

# Interchange Area Management Plan Interstate 5/Interchange 129

Roseburg, Oregon  
Douglas County, Oregon

Prepared for  
City of Roseburg  
Douglas County  
Oregon Department of Transportation



Prepared by

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TRANSPORTATION SOLUTIONS

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## Acknowledgments

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# CHAPTER 1: EXECUTIVE SUMMARY

This Interchange Area Management Plan (IAMP) for the I-5 Interchange 129 applies within the urban growth boundary (UGB) of Roseburg, Oregon. The IAMP acts as a refinement plan of the City of Roseburg and Douglas County Transportation System Plans (TSPs) and as a facility plan for the Oregon Department of Transportation. It establishes the desired function of this interchange and provides a long-range plan for infrastructure needs and system management practices that will allow for the safe and efficient movement of goods and people through the interchange area as the surrounding land develops. The development of this plan was a cooperative effort between the Oregon Department of Transportation, Douglas County, and the City of Roseburg. Further input was provided by area stakeholders through a Technical Advisory Committee and through public outreach conducted as part of the project development process.

This plan has been organized to facilitate implementation, including only content needed to understand the direction for managing the transportation system within the interchange area and to guide future decision-making in a manner consistent with that direction. Documents containing detailed background information developed through the planning process that created the basis for findings and recommendations are included in the appendix to this report. The plan elements included in this report are summarized as follows:

## Chapter 2: Introduction

- This section discusses the purpose of the I-5 Interchange 129 IAMP, identifies problems addressed in the plan, describes the study area surrounding the interchange itself, identifies the intended function of the interchange, and outlines plan goals and objectives.

