

## Section 6 Transportation Financing Plan

## TRANSPORTATION FINANCING PLAN

This section identifies and summarizes existing and potential future funding sources available for implementing the Jackson County Transportation System Plan (TSP). The funding information provides context for evaluating projects and defining priorities that will allow the County to utilize all available funding opportunities and maximize current resources to preserve and improve current infrastructure.

### CURRENT AND HISTORICAL FUNDING SOURCES

Key funding sources that have contributed to transportation improvement projects within Jackson County over the last several years include the Surface Transportation Program, system development charges (SDCs), the County's Road Fund, and federal grants.

#### Surface Transportation Program

The Surface Transportation Program (STP) provides flexible funding that may be used by states and localities, such as Jackson County, for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Jackson County currently receives an average of \$550,000 each year in STP funds. Every year the county dedicates \$25,000 to spend on small safety projects. Every other year the County spends the remaining \$525,000 on their pavement overlay program. The balance, approximately \$525,000 every other year, is spent on capital improvement projects identified in the TSP.

#### System Development Charges

System Development Charges (SDC) are fees assessed on development for impacts created to public infrastructure. All revenue is dedicated to transportation capital improvement projects designed to accommodate growth. The County can offer SDC credits to developers that provide public improvements beyond the required street frontage, including those that can be constructed by the private sector at a lower cost. For example, an SDC credit might be given for providing end-of-trip bike facilities within the new development. Jackson County currently receives an average of \$290,000 each year in SDC funds.

#### General Road Fund

The County's General Road Fund revenues are primarily funded through the State gas tax and vehicle registration fees, which are projected to flatten (less than inflation). The expenditures of the General Road Fund are restricted for construction, reconstruction, improvement, repair, maintenance, operation, use and policing of public highways, roads and streets within the County. The County currently receives an average of \$12,000,000 each year in revenues for the General Road Fund, of which \$100,000 is earmarked for capital improvement projects identified in the TSP. The rest is used for road maintenance and administration.

## Federal Grants

In addition to STP funds, Jackson County currently receives an average of \$750,000 each year in federal grants, such as the Congestion Mitigation and Air Quality (CMAQ) program. Additional information on these programs is provided below.

The current annual average transportation funding sources, expenditures, and budget for capital improvements are summarized in Table 20.

**Table 20: Current Transportation Funding Sources**

Funding Source	Annual Average
Surface Transportation Program (STP)	\$550,000
System Development Charges (SDC)	\$290,000
General Road Fund	\$12,000,000
Federal Grant Funds	\$750,000
<b>Subtotal</b>	<b>\$13,590,000</b>
Pavement Overlay Program	(\$262,500) <sup>1</sup>
Maintenance and Administration	(\$11,900,000)
<b>Total Capital Budget</b>	<b>\$1,427,500</b>

1. The average annual amount spent on the County's pavement overlay program is  $\$550,000 - \$25,000 / 2 = \$262,500$ .

Based on the information shown in Table 20, Jackson County has an average of \$1,427,500 available each year for capital projects identified in the TSP, including \$25,000 earmarked for safety improvements.

## OTHER REVENUE SOURCES

Jackson County has historically benefited from a number of other revenue sources, such as transportation improvement grants and other miscellaneous programs administered by the Oregon Department of Transportation (ODOT) and the Federal Highway Administration (FHWA). Although they shouldn't be considered consistent and reliable funding sources, they have contributed (or will contribute) to several major projects currently identified in the County's Capital Improvement Plan (CIP). These other revenue sources include:

- ODOT's Statewide Transportation Improvement Program (STIP),
- FHWA's Congestion Mitigation and Air Quality (CMAQ) program,
- ODOT's Bicycle and Pedestrian Grant Program (This particular program ended as a standalone solicitation process in 2012. Grants now distributed through the ODOT STIP "Enhance" process), and
- The Bear Creek and Rogue River Greenway Foundations.

Additional information on these revenue sources as well as additional potential revenue sources is included in *Attachment B*.

## FUNDING FORECAST

Table 21 below summarizes the average annual and future forecasted funds potentially available for capital transportation projects in Jackson County. It does not include funding for either the Bear Creek or Rogue River Greenways.

**Table 21: Funding Forecast**

Revenue Source	Average Annual	5-Year Forecast	10-Year Forecast	20-Year Forecast
Surface Transportation Program (STP) <sup>1</sup>	\$287,500	\$1,437,500	\$2,875,000	\$5,750,000
System Development Charges (SDC)	\$290,000	\$1,450,000	\$2,900,000	\$5,800,000
Road Fund	\$100,000	\$500,000	\$1,000,000	\$2,000,000
Federal Grant Funds	\$750,000	\$3,750,000	\$7,500,000	\$15,000,000
<b>Total</b>	<b>\$1,428,000</b>	<b>\$7,138,000</b>	<b>\$14,750,000</b>	<b>\$28,550,000</b>

1 Excludes \$550,000 dedicated to pavement overlays every other year.

Based on the information shown in Table 21, Jackson County anticipates approximately \$28,550,000 available for transportation improvement projects on County facilities available over the next 20 years, of which \$500,000 (\$25,000 per year for 20 years) is earmarked for small safety projects. The County intends to preserve approximately \$2,400,000 of those funds as matching funds for projects on County facilities in incorporated areas and for match to federal funds for bridges and culverts.

In addition to the funds shown in Table 21, the County currently has \$7,660,000 to improve Table Rock Road from the Lone Pine Creek to Biddle Road (R54). The overall project cost is \$7,885,000; therefore, \$225,000 must still be provided from the 20-year funding resource as indicated below. The County also currently has \$7,155,000 to improve Lozier Lane from Stewart Avenue to West Main Street (R59). The overall project cost is \$7,500,000; therefore, \$345,000 must still be provided from the 20-year funding resource as indicated below.

Additional information on the current and potential future funding sources is provided in *Attachment B*. Table 22 provides a brief summary of each of the sources described in *Attachment B* and their applicability to the TSP update.

**Table 22: Funding Source Overview**

Source	Program	Roadway (All Modes)	TDM	Bike/Pedestrian	Transit	Congestion Reduction	Safety	Infrastructure	Non-Infrastructure (Engineering or Programs)	Air/Rail/Marine
Federal	CMAQ	x	x	x	x	X		x	x	
	HSIP	x					X	x	x	
	TAP			x	x			x	x	
State	ARTS	x					X	x	x	
	ConnectOregon			x	x			x		x
	STIP (Fix-It)	x						x		
	STIP (Enhance)	x		x	x			x	x	
	TGM	x	x	x	x	X	X		x	
Local	EID	x		x		X	X	x		
	Local Bond Measure	x		x	x	X	X	x	x	
	Fuel Tax/Registration Fee	x				X		x		
	LID	x		x				x		
	Road District	x						x		

