



**DATE:** November 5, 2014  
**TO:** Oregon Transportation Commission

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** **Consent 9** – Resolution No. 554 to establish the route location and highway design for the Oregon 62: Corridor Solution, Unit 2 Phase 1 and Phase 2

**Requested Actions:**

Request approval of the following:

- (1) Adopt Resolution No. 554 establishing the route location and highway design for the Oregon 62: Corridor Solution, Unit 2 Phase 1 and 2 Section of Crater Lake Highway No. 62 in Jackson County (aka Oregon 62 Bypass);
- (2) Amend the Oregon Highway Plan (OHP) to classify the route location for the Oregon 62 Bypass between Mile Point 0.89 and Mile Point 5.64 as a Statewide Highway;
- (3) Amend the OHP to designate the route location for the Oregon 62 Bypass between Mile Point 0.89 and Mile Point 5.64 as an ORS 366.215 (Reduction in Vehicle Carrying Capacity) Freight Route;
- (4) Amend the OHP to designate the route location for the Oregon 62 Bypass between Mile Point 0.89 and Mile Point 5.64 as an Expressway;
- (5) Recommend to the Federal Highway Administration (FHWA) that the route location for the Oregon 62 Bypass between Mile Point 0.89 and Mile Point 5.64 be added to the National Network, National Highway System (NHS) and classified as a Federal Principal Arterial;
- (6) Amend the OHP to remove the old route 62 between Mile Point 0.89 and Mile Point 5.44 from the state highway system upon day of opening of the OR 62 Bypass and/or jurisdictional transfer whichever occurs first; and
- (7) Adopt the findings of compliance in support of these actions.

**Oregon 62: Corridor Solution, Unit 2 Phase 1 and 2  
Highway Classifications and Designation**

Route	Beg MP	End MP	Current Classification	Recommended Classification & Designation
Oregon 62 Bypass	0.89	5.64	Unclassified	Statewide Highway
Oregon 62 Bypass	0.89	5.64	Unclassified	ORS 366.215 Freight Route
Oregon 62 Bypass	0.89	5.64	Undesignated	Expressway
Old Oregon 62	0.89	5.44	Statewide	Remove
Old Oregon 62	0.89	5.44	ORS 366.215 Freight Route	Remove
Old Oregon 62	1.59	5.44	Expressway	Remove



**Background:**

ODOT Policy No. PRO 04 requires a resolution to designate a new route as being a state highway. The Oregon Transportation Commission (OTC) authorized and directed the Engineer to study and prepare a route location and highway design for the Oregon 62: Corridor Solution, Unit 2 Phase 1 and 2 Section of Crater Lake Highway No. 62 in Jackson County. The Engineer completed the study and prepared a map showing the route location and highway design. Resolution No. 554 is prepared for a final decision by the OTC.

ODOT Policy No. PLA 03-01 requires the OTC to approve highway classifications and amend the OHP when a new highway is constructed. OHP Policy 1A authorizes the OTC to classify state highways to determine the applicable mobility targets, access management standards, and maintenance and investment levels. OHP Policy 1A.2 authorizes the OTC to designate Expressways as a subset of statewide highways to provide for interurban travel and connections with minimal interruptions. OHP Policy 1C authorizes the OTC to balance the need for movement of goods with other uses of the highway system and recognize the importance of maintaining efficient through movement on major truck freight routes. Staff reviewed the OHP highway classifications and highway segment designations and identified the statewide highway and ORS 366.215 Freight Route classifications, and the Expressway designation as appropriate for the Oregon 62 Bypass route location. The removal of the old route 62 from the state highway system will become effective upon the day of opening of the Oregon 62 Bypass and/or jurisdictional transfer whichever occurs first.

ODOT Policy No. PLA 03-01 requires the classification of each state highway to align with the Federal Functional Classification. Statewide Highways or National Highway System routes are roughly equivalent of Principal Arterials in the Federal Functional Classification system. ODOT staff reviewed the Federal Function Classifications and recommends the route location for the Oregon 62 Bypass be added to the National Network, National Highway System and classified as a Principal Arterial by Federal Highway Administration.

A notice of adoption and copy of the highway classifications and designation was sent to Jackson County, the City of Medford, the Rogue Valley Metropolitan Planning Organization (RVMPO) and the Department of Land Conservation and Development (DLCDD) for review and comment.

**Attachments:**

- Exhibit A – Staff Report
- Exhibit B – Highway Classifications & Designation Findings of Compliance
- Exhibit C – Highway Classifications and Designations Contact Information
- Exhibit D – Resolution No. 554
- Exhibit E – Oregon 62 Unit 2, Phase 1 and 2 Highway Design Survey
- Exhibit F – Oregon 62 Unit 2, Phase 1 and 2 Classifications and Designation Vicinity Map
- Exhibit G – Oregon 62 Unit 2, Phase 1 and 2 Classifications and Designation Location Map
- Exhibit H – Old Oregon 62 Route Jurisdictional Transfer Vicinity Map
- Exhibit I – Old Oregon 62 Route Jurisdictional Transfer Location Map

*Copies (w/attachments) to:*

Jerri Bohard  
Paul Mather  
Tom Guevara

Travis Brouwer  
McGregor Lynde  
Nancy Murphy

Tom Fuller  
Kelly Jacobsen

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Mike Baker

## **Exhibit A Staff Report**

### **OR 62: Corridor Solution, Unit 2 Phase 1 and 2 (aka OR 62 Bypass) Highway Classifications and Designation November 2014**

#### **Requested Actions**

Region 3 requests the Oregon Transportation Commission (OTC): (1) Adopt Resolution No. 554 establishing the route location and highway design for the OR 62: Corridor Solution, Unit 2 Phase 1 and 2 Section of Crater Lake Highway No. 62 in Jackson County (aka OR 62 Bypass); (2) Classify the route location for the OR 62 Bypass between Mile Point 0.89 and Mile Point 5.64 as a Statewide Highway; (3) Classify the route location for the OR 62 Bypass between Mile Point 0.89 and Mile Point 5.64 as an ORS 366.215 (Reduction in Vehicle Carrying Capacity) Freight Route; (4) Designate the route location for the OR 62 Bypass between Mile Point 0.89 and Mile Point 5.64 as an Expressway; (5) recommend to the Federal Highway Administration (FHWA) that the route location for the OR 62 Bypass between Mile Point 0.89 and Mile Point 5.64 be added to the National Network, National Highway System (NHS) and classified as a Federal Principal Arterial; and (6) remove the old route 62 between Mile Point 0.89 and Mile Point 5.44 from the state highway system upon day of opening of the OR 62 Bypass and/or jurisdictional transfer whichever occurs first. Findings of compliance in support of these actions are found in Exhibit B. The highway classifications and designation for the OR 62 Bypass, and the removal of the old route 62 from the state highway system will constitute amendments to the Oregon Highway Plan (OHP).

#### **Background**

On November 20, 2014, the OTC adopted Resolution No. 554 designating the route location for the OR 62 Bypass as being a state highway. ODOT Policy PLA 03-01 requires the OTC to approve highway classification or reclassification, and amend the OHP when a new highway is constructed, an existing highway is reclassified, or a roadway is transferred from a local jurisdiction to the state by State Highway Designation and becomes part of the state highway system. ODOT's State Agency Coordination Agreement (SAC) requires that the OTC adopt findings of fact when amending the OHP in compliance with OAR 731-015-055. Pursuant to these requirements, ODOT provides findings of compliance in Exhibit B to support the OTC amending the OHP.

#### **Purpose and Function**

The Environmental Impact Statement (EIS) prepared for the Oregon 62: I-5 to Dutton Road project selected the OR 62 Bypass as the Preferred Alternative. The project will improve highway safety and mobility along a 4.5 mile segment of OR 62 (Crater Lake Highway). The \$120 million multi-modal project adds sidewalks and transit-related enhancements to the highway. The project also adds a four-lane access-controlled expressway to provide faster travel and improve safety along the OR 62 Corridor. The expressway will start with three-lanes of eastbound traffic at Popular and Bullock Roads near the Fred Meyer Store. Through traffic will turn left onto a small directional interchange located across from Whittle Road. Traffic will travel along a four-lane expressway on the east side of the Medford Airport, span over Vilas Road and connect back into OR 62 near Corey Road. The OR 62 Bypass is designed consistent with the Statewide Highway, Freight Route and Expressway performance targets and access spacing standards.

## **Public Involvement**

The OR 62 Bypass classifications and designation were analyzed in the EIS. The EIS used an open and on-going public and agency involvement process that included representatives from ODOT, the City of Medford, Jackson County, the Rogue Valley Metropolitan Planning Organization (RVMPO), the Jackson County/Medford Chamber of Commerce, the freight and trucking industry, the Federal Highway Administration (FHWA), and two citizens-at-large. These representatives were invited to participate on the Project Development Team (PDT) and Citizen Advisory Committee (CAC), and were sent copies of the EIS's reference materials as they became available. An integrated, inter-departmental (local and state) planning and decision-making procedure completed the public process. Opportunities for public and agency involvement included open houses, comment forms, informational inserts in the local newspaper, press releases, agency field trips, meetings, workshops, newsletters and a project sheet.