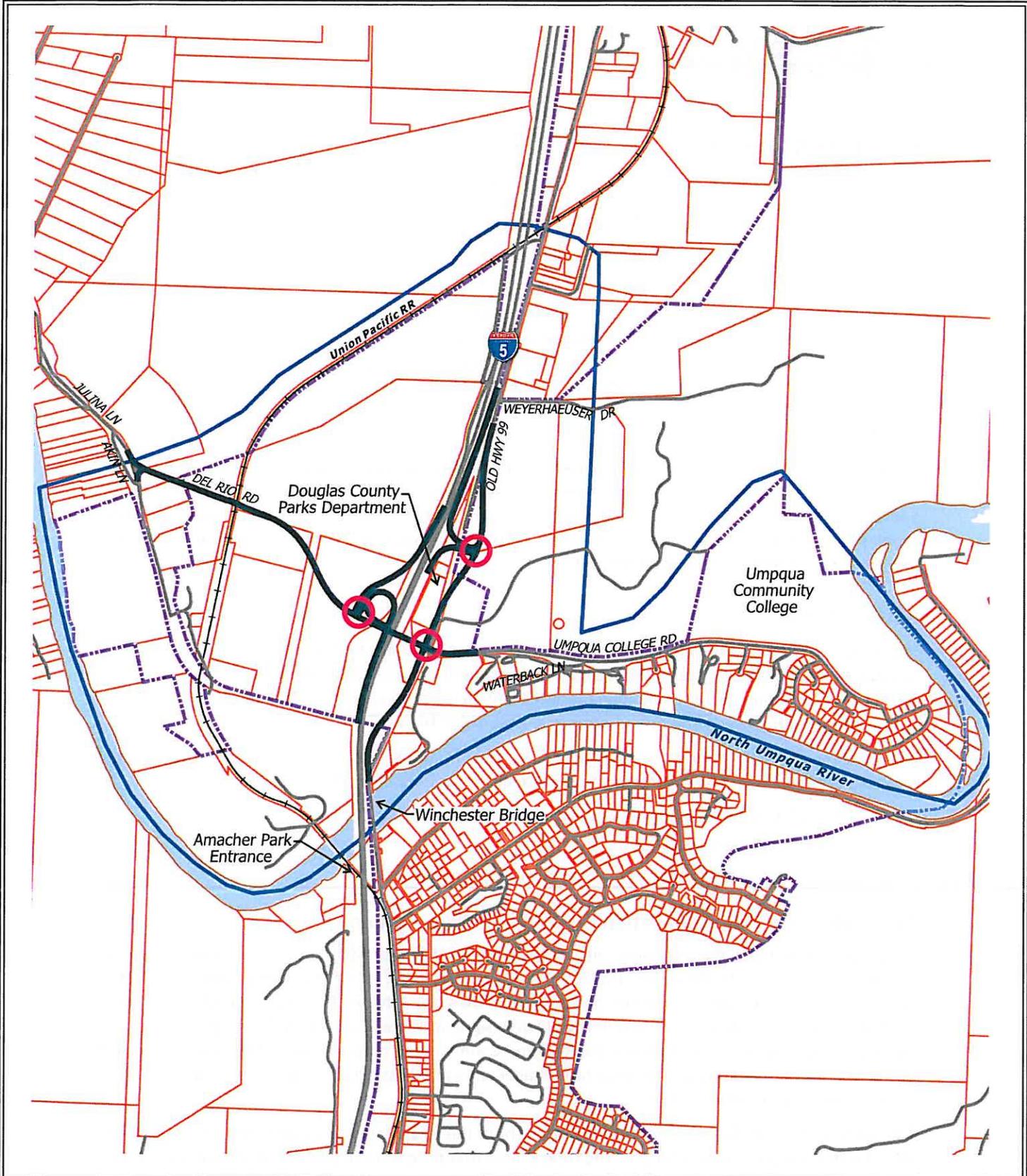
## Chapter 3: Transportation Operations

- Describes expectations for operational performance of key roadways in the interchange area through the planning horizon year of 2027 and identifies pedestrian and bicycle facilities needs for completing a multimodal transportation system within the urban growth boundary.
- The “Ultimate Build” improvement scenario represents the transportation system that will be necessary to accommodate future traffic demands in the year 2027, such that mobility standards can be met at all study intersections. The additional improvement projects that will be needed following the completion of the Interchange 129 project (Immediate Build) are summarized in the table below.

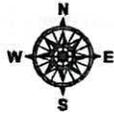
**Table 1: Exit 129 Interchange Area Ultimate Build Transportation Improvement Projects**

Intersection	Improvement Projects
Del Rio Road & I-5 Southbound Ramp Terminal	Signalize the intersection Add a second westbound through lane
Old Highway 99 & I-5 Northbound Ramp Terminal	Add a second eastbound right turn lane
Del Rio Rd / Umpqua College Rd & Old Highway 99	Add a second northbound left turn lane Add a southbound shared through/right turn lane

- A change to the Douglas County or City of Roseburg Comprehensive Plans, Plan Maps, implementing zoning ordinances or the UGMA that will have a “significant effect” on the transportation system within the IAMP study area. The determination of a “significant effect” shall be pursuant to Oregon Administrative Rule (OAR) 660-012-0060.
- The construction of transportation improvement projects within the IAMP study area that are inconsistent with planned and assumed projects in the Douglas County or City of Roseburg Transportation System Plans or the I-5 Interchange 129 IAMP.
- An amendment or update to the Douglas County or City of Roseburg Transportation System Plans.
- Development proposals in the study area that (a) are inconsistent with the IAMP implementing UGMA Supplemental Standards or (b) change the functional classification of a roadway.



