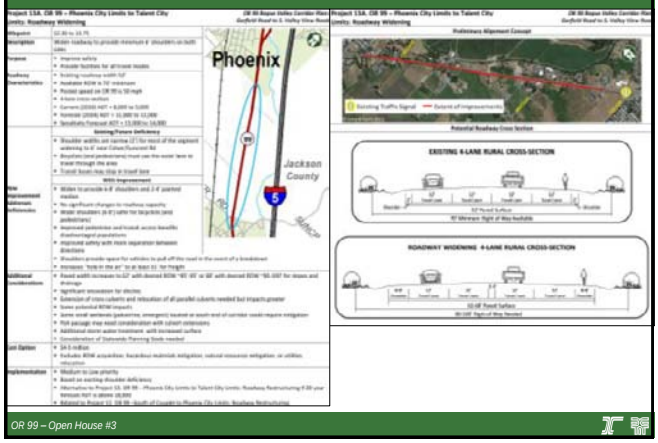
Project 12A. OR 99 –South of Couplet to Phoenix City Limits: Roadway Widening



Project 13. OR 99 – Phoenix City Limits to Talent City Limits: Roadway Restructuring

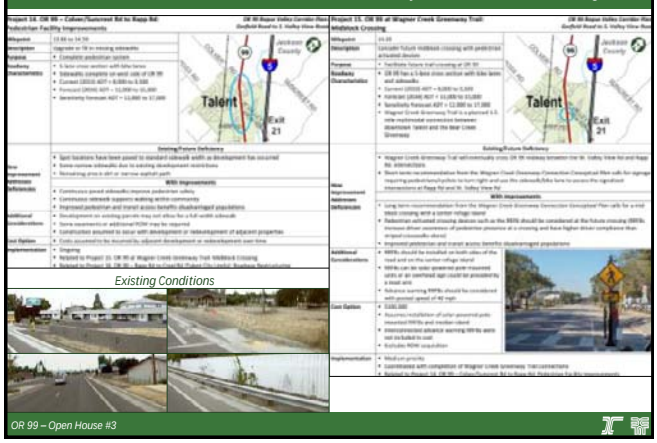


Project 13A. OR 99 – Phoenix City Limits to Talent City Limits: Roadway Widening

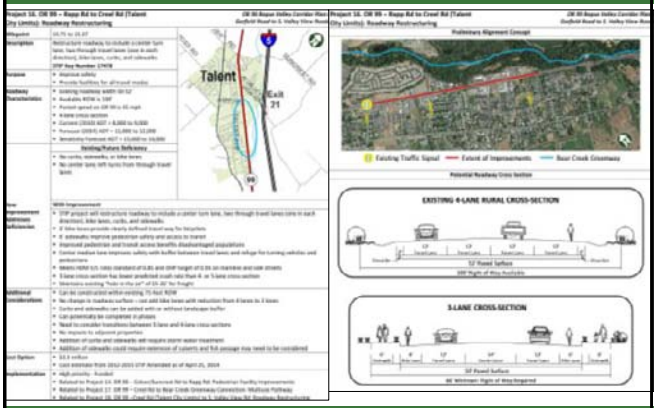


Project 14. OR 99 – Colver/Suncrest Rd to Rapp Rd: Pedestrian Facility Improvements

Project 15. OR 99 at Wagner Creek Greenway Trail: Midblock Crossing



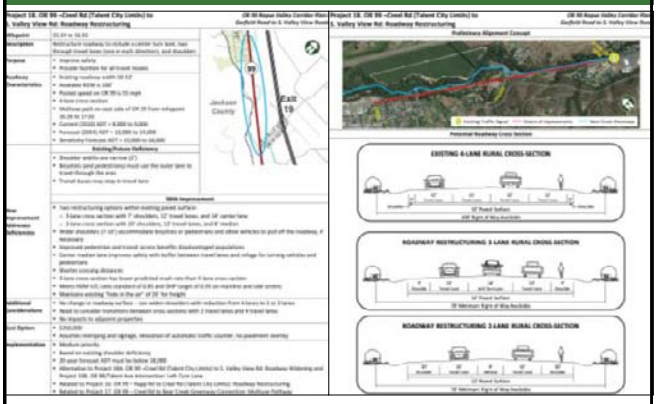
Project 16. OR 99 – Rapp Rd to Creel Rd (Talent City Limits): Roadway Restructuring



