



# Highway 138E Corridor Solutions Environmental Assessment

## PROJECT OVERVIEW

CAC/PDT Kick-Off Meetings  
November 17, 2009







# The National Environmental Policy Act of 1969 (NEPA)

- Established a national environmental policy focused on Federal activities and the desire for a sustainable environment balanced with other essential needs of present and future generations of Americans.
- Requires alternative courses of action be evaluated.



# The National Environmental Policy Act of 1969 (NEPA)

- Requires an examination of potential impacts to the social and natural environment and actions to mitigate impacts.
- Established a mandate for Federal agencies to document the analysis, and make this information available to the public for comment prior to implementation.



# The National Environmental Policy Act of 1969 (NEPA)

- Public involvement is an essential part of NEPA process.
- FHWA uses NEPA process in its decision-making taking into account the potential impacts on the human and natural environment and the public's need for safe and efficient transportation.



## Section 4(f) DOT Act of 1966

- 4(f) Resources: publicly or privately owned historic sites, publicly owned parks and recreational areas, publicly owned wildlife and waterfowl refuges.
- Regulates “use” of the resource: permanently incorporated, temporary occupancy, constructive use.



# Decision Making



## Highway 138 Decision-Making

### Federal Highway Administration (FHWA)

The Federal Highway Administration will be responsible for selecting a preferred alternative.

**Decision**



### Roseburg City Council

Local elected officials will incorporate the preferred alternative into the City's Transportation System Plan and will be responsible for appointing members of the Citizen Advisory Committee and making all policy-level decisions.

**Local Adoption**



### Project Development Team (PDT)

Lead staff from the City of Roseburg, Douglas County, emergency services and CDOT who provide project oversight and provide recommendations to the Federal Highway Administration.

**Project Management/Oversight/Recommendation**



### Citizen Advisory Committee (CAC)

Neighborhood representatives, property owners, developers and school and business representatives who provide consensus-based advice and input to the PDT and ultimately FHWA.