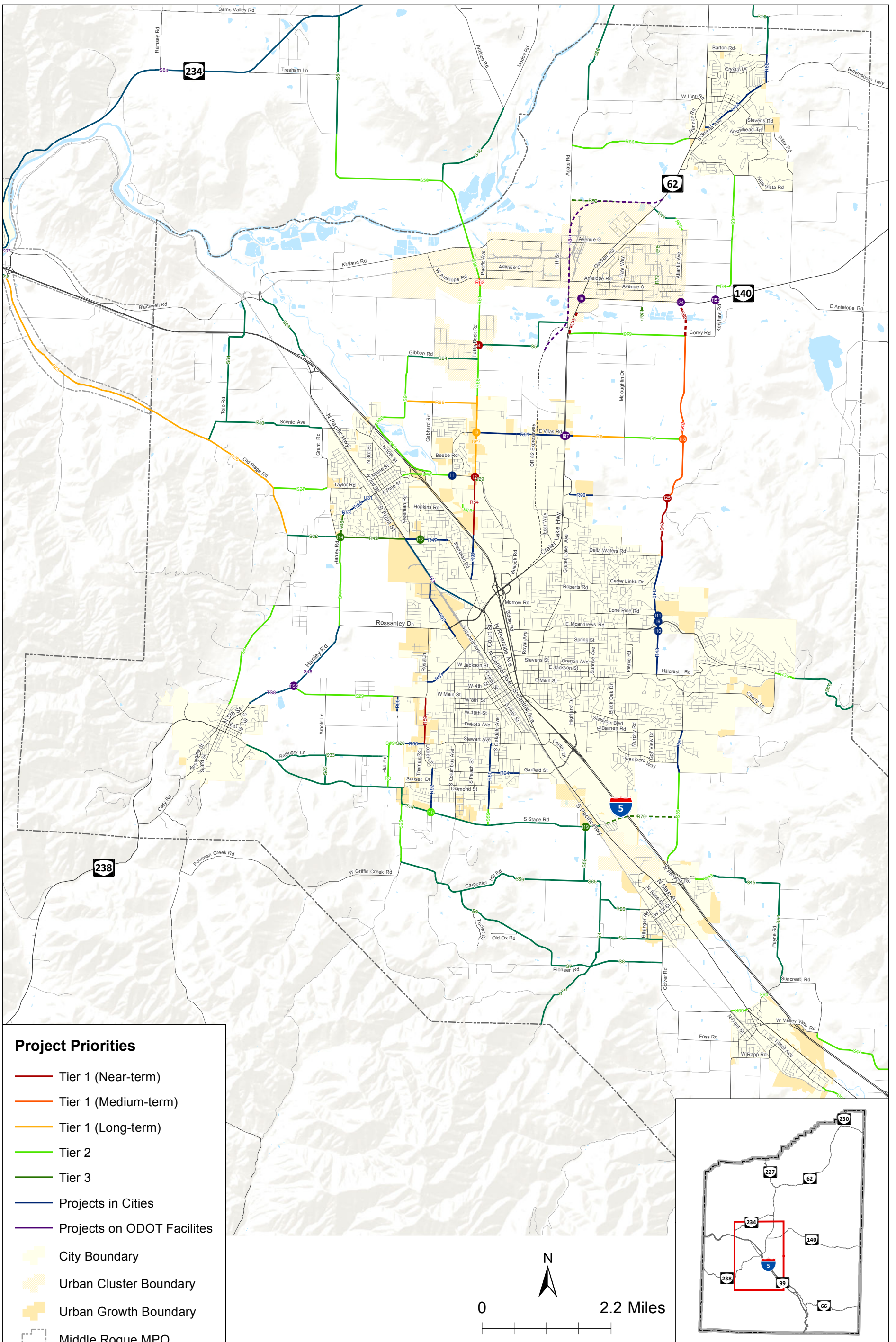
Note: See Attachment B for a description of acronyms.

## FINANCIALLY CONSTRAINED (TIER 1) PROJECT LIST

The Financially Constrained (Tier 1) Project List identifies the transportation system improvement projects that are likely to be funded by the County over the next 20 years. The projects were selected from the project lists identified in Section 6: Transportation System Plan based on an evaluation of the goals and objectives of the TSP update and application of a prioritization process. *Additional information related to the prioritization process is provided in Technical Memorandum 9: Financially Constrained Transportation Project List.*

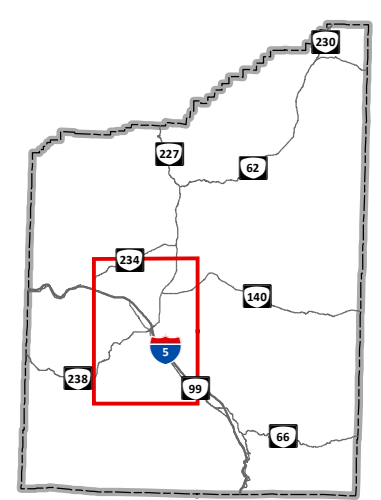
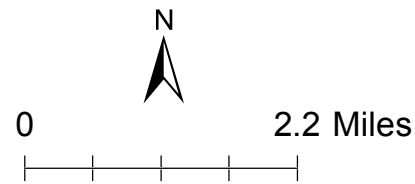
Table 23 summarizes the Financially Constrained (Tier 1) Project List for the Jackson County TSP update. As shown, the list includes a mix of roadway and intersection projects along County facilities. The projects are organized into near-term (0-5 years), medium-term (5-10 years), and long-term (10-20 years) projects based on the outcome of the prioritization process as well as consideration of traffic signal/roundabout and turn lane warrants evaluated in previous memorandum. Also shown, the list includes planning level cost estimates for each project. These estimates were developed based on the unit costs of similar projects. Figure 21 illustrates the Financially Constrained (Tier 1) Project List along with the Unconstrained (Tier 2), Unconstrained (Tier 3), Projects in Incorporated Areas, and Projects on ODOT Facilities described below.





**Project Priorities**

- Tier 1 (Near-term)
- Tier 1 (Medium-term)
- Tier 1 (Long-term)
- Tier 2
- Tier 3
- Projects in Cities
- Projects on ODOT Facilities
- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Middle Rogue MPO
- Rogue Valley MPO
- County Boundary



**Project Priorities  
Jackson County, OR**

**Figure  
21B**

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**Table 23: Financially Constrained Project List (Tier 1)**

Map ID	Location	Type	Description	Priority	Cost (1,000)
R54	Table Rock Road from Lone Pine Creek to Pine Street-Biddle Road	Widen	Widen to 3-lane urban minor arterial standard with sidewalks and bike lanes from Lone Pine Creek to Airport Road and to 5-lane urban minor arterial standard from Airport Road to Biddle Road	Tier 1 (Near-term)	\$225 <sup>1</sup>
I4	Table Rock Road/Gregory Road	Traffic signal/Roundabout	Install a traffic signal or roundabout when warranted	Tier 1 (Near-term)	\$250
R69	Foothill Road from Corey Road to Atlantic Avenue	New Roadway	New 2-lane rural – Note: This project may require a goal exception; therefore, this project cannot be relied upon for TPR analyses, plan amendments, or zone changes	Tier 1 (Near-term)	\$2,500
S43	Foothill Road from Delta Waters to Coker Butte Road	Shoulders	Install 6-foot shoulders consistent with rural arterial standards	Tier 1 (Near-term)	\$1,220
I25	Foothill Road/Coker Butte Road	Turn Lane	Install a separate left-turn lane at the northbound approach and right turn taper at the southbound approach	Tier 1 (Near-term)	\$350
I2	Table Rock Road/Biddle Road	Reconfigure	Widen the south leg of Table Rock Road to a five-lane cross section and optimize the signal timing/phasing	Tier 1 (Near-term)	\$0 <sup>2</sup>
R59	Lozier Lane from Stewart Avenue to W Main Street	Widen	Widen to 2-lane urban minor collector standard	Tier 1 (Near-term)	\$345 <sup>3</sup>
R73	Crater Lake Avenue from Corey Road to Gramercy Drive	New Roadway	New 2-lane urban minor collector	Tier 1 (Near-term)	\$0 <sup>4</sup>
S42	Foothill Road from Coker Butte Road to Corey Road	Shoulders	Install 6-foot shoulders consistent with rural arterial standards	Tier 1 (Mid-term)	\$4,095
R62	Table Rock Road from Mosquito Lane to Antelope Road	Widen	Widen to 4-lane rural arterial standard	Tier 1 (Mid-term)	\$470
I18	Foothill Road/East Vilas Road	Turn Lane	Install a separate left-turn lane at the northbound approach	Tier 1 (Mid-term)	\$215
R2	E Vilas Road from east Medford City limits to McLoughlin Drive	Upgrade	Improve to 2-lane rural major collector standard	Tier 1 (Long-term)	\$1,815
I3	Table Rock Road/Vilas Road	Monitor/Turn Lane	Monitor traffic operations at the intersection following construction of the OR 62 Bypass. If issues persist, install a second separate left-turn lane and a separate right-turn lane at the westbound approach and optimize the signal timing/phasing	Tier 1 (Long-term)	\$1,000
U27	Table Rock Road from Biddle Road to north Medford City limits	Bike Lanes and Sidewalks	Install enhanced bicycle and pedestrian facilities	Tier 1 (Long-term)	\$850
R25	Old Stage Road from MPO limit to I-5	Upgrade	Improve to 2-lane rural major collector with 4-foot shoulders consistent with Old Stage Road Plan	Tier 1 (Long-term)	\$5,625
R26	Old Stage Road from Winterbrook Lane to MPO limit	Upgrade	Improve to 2-lane rural major collector with 4-foot shoulders consistent with Old Stage Road Plan	Tier 1 (Long-term)	\$4,395
R36	Wilson Road from Upton Road to Table Rock Road	Upgrade	Improve to 2-lane rural minor collector standard	Tier 1 (Long-term)	\$1,680
G1	Bear Creek Greenway extension to ODOT Airport Path	Shared-use Path	Design and construct an extension of the Bear Creek Greenway from Table Rock Road to the planned ODOT Airport path	Tier I	NA
G2	Bear Creek Greenway extension to Emigrant Lake	Shared-use Path	Design and construct an extension of the Bear Creek Greenway to Emigrant Lake	Tier I	NA
G3	Bear Creek Greenway extension to Jacksonville	Shared-use Path	Design and construct an extension of the Bear Creek Greenway to Jacksonville	Tier I	NA