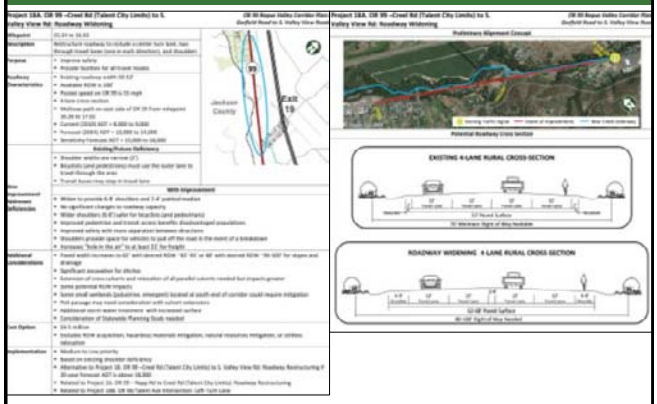
Project 17. OR 99 – Creel Rd to Bear Creek Greenway Connection: Multiuse Pathway

Existing Conditions

Project 18. OR 99 –Creel Rd (Talent City Limits) to S. Valley View Rd: Roadway Restructuring



Project 18A. OR 99 –Creel Rd (Talent City Limits) to S. Valley View Rd: Roadway Widening



Project 18B. OR 99/Talent Ave Intersection: Left-Turn Lane

Existing Conditions

Project 19. OR 99/S. Valley View Rd Intersection: Dual Left-Turn Lanes on South Valley View Rd

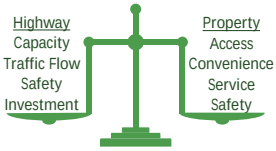
Existing Conditions

Project 20. Bear Creek Greenway: Enhance Connections to OR 99

Project 21. Bear Creek Greenway: Improve Connections in Downtown Phoenix

Existing Conditions

Access Management Plan (AMP)



- Access Management Standards
  - Standards in plan will be adopted by the Oregon Transportation Commission
- Access Management Actions
  - Access management would happen when:
    - Applications for land use changes or development are submitted
    - Future highway improvement projects move into design and construction
    - Safety and/or operational problems arise

Private Approaches

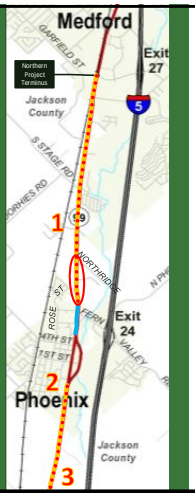
- Standards do not apply to driveways in existence prior to January 1, 2012 except when one of the following happens:
  - A new driveway is requested or an existing driveway use is changed based on certain criteria
  - Infill development or infill redevelopment occurs
  - Where a highway or interchange project occurs
- If one of these things happen, the Oregon Department of Transportation shall determine whether the approach road spacing or safety is improved by moving in the direction of the appropriate spacing standards

Reference: Oregon Administrative Rule 734-051-4020, Standards and Criteria for Approval of Private Approaches

OR 99 Access Management Plan
North Section

Legend

- Segment with Recommended Improvement Project
- Access Consolidation/Closure/ Turn Restriction
- Near-Term Funded Improvement Project
- Area with High Crash Rate Associated with Access Turning Movements