**Advisory**

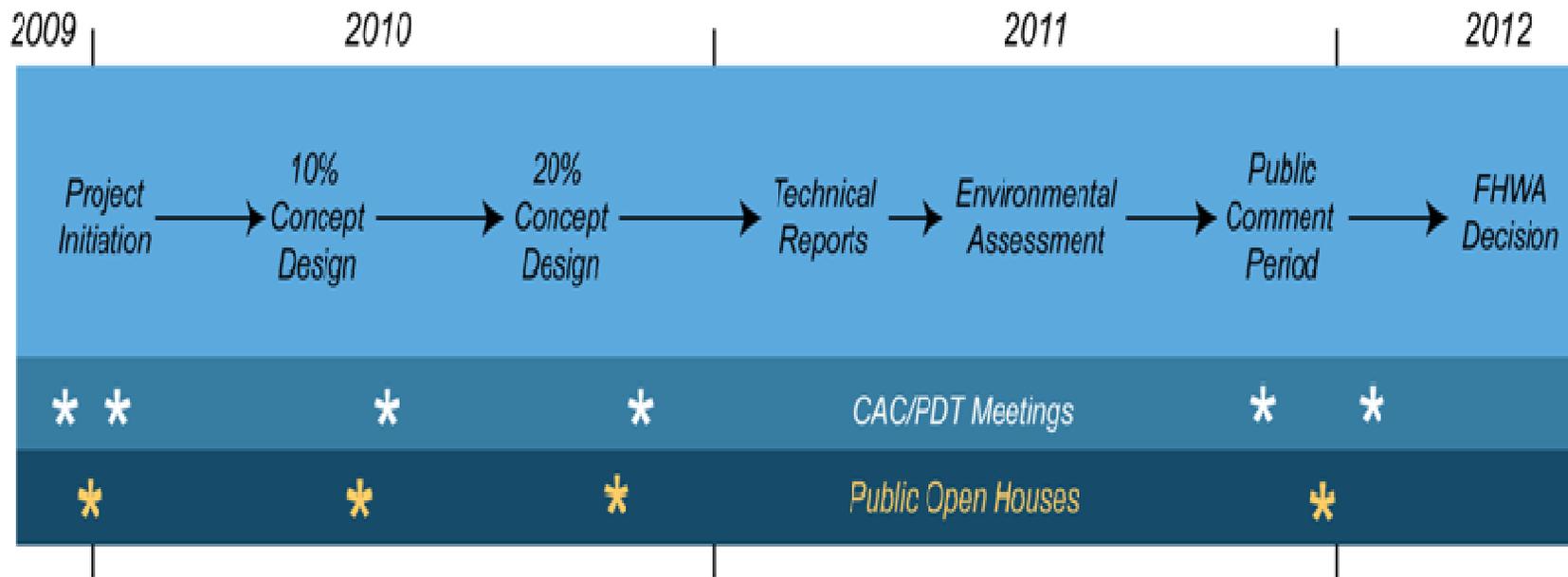


### Public Input

CAC meetings will be open to the public. Open houses and public hearings will be held to collect feedback from the community.



# Schedule





# Purpose and Need Statement

- Describes underlying transportation issue to which FHWA is responding.
- Key factor in developing reasonable range of alternatives.
- Living document.
- Build alternatives must meet the project purpose and need (solve the problem).



# Goals and Objectives

- Issues to be addressed beyond the Purpose and Need statement.
- Goals are high-level statements of the issues and concerns.
- Objectives are specific and measurable statements that describe how the project would meet the goals.
- Provide a basis for evaluating and comparing alternatives that fulfill the project Purpose.



# Range of Alternatives

- “Reasonable” range
- Includes “No Action” alternative
- Practical or feasible from a technical and economic standpoint.
- Planning study developed 19 initial alternatives based on six concepts.



# Screening Alternatives

- Determining “Reasonableness”
- Does not meet P&N – unreasonable alternative.
- Meets P&N – can still be rejected as unreasonable based on other factors: social or environmental impacts, engineering, or cost.



# Screening Alternatives

- Rule of reason: Apply common sense when determining reasonableness of alternative.
- 4(f) Resources: There is no feasible and prudent alternative to the use of the resource, and all possible planning has been taken to minimize harm.
- Explanation for eliminating an alternative must be reasonable and supported by factual information.



# Purpose and Need Statement

## Highway 138E Corridor Solutions Study (2008)

### Purpose

The purpose of the Highway 138E Corridor Solutions Study is to address mobility, safety, connectivity, and multi-modal needs on Highway 138E between Interstate 5 Exit 124 and Fulton Street.



# Purpose and Need Statement

## Highway 138E Corridor Solutions Study (2008)

### Need

Highway 138E experiences significant congestion both downtown and along Stephens Street which also serves as a major north-south commute route paralleling I-5.



# Purpose and Need Statement

## Highway 138E Corridor Solutions Study (2008)

### Need

East-west travel across the railroad tracks is effectively shut down when trains pass through the at-grade railroad crossings which impacts vehicular, freight, transit, and other non-auto modes causing congestion as well as giving rise to safety issues and potential delay for emergency vehicles. Four to six trains pass through the city during a typical 24-hour period.



# Purpose and Need Statement

## Highway 138E Corridor Solutions Study (2008)

### Need

Freight movement within the study area is impacted by some of the tight turning curb radii in downtown Roseburg causing some trucks to choose other roads, such as the congested Garden Valley Road corridor, as an alternative to access Highway 138E.



# Purpose and Need Statement

## Highway 138E Corridor Solutions Study (2008)

### Need

Existing gaps in the bicycle and pedestrian transportation system result in a dysfunctional network that makes travel difficult and unsafe.



# Goals and Objectives

## Highway 138E Corridor Solutions Study (2008)

*Goal 1: Address deficiencies in the existing transportation system to improve circulation and more efficiently move traffic between I-5 and Diamond Lake Boulevard.*

- a) Meet design standards for projected travel demand and vehicle types to accommodate current and future traffic volumes through the project area.
- b) Minimize vehicle queues and traffic flow interruptions within the study area.
- c) Improve spacing between access points along Highway 138.



# Goals and Objectives

## Highway 138E Corridor Solutions Study (2008)

*Goal 2: Mitigate conflicts between rail and vehicular traffic and improve freight travel routes.*

- a) Resolve traffic blockages due to passing trains by enabling a safe crossing that maintains linkages between east and west Roseburg.
- b) Provide safe and efficient movement of freight traffic between Diamond Lake Boulevard corridor and I-5.