G4	Bear Creek Greenway extension to Eagle Point	Shared-use Path	Design and construct an extension of the Bear Creek Greenway to Eagle Point	Tier I	NA
G5 <sup>5</sup>	Rogue River Greenway from Dean Creek Trailhead to Kirtland Road	Shared-use Path/ Enhanced Shoulder/ Advisory Shoulder	Design and construct the Rogue River Greenway from the Dean Creek Trailhead to Kirtland Road	Tier I	NA
G6 <sup>5</sup>	Rogue River Greenway from Kirtland Tunnel to Gold Hill	Shared-use Path / Enhanced Shoulder/ Advisory Shoulder	Design and construct the Rogue River Greenway from the Kirtland Tunnel to Gold Hill	Tier I	NA
G7	Rogue River Greenway from Gold Hill to Rogue River	Shared-use Path	Design and construct the Rogue River Greenway from Gold Hill to Rogue River	Tier I	NA
G8	Rogue River Greenway from Rogue River to Grants Pass	Shared-use Path	Design and construct the Rogue River Greenway from Rogue River to Grants Pass	Tier I	NA
<b>Near-term Project Cost</b>					<b>\$4,890</b>
<b>Mid-term Project Cost</b>					<b>\$4,780</b>
<b>Long-term Project Cost</b>					<b>\$15,365</b>
<b>Total Cost</b>					<b>\$25,035</b>

NA = Not Applicable. Projects G1-G8 will be funded through foundations and grants and are not part of the County’s capital budget. See page 105.

1. Full project cost is \$7,885,000 for which the County currently has \$7,660,000 available.
2. Project cost is included in Project R54.
3. Full project cost is \$7,500,000 for which the County currently has \$7,155,000 available.
4. Project is already fully funded by the ODOT.
5. This segment may include on-street alignments of the Rogue River Greenway. See the Toolkit (Attachment A) for on-street alignment options for creating low stress facilities.

As shown in Table 23, the total cost of the Financially Constrained (Tier 1) Project list is \$25,170,000, which leaves \$3,380,000 over the 20-year period for matching funds for bridge and culvert projects and projects within incorporated areas.

## UNCONSTRAINED (TIER 2) PROJECT LIST

The Unconstrained (Tier 2) Project List identifies the transportation system improvement projects that are a priority for the County; however, they are not likely to be funded over the next 20 years without a significant increase in available funding. The projects were selected from the project lists identified in Section 6: Transportation System Plan based on an evaluation of the goals and objectives of the TSP update and application of a prioritization process similar to the Financially Constrained (Tier 1) Project List.

Table 24 summarizes the Unconstrained (Tier 2) Project List for the Jackson County TSP update. As shown, the list includes a mix of roadway projects along County facilities. The projects are organized based on the outcome of the prioritization process. Opportunities to implement the projects shown in Table 24 should be considered as funding becomes available.

**Table 24: Unconstrained (Tier 2) Project List**

Map ID	Location	Type	Description	Priority	Cost (1,000)
R1	E Vilas Road from McLoughlin Drive to Foothill Road	Upgrade	Improve to 2-lane rural major collector standard	Tier 2	\$1,780
S29	W Main Street from Renault Avenue to Hanley Road (OR 238)	Enhanced Shoulders	Install enhanced bike and pedestrian facilities	Tier 2	\$1,815
R4	Antelope Road from Kershaw Road to Bigham Brown Road	Upgrade	Improve to 2-lane rural major collector standard	Tier 2	\$430
S19	Stewart Avenue from Hull Road to Oak Grove Road	Shoulder	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	\$190
S13	Eagle Mill Road from S Valley View Road to Oak Street	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	\$2,290
R3	Hull Road from Stewart Avenue to S Stage Road	Upgrade	Improve to 2-lane rural major collector standard	Tier 2	\$1,195
R65	Table Rock Road from Gregory Road to Elmhurst Street	Widen	Widen to 5-lane rural arterial standard	Tier 2	\$1,550
S34	Bigham Brown Road from Antelope Road to Alta Vista Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	\$2,665
R66	Table Rock Road from north Medford City limits to Gregory Road	Widen	Widen to 5-lane rural arterial standard	Tier 2	\$4,635
R61	Table Rock Road from Elmhurst Street to Mosquito Lane	Widen	Widen to 5-lane rural arterial standard	Tier 2	\$2,480
S39	E Evans Creek Road from Rogue River High School to Minthorne Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	\$4,390
R67	E Evans Creek Road from Rogue River City limits to Rogue River High School	Widen	Widen to 3-lane urban major collector standard	Tier 2	\$4,090
S78	N River Road from Rogue River City limits to Twin Bridges Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	\$2,995
R75	Atlantic Avenue from Cole Drive to East Dutton Road	New Roadway	New 3-lane urban major collector	Tier 2	\$1,295
S49	S Valley View Road from I-5 to West Valley View Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	\$530
S25	Griffin Creek Road from S Stage Road to Pioneer Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	\$1,150
S56	N Phoenix Road from Phoenix City limits to Medford City Limits	Shoulders	Install 7-foot shoulders consistent with rural arterial standards	Tier 2	\$1,865
S44	Hanley Road from Beall Lane to Rossanley Drive (OR 238)	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	\$1,375
S31	Applegate Road from OR 238 to Carberry Creek Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	\$24,420
S50	Table Rock Road from Kirtland Road to Wheeler Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	\$3,915
S55	Kings Highway from S Stage Road to Medford UGB	Shoulders	Install 7-foot shoulders consistent with rural arterial standards	Tier 2	\$375
S28	Upton Road from Peninger Road to Old Upton Road	Enhanced Shoulders	Install enhanced bike and pedestrian facilities	Tier 2	\$335
R60	Peninger Road from Pine Street to Expo Park	Widen	Widen to 2-lane urban minor collector standard	Tier 2	\$1,105

Map ID	Location	Type	Description	Priority	Cost (\$1,000)
I15	S Stage Road at Orchard Home Road	Turn Lane	Install a separate left-turn lane at the southbound approach	Tier 2	\$215
R76	Airport Road from Table Rock Road to Federal Way	New Roadway	New 2-lane urban minor collector	Tier 2	\$1,340
U35	Hillcrest Road from Cherry Lane to Medford City limits	Bike Lanes and Sidewalks	Install sidewalks consistent with urban local standards	Tier 2	\$890
S18	Peninger Road from Expo Park to Upton Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	\$1,140
S1	Old Stage Road from Jacksonville City limits to Ross Lane	Shoulders	Install 4-foot shoulders consistent with the Old Stage Road Corridor Plan	Tier 2	\$1,470
S11	West Valley View Road from Suncrest to S Valley View Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	\$2,305
S27	Taylor Road from Old Stage Road to Grant Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	\$1,475
U13	Fern Valley Road from N Phoenix Road to Phoenix City Limits	Bike Lanes and Sidewalks	Install bike lanes and sidewalks consistent with urban major collector standards	Tier 2	\$1,075
S91	Upton Road from Old Upton Road to Gibbon Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	\$2,385
S92	N River Road from Twin Bridges Road to OR 99	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	\$3,890
R86	Nick Young Road from Agate Road to Eagle Point City limits	Upgrade	Improve to 2-lane rural major collector standard	Tier 2	\$3,575
S94	Suncrest Road from Bear Creek Greenway (west) to Bear Creek Greenway (east)	Enhanced Shoulders	Install enhanced bike and pedestrian facilities	Tier 2	\$80
S95	Table Rock Road from Antelope Road to Kirtland Road	Enhanced Shoulders	Install enhanced bike and pedestrian facilities	Tier 2	\$360
S96	Talent Avenue from Alpine Way to OR 99	Enhanced Shoulders	Install enhanced bike and pedestrian facilities	Tier 2	\$855
U38	Crowson Road from Siskiyou Boulevard to OR 66	Bike Lanes and Sidewalks	Install enhanced bike and pedestrian facilities	Tier 2	\$1,990
U39	Colver Road from west Talent City limits to OR 99	Bike Lanes and Sidewalks	Install enhanced bike and pedestrian facilities	Tier 2	\$410
U40	E Pine Street from 10 <sup>th</sup> Street to Hamrick Road	Bike Lanes and Sidewalks	Install enhanced bike and pedestrian facilities	Tier 2	\$1,875
<b>Total Cost</b>					<b>\$92,200</b>