## **Summary of Draft Findings**

ODOT's State Agency Coordination Agreement requires the OTC to adopt findings of fact when adopting final modal system plans (OAR 731-015-0055). Pursuant to these requirements, ODOT developed findings to support the OTC amending the OHP to classify the route location for the OR 62 Bypass between Mile Point 0.89 and Mile Point 5.64 as a Statewide Highway, ORS 366.215 Freight Route and designate it as an Expressway; and remove the old route 62 between Mile Point 0.89 and Mile Point 5.44 from the state highway system upon day of opening of the OR 62 Bypass and/or jurisdictional transfer whichever occurs first.

Exhibit B Findings of Compliance for the OR 62 Bypass highway classifications and designation, and the removal of the old route 62 from the state highway system are attached and address compliance with state and local plans, policies, and ordinances/statutes/rules.

# OR 62: Corridor Solutions Phase 1 and 2 (aka OR 62 Bypass)



## Exhibit B

### Findings of Compliance with OAR 731-0015-0055 Statewide Highway and Freight Route Classifications and Expressway Designation for the OR 62: Corridor Solution Unit 2, Phase 1 and 2 (aka OR 62 Bypass)

On November 20, 2014, the Oregon Transportation Commission (OTC) adopted Resolution No. 554 designating the new route for the OR 62: Corridor Solution, Unit 2 Phase 1 and 2 (aka OR 62 Bypass) as being a state highway. ODOT Policy PLA 03-01 requires the OTC to approve highway classification or reclassification, and amend the Oregon Highway Plan (OHP) when a new highway is constructed, an existing highway is reclassified, or a roadway is transferred from a local jurisdiction to the state by State Highway Designation and becomes part of the state highway system. ODOT's State Agency Coordination Agreement requires that the OTC adopt findings of compliance when amending the OHP, pursuant to OAR 731-0015-0055.

Pursuant to these requirements, ODOT provides the following findings to support the OTC amending the OHP to: (1) Classify the route location for the OR 62 Bypass between Mile Point 0.89 and Mile Point 5.64 as a Statewide Highway; (2) Classify the route location for the OR 62 Bypass between Mile Point 0.89 and Mile Point 5.64 as an ORS 366.215 (Reduction in Vehicle Carrying Capacity) Freight Route; (3) Designate the route location for the OR 62 Bypass between Mile Point 0.89 and Mile Point 5.64 as an Expressway; and (4) Remove the old route 62 between Mile Point 0.89 and Mile Point 5.44 from the state highway system upon day of opening of the OR 62 Bypass and/or jurisdictional transfer whichever occurs first. ODOT is not exceeding its authority. These highway classifications and designation seek to implement the OHP.

#### **1. OAR 731-015-0055: Coordination Procedures for Adopting Modal Plans**

(1) Except in the case of minor amendments, the Department shall involve DLCD, metropolitan planning organizations, and interested cities, counties, state and federal agencies, special districts and other parties in the development or amendment of a modal systems plan. This involvement may take the form of mailings, meeting, or other means that the Department determines are appropriate for the circumstances. The Department shall hold at least one (1) public meeting on the plan prior to adoption.

***Finding:** The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. The EIS used an open and on-going public and agency involvement process that included representatives from ODOT, the City of Medford, Jackson County, the Rogue Valley Metropolitan Planning Organization (RVMPO), the Jackson County/Medford Chamber of Commerce, the freight and trucking industry, the Federal Highway Administration (FHWA), and two citizens-at-large. These representatives were invited to participate on the Project Development Team (PDT) and Citizen Advisory Committee (CAC), and were sent copies of the EIS's reference materials as they became available. An integrated, inter-departmental (local and state) planning and decision-making procedure completed the public process. Opportunities for public and agency involvement included open houses, comment forms, informational inserts in the local newspaper, press releases, agency field trips, meetings, workshops, newsletters and a project website.*

(2) The Department shall evaluate and write draft findings of compliance with all applicable statewide planning goals.

***Finding:*** *These draft findings are submitted for the Commission’s consideration. These findings address compliance with applicable statewide planning goals (See Section 3 below).*

(3) If the draft plan identifies new facilities which would affect identifiable geographic areas, the Department shall meet with the planning representatives of affected cities, counties and metropolitan planning organization to identify compatibility issues and the means of resolving them. These may include:

- (a) Changing the draft plan to eliminate the conflicts;
- (b) Working with the affected local governments to amend their comprehensive plans to eliminate the conflicts; or
- (c) Identifying the new facilities as proposals which are contingent on the resolution of the conflicts prior to the completion of the transportation planning program for the proposed new facilities.

***Finding:*** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. The EIS used an open and on-going public and agency involvement process that included representatives from ODOT, the City of Medford, Jackson County, the Rogue Valley Metropolitan Planning Organization(RVMPO), the Jackson County/Medford Chamber of Commerce, the freight and trucking industry, the Federal Highway Administration (FHWA), and two citizens-at-large. These representatives were invited to participate on the Project Development Team (PDT) and Citizen Advisory Committee (CAC), and were sent copies of the EIS’s reference materials as they became available. An integrated, inter-departmental (local and state) planning and decision-making procedure completed the public process. Opportunities for public and agency involvement included open houses, comment forms, informational inserts in the local newspaper, press releases, agency field trips, meetings, workshops, newsletters and a project website. In order to construct the EIS build alternatives, Jackson County would have to approve exceptions to the Statewide Planning Goals for agricultural lands (Goal 3), forest lands (Goal 4), public facilities and services (Goal 11), and urbanization (Goal 14) because the bypass crosses lands which are outside he Medford Urban growth Boundary (UGB) and which the Jackson County Comprehensive Plan designates as “Agricultural” and Forestry/Open Space.” In July 2013, Jackson County held a public hearing and adopted Ordinance No. 2013-7 approving a major amendment to the Jackson County Comprehensive Plan to include reasons exceptions to Statewide Planning Goals 3, 4, 11 and 14 to allow a limited access freeway in a rural area, and approval of a major text amendment and major map amendment to the Jackson County TSP to include the OR 62 Bypass.*

(4) The Department shall present to the Transportation Commission the draft plan, findings of compatibility for new facilities affecting identifiable geographic areas, and findings of compliance with all applicable statewide planning goals.

***Finding:*** *This document comprises the findings of compatibility with acknowledged comprehensive plans and compliance with the applicable statewide planning goals (See Section 2 and 3 below).*

(5) The Transportation Commission, when it adopts a final modal systems plan, shall adopt findings of compatibility for new facilities affecting identifiable geographic areas and findings of compliance with all statewide planning goals.

***Finding:*** *These draft findings are submitted for the Commission's consideration. These findings address compliance with acknowledged comprehensive plans and the applicable statewide planning goals (See Section 2 and 3 below).*

(6) The Department shall provide copies of the adopted final modal systems plan and findings to DLCD, the metropolitan planning organizations, and others who request to receive a copy.

***Finding:*** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. The EIS used an open and on-going public and agency involvement process that included representatives from ODOT, the City of Medford, Jackson County, the Rogue Valley Metropolitan Planning Organization(RVMPO), the Jackson County/Medford Chamber of Commerce, the freight and trucking industry, the Federal Highway Administration (FHWA), and two citizens-at-large. These representatives were invited to participate on the Project Development Team (PDT) and Citizen Advisory Committee (CAC), and were sent copies of the EIS's reference materials as they became available. An integrated, inter-departmental (local and state) planning and decision-making procedure completed the public process. Opportunities for public and agency involvement included open houses, comment forms, inserts in the local newspaper, press releases, agency field trips, meetings, workshops, newsletters and a project website. Jackson County, the City of Medford, RVMPO and Department of Land Conservation and Development (DLCD) were sent a 30-day Notice of Intent to Adopt and compatibility determination for the OR 62 Bypass classifications and designation on October 16, 2014. No comments were received within the time limit.*

## **2. Compatibility with Acknowledged County and City Comprehensive Plans**

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

The Transportation System Plan (TSP) establishes a system of transportation facilities and mobility standards that is adequate to meet local jurisdictions transportation needs. The TSP includes a determination of future transportation needs for road, transit, bicycle, pedestrian, air, water, rail, and pipeline systems; policies and regulations for the implementation of the TSP; and a transportation-funding program.