# Goals and Objectives

## Highway 138E Corridor Solutions Study (2008)

*Goal 3: Provide transportation improvements that avoid where possible then minimize and effectively mitigate adverse impacts to natural and cultural resources.*

- a) Avoid or minimize impacts to the South Umpqua River, Deer Creek, and associated floodplains.
- b) Avoid or minimize impacts to unstable sloped areas that increase the potential for slides.
- c) Avoid or minimize impacts to native species and their habitats including those listed or proposed for listing under the ESA.



# Goals and Objectives

## Highway 138E Corridor Solutions Study (2008)

*Goal 3 continued. . .*

d) Avoid or minimize impacts to area aquatic resources which include freshwater wetlands and streams.

e) Provide stormwater treatment and control.

f) Avoid impacts to archaeological, historic, and cultural resources.

g) Avoid impacts to Section 4(f) and 6(f) resources.



# Goals and Objectives

## Highway 138E Corridor Solutions Study (2008)

*Goal 4: Develop a solution that at least preserves local efforts to expand economic development.*

- a) Serve projected regional growth and expansion, particularly along the Diamond Lake Boulevard corridor.
- b) Maintain and enhance access to downtown Roseburg and the South Umpqua riverfront.
- c) Improve long distance travel, enabling the Roseburg area to utilize its geographic location as the gateway to the scenic North Umpqua Highway (Hwy. 138) and the Crater Lake region.



# Goals and Objectives

## Highway 138E Corridor Solutions Study (2008)

*Goal 5: Minimize community impacts and maintain livability of surrounding neighborhoods.*

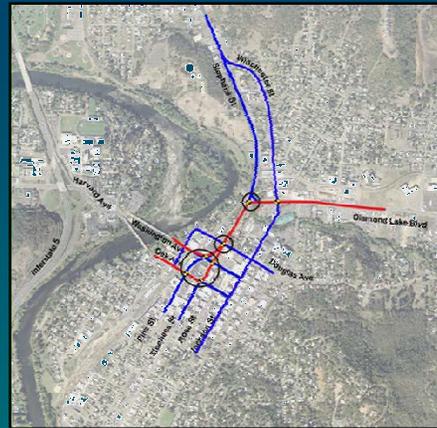
- a) Preserve Roseburg's historic neighborhoods such as Laurelwood.
- b) Avoid disproportionate impacts to low-income populations.
- c) Avoid disproportionate impacts to minority populations.
- d) Minimize adverse impacts to existing residences and businesses.



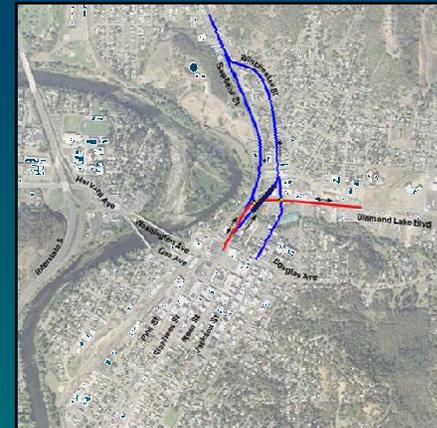
Questions?



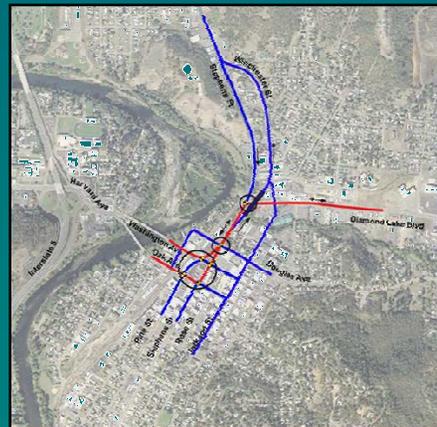
# Concept 1: Existing Alignment Improvements



**Concept 1a:**  
*Intersection Capacity Enhancements*



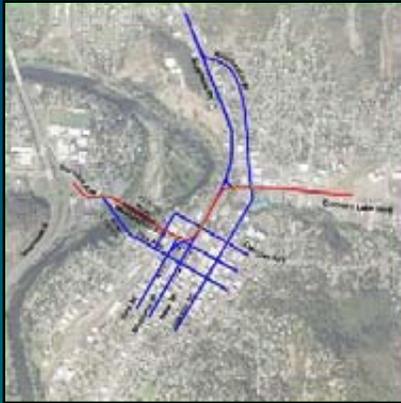
**Concept 1b:**  
*Winchester/Stephens Couplet*