1. Shared use signs may be appropriate as an interim treatment.

## UNCONSTRAINED (TIER 3) PROJECT LIST

The Unconstrained (Tier 3) Project List identifies the transportation system improvement projects that are not a priority for the County and are not likely to be funded over the next 20 years. The projects were selected from the project lists identified in Section 6: Transportation System Plan based on an evaluation of the goals and objectives of the TSP update and application of a prioritization process similar to the Financially Constrained (Tier 1) Project List.

Table 25 summarizes the Unconstrained (Tier 3) Project List for the Jackson County TSP update. As shown, the list includes a mix of roadway projects along County facilities. The projects are organized based on the outcome of the prioritization process. Opportunities to implement the projects shown in Table 25 should be considered as funding becomes available.

**Table 25: Unconstrained (Tier 3) Project List**

Map ID	Location	Type	Description	Priority	Cost (1,000)
R70	S Stage Road from S Stage Road Terminus to N Phoenix Road	New Roadway	New 2-lane rural arterial over I-5	Tier 3	\$25,000
S53	Payne Road from Fern Valley Road to Suncrest Road	Shoulders	Install 7-foot shoulders consistent with rural arterial standards	Tier 3	\$3,130
S9	Pioneer Road from Dark Hollow Road to Griffin Creek Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 3	\$5,075
S90	Dead Indian Memorial Road from OR 66 to MPO limits	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 3	\$5,195
S37	Dead Indian Memorial Road from MPO limits to County line	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 3	\$30,975
R34	North Applegate Road from OR 238 to County Line	Upgrade	Improve to 2-lane rural minor collector standard	Tier 3	\$8,430
S32	Beall Lane from Hanley Road to Old Stage Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 3	\$955
S54	S Stage Road from OR 99 to Jacksonville	Shoulders	Install 7-foot shoulders consistent with rural arterial standards	Tier 3	\$7,050
S83 <sup>1</sup>	Upper Applegate Road from approximately ½ mile south of OR 238 to OR 238	Enhanced Shoulders	Install an enhanced shoulder on one or two sides of the roadway	Tier 3	\$130
S59	Carpenter Hill Road from Voorhies Road to Pioneer Road	Shoulders	Install 4-foot shoulders consistent with rural local C standards	Tier 3	\$3,285
R72	West Dutton Road from Terminus to Agate Road	New Roadway	New 3-lane urban industrial collector	Tier 3	\$3,190
S84 <sup>1</sup>	E Evans Creek Road from approximately ¼ mile west of Covered Bridge Road to ¼ mile east of Covered Bridge Road	Enhanced Shoulders	Install an enhanced shoulder on one or two sides of the roadway	Tier 3	\$130
S16	Modoc Road from Table Rock Road to Antioch Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 3	\$2,295
R78	Wilson Way from Avenue G to Falcon Street	New Roadway	New 2-lane urban minor collector	Tier 3	\$635
S38	E Evans Creek Road from Minthorne Road to Queens Branch Road	Upgrade	Install 6-foot shoulders consistent with rural major collector standards	Tier 3	\$1,475
S52	Voorhies Road from Carpenter Hill Road to S Stage Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 3	\$1,180
R46	Hanley Road from W Pine Street to Beall lane	Widen	Widen to 3-lane urban minor arterial standard	Tier 3	\$1,410
S20	Stewart Avenue from Oak Grove Road to west Medford UGB	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 3	\$100
I12	Bursell Road/Beall Lane	Traffic signal/Round about	Install a traffic signal or roundabout when warranted	Tier 3	\$250

Map ID	Location	Type	Description	Priority	Cost (1,000)
S33	Bellinger Lane from Hull Road to S Stage Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 3	\$2,330
S6	Old Stage Road from I-5 to roadway terminus	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 3	\$3,110
S35	Carpenter Hill Road from Coleman Creek to Voorhies Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 3	\$320
S24	Gibbon Road from Upton Road to Table Rock Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 3	\$2,000
S82 <sup>1</sup>	Foots Creek Road from approximately ¼ mile south of Rogue River Highway (OR 99) to Rogue River Highway (OR 99)	Enhanced Shoulders	Install an enhanced shoulder on one or two sides of the roadway	Tier 3	\$65
S36	Coleman Creek Road from Houston Road to Carpenter Hill Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 3	\$385
S60	Hillcrest Road from Medford City limits to MPO limits	Shoulders	Install 4-foot shoulders consistent with rural local C standards	Tier 3	\$2,485
S46	Oak Street from Eagle Mill Road to Nevada Street	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 3	\$480
S4	Coleman Creek Road from Pioneer Road to Houston Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 3	\$1,360
S8	Pioneer Road from Colver Road to Coleman Creek Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 3	\$1,415
S57	Camp Baker Road from Coleman Creek Road to Colver Road	Shoulders	Install 4-foot shoulders consistent with rural local C standards	Tier 3	\$1,740
S80	Mill Creek Road from Butte Falls-Prospect Road to 1st Street	Enhanced Shoulders	Install an enhanced shoulder on one or two sides of the roadway	Tier 3	\$70
S10	Scenic Avenue from Old Stage Road to Grant Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 3	\$3,470
S14	East Dutton Road from OR 62 to Atlantic Avenue Extension	Shoulders	Install 5-foot shoulders consistent with urban major collector standards	Tier 3	\$1,880
S7	Pioneer Road from Coleman Creek Road to Dark Hollow Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 3	\$825
I14	Beall Lane at Hanley Road	Traffic signal/Round about	Install a traffic signal or roundabout when warranted	Tier 3	\$250
I19	S Stage Road at Voorhies Road	Turn Lane	Install a separate left-turn lane at the northbound approach	Tier 3	\$150
R42	Beall Lane from Front Street (OR 99) to Hanley Road	Widen	Widen to 3-lane urban major collector standard	Tier 3	\$3,660
S26	Houston Road from Phoenix City limits to Coleman Creek Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 3	\$805

Map ID	Location	Type	Description	Priority	Cost (\$1,000)
S58	Coleman Creek Road from MPO limits to Pioneer Road	Shoulders	Install 4-foot shoulders consistent with rural local C standards	Tier 3	\$2,875
R77	Wilson Way from Wilson Way terminus to Antelope Road	New Roadway	New 2-lane urban minor collector	Tier 3	\$175
S61	Tolo Road from Scenic Avenue to Blackwell Road	Shoulders	Install 4-foot shoulders consistent with rural local C standards	Tier 3	\$3,450
S23	Arnold Lane from S Stage Road to Bellinger Lane	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 3	\$800
U29	Biddle Road from Table Rock Road to 500' east	Bike Lanes and Sidewalks	Install bike lanes and sidewalks consistent with urban minor arterial standards	Tier 3	\$285
S22	Agate Road from Linn Road to OR 234	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 3	\$5,255
S51	Table Rock Road from Wheeler Road to OR 234	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 3	\$2,080
R71	Lakeview Drive from Lakeview Drive terminus to Merry Lane	New Roadway	New 2-lane rural minor collector	Tier 3	\$3,400
S15	Fern Valley Road from Phoenix City Limits to Payne Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 3	\$1,485
S5	Gregory Road from Table Rock Road to Agate Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 3	\$2,805
S12	Reese Creek Road from Butte Falls Highway to Eagle Point City limits	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 3	\$4,520
R68 <sup>1</sup>	Jacksonville Arterial Connector from North of City of Jacksonville to Pair-a-Dice Ranch Road	Refinement Plan	Refinement plan & draft EIS for rural arterial, state land use goals exception	Tier 3	\$3,000
F10	Airway Drive/E Vilas Road	Traffic Signal	Install a traffic signal when warranted	Tier 3	\$250
<b>Total Cost</b>					<b>\$157,070</b>

1. Not show in Roadway Improvements map. Confirm location with Jackson County Roads.
2. Shared use signs may be appropriate as an interim treatment.