***Finding:*** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. The EIS analyzed the statewide highway classifications and designation consistent with Jackson County's and City of Medford's Comprehensive Plans planned land uses and zoning designations as assumptions in identifying future traffic volumes and transportation facility needs. The EIS also used Jackson County's and the City of*

*Medford's TSPs existing and planned roadway network as assumptions in identifying future traffic volumes and transportation facility needs. The EIS's anticipated permits and approvals discussion recommends Jackson County consider protecting the regional and statewide mobility function of the new bypass through their comprehensive plan, transportation system plan, and implementing ordinances. In July 2013, Jackson County held a public hearing and adopted Ordinance No. 2013-7 approving a major amendment to the Jackson County Comprehensive Plan to include reasons exceptions to Statewide Planning Goals 3, 4, 11 and 14 to allow a limited access freeway in a rural area, and approval of a major text amendment and major map amendment to the Jackson County TSP to include the OR 62 Bypass.*

Rogue Valley Metropolitan Planning Organization (RVMPO) is the designated metropolitan planning organization for Jackson County and the cities within the Rogue Valley. It is accountable for preparing a Regional Transportation Plan (RTP) as one of its transportation planning responsibilities. The RTP is a multi-modal transportation plan designed to meet the future transportation needs within the metropolitan planning area. The goals of the RTP are:

**Goal 1.** Plan, develop and maintain a balanced multi-modal transportation system that will address existing and future needs.

**Goal 2.** Optimize safety and security on the transportation system.

**Goal 3.** Use transportation investments to foster compact, livable communities. Develop a plan that builds on the character of the community, is sensitive to the environment, and enhances quality of life.

**Goal 4.** Develop a plan that can be funded and that reflects responsible stewardship of public funds.

**Goal 5.** Maximize the efficient use of transportation infrastructure for all users and modes.

**Goal 6.** Use incentives and other strategies to reduce reliance on single-occupant vehicles.

**Goal 7.** Provide an open, balanced, credible process for planning and developing the transportation system.

**Goal 8.** Encourage use of cost-effective emerging technologies to achieve regional transportation goals.

**Goal 9.** Use transportation investments to foster economic opportunities.

***Finding:*** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. The EIS analyzed the statewide highway classifications and designation consistent with the planned improvements in the RVMPO 2009-2034 RTP, and projects that the City of Medford and Jackson County would build.*

### **3. Compliance with Applicable Statewide Planning Goals**

Relevant statewide planning goals adopted by the Land Conservation and Development Commission (LCDC) include Goal 1 (Citizen Involvement); Goal 2 (Land Use Planning); Goal 3 (Agricultural Lands); Goal 4 (Forest Lands), Goal 11 (Public Facilities Planning); Goal 12 (Transportation); and Goal 14 (Urbanization). The remaining statewide planning goals were determined not applicable because the OR 62 Bypass project does not include any of the identified resources and/or the highway improvements do not impact any of the identified resources.

### **Goal 1: Citizen Involvement.**

**Requirement:** The opportunity for citizens to be involved in all phases of the planning process.

*Finding: The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. . The EIS used an open and on-going public and agency involvement process that included representatives from ODOT, the City of Medford, Jackson County, the Rogue Valley Metropolitan Planning Organization(RVMPO), the Jackson County/Medford Chamber of Commerce, the freight and trucking industry, the Federal Highway Administration (FHWA), and two citizens-at-large. These representatives were invited to participate on the Project Development Team (PDT) and Citizen Advisory Committee (CAC), and were sent copies of the EIS's reference materials as they became available. An integrated, inter-departmental (local and state) planning and decision-making procedure completed the public process. Opportunities for public and agency involvement included open houses, comment forms, inserts in the local newspaper, press releases, agency field trips, meetings, workshops, newsletters and a project website. In July 2013, Jackson County held a public hearing and adopted Ordinance No. 2013-7 approving a major amendment to the Jackson County Comprehensive Plan to include reasons exceptions to Statewide Planning Goals 3, 4, 11 and 14 to allow a limited access freeway in a rural area, and approval of a major text amendment and major map amendment to the Jackson County TSP to include the OR 62 Bypass. In October 2014, Jackson County, the City of Medford, RVMPO and DLCD were sent a 30-day Notice of Intent to Adopt and compatibility determination for the OR 62 Bypass classifications and designation. No comments were received within the time limit.*

### **Goal 2: Land Use Planning.**

**Requirements:** Establish a land use planning process and policy framework as the basis for all decisions and actions related to use of land and to assure an adequate factual basis for such decisions and actions.

*Finding: The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. The EIS analyzed the statewide highway classifications and designation consistent with Jackson County's and City of Medford's Comprehensive Plans planned land uses and zoning designations as assumptions in identifying future traffic volumes and transportation facility needs. The EIS also used Jackson County's and City of Medford's TSPs existing and planned roadway network as assumptions in identifying future traffic volumes and transportation facility needs. In July 2013, Jackson County held a public hearing and adopted Ordinance No. 2013-7 approving a major amendment to the Jackson County Comprehensive Plan to include reasons exceptions to Statewide Planning Goals 3, 4, 11 and 14 to allow a limited access freeway in a rural area, and approval of a major text amendment and major map amendment to the Jackson County TSP to include the OR 62 Bypass. In October 2014, Jackson County, the City of Medford, RVMPO and DLCD were sent a 30-day Notice of Intent to Adopt and compatibility determination for the OR 62 Bypass classifications and designation. No comments were received within the time limit.*

### **Goal 3: Agricultural Lands**

**Requirements:** Agricultural lands shall be preserved and maintained for farm use, consistent with existing and future needs for agricultural products, forest and open space and with the state's agricultural land use policy.

**Finding:** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. The EIS concluded that in order to construct the build alternatives, Jackson County would have to approve exceptions to the Statewide Planning Goals for agricultural lands (Goal 3), forest lands (Goal 4), public facilities and services (Goal 11), and urbanization (Goal 14) because the bypass crosses lands which are outside the Medford Urban Growth Boundary (UGB) and which the Jackson County Comprehensive Plan designates as “Agricultural” and Forestry/Open Space.” In July 2013, Jackson County held a public hearing and adopted Ordinance No. 2013-7 approving a major amendment to the Jackson County Comprehensive Plan to include reasons exceptions to Statewide Planning Goals 3, 4, 11 and 14 to allow a limited access freeway in a rural area, and approval of a major text amendment and major map amendment to the Jackson County TSP to include the OR 62 Bypass.*

#### **Goal 4: Forest Lands**

**Requirements:** To conserve forest lands by maintaining the forest land base and to protect the state’s forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

**Finding:** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. The EIS concluded that in order to construct the build alternatives, Jackson County would have to approve exceptions to the Statewide Planning Goals for agricultural lands (Goal 3), forest lands (Goal 4), public facilities and services (Goal 11), and urbanization (Goal 14) because the bypass crosses lands which are outside the Medford Urban Growth Boundary (UGB) and which the Jackson County Comprehensive Plan designates as “Agricultural” and Forestry/Open Space.” In July 2013, Jackson County held a public hearing and adopted Ordinance No. 2013-7 approving a major amendment to the Jackson County Comprehensive Plan to include reasons exceptions to Statewide Planning Goals 3, 4, 11 and 14 to allow a limited access freeway in a rural area, and approval of a major text amendment and major map amendment to the Jackson County TSP to include the OR 62 Bypass.*

#### **Goal 11: Public Facilities and Services.**

**Requirements:** A timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

**Finding:** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. The EIS concluded that in order to construct the build alternatives, Jackson County would have to approve exceptions to the Statewide Planning Goals for agricultural lands (Goal 3), forest lands (Goal 4), public facilities and services (Goal 11), and urbanization (Goal 14) because the bypass crosses lands which are outside the Medford Urban Growth Boundary (UGB) and which the Jackson County Comprehensive Plan designates as “Agricultural” and Forestry/Open Space.” In July 2013, Jackson County held a public hearing and adopted Ordinance No. 2013-7 approving a major amendment to the Jackson County Comprehensive Plan to include reasons exceptions to Statewide Planning Goals 3, 4, 11 and 14 to allow a limited access freeway in a rural area, and approval of a major text amendment and major map amendment to the Jackson County TSP to include the OR 62 Bypass.*

### **Goal 12: Transportation.**

**Requirements:** Provide and encourage a safe, convenient and economic transportation system.

*Finding: The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. The EIS analyzed the statewide highway classifications and designation consistent with Jackson County's and City of Medford's Comprehensive Plan planned land uses and zoning designations as assumptions in identifying future traffic volumes and transportation facility needs. The EIS also used Jackson County's and City of Medford's TSPs existing and planned roadway network as assumptions in identifying future traffic volumes and transportation facility needs. The EIS anticipated permits and approvals discussion recommends Jackson County consider protecting the regional and statewide mobility function of the new bypass through their comprehensive plan, transportation system plan, and implementing ordinances. In July 2013, Jackson County held a public hearing and adopted Ordinance No. 2013-7 approving a major amendment to the Jackson County Comprehensive Plan to include reasons exceptions to Statewide Planning Goals 3, 4, 11 and 14 to allow a limited access freeway in a rural area, and approval of a major text amendment and major map amendment to the Jackson County TSP to include the OR 62 Bypass.*

### **Goal 14: Urbanization.**

**Requirements:** An orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, ensuring efficient use of land, and providing for livable communities.