Recommended Access Management Actions

1. Consolidate/close driveways in an effort to move towards achieving applicable access spacing standards.
   → *Consolidation or closure of driveways and/or turn movement restrictions should be considered when any of the following conditions are met:*
   - *Properties develop or redevelop and when reasonable access can be provided with a single access point or via a local street.*
   - *Sidewalks are constructed on OR 99 (Garfield Rd to Charlotte Ann Rd – MP 8.56-8.75 west side, Charlotte Ann Rd to Coleman Creek – MP 8.75-11.03 both sides).*
   - *Median islands are constructed on OR 99 (assorted locations).*
   - *Intersection improvements are constructed (Northridge Terrace – MP 10.58).*
   - *The Coleman Creek crossing is reconstructed or replaced (Coleman Creek – MP 11.03-11.04).*
   - *The annual accident rate is 20% greater than the statewide rate for similar roadways or a section has an ODOT SPIS rating in the worst 10%.*
2. Consolidate/close driveways in an effort to move towards achieving applicable access spacing standards.
   → *Consolidation or closure of driveways and/or turn movement restrictions should be considered when any of the following conditions are met:*
   - *Properties develop or redevelop and when reasonable access can be provided with a single access point or via a local street.*
   - *OR 99 is reconstructed to include sidewalks and bike lanes (south of the couplet to Phoenix south city limits – MP 11.96-12.36).*
   - *The annual accident rate is 20% greater than the statewide rate for similar roadways or a section has an ODOT SPIS rating in the worst 10%.*
3. Consolidate/close driveways in an effort to move towards achieving applicable access spacing standards.
   → *Consolidation or closure of driveways and/or turn movement restrictions should be considered when any of the following conditions are met:*
   - *Properties develop or redevelop and when reasonable access can be provided with a single access point or via a local street.*
   - *OR 99 is widened to increase shoulder widths (Phoenix south city limits to Talent north city limits – MP 12.37-13.86).*
   - *The annual accident rate is 20% greater than the statewide rate for similar roadways or a section has an ODOT SPIS rating in the worst 10%.*

OR 99 Access Management Plan
South Section

Legend

- Segment with Recommended Improvement Project
- Access Consolidation/Closure/ Turn Restriction
- Near-Term Funded Improvement Project
- Area with High Crash Rate Associated with Access Turning Movements

Recommended Access Management Actions

3. Consolidate/close driveways in an effort to move towards achieving applicable access spacing standards.
   → *Consolidation or closure of driveways and/or turn movement restrictions should be considered when any of the following conditions are met:*
   - *Properties develop or redevelop and when reasonable access can be provided with a single access point or via a local street.*
   - *OR 99 is widened to increase shoulder widths (Phoenix south city limits to Talent north city limits – MP 12.37-13.86).*
   - *The annual accident rate is 20% greater than the statewide annual average accident rate for similar roadways or a section has an ODOT SPIS rating in the worst 10%.*
4. Consolidate/close driveways in an effort to move towards achieving applicable access spacing standards.
   → *Consolidation or closure of driveways and/or turn movement restrictions should be considered when any of the following conditions are met:*
   - *Properties develop or redevelop and when reasonable access can be provided with a single access point or via a local street.*
   - *Sidewalks are constructed on OR 99 (Colver/Suncrest Road to Rapp Road – MP 13.86-14.59).*
   - *An unsignalized crosswalk with pedestrian-activated devices is constructed on OR 99 as part of the Wagner Creek Greenway Trail (MP 14.39)*
   - *OR 99 is reconstructed to include curbs and sidewalks, bike lanes, two through travel lanes, and a center median lane (STIP project: Rapp Road to south of Creel Road – MP 14.71-15.67).*
   - *A multi-use path is constructed on the east side of OR 99 from Creel Road to the a new connection with the Bear Creek Greenway (MP 15.34-15.67)*
   - *The annual accident rate is 20% greater than the statewide annual average accident rate for similar roadways or a section has an ODOT SPIS rating in the worst 10%.*
5. Consolidate/close driveways in an effort to move towards achieving applicable access spacing standards.
   → *Consolidation or closure of driveways and/or turn movement restrictions should be considered when any of the following conditions are met:*
   - *Properties develop or redevelop and when reasonable access can be provided with a single access point or via a local street.*
   - *OR 99 is widened to increase shoulder widths (south of Creel Road to Entrance to Jackson Hot Springs – MP 15.34-16.92).*
   - *Left-turn lanes are added on OR 99 at intersections (Talent Avenue – MP 16.28)*
   - *The annual accident rate is 20% greater than the statewide annual average accident rate for similar roadways or a section has an ODOT SPIS rating in the worst 10%.*

Transportation System Management

Transportation System Management (TSM) measures maximize the function (capacity and safety) of existing transportation facilities without major infrastructure investment.

Traffic Operations Emergency Plan

Develop a plan to provide guidance to area response teams to maximize efficiency along OR 99 when it must carry traffic routed from the freeway.