**Concept 1c:**  
*Combine Capacity Enhancements and Couplet  
(1a and 1b)*



# Concept 2: Downtown Realignments



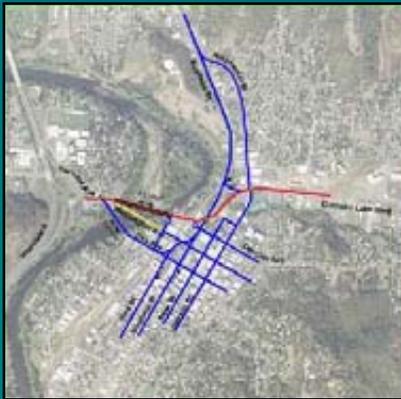
**Concept 2a:**  
*Widen Washington Avenue Bridge:  
Washington – Stephens – Diamond Lake  
Alignment*



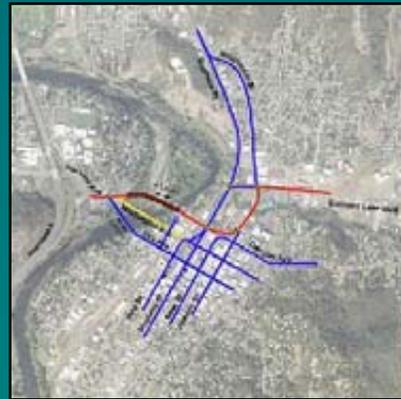
**Concept 2b:**  
*New Bridge:  
Douglas – Stephens – Diamond Lake  
Alignment*



**Concept 2c:**  
*Widen Washington Avenue Bridge:  
Washington – Rose – Diamond Lake  
Alignment*



**Concept 2d:**  
*New Bridge:  
Sweeping Curve to Diamond Lake*



**Concept 2e:**  
*New Bridge:  
Douglas – Jackson – Diamond Lake  
Alignment*



# Concept 3: Direct Alignments



**Concept 3a:**  
*New Bridge: Harvard – Diamond Lake At-Grade Crossing at Railroad/Stephens*



**Concept 3b:**  
*New Bridge: Harvard – Diamond Lake Grade Separated Flyover Crossing at Railroad/Stephens*



**Concept 3c:**  
*New Bridge: At-Grade Harvard – Diamond Lake at Stephens Supplemented by Railroad realignment*



**Concept 3d:**  
*New Bridge: Harvard – Diamond Lake Elevated Railroad*



# Concept 4: North Grade Separated Alignments



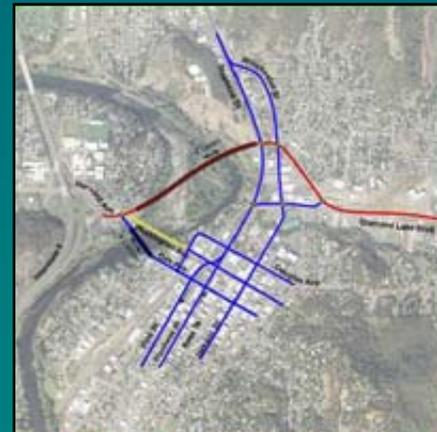
**Concept 4a:**  
*New Bridge: Access via Jackson*