*Finding: The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. The EIS concluded that in order to construct the build alternatives, Jackson County would have to approve exceptions to the Statewide Planning Goals for agricultural lands (Goal 3), forest lands (Goal 4), public facilities and services (Goal 11), and urbanization (Goal 14) because the bypass crosses lands which are outside the Medford Urban Growth Boundary (UGB) and which the Jackson County Comprehensive Plan designates as "Agricultural" and Forestry/Open Space." In July 2013, Jackson County held a public hearing and adopted Ordinance No. 2013-7 approving a major amendment to the Jackson County Comprehensive Plan to include reasons exceptions to Statewide Planning Goals 3, 4, 11 and 14 to allow a limited access freeway in a rural area, and approval of a major text amendment and major map amendment to the Jackson County TSP to include the OR 62 Bypass.*

## **3. Consistency with Oregon Highway Plan**

### **Goal 1: System Definition**

**Policy 1A: Classification** is to develop and apply the state highway classification system to guide ODOT priorities for system investment and management.

**Finding:** Oregon state highways are classified as Statewide, Regional, District or Local Interest based upon their current and planned function. Freight routes are defined as a subset of highway classifications that may be applied to Statewide, Regional or District highways. OR 62 is a Freight Route on a Statewide Highway and Expressway and located in an MPO inside a UGB. Under the build alternatives, it is anticipated that existing OR 62 would be transferred to the City of Medford and Jackson County consistent with OHP Policy 1H.4(g). At that time, adopted City of Medford mobility standard of LOS D, which would apply to the OR 62 intersections with Poplar Drive, Delta Waters Road, Owen Drive, Coker Butte Road, and Vilas Road and the Jackson County mobility standard of v/c .95 would apply to the OR 62 intersections with Antelope Road and Avenues G and H. The OR 62 Bypass is designed consistent with Statewide Highway, Freight Route and Expressway standards and would comply with all performance targets identified in the OHP.

Action 1A.3 considers changing the classification of a state highway if the function of the highway has changed significantly since its original classification or the function does not fit the classification description. The classification change will be effective when the Oregon Transportation Commission adopts the change as part of a corridor plan or other planning process.

**Finding:** The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. The EIS constitutes a “special study” and an action of the Transportation Commission. The EIS does not recommend changing the classification of the OR 62 Bypass. The OR 62 Bypass is designed consistent with Statewide Highway, Freight Route and Expressway standards and would comply with all performance targets identified in the OHP.

Policy 1B – Land Use and Transportation recognizes the role of both State and local governments related to the state highway system.

**Finding:** The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. The EIS also used Jackson County’s and City of Medford’s TSPs existing and planned roadway network as assumptions in identifying future traffic volumes and transportation facility needs. The EIS anticipated permits and approvals discussion recommends Jackson County consider protecting the regional and statewide mobility function of the new bypass through their comprehensive plan, transportation system plan, and implementing ordinances. The EIS concluded that in order to construct the build alternatives, Jackson County would have to approve exceptions to the Statewide Planning Goals for agricultural lands (Goal 3), forest lands (Goal 4), public facilities and services (Goal 11), and urbanization (Goal 14) because the bypass crosses lands which are outside the Medford Urban Growth Boundary (UGB) and which the Jackson County Comprehensive Plan designates as “Agricultural” and Forestry/Open Space.” In July 2013, Jackson County held a public hearing and adopted Ordinance No. 2013-7 approving a major amendment to the Jackson County Comprehensive Plan to include reasons exceptions to Statewide Planning Goals 3, 4, 11 and 14 to allow a limited access freeway in a rural area, and approval of a major text amendment and major map amendment to the Jackson County TSP to include the OR 62 Bypass.

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

***Finding:*** Oregon state highways are classified as Statewide, Regional, District or Local Interest based upon their current and planned function. Freight routes are defined as a subset of highway classifications that may be applied to Statewide, Regional or District highways. OR 62 is a Freight Route on a Statewide Highway and Expressway and located in an MPO inside a UGB. Under the build alternatives, it is anticipated that existing OR 62 would be transferred to the City of Medford and Jackson County consistent with OHP Policy 1H.4(g). At that time, adopted City of Medford mobility standard of LOS D, which would apply to the OR 62 intersections with Poplar Drive, Delta Waters Road, Owen Drive, Coker Butte Road, and Vilas Road and the Jackson County mobility standard of v/c .95 would apply to the OR 62 intersections with Antelope Road and Avenues G and H. The OR 62 Bypass is designed consistent with Statewide Highway, Freight Route and Expressway standards and would comply with all performance targets identified in the OHP to continue the freight network in the Rogue Valley for efficient through movement goods.

Policy 1D – Scenic Byways is to preserve and enhance designated Scenic Byways, and to consider aesthetic and design elements along with safety and performance considerations on designated Byways.

***Finding:*** The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. There are no scenic byways within the OR 62 Bypass.

Policy 1E – Lifeline Routes is to provide a secure lifeline network of streets, highways, and bridges to facilitate emergency services response and to support rapid economic recovery after a disaster.

***Finding:*** OR 62 is designated as an Oregon Seismic Lifeline Route. The OR 62 Bypass includes a four lane access controlled expressway, improving access management and improving mobility to minimize traffic flow interruptions and facilitate emergency services response and support economic recovery after a disaster.

Policy 1F – Highway Mobility Standards is to use highway mobility standards to maintain acceptable and reliable levels of mobility on the state highway system.

**Finding:** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. Oregon state highways are classified as Statewide, Regional, District or Local Interest based upon their current and planned function. Freight routes are defined as a subset of highway classifications that may be applied to Statewide, Regional or District highways. OR 62 is a Freight Route on a Statewide Highway and Expressway and located in an MPO inside a UGB. Under the build alternatives, it is anticipated that existing OR 62 would be transferred to the City of Medford and Jackson County consistent with OHP Policy 1H.4(g). At that time, adopted City of Medford mobility standard of LOS D, which would apply to the OR 62 intersections with Poplar Drive, Delta Waters Road, Owen Drive, Coker Butte Road, and Vilas Road and the Jackson County mobility standard of v/c .95 would apply to the OR 62 intersections with Antelope Road and Avenues G and H. The OR 62 Bypass is designed consistent with Statewide Highway, Freight Route and Expressway standards and would comply with all performance targets identified in the OHP to maintain acceptable and reliable levels of mobility on the state highway system.*

Policy 1G – Major Improvements is to maintain highway performance and improve safety by improving system efficiency and management before adding capacity. ODOT will work in partnership with regional and local governments to address highway performance and safety needs.

**Finding:** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. The EIS analyzed several build alternatives to maintain highway performance and improve safety. All build alternatives were designed to maintain highway performance and improve safety. The EIS used an open and on-going public and agency involvement process that included representatives from ODOT, the City of Medford, Jackson County, the Rogue Valley Metropolitan Planning Organization (RVMPO), the Jackson County/Medford Chamber of Commerce, the freight and trucking industry, the Federal Highway Administration, and two citizens-at-large. These representatives were invited to participate on the Project Development Team (PDT) and Citizen Advisory Committee (CAC), and were sent copies of the EIS's reference materials as they became available. The OR 62 Bypass was selected as the Preferred Alternative in partnership with regional and local governments to address highway performance and safety needs.*

Policy 1H – Bypasses is to maintain or increase statewide or regional mobility. Generally they relocate a highway alignment around a downtown, an urban or metropolitan area or an existing highway. The goal of bypass facilities is to effectively serve state and regional traffic trips. It is the policy of the State of Oregon to build bypasses to provide safe, efficient passage for through travelers and commerce.

**Finding:** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. The EIS analyzed several build alternatives to maintain highway performance and improve safety. The OR 62 Bypass realigns the highway to the west around the urban areas of the City of Medford and White City Urban Unincorporated Area to serve state and regional traffic trips and provides safe, efficient passage for through travelers and commerce.*

## **Goal 2: System Management**

Work with local jurisdictions and federal agencies to create an increasingly seamless transportation system with respect to the development, operation, and maintenance of the highway and road system that:

- Safeguards the state highway system by maintaining functionality and integrity;
- Ensures that local mobility and accessibility needs are met; and
- Enhances system efficiency and safety.

Policy 2A – Inter-jurisdictional Relations is to establish cooperative partnerships to make more efficient and effective use of limited resources to develop, operate, and maintain the highway and road system. These partnerships are relationships among ODOT and state and federal agencies, regional governments, cities, counties, tribal governments, and the private sector.