Table 26 summarizes the total cost of the Financially Constrained (Tier 1) Project List for the Jackson County TSP update along with the Unconstrained (Tier 2) and Unconstrained (Tier 3) Project Lists.

**Table 26: Total County Project Cost**

Project List	Priority	Cost (\$1,000)
Financially Constrained (Tier 1) Project List	Near-Term	\$4,890
	Medium-Term	\$4,780
	Long-Term	\$15,365
Subtotal Total		\$25,035
Unconstrained (Tier 2) Project List		\$92,200
Unconstrained (Tier 3) Project List		\$157,070
Total		\$274,305
Available Funds		\$28,550
Funding Gap		\$245,755

As shown in Table 26, the total cost of the Financially Constrained (Tier 1) project list is \$25,035,000, while the total cost of all transportation improvements (Tier 1, Tier 2, and Tier 3) is \$274,305,000. While funding is anticipated to be adequate for the Tier 1 – Financially Constrained projects, the full TSP improvement project list has a funding gap of approximately \$245,755,000 to fully implement. Project prospectus sheets for the Tier 1 and several of the Tier 2 projects are included in *Attachment C*.

## PROJECTS IN INCORPORATED AREAS

The Projects in Incorporated Areas project list identifies the transportation system improvement projects located within incorporated areas that were evaluated as part of the Alternatives Analysis for the TSP update. Table 27 summarizes the Projects in Incorporated Areas project list for the Jackson County TSP update. As shown, the list includes a mix of roadway, pedestrian, bicycle, and intersection projects. The projects are organized based on their locations within the incorporated areas. Opportunities to implement the projects shown in Table 27 should be evaluated in coordination with the incorporated cities. As indicated above, the County has set aside approximately 2,000,000 for matching funds for projects in incorporated areas over the next 20 years.

**Table 27: Projects in Incorporated Areas**

ID	Location	Project Type	Project Description	Priority	Cost (1,000)
<b>Ashland</b>					
U41	Clay Street from Siskiyou Street to E Main Street	Bike Lanes and Sidewalks	Install bike lanes and sidewalks consistent with urban minor collector standard	N/A	\$2,660
R43	E Main Street from Walker Road to OR 66	Widen	Widen to 3-lane urban major collector standard	N/A	\$6,170
<b>Central Point</b>					
I1	Hamrick Road/E Pine Street-Biddle Road	Monitor/ Turn Lane	Monitor traffic operations at the intersection following the completion of the Gebhard extension and potential heavy vehicle restrictions along Hamrick Road. If issues persist, install a second left-turn lane at the eastbound approach and optimize the signal timing/phasing	N/A	\$950
R47	Beall Lane from Merriman Road to Front Street (OR 99)	Widen	Widen to 3-lane urban minor arterial standard	N/A	\$3,005
U31	W Pine Street from Haskell Street to Glenn Way	Bike Lanes and Sidewalks	Install bike lanes and sidewalks consistent with urban minor arterial standards	N/A	\$165
R55	W Pine Street from Glenn Way to Vincent Avenue	Widen	Widen to 3-lane urban minor arterial standard	N/A	\$1,265
R58	W Pine Street from Vincent Avenue to Hanley Road	Widen	Widen to 3-lane urban minor arterial standard	N/A	\$485
<b>Eagle Point</b>					
U37	Royal Avenue from Brownsboro Highway to Eagle Point City limits	Bike Lanes and Sidewalks	Install bike lanes and sidewalks consistent with urban major collector standard	N/A	\$5,255
R88	Reese Creek Road from north Eagle Point City limits to Brownsboro Highway	Widen	Widen to 2-lane urban minor collector standard	N/A	\$715
<b>Shady Cover</b>					
R87	Rogue River Drive from the Rogue River City limits to Walnut Lane	Widen	Widen to 3-lane urban major collector standard	N/A	\$2,140



R45	Rogue River Drive from Walnut Lane to OR 62	Widen	Widen to 3-lane urban major collector standard	N/A	\$3,660
<b>Medford</b>					
I9	Foothill Road/McAndrew Road WB Ramp	Traffic signal/ Roundabout	Widen Foothill Road to provide a center two-way left-turn lane and install a traffic signal or roundabout when warranted	N/A	\$350
I10	Foothill Road/McAndrew Road EB Ramp	Traffic signal/ Roundabout	Widen Foothill Road to provide a center two-way left-turn lane and install a traffic signal or roundabout when warranted	N/A	\$350
I11	Foothill Road/Lone Pine Road	Turn Lane	Install a separate left-turn lane at the northbound approach	N/A	\$150
I27	Crater Lake Avenue/E Vilsa Road	Traffic signal/ Reconfigure	Realign Crater Lake Avenue and install a traffic signal when warranted	N/A	\$1,500
R48	Foothill Road from Hillcrest Road to McAndrews EB Ramp	Widen	Widen to 3-lane urban minor arterial standard	N/A	\$3,230
R49	Foothill Road from McAndrews EB Ramp to Delta Waters Road	Widen	Widen to 3-lane urban minor arterial standard	N/A	\$5,600
R50	Kings Highway from Medford UGB to Stewart Avenue	Widen	Widen to 3-lane urban minor arterial standard	N/A	\$5,295
R51	N Phoenix Road from Medford City limits to Barnett Road	Widen	Widen to 3-lane urban minor arterial standard	N/A	\$1,350
R89	McAndrews Road from Ross Lane to Jackson Street	Widen	Widen to 3-lane urban minor arterial standard	N/A	\$1,155
R90	Coker Butte Road from Crater Lake Avenue to east Medford UGB	Widen	Widen to 5-lane urban major arterial standard	N/A	\$2,615
R91	Vilas Road from Table Rock Road to east Medford UGB	Widen	Widen to 5-lane urban major arterial standard	N/A	\$7,805
R92	Orchard Home Drive from Cunningham Avenue to S Stage Road	Widen	Widen to 2-lane urban minor collector standard	N/A	\$2,570
R93	Table Rock Road from Merriman to Lone Pine Creek Bridge	Widen	Widen to 3-lane urban minor arterial standard	N/A	\$2,885
R94	Garfield Street from Kings Highway to Holly Street	Widen	Widen to 2-lane urban minor collector standard	N/A	\$1,360
R95	Oak Grove Road from Medford UGB to W Main Street	Widen	Widen to 2-lane urban minor collector standard	N/A	\$360
R96	Stewart Avenue from west Medford UGB to Lozier Lane	Widen	Widen to 3-lane urban minor arterial standard	N/A	\$1,355
R97	Sage Road from Posse Lane to Ehrman Way	Widen	Widen to 3-lane urban major collector standard	N/A	\$3,245
<b>Total Cost</b>					<b>\$67,645</b>

## PROJECTS ON ODOT FACILITIES

The Projects on ODOT Facilities project list identifies the transportation system improvement projects along ODOT facilities that were evaluated as part of the Alternatives Analysis for the TSP update. These projects are largely not identified in the existing Interchange Area Management Plans (IAMPs) or the Corridor Plans. Table 28 summarizes the Projects on ODOT Facilities project list for the Jackson County TSP update. As shown, the list includes a mix of roadway and intersection projects along ODOT facilities. The projects are organized based on the outcome of the prioritization process from highest priority score to lowest priority score based on the County's transportation system plan goals. Opportunities to implement the projects shown in Table 28 should be evaluated in coordination with ODOT.