**Concept 4b:**  
*New Bridge: Right-in/Right-out Access Ramps*



**Concept 4c:**  
*New Bridge: Flyover  
Railroad/Stephens/Winchester*



**Concept 4d:**  
*New Bridge: Wright – Washington – Odell  
Alignment*



# Concept 5: Portland Avenue Bridge

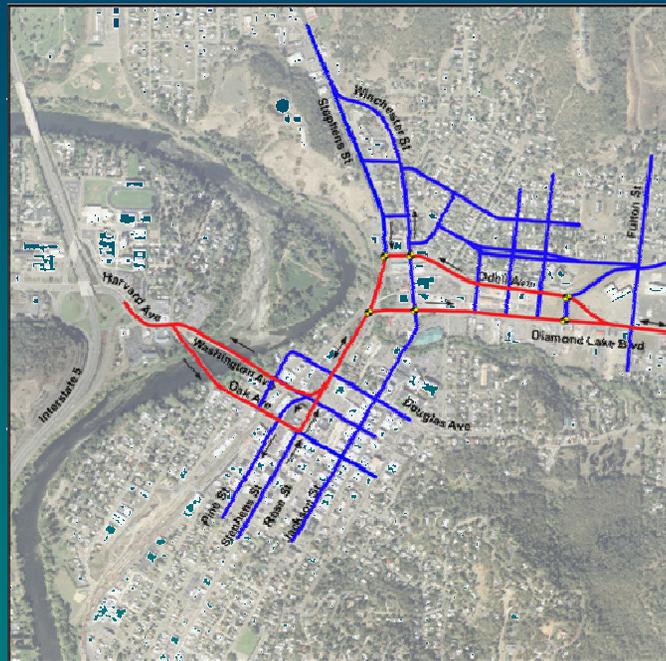


## Concept 5:

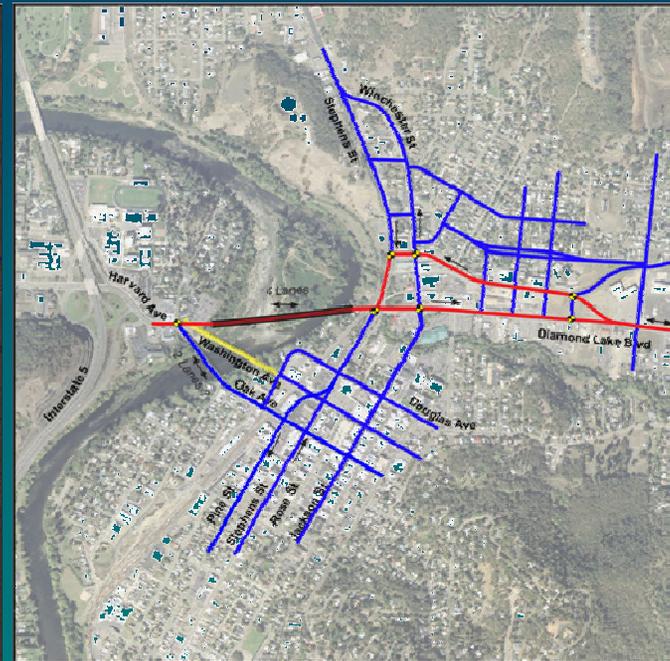
*Grade Separated Railroad Crossing at Portland Avenue*



# Concept 5: Diamond Lake-Odell Couplet



**Concept 6a:**  
*Diamond Lake – Odell Couplet*



**Concept 6b:**  
*Diamond Lake – Odell Couplet with Direct Connection*



# Final Recommendations

## Highway 138E Corridor Solutions Study

No: 1(a) Existing Alignment Improvements

No: 2(a) Washington-Stephens-Diamond Lake Alignment

No: 2(c) Washington-Rose-Diamond Lake Alignment

**Yes:** 3(a) Harvard-Diamond Lake Bridge (RR At-Grade)

No: 3(d) Harvard-Diamond Lake Bridge (RR Above-Grade)

No: 4(a) Northern Alignment Flyover (RR Below-Grade)

**Yes:** 6(a) Diamond Lake-Odell Couplet

**Yes:** 6(b) Diamond Lake-Odell Couplet w/ Direct Connection



# Evaluation of Build Alternatives

## Traffic Operations

- Mobility Standards
- Signalized Intersections
- Traffic Flow
- Bridges
- Queuing
- RR Grade Separation
- Bike/Ped Facilities
- Transit Facilities

## Cost Opinions\*

- 1(a): \$9 Million
- 2(a): \$20 Million
- 2(c): \$21 Million
- 3(a): \$74 Million
- 3(d): \$350 Million
- 4(a): \$95 Million
- 6(a): \$14 Million
- 6(b): \$82 Million

\* 2007 Dollars

## Environmental/Land Use

- Goal 5 Resources
- FEMA
- Natural Heritage Database
- Threatened/Endangered Species
- Historic Resources
- Archeology Sites
- Hazardous Material Location
- Wetlands/Riparian
- Parks and Recreation
- Community Features
- Socioeconomic/Environmental Justice
- Air Quality
- Existing Land Uses
- Applicable Plans, Policies and Reports
- Land Use Goal Exceptions
- Visual Resources
- Noise Impact