***Finding:** The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. The EIS used an open and on-going public and agency involvement process that included representatives from ODOT, the City of Medford, Jackson County, the Rogue Valley Metropolitan Planning Organization (RVMPO), the Jackson County/Medford Chamber of Commerce, the freight and trucking industry, the Federal Highway Administration, and two citizens-at-large. These representatives were invited to participate on the Project Development Team (PDT) and Citizen Advisory Committee (CAC), and were sent copies of the EIS's reference materials as they became available. An integrated, inter-departmental (local and state) planning and decision-making procedure completed the public process. Opportunities for public and agency involvement included open houses, comment forms, inserts in the local newspaper, press releases, agency field trips, meetings, workshops, newsletters and a project website. Jackson County, the City of Medford, RVMPO and DLCDD were sent a 30-day Notice of Intent to Adopt and compatibility determination request on October 16, 2014. No comments were received within the time limit.*

Policy 2B - Off-System Improvements is to provide state financial assistance to local jurisdictions to develop, enhance, and maintain improvements on local transportation systems when they are a cost-effective way to improve the operation of the state highway system.

***Finding:** The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. The OR 62 Bypass includes cost effective off-system improvements to improve the operation of the state highway system that are eligible for the State Transportation Improvement Program (STIP) Enhance and Fix It funds.*

Policy 2C – Inter-jurisdictional Transfers is to consider, in cooperation with local jurisdictions, inter-jurisdictional transfers.

**Finding:** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. Oregon state highways are classified as Statewide, Regional, District or Local Interest based upon their current and planned function. Freight routes are defined as a subset of highway classifications that may be applied to Statewide, Regional or District highways. OR 62 is a Freight Route on a Statewide Highway and Expressway and located in an MPO inside a UGB. Under the build alternatives, it is anticipated that existing OR 62 would be transferred to the City of Medford and Jackson County consistent with OHP Policy 1H.4(g). At that time, adopted City of Medford mobility standard of LOS D, which would apply to the OR 62 intersections with Poplar Drive, Delta Waters Road, Owen Drive, Coker Butte Road, and Vilas Road and the Jackson County mobility standard of v/c .95 would apply to the OR 62 intersections with Antelope Road and Avenues G and H. The OR 62 Bypass is designed consistent with Statewide Highway, Freight Route and Expressway standards and would comply with all performance targets identified in the OHP to maintain acceptable and reliable levels of mobility on the state highway system.*

Policy 2D – Public Involvement is to ensure that citizens, businesses, regional and local governments, state agencies, and tribal governments have opportunities to have input into decisions regarding proposed policies, plans, programs, and improvement projects that affect the state highway system.

**Finding:** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. The EIS used an open and on-going public and agency involvement process that included representatives from ODOT, the City of Medford, Jackson County, the Rogue Valley Metropolitan Planning Organization (RVMPO), the Jackson County/Medford Chamber of Commerce, the freight and trucking industry, the Federal Highway Administration (FHWA), and two citizens-at-large. These representatives were invited to participate on the Project Development Team (PDT) and Citizen Advisory Committee (CAC), and were sent copies of the EIS's reference materials as they became available. An integrated, inter-departmental (local and state) planning and decision-making procedure completed the public process. Opportunities for public and agency involvement included open houses, comment forms, inserts in the local newspaper, press releases, agency field trips, meetings, workshops, newsletters and a project website. In July 2013, Jackson County held a public hearing and adopted Ordinance No. 2013-7 approving a major amendment to the Jackson County Comprehensive Plan to include reasons exceptions to Statewide Planning Goals 3, 4, 11 and 14 to allow a limited access freeway in a rural area, and approval of a major text amendment and major map amendment to the Jackson County TSP to include the OR 62 Bypass. Jackson County, the City of Medford, RVMPO and DLCD were sent a 30-day Notice of Intent to Adopt and compatibility determination request for the OR 62 Bypass classifications and designation on October 16, 2014. No comments were received within the time limit.*

Policy 2E – Intelligent Transportation Systems policy provides standards for the consideration of Intelligent Transportation Systems to improve system efficiency and safety in a cost-effective manner.

**Finding:** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. All build alternatives considered Intelligent Transportation Systems to improve system efficiency. Transportation System Management Measures (TSM) were incorporated into the OR 62 Bypass, such as right-turn lanes, left turn lanes and U-turns, as a cost-effective measure to improve system efficiency and safety. The EIS states that ODOT may also consider implementing additional TSM and TDM measures described in Appendix M, such as*

*transit signal priority, add queues bypass lanes, park-and-ride facilities, bus pull outs, shelters and benches, bike racks and lockers.*

Policy 2F – Traffic Safety policy directs the continual improvement of safety for all users of the highway system using solutions involving engineering, education, enforcement, and emergency medical services.

***Finding:*** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. All build alternatives considered solutions involving engineering, education, enforcement and emergency medical services. The OR 62 Bypass includes improvements such as a 4 lane access controlled expressway to improve operations and safety for all users.*

Policy 2G – Rail and Highway Compatibility policy directs the improvement of safety and transportation efficiency through the reduction and prevention of conflicts between railroad and highway users.

***Finding:*** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. The OR 62 Bypass does not create conflicts between railroad and highway users because there are no at-grade railroad crossings along the expressway.*

### **Goal 3 – Access Management**

Policy 3A – Classification and Spacing Standards:

***Finding:*** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. All build alternatives considered the applicable OHP access management spacing standards. The OR 62 Bypass is designed as a four-lane access controlled highway and complies with Statewide Highway, Freight Route and Expressway access spacing standards.*

Policy 3B – Medians policy directs the management and placement of medians and the location of median openings to enhance the safety and efficiency of the highways and support land use development patterns that are consistent with approved transportation system plans.

***Finding:*** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. All build alternatives considered safety enhancements to support land use development patterns that are consistent with the approved TSPs. The OR 62 Bypass includes a 10 foot wide median as a safety improvement along the expressway to enhance the safety and efficiency of the highway.*

Policy 3C – Interchange Access Management Areas policy addresses the need to plan for and manage grade-separated interchange areas to ensure safe and efficient operation between connecting roadways.

***Finding:*** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. All build alternatives considered*

improvements for grade-separated connections to the highway. The OR 62 Bypass includes a small directional interchange. In April 2014, the OTC approved a waiver for an Interchange Area Management Plan for the small directional interchange.

#### Policy 3D – Deviations

**Finding:** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. Access deviations apply only to approach permitting and are not applicable.*

#### Policy 3E – Appeals

**Finding:** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. Access appeals apply only to approach permitting and are not applicable.*

### Goal 4: Travel Alternatives

Policy 4A – Efficiency of Freight Movement policy emphasizes the State’s role in managing access to highway facilities in order to maintain functional use, safety and to preserve public investment.

**Finding:** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. All build alternatives considered access management to preserve the efficiency of freight movement. The OR 62 Bypass is designed as a four-lane access controlled highway and complies with Statewide Highway, Freight Route and Expressway access spacing standards to maintain functional use, safety and to preserve public investment.*

Policy 4B – Alternative Passenger Modes policy advances and supports alternative passenger transportation systems where travel demand, land use, and other factors indicate the potential for successful and effective development of alternative passenger modes.

**Finding:** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. All build alternatives considered bicycle and pedestrian improvements to support alternative transportation systems. The OR 62 Bypass was designed to allow bicyclist and pedestrians to use the eight-foot shoulders for its entire length as an alternative passenger mode in reducing vehicular demand, especially for commuter trips in the peak periods.*

Policy 4C – High Occupancy Vehicle (HOV) Facilities policy promotes the utilization of HOV facilities to improve the efficiency of the highway system in locates where travel demand, land use, transit, and other factors are favorable to their effectiveness.

**Finding:** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. The EIS does not justify High Occupancy Vehicle (HOV) lanes to support future traffic demand along the expressway. The OR 62 Bypass does not include HOV lanes.*

Policy 4D – Transportation Demand Management policy supports the efficient use of the state transportation system through investment in transportation demand management strategies.

**Finding:** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. All build alternatives considered TSM and TDM measures as an efficient use of the state transportation system. The EIS states that ODOT may also consider implementing additional TSM and TDM measures described in Appendix M, such as transit signal priority, add queues bypass lanes, park-and-ride facilities, bus pull outs, shelters and benches, bike racks and lockers.*

Policy 4E – Park-and-Ride Facilities policy encourages the efficient use of the existing transportation system and seeks cost-effective solutions to the highway system’s passenger capacity through development of park-and-ride facilities.

**Finding:** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. All build alternatives considered TSM and TDM measures as an efficient use of the state transportation system. The EIS states that ODOT may also consider implementing additional TSM measures described in Appendix M, such as formalize agreement between the Rogue Valley Transit District (RVTD) and landowners for park-and-ride use; add signs on OR 62 to advertise park-and-rides, and set-aside publicly-owned right-of-way for future Park-and-Ride.*

## **Goal 5: Environmental and Scenic Resources**

Policy 5A – Environmental Resources policy supports the natural and built environment by establishing standards for the design, construction, operation and maintenance of the state highway system.