**Table 28: Projects on ODOT Facilities (Non-IAMP/Corridor Plan Projects)**

Map ID	Location	Type	Description	Priority	Cost (1,000)
S81 <sup>1</sup>	Rogue River Highway (OR 99) from approximately ¼ mile west of Footh Creek Road to ¼ mile east of Footh Creek Road	Enhanced Shoulders	Install an enhanced shoulder on one or two sides of the roadway	N/A	\$130
S97	2 <sup>nd</sup> Street (OR 99) Bridge	Enhanced Shoulders	Install enhanced bike and pedestrian facilities on both sides of the 2 <sup>nd</sup> Street (OR 99) Bridge	ODOT	\$2,500
18	OR 62/Vilas Road	Monitor	Monitor traffic operations at the intersection following construction of the OR 62 Bypass to determine if the turning movements are as high as projected	N/A	\$150
17	OR 62/OR 234-Del Isle Way	Turn Lane	Restripe the north leg of the intersection to allow two-stage left-turn movements from OR 234 to OR 62.	N/A	\$150
16	OR 62/OR 140-Leigh Way	Monitor/Reconfigure	Monitor traffic operations at the intersection following completion of STIP Project #17471. If issues persist widen OR 62 to 7 lanes from south of OR 140 to Antelope Road	N/A	\$150
15	Kershaw Road/OR 140	Monitor/Restrict Movements	Monitor traffic operations at the intersection following construction of the Foothill Road extension to OR 140. If Issues persist, restrict left and through movements from Kershaw Road	N/A	\$50
124	OR 140/Foothill Road-Atlantic Avenue	Traffic signal/Roundabout	Install a traffic signal when warranted. Note: A roundabout may be a potential alternative to a traffic signal; however, it will require an amendment to the 140 Corridor Plan and an analysis under 065(5) should be completed prior to construction to identify potential impacts to forest resource lands.	N/A	\$250
TS3	Kershaw Road/OR 140	Intersection Improvement	Install an intersection collision avoidance system. These systems warn motorists along the main line to watch for entering traffic on the minor street when flashing	N/A	\$50
TS6	Hanley Road (OR 238)/W Main Street	Intersection Improvement	Reconfigure the intersection as a three-way stop. Install a roundabout when warrants are met.	N/A	\$50
TS8	Hanley Road (OR 238) from Rossanley Drive to Jacksonville City Limits	Segment Improvement	Provide drivers with more warning and feedback on approach to the curves. Treatments include guardrails, shoulder rumble strips, and chevrons and other curve warning signage	N/A	\$50
TS10 <sup>1</sup>	OR 99/Rogue Valley Road	Intersection Improvement	Convert Elm Street to right in right out on both sides of highway, install median barrier, no work at Table Rock Road at this time.	N/A	\$50
TS11 <sup>1</sup>	OR 99/Rogue Valley Road	Intersection Improvement	Extend RED clearance	N/A	\$5
R81	OR 62 Expressway from OR 62 at Corey Road to OR 62 at Dutton Road	New Roadway	New 4-lane expressway	N/A	\$10,500
U2	OR 66 from I-5 to Crowson Road	Bike Lanes and Sidewalks	Install bike lanes and sidewalks consistent with ODOT standards	N/A	\$1,975
				<b>Total Cost</b>	<b>\$16,060</b>

1. Not shown in Roadway Improvements map. Confirm location with Jackson County Roads.

Additional projects on ODOT facilities that are identified in previously adopted Corridor Plans and Interchange Area Management Plans (IAMP) are provided in the following sections. All of the projects were considered as part of the TSP update process and have been included in the TSP by reference.

## ODOT Corridor Plan Projects

ODOT has developed three corridor plans since the adoption of the current Jackson County TSP, including the OR 99 Corridor Plan, the OR 140 Corridor Plan, and the I-5 Rogue Valley Corridor Plan. The following provides a summary of each plan, including the transportation system improvements projects identified in each plan.

### *OR 99 Corridor Plan*

The OR 99 Corridor Plan was adopted by ODOT in June 2015. The plan focuses on the section of OR 99 that extends from Garfield Street in South Medford, through the communities of Phoenix and Talent, to S Valley View Road at the north end of Ashland. This multimodal plan examines how the highway operates both now and over the next 20 years. It identifies strategies to preserve and improve highway safety and capacity consistent with a District Highway classification and local policies. It also incorporates improvements for all travel modes. Table 29 summarizes the transportation system improvement projects identified in the OR 99 Corridor Plan. The priorities and cost estimates reflect the priorities and cost estimates identified in the plan.

**Table 29: OR 99 Corridor Plan Improvement Projects**

ID	Location	Project Type	Project Description	ODOT Plan Priority	Cost (\$1,000)
<b>Corridor Improvements</b>					
1	OR 99 from Garfield Street to Charlotte Ann Road	Corridor	Construct sidewalks along the west side of OR 99	Medium	\$165
2	OR 99 from Charlotte Ann Road to Coleman Creek Road	Corridor	Modify striping of existing 5-lane roadway cross section to add bike lanes	High	\$300
3	OR 99 from Charlotte Ann Road to Coleman Creek Road	Corridor	Construct continuous sidewalks on both sides of OR 99	Medium	\$3,300
4	OR 99 from Charlotte Ann Road to Coleman Creek Road	Corridor	Install median islands at multiple locations where pedestrian crossings occur	Medium	\$50 Per location
5	OR 99/Northridge Terrace Intersection	Corridor	Improve turning radius on southeast corner	Medium	\$125
6	OR 99/Coleman Creek Culvert	Corridor	Modify striping of existing roadway to add bike lanes and sidewalks while maintaining four through travel lanes (Interim)	High to Medium	\$350
7	OR 99/Coleman Creek Culvert	Corridor	Replace culvert and widen roadway to add bike lanes and sidewalks	High to Medium	\$2,000 to \$3,000
8	OR 99 from Bolz Lane to South End of Couplet	Corridor	Provide sidewalk travel width of 6 feet around utility poles	Ongoing	TBD
9	OR 99 within Downtown Phoenix	Corridor	Add gateway treatments at north and south ends of Couplet to emphasize upcoming downtown area	Phoenix TSP	TBD
10	OR 99 within Downtown Phoenix	Corridor	Modify striping to add bike lanes	Phoenix TSP	TBD
11	OR 99 within Downtown Phoenix	Corridor	Enhance crossing opportunities with pedestrian-activated devices, curb extensions, and additional crosswalk striping	Phoenix TSP	\$300
12	OR 99 from south of couplet to City Limits	Corridor	Add curbs and sidewalks and restripe roadway to provide a center turn lane, two through travel lanes (one in each direction), and bike lanes	Medium	\$1,200
13	OR 99 from Phoenix City Limits	Corridor	Restripe roadway to include a center turn lane,	Medium	\$225

	to Talent City Limits		two through travel lanes roadway to include a center turn lane, two through travel lanes (one in each direction), and shoulders		
14	OR 99 from Colver Road/Suncrest Road to Rapp Road	Corridor	Upgrade or fill in missing sidewalks	Ongoing	NA
15	OR 99 from Wagner Creek Greenway Trail	Corridor	Consider future midblock crossing with pedestrian-activated device	Medium	\$100
16	OR 99 from Rapp Road to Creel Road (Talent City Limits)	Corridor	Add curbs and sidewalks and restripe existing roadway to provide a center turn lane, two through travel lanes (one in each direction), and bike lanes (STIP Key Number 17478)	High	\$3,300
17	OR 99 from Creel Road to Bear Creek Greenway connection	Corridor	Construct a multi-use path along the east side of the highway	High	\$250
18	OR 99 from Creel Road (Talent City Limits) to S Valley View Road	Corridor	Restripe roadway to include a center turn lane, two through travel lanes	Medium	\$700
19	OR 99/S Valley View Road Intersection	Corridor	Widen S Valley View Road to provide dual westbound left-turn lanes at OR 99	Medium to Low	\$15,000
<b>Other System Improvements</b>					
20	Bear Creek Greenway	Corridor	Enhance connections to OR 99 throughout corridor with wayfinding signage and other amenities	High	\$50
21	Bear Creek Greenway	Corridor	Improve connections to OR 99/Bear Creek Drive at 4th Street and Oak Street to provide parallel and convenient bicycle and pedestrian facilities	Medium	\$450
<b>Transportation System Management Strategies</b>					
TSM1	OR 99 Corridor	Corridor	Develop a traffic operations emergency plan	High	\$25
TSM2	OR 99 Corridor	Corridor	Conduct speed zone studies to reassess posted speeds when lane restriping, lane conversion, or pedestrian crossing projects are implemented	Ongoing	\$10 to \$15 per location
TSM3	OR 99/South Stage Road Intersection	Corridor	Modify traffic signal timing to add clearance intervals and protected left-turn phases in the east-west direction	High	\$25
TSM4	OR 99 from Northridge Terrace to Coleman Creek Road	Corridor	Evaluate potential access modifications to address high crash frequency	High	TBD
TSM5	OR 99/W Valley View Road Intersection	Corridor	Modify traffic signal timing to add clearance intervals and protected left-turn phases in the east-west direction	High	\$25

### **OR 140 Corridor Plan**

The OR 140 Corridor Plan was adopted by ODOT in March 2013. The plan focuses on the section of OR 140 that extends from I-5 Exit 35 (Seven Oaks Interchange), east through unincorporated White City, to Brownsboro-Eagle Point Road. This multimodal plan examines how the highway operates both now and over the next 20 years. It identifies strategies to preserve and improve highway safety and capacity consistent with a Statewide Highway classification and Freight Route designation and local policies and incorporates improvements for all travel modes. Table 30 summarizes the transportation system improvement projects identified in the OR 140 Corridor Plan. The priorities and cost estimates reflect the priorities and cost estimates identified in the plan.