Traffic Signal Timing Modifications

To address existing safety issues at the two signalized intersections (South Stage Road and West Valley View Road):

- Provide protected left-turn phases in the north-south direction
- Add clearance intervals for appropriate traffic phases in the north-south direction

Access Management

To address the higher than average crash rate along OR 99 between Northridge Terrace and Coleman Creek:

- Evaluate potential access management measures to improve safety
- Triggers for changes should include a continued pattern of turning and angle collisions and an ongoing rating in the worst 10% locations in the state database.

Transportation Demand Management

Transportation Demand Management (TDM) measures focus on changing the demand for roadway capacity.

Bicycle and Pedestrian Facilities

The OR 99 corridor plan improves connectivity and safety of bicycle and pedestrian facilities to:

- Reduce traffic demand on the highway
- Serve people who may not have access to a personal means of motorized transportation and rely on walking, bicycling, and transit for mobility (Title VI)
- Connect to the regional trail system (Bear Creek Greenway)

Transit Operations

In support of the existing RVTD Bus Route 10, this plan includes projects that:

- Provide sidewalks to every urban transit stop on the highway
- Provide medians, crosswalks, and some pedestrian-activated crossing devices to facilitate crossing the highway near many of the urban transit stops
- Widen shoulders on rural sections of the highway

When implementing projects, particularly those that involve restructuring the roadway, consideration should be given to including transit pullouts, if appropriate.

Implementation

- Projects identified in the OR 99 Corridor Plan will be implemented over a 20-year period
- Each project has a priority but not a specific time frame for implementation
  - High Priority – projects that address existing safety deficiencies with relatively low-cost solutions (or those with existing funding sources)
  - Medium Priority – projects that address existing or near-term deficiencies but require more expensive solutions
  - Low Priority – projects that address anticipated deficiencies and/or have high-cost solutions
- Plan relies on monitoring traffic volumes, congestion, and crash history to identify when specific projects should be considered for implementation
  - When projects are within 5 years of identified threshold, funding opportunities should be pursued

Plan Monitoring

Project Type	Potential Locations	Monitoring
Traffic Signal Phasing	▪ OR 99/S. Stage Rd Intersection ▪ OR 99/W. Valley View Rd Intersection	▪ Monitor for continued pattern of turning and angle collisions in the east-west direction
Roadway Restructuring	▪ OR 99 – South of Couplet to South Phoenix City Limits ▪ OR 99 – Phoenix to Talent City Limits ▪ OR 99 – Talent City Limits to S. Valley View Rd	▪ Monitor for pattern of crashes related to vehicles stopping in the through travel lane ▪ Monitor existing and 20-year forecast traffic volumes to determine which improvements are most applicable
Left-Turn Lanes	▪ OR 99/Talent Avenue Intersection	▪ Monitor for pattern of rear-end crashes related to left-turn movements ▪ Monitor intersection traffic volumes to determine if left-turn lane warrants are met or will soon be met
Other Safety Improvements	▪ OR 99/Northridge Terrace Intersection	▪ Monitor crash patterns for increased frequency of crashes related to northbound right -turn movement
Access Management	▪ All roadway segments	▪ Monitor crash rates to identify when the annual crash rate is 20% higher than the statewide rate for similar roadways ▪ Monitor ODOT SPIS database to identify segments with a rating in the worst 10%. ▪ Monitor for development
Bicycle/ Pedestrian Improvements	▪ OR 99 – Garfield Rd to Charlotte Ann Rd ▪ OR 99 – Charlotte Ann Rd to Coleman Creek ▪ OR 99 – Coleman Creek Culvert ▪ OR 99 – Bolz Ln to South End of Couplet ▪ OR 99 – Colver/Suncrest Rd to Rapp Rd ▪ OR 99 – Creel Rd to Bear Creek Greenway Connection	▪ Current Deficiencies ▪ Monitor for continued bicycle and pedestrian activity along OR 99 ▪ Monitor for development
Highway Pedestrian/ Bicycle Crossing Improvements	▪ OR 99 – Charlotte Ann Rd to Coleman Creek ▪ OR 99 – Couplet in Downtown Phoenix ▪ OR 99 – Wagner Creek Greenway Trail Crossing	▪ Monitor segment traffic volumes including pedestrians and cyclists to determine if crossing warrants are met ▪ Monitor transit stop ridership