# Build Alternative 1(a)





# Build Alternative 2(a)



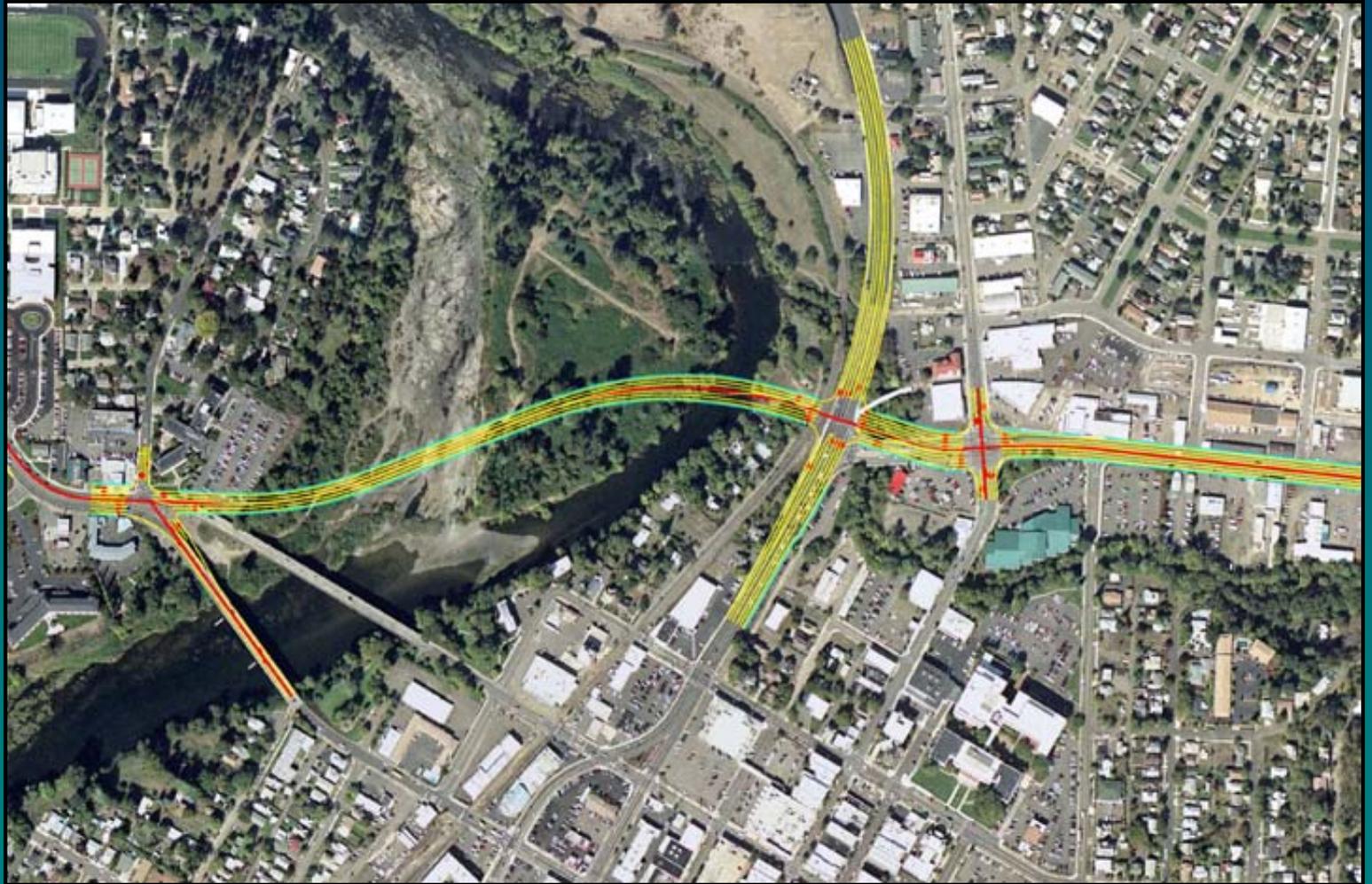


# Build Alternative 2(c)





# Build Alternative 3(a)





# Build Alternative 3(d)





# Build Alternative 4(a)





# Build Alternative 6(a)





# Build Alternative 6(b)





Questions?