**Table 30: OR 140 Corridor Plan Improvement Projects**

ID	Location	Project Type	Project Description	ODOT Plan Priority	STIP/MTIP/CIP
<b>West of White City UUC Boundary</b>					
1	OR 140 (Blackwell Road) Segment	Corridor	Widen to provide a 3-lane rural section (with setbacks for 5 lanes) and modify curves for higher design speed	High	\$8,700
2	OR 140 north/east of I-5	Corridor	Add a truck weigh station	NA	NP
3	OR 140/Blackwell Road/Kirtland Road Intersection	Corridor	Install a traffic signal	Low	\$500
4	OR 140 (Kirtland Road) Segment	Corridor	Install additional roadway delineation such as textured striping or rumble strips	Medium	\$20
5	OR 140 (Kirtland Road)/High Banks Road Intersection	Corridor	Add left-turn lanes on OR 140	Low	\$1,500
<b>White City (within UUC Boundary)</b>					
6	OR 140 (Kirtland Road)/W Antelope Road Intersection	Corridor	Add a westbound left turn lane on OR 140	Low	\$1,200
7	OR 140 (Avenue G) Segment	Corridor	Widen to provide a 3-lane urban section	NA	\$7,600
8	OR 140/Avenue G/Agate Road Intersection	Corridor	Add channelized eastbound right turn lane on Avenue G and southbound merge lane on Agate Road	Medium	\$1,600
9	OR 140/Avenue G/Agate Road Intersection	Corridor	Install traffic signal	Low	\$500
10	OR 140 (Agate Road) Segment	Corridor	Widen to provide a 3-lane urban section	NA	\$6,000
11	OR 140/Agate Road/Leigh Way Intersection	Corridor	Add channelized westbound right-turn lane on Leigh Way and northbound merge lane on Agate Road	Medium	\$500
12	OR 62/OR 140-Leigh Way	Corridor	Add eastbound right-turn lane and second westbound left-turn lane	Medium	\$1,000
13	OR 62/OR 140-Leigh Way	Corridor	Widen OR 62 to a 7-lane section from south of OR 140 to north of Antelope Road	Low	\$7,800
14	OR 140/Lakeview Drive Intersection	Corridor	Add left-turn lanes on OR 140	High to Medium	\$1,200
<b>East of White City UUC Boundary</b>					
15	OR 140 east of OR 62	Corridor	Add a westbound truck weigh station	NA	NP
16	OR 140/Riley Road/E Antelope Road Intersection	Corridor	Add left-turn and right-turn deceleration lanes on OR 140	High to Medium	\$1,600
17	OR 140/Meridian Road Intersection	Corridor	Add left-turn lanes on OR 140	Low	\$2,000
18	OR 140/Brownsboro-Meridian Road Intersection	Corridor	Add left-turn lanes on OR 140	Low	\$1,700
19	OR 140/Brownsboro-Eagle Point Road Intersection	Corridor	Add an eastbound left turn lane on OR 140	Low	\$1,300
<b>Other</b>					
20	OR 140	Corridor	Install additional roadway delineation such as rumble strips or textured striping	NA	NP

***I-5 Rogue Valley Corridor Plan***

The I-5 Rogue Valley Corridor Plan was adopted by ODOT in March 2012. The plan focuses on the 25 mile section of I-5 that extends from Interchange 11 south of Ashland to Interchange 35 north of Central Point. The plan assesses existing and future transportation conditions and identifies strategies

and improvements to enhance transportation safety and capacity within the corridor. Table 31 summarizes the transportation system improvement projects identified in the I-5 Rogue Valley Corridor Plan. The priorities and cost estimates reflect the priorities and cost estimates identified in the plan.

**Table 31: I-5 Rogue Valley Corridor Plan Improvement Projects**

ID	Location	Project Type	Project Description	ODOT Plan Priority	STIP/MTIP/CIP
<b>Corridor Concepts—Safety Enhancement Measures</b>					
1	Port of Entry - Auxiliary Lane Option	Corridor	Add an auxiliary lane between the on-ramp of the northbound weigh station (Port of Entry) facility and the northbound off-ramp at Interchange 19.	High	\$
3	Southbound Weigh Station	Corridor	Add an auxiliary lane between the southbound on-ramp at Interchange 19 and the southbound off-ramp at the weigh station.	Medium	\$
4	Temporary Overnight Truck Facilities	Corridor	Coordinate efforts to temporarily divert trucks to the Jackson County Fairgrounds, distribution centers, industrial parks, and other public and private properties during inclement weather.	Medium	\$\$
6	Medford Viaduct Shoulder	Corridor	Add a 12-foot right side shoulder by reconstructing and widening the existing viaduct structure.	High	\$\$
7	Incident Response System	Corridor	Deploy incident response system to patrol I-5 during peak crash periods and expand the existing Traffic Operations Center (TOC).	High	\$
<b>Corridor Concepts — Transportation System Management Measures</b>					
8	Designated Alternate Truck Route	Corridor	Upgrade OR 58/US 97 as an alternative route during inclement weather conditions and alert truck drivers via variable message signs (VMS) of conditions in the Siskiyou Pass and advise taking alternative route.	Low	\$\$\$\$
9	OR 99 Corridor Coordinated Traffic Signal System	Corridor	Implement a more comprehensive coordinated and adaptive traffic signal system on targeted segments in urbanized areas of OR 99 between Interchanges 11 and 35.	High	\$
10	Ramp Metering	Corridor	Install ramp meters to restrict the total flow of traffic entering the freeway, temporarily storing it on the ramps and thus regulating traffic flow along the mainline.	High	\$
<b>Corridor Concepts — Capacity Enhancement Measures</b>					
12	Auxiliary Travel Lanes	Corridor	Add a northbound auxiliary lane from Exit 27 to 33 and southbound auxiliary lanes from Exit 27 to 30.	Medium	\$\$\$
12	Auxiliary Travel Lanes	Corridor	Add a northbound auxiliary lane from Exit 21 to 27 and from Exit 33 to 35 and a southbound auxiliary lane from Exit 13 to 27.	Low	\$\$\$
13	Enhanced Local Arterial/Collector Connections	Corridor	Improve local street connections between Central Point and North Medford (Interchange 30 to 35) to provide viable local alternative routes.	Low	\$\$\$\$
14	Enhanced Local Arterial/Collector Connections	Corridor	Improve local street connections between Medford and Phoenix (Interchange 30 to 24) to provide viable local alternative routes.	Medium	\$\$\$\$
15	Enhanced Local Arterial/Collector Connections	Corridor	Improve local street connections between Phoenix and Ashland (Interchange 24 to 11) to provide viable local alternative routes.	Low	\$\$\$\$
16	Expanded Medford Viaduct	Corridor	Expand or replace the existing viaduct structure to accommodate three lanes and minimum	Medium	\$\$

			shoulders in both directions.		
17	Expanded Medford Viaduct	Corridor	Expand or replace the existing viaduct structure to accommodate three lanes and standard shoulders in both directions.	Medium	\$\$\$\$
18	Expanded Medford Viaduct	Corridor	Expand or replace the existing viaduct structure to accommodate three lanes and standard shoulders in both directions stacked vertically.	Medium	\$\$\$\$
<b>Corridor Concepts — Least Cost Planning Solutions</b>					
21	Variable Speed Limits	Corridor	Install variable speed limits (VSL)—digital signage that displays posted speed limits that change based on road, traffic, and weather conditions.	Medium	\$\$
<b>Corridor Concepts — Transportation Demand Management Measures</b>					
22	Intermodal Freight Hub	Corridor	Establish an intermodal freight hub at Interchange 35.	Medium	\$\$
23	Bus Service Improvements	Corridor	Reduce headways, expand coverage and hours of service, and add new routes to destinations not currently served.	Medium	\$\$
24	Commuter Rail	Corridor	Add commuter rail on the CORP between Central Point and Ashland.	Low	\$\$\$\$
25	Bus Rapid Transit	Corridor	Add a dedicated bus lane and implement signal prioritization on non-rural portions of OR 99 from Ashland to Central Point. These improvements would allow the bus to operate separately, without interference from other modes.	Low	\$\$\$