**Finding:** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. The EIS inventories existing land use and zoning; riparian and wetland resources; threatened and endangered species; floodplains and floodways; rail service; transportation facilities; historic, archaeological and Section 4(f) resources; and socioeconomic and environmental justice conditions along the expressway. All build alternatives considered environmental resources to support the natural and built environment. The OR 62 Bypass was the Preferred Alternative selected to avoid significant environmental impacts, and appropriate mitigation included to support the natural and built environment.*

Policy 5B – Scenic Resources policy provides for scenic resources management.

**Finding:** *The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. No scenic resources were identified in the EIS. The OR 62 Bypass does not include transportation facility designs, and therefore does not include transportation facility aesthetics.*

### **Oregon Bicycle and Pedestrian Plan**

The Oregon Bicycle and Pedestrian Plan implements the actions recommended by the Oregon Transportation Plan to guide ODOT and local governments in developing bikeway and walkway systems. It explains the laws pertaining to the establishment of bikeways and walkways, fulfills the requirements of the Transportation Planning Rule, and provides standards for planning, designing, and maintaining bikeways and walkways.

***Finding:** The highway classifications and designation were analyzed in the Environmental Impact Statement (EIS) for the Oregon 62: I-5 to Dutton Road project. The EIS is consistent with the Oregon Bicycle and Pedestrian Plan by identifying bicycle and pedestrian facilities to improve these travel modes. The EIS states that ODOT may also consider implementing additional TSM and TDM measures described in Appendix M, such as increase official markings for bike lanes, re-stripe street with bike lanes, add bike racks and bike lockers. Bicyclist and pedestrians would be permitted to use the eight-foot shoulders of the OR 62 Bypass for its entire length to reduce vehicular demand, especially for commuter trips in the peak periods.*

#### **OR 62: Corridor Solution, Unit 2 Phase 1 and 2 Highway Classifications and Designation**

<b>Route</b>	<b>Beg MP</b>	<b>End MP</b>	<b>Current Classification</b>	<b>Recommended Classification &amp; Designation</b>
OR 62 Bypass	0.89	5.64	Unclassified	Statewide Highway
OR 62 Bypass	0.89	5.64	Unclassified	ORS 366.215 Freight Route
OR 62 Bypass	0.89	5.64	Undesignated	Expressway
Old OR 62	0.89	5.44	Statewide	Remove
Old OR 62	0.89	5.44	ORS 366.215 Freight Route	Remove
Old OR 62	1.59	5.44	Expressway	Remove

## **Exhibit C**

### **OR 62 Corridor Solution, Unit 2 Phase 1 and 2 (aka OR 62 Bypass) Highway Classifications and Designation**

Copies of the OR 62 Bypass Classifications and Designation can be obtained by downloading it at:

[ftp://ftp.odot.state.or.us/outgoing/OR62\\_Unit2\\_Classification/](ftp://ftp.odot.state.or.us/outgoing/OR62_Unit2_Classification/)

Or contacting:

Thomas Guevara Jr., Senior Transportation Planner  
ODOT Region 3  
Planning and Programming Unit  
3500 NW Stewart Parkway  
Roseburg, OR 97470  
Thomas.Guevara@odot.state.or.us  
(541) 957-3692

**OREGON TRANSPORTATION COMMISSION**  
**HIGHWAY CORRIDOR AND DESIGN RESOLUTION**

***OR 62: Corridor Solution, Unit 2 Phase 1 and 2***  
***Crater Lake Highway No. 62 Route No. 22***  
***Jackson County***

WHEREAS, pursuant to ORS 366.215, the Oregon Transportation Commission may select, establish, adopt, lay out, locate, alter, relocate, change, and realign primary and secondary state highways.

WHEREAS, pursuant to ORS 366.295, the Oregon Transportation Commission may make such changes in the location of highways designated and adopted by the Commission, as in the judgment and discretion of the Commission will result in better alignment, more advantageous and economical highway operation and maintenance, or as will contribute to and afford a more serviceable system of state highways than is possible under the present location.

WHEREAS, the Oregon Transportation Commission heretofore authorized and directed the Engineer to study and prepare a route location and highway design for the OR 62: Corridor Solution, Unit 2 Phase 1 and 2 Section of Crater Lake Highway No. 62 in Jackson County and in connection therewith to prepare a map showing the location and design for said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared a map showing the route location and highway design and has submitted the same for the final decision of the Commission; and

WHEREAS, after due consideration of the aforesaid map and other engineering data submitted by the Engineer, and also of the social, economic, and environmental effects of the route location and highway design proposed by the Engineer, it is the judgment of the Commission that the route location and highway design for said highway section designated as the OR 62: Corridor Solution, Unit 2 Phase 1 and 2 Section of Crater Lake Highway No. 62 in Jackson County should be approved and shall replace the existing route OR 62 between Mile Point 0.89 and Mile Point 5.44. Upon completion of construction of the highway section designated as the OR 62: Corridor Solution, Unit 2 Phase 1 and 2 Section of Crater Lake Highway No. 62, existing route 62 between Mile Point 0.89 and Mile Point 5.44 shall be transferred to Jackson County and the City of Medford as agreed to in a separate agreement and removed from the state highway system.

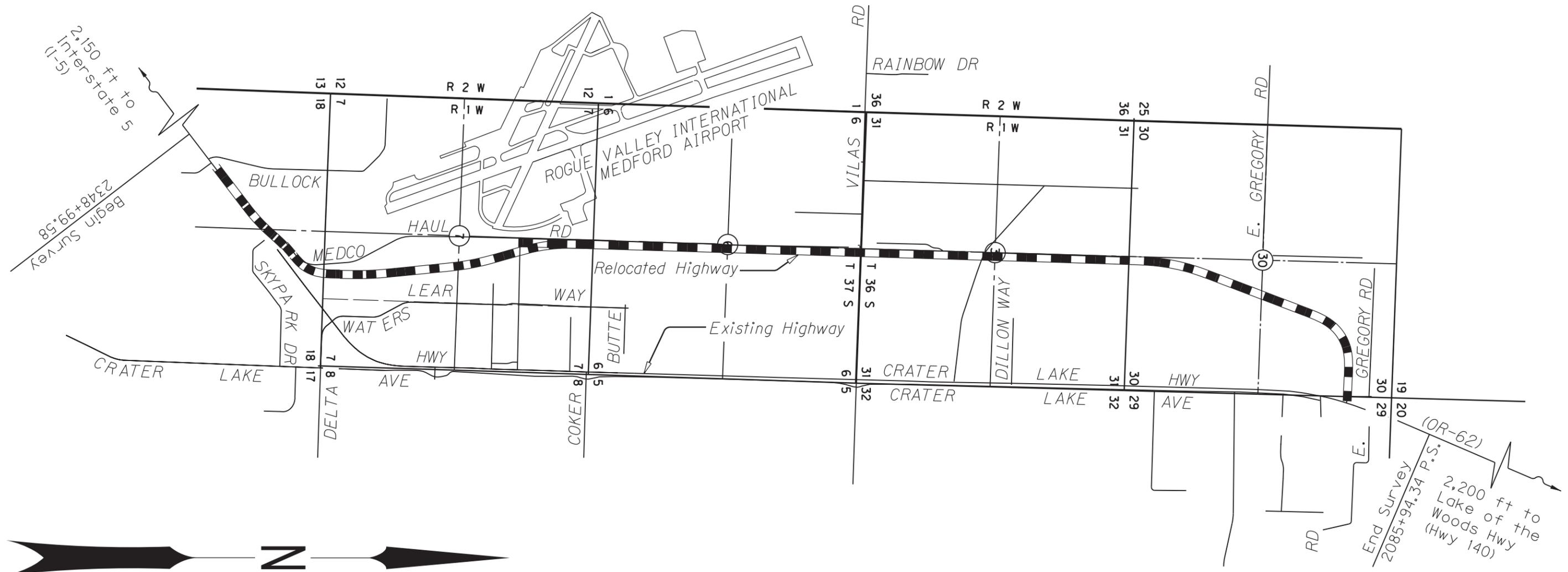
NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the route location and highway design as shown on the Engineer's map of the OR 62: Corridor Solution, Unit 2 Phase 1 and 2 Section of Crater Lake in Jackson County beginning at Highway Engineer's Station 2085+94.34 and extending in a southerly direction to Highway Engineer's Station 2348+99.58, a distance of 4.98 miles, which map for identification purposes bears Survey Design Approval Map File No. 1R – 4 - 1180 and the date of February, 2014, and other engineering data submitted by the Engineer hereby are approved as part of the state highway system and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the Transportation Building, Salem, Oregon.

2. That when said highway section is constructed, the Engineer hereby is directed to file and preserve the as-built drawings in the records and files of the Commission in the Transportation Building, Salem, Oregon.

3. That this resolution be entered in the minutes and records of the Commission as of the 20th day of November, 2014 as Highway Corridor and Design Resolution No. 554.

TOWNSHIP 36 SOUTH, RANGE 1 WEST  
 TOWNSHIP 37 SOUTH, RANGE 1 WEST



PROJECT LENGTH: 4.98 miles

SCALE 1" = 2000'



Public Hearing \_\_\_\_\_  
 Throughway Resolution Adopted \_\_\_\_\_  
 Access Control \_\_\_\_\_

Adopted By Transportation Commission  
 Res. No. , Dated .

APPROVED: \_\_\_\_\_, 2Q\_\_\_\_  
 \_\_\_\_\_  
 Technical Services Manager/Chief Engineer

For Details See R/W Drg. No.  
 11B4-2 & 1A-24-13

OREGON DEPARTMENT OF TRANSPORTATION



Section	OR62: Corridor Solutions, Unit 2 Phase 1 and 2	CAD File Name	17188RW.DGN
Highway	Crater Lake Highway	Scale	1" = 2000'
County	Jackson	Date	February, 2014
Purpose	Survey Approval Map	Proj. No.	13994/17188

# PROJECT VICINITY

## ODOT REGION 3



### OR 62 CORRIDOR SOLUTION, UNIT 2 PHASE 1 AND PHASE 2 CLASSIFICATIONS AND DESIGNATION

LEGEND

	PROJECT LOCATION
	STATE HIGHWAY
	COUNTY BOUNDARY
	STATE BOUNDARY

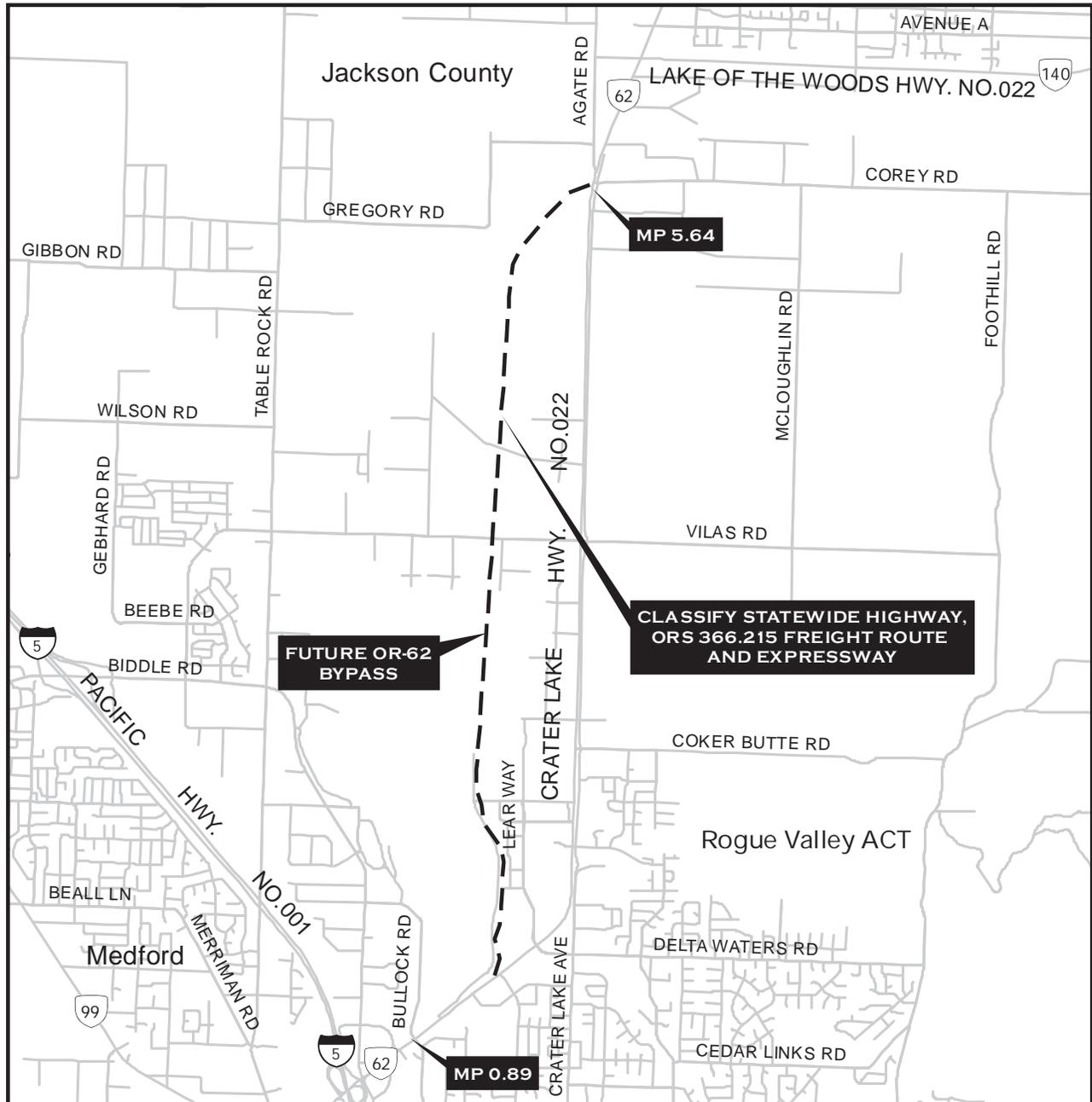
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0 10 Miles  
 PRODUCED BY ODOT - GIS UNIT  
 (503) 986-3154 - SEPTEMBER 2014  
 GIS No. 23-52

# PROJECT LOCATION

## ODOT REGION 3



### LEGEND

- PROJECT LOCATION
- STATE HIGHWAY CLASSIFICATION
  - INTERSTATE
  - STATEWIDE
  - REGIONAL / DISTRICT
- REGIONAL BOUNDARY
  - REGIONAL BOUNDARY
  - COUNTY BOUNDARY
  - ACT BOUNDARY