## ODOT Interchange Area Management Plan (IAMP) Projects

ODOT has completed four Interchange Area Management Plans (IAMPs) within Jackson County and has two in the plan development process. The following identifies the IAMPs and any identified projects on County facilities:

- **I-5 Exit 19 (North Ashland) IAMP (November 2011)** – This IAMP includes several local street network modifications and access changes along S. Valley View Road
- **I-5 Exit 21 (Valley View) IAMP – Preferred Alternative (February 2015)** – This IAMP identifies improvements to bring W. Valley View Road up to standards from the I-5 southbound ramp to Suncrest Drive.
- **I-5 Exit 24 (Fern Valley) IAMP (February 2011)** – This IAMP does not include any projects on County facilities or any projects in addition to the interchange improvements currently under construction.
- **I-5 Exit 33 (Central Point) IAMP (June 2015)** – This IAMP primarily identifies improvements to East Pine Street and its intersections, including the I-5 ramp terminals, to improve operations on E. Pine Street and the ramp terminals in the interchange area. The County has jurisdiction east of the interchange from the northbound ramps east; however, the IAMP identifies ODOT and Central Point as the implementing agencies of the IAMP.
- **I-5 Exit 35 (Seven Oaks) IAMP (September 2013)** – This IAMP identifies improvements by ODOT to the northbound and southbound ramp terminals and improvements at the

Blackwell Road/Kirtland Road intersection. County implementation includes requiring development of a local street network in the vicinity of the interchange by development.

- **I-5 Exit 40 & 43 (Gold Hill) IAMP – Alternative Analysis (September 2015)** – Preferred alternatives have not yet been identified for this IAMP. However, this IAMP is anticipated to include improvements to on- and off- ramps and several intersections at each interchange to improve operations and improve turning radii. Most improvements are anticipated to be on ODOT facilities and implemented by ODOT; however there are several multi-modal improvements identified on or parallel to County facilities to improve access and circulation for pedestrians and bicycles.

Table 32 includes the projects from the IAMPs on County facilities that are proposed to be included in the TSP update. Additional information on land use, system, travel demand, and access management strategies is included in each IAMP. Cost estimates are not provided for the IAMP projects.

**Table 32: IAMP Projects**

ID	Location	Project Type	Project Description	Source
IA1	S. Valley View Road	Interchange	Install a non-traversable median barrier from I-5 southbound ramp terminal to approximately 750 feet south along S. Valley View Road.	I-5 Exit 19 IAMP
IA2	Lowe Road	Interchange	Close Lowe Road approach to S. Valley View Road and extend Low Road southward to connect with S. Valley View Road opposite Eagle Mill Road.	I-5 Exit 19 IAMP
IA3	New Road	Interchange	Construct a new road extending northward from Eagle Mill Road near S. Valley View Road that can serve adjacent parcels and access businesses along the east side of S. Valley View Road.	I-5 Exit 19 IAMP
IA4	Orchard Lane Extension	Interchange	Extend Orchard Lane north of E. Ashland Lane to E. Butler Lane and close existing E. Ashland Lane approach to S. Valley View Road.	I-5 Exit 19 IAMP
IA5	W. Valley View Road	Interchange	Improve W. Valley View Road from the I-5 southbound ramp to the northbound ramp to 12 foot travel lanes (one lane in each direction) with 5 foot shoulders. Improve to 11 foot travel lanes and 5 foot shoulders from the northbound ramp to Suncrest Road	DRAFT I-5 Exit 21 (Valley View) IAMP
IA6	I-5 Southbound Ramp Terminal/East Pine Street TSM	Interchange	Signal Timing Modifications: Maintain traffic signal timing to safely manage queues on the SB off-ramp (Ongoing)	I-5 Exit 33 (Central Point) IAMP
IA7	I-5 Northbound Ramp Terminal/East Pine Street TSM	Interchange	Signal Timing Modifications: Maintain traffic signal timing to safely manage queues on the NB off-ramp (Ongoing)	I-5 Exit 33 (Central Point) IAMP
IA8	10th Street/Freeman Road/ East Pine Street TSM	Interchange	Signal Timing Modifications and Queue Storage: Maintain signal progression, change signal phasing, extend westbound left-turn lane striping on East Pine Street to provide more queue storage, consider access restrictions to improve safety (Ongoing)	I-5 Exit 33 (Central Point) IAMP
IA9	Peninger Road/East Pine Street TSM	Interchange	Signal Timing Modifications: Maintain signal progression to avoid queuing conflict that affects I-5 NB Ramp Terminal, and change signal phasing (Ongoing)	I-5 Exit 33 (Central Point) IAMP



IA10	East Pine Street TSM	Interchange	Signal Timing Modifications: Maintain signal progression, particularly in the eastbound direction, to avoid queuing that affects I-5 NB ramp terminal (Ongoing)	I-5 Exit 33 (Central Point) IAMP
IA11	South Sidewalk between Ramp Terminals	Interchange	Add a sidewalk on the south side of East Pine Street between the northbound and southbound ramp terminals (High to Medium Priority)	I-5 Exit 33 (Central Point) IAMP
IA12	Bike Lane Improvements	Interchange	Restripe eastbound travel lanes between 9th Street and the I-5 southbound ramp to improve bike lane transitions (High Priority)	I-5 Exit 33 (Central Point) IAMP
IA13	I-5 Southbound On-Ramp	Interchange	Dual Westbound Left-Turn Lanes: Add a second westbound left-turn lane on East Pine Street onto the I-5 southbound on-ramp and a second southbound receiving lane on the I-5 southbound on-ramp (High to Medium Priority)	I-5 Exit 33 (Central Point) IAMP
IA14	I-5 Northbound Ramp Terminal	Interchange	Dual Right Turn Lanes: Widen the I-5 northbound off-ramp to add a second right-turn lane at the northbound approach to East Pine Street (Medium to Low Priority)	I-5 Exit 33 (Central Point) IAMP
IA15	Penninger Road/East Pine Street Intersection Improvements	Interchange	Implement Central Point TSP Tier 2 Project #236 as revised – Widen East Pine Street to accommodate a third westbound through travel lane, maintain bike lanes, and add sidewalks where necessary (Medium to Low Priority)	I-5 Exit 33 (Central Point) IAMP
IA16	Hamrick Road/East Pine Street Intersection Improvements	Interchange	Implement Central Point TSP Tier 1 Project #216 – Widen west and north approaches to add a dual eastbound left-turn lane and second northbound receiving lane (Medium to Low Priority)	I-5 Exit 33 (Central Point) IAMP
IA17	Proposed City Shared Use Path Project	Interchange	Construct a shared use path on the north side of East Pine Street from 9th Street to the Bear Creek Greenway (Priority established by City)	I-5 Exit 33 (Central Point) IAMP
IA18	Blackwell Road/OR 99	Interchange	Provide access for all modes of travel between Access Road and KOA campground by widening shoulders or constructing a multi-use path	DRAFT I-5 Exit 40 and 43 (Gold Hill) IAMP
IA19	Profetta Lane to Old Stage Road – I-5 Multimodal Crossing	Interchange	Provide alternate multi-modal crossing of I-5 with multi-use path connection and provide multi-use path along Old Stage Road	DRAFT I-5 Exit 40 and 43 (Gold Hill) IAMP

TSM=Transportation System Management

Note: Projects located along ODOT facilities will need to meet the requirements of the ODOT Highway Design Manual.