## OR 62 CORRIDOR SOLUTION, UNIT 2 PHASE 1 AND PHASE 2 CLASSIFICATIONS AND DESIGNATION

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

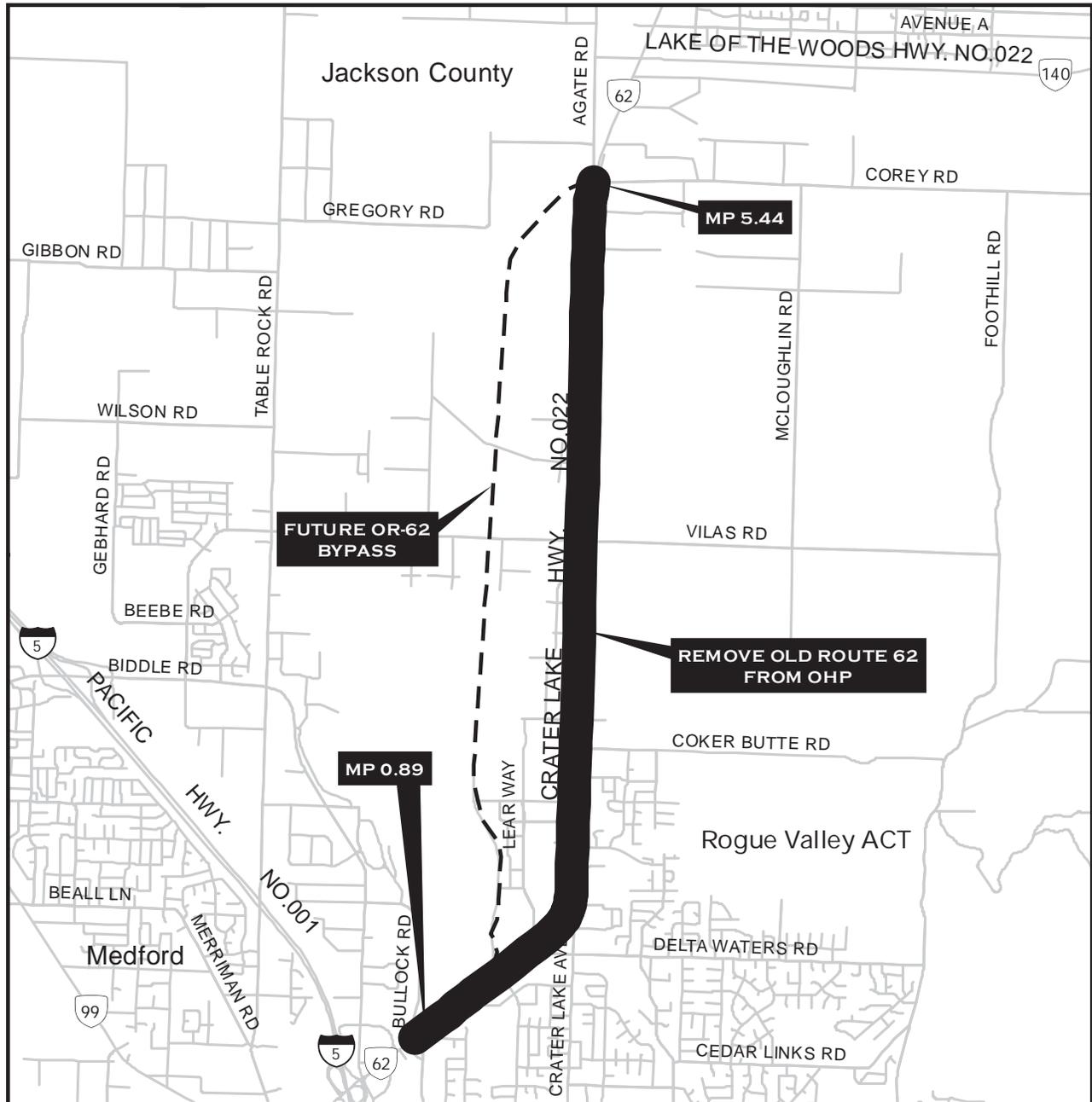


0 0.5 Miles  
 PRODUCED BY ODOT - GIS UNIT  
 (503) 986-3154 - SEPTEMBER 2014  
 GIS No. 23-52



# PROJECT LOCATION

## ODOT REGION 3



### LEGEND

-  PROJECT LOCATION
- STATE HIGHWAY CLASSIFICATION
-  INTERSTATE
-  STATEWIDE
-  REGIONAL / DISTRICT
-  REGIONAL BOUNDARY
-  COUNTY BOUNDARY
-  ACT BOUNDARY

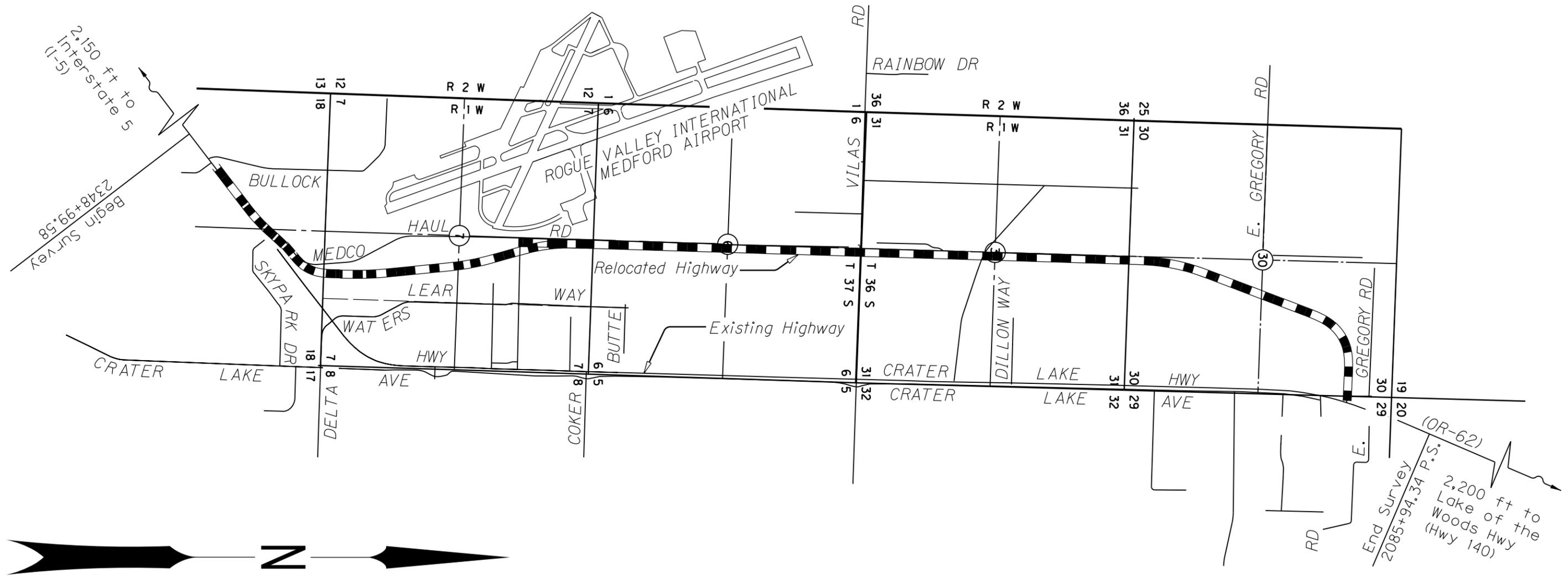
## OR 62 CORRIDOR SOLUTION JURISDICTIONAL TRANSFER

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0 0.6 Miles  
 PRODUCED BY ODOT - GIS UNIT  
 (503) 986-3154 - SEPTEMBER 2014  
 GIS No. 23-52

TOWNSHIP 36 SOUTH, RANGE 1 WEST  
 TOWNSHIP 37 SOUTH, RANGE 1 WEST



PROJECT LENGTH: 4.98 miles

SCALE 1" = 2000'

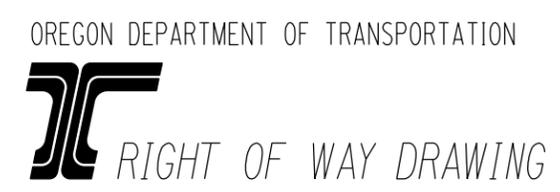


Public Hearing \_\_\_\_\_  
 Throughway Resolution Adopted \_\_\_\_\_  
 Access Control \_\_\_\_\_

Adopted By Transportation Commission  
 Res. No. , Dated .

APPROVED: \_\_\_\_\_, 2Q\_\_\_\_  
 \_\_\_\_\_  
 Technical Services Manager/Chief Engineer

For Details See R/W Drg. No.  
 11B4-2 & 1A-24-13



Section	OR62: Corridor Solutions, Unit 2 Phase 1 and 2	CAD File Name	17188RW.DGN
Highway	Crater Lake Highway	Scale	1" = 2000'
County	Jackson	Date	February, 2014
Purpose	Survey Approval Map	Proj. No.	13994/17188

**OREGON TRANSPORTATION COMMISSION**  
**HIGHWAY CORRIDOR AND DESIGN RESOLUTION**

***OR 62: Corridor Solution, Unit 2 Phase 1 and 2***  
***Crater Lake Highway No. 62 Route No. 22***  
***Jackson County***

WHEREAS, pursuant to ORS 366.215, the Oregon Transportation Commission may select, establish, adopt, lay out, locate, alter, relocate, change, and realign primary and secondary state highways.

WHEREAS, pursuant to ORS 366.295, the Oregon Transportation Commission may make such changes in the location of highways designated and adopted by the Commission, as in the judgment and discretion of the Commission will result in better alignment, more advantageous and economical highway operation and maintenance, or as will contribute to and afford a more serviceable system of state highways than is possible under the present location.

WHEREAS, the Oregon Transportation Commission heretofore authorized and directed the Engineer to study and prepare a route location and highway design for the OR 62: Corridor Solution, Unit 2 Phase 1 and 2 Section of Crater Lake Highway No. 62 in Jackson County and in connection therewith to prepare a map showing the location and design for said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared a map showing the route location and highway design and has submitted the same for the final decision of the Commission; and

WHEREAS, after due consideration of the aforesaid map and other engineering data submitted by the Engineer, and also of the social, economic, and environmental effects of the route location and highway design proposed by the Engineer, it is the judgment of the Commission that the route location and highway design for said highway section designated as the OR 62: Corridor Solution, Unit 2 Phase 1 and 2 Section of Crater Lake Highway No. 62 in Jackson County should be approved and shall replace the existing route OR 62 between Mile Point 0.89 and Mile Point 5.44. Upon completion of construction of the highway section designated as the OR 62: Corridor Solution, Unit 2 Phase 1 and 2 Section of Crater Lake Highway No. 62, existing route 62 between Mile Point 0.89 and Mile Point 5.44 shall be transferred to Jackson County and the City of Medford as agreed to in a separate agreement and removed from the state highway system.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the route location and highway design as shown on the Engineer's map of the OR 62: Corridor Solution, Unit 2 Phase 1 and 2 Section of Crater Lake in Jackson County beginning at Highway Engineer's Station 2085+94.34 and extending in a southerly direction to Highway Engineer's Station 2348+99.58, a distance of 4.98 miles, which map for identification purposes bears Survey Design Approval Map File No. 1R – 4 - 1180 and the date of February, 2014, and other engineering data submitted by the Engineer hereby are approved as part of the state highway system and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the Transportation Building, Salem, Oregon.

2. That when said highway section is constructed, the Engineer hereby is directed to file and preserve the as-built drawings in the records and files of the Commission in the Transportation Building, Salem, Oregon.

3. That this resolution be entered in the minutes and records of the Commission as of the 20th day of November, 2014 as Highway Corridor and Design Resolution No. 554.