Interchange 129 IAMP **Figure 1**  
 IAMP Study Area

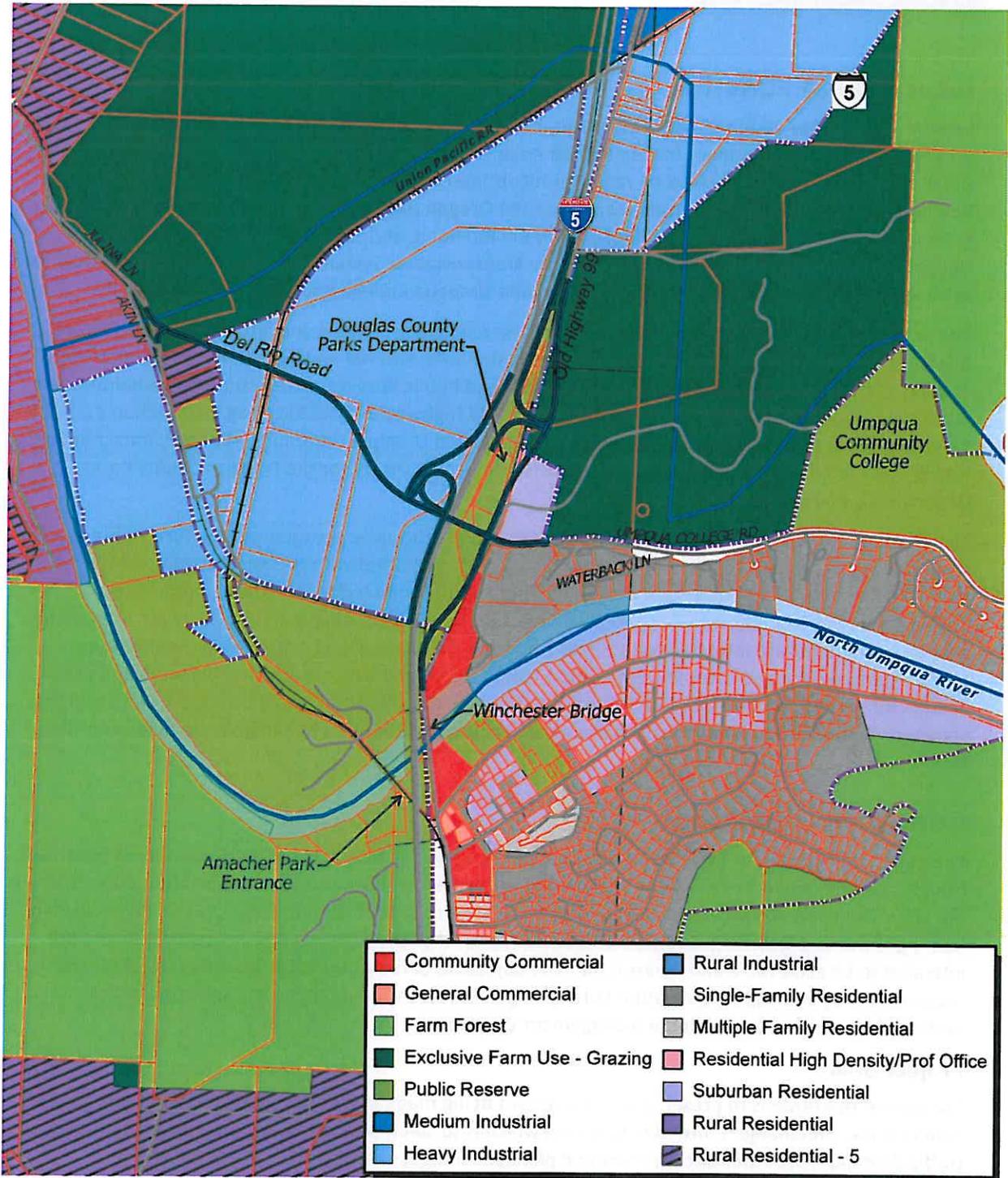


LEGEND	
	Proposed Roadway
	Study Area
	Roseburg UGB
	Tax Lots
	Water
	Study Intersection
	Streets
	Railroad

The ramp terminals on the east side of the interchange intersect Old Highway 99. Most of this area is inside the UGA. The area between I-5 and Old Highway 99 is zoned Public Reserve (PR). The northern portion of this area is the headquarters for the Douglas County Parks Department. On the east side of Old Highway 99, the frontage from the ramp terminals south to the North Umpqua River is zoned Community Commercial (C2) and is vacant.

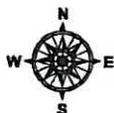
The intersection of Old Highway 99 and Umpqua College Road has Low Density Residential (R1) on the south side and Suburban Residential (RS) on the north side. The Low Density Residential (R1) zone provides for a medium density urban residential use (6,500 square-foot minimum lot sizes) plus related compatible uses such as schools and parks. The Suburban Residential classification provides for single-family dwellings with 15,000 square-foot minimum lot sizes and limited urban services.

Farther north on Old Highway 99 is County EFU-Grazing (FG), before the highway crosses back into the Roseburg UGA to include a large amount of industrial land zoned Medium (M2) and Heavy (M3) Industrial. The south side of Umpqua College Road is zoned Single-Family Residential (R1) along the North Umpqua River, although some land on the east end is designated on the Roseburg Comprehensive Plan Map for High Density Residential (HDR). The Umpqua Community College is located on the north side of the road and is zoned Public Reserve (PR).



Interchange 129 IAMP  
 Douglas County  
 Zoning Map

**Figure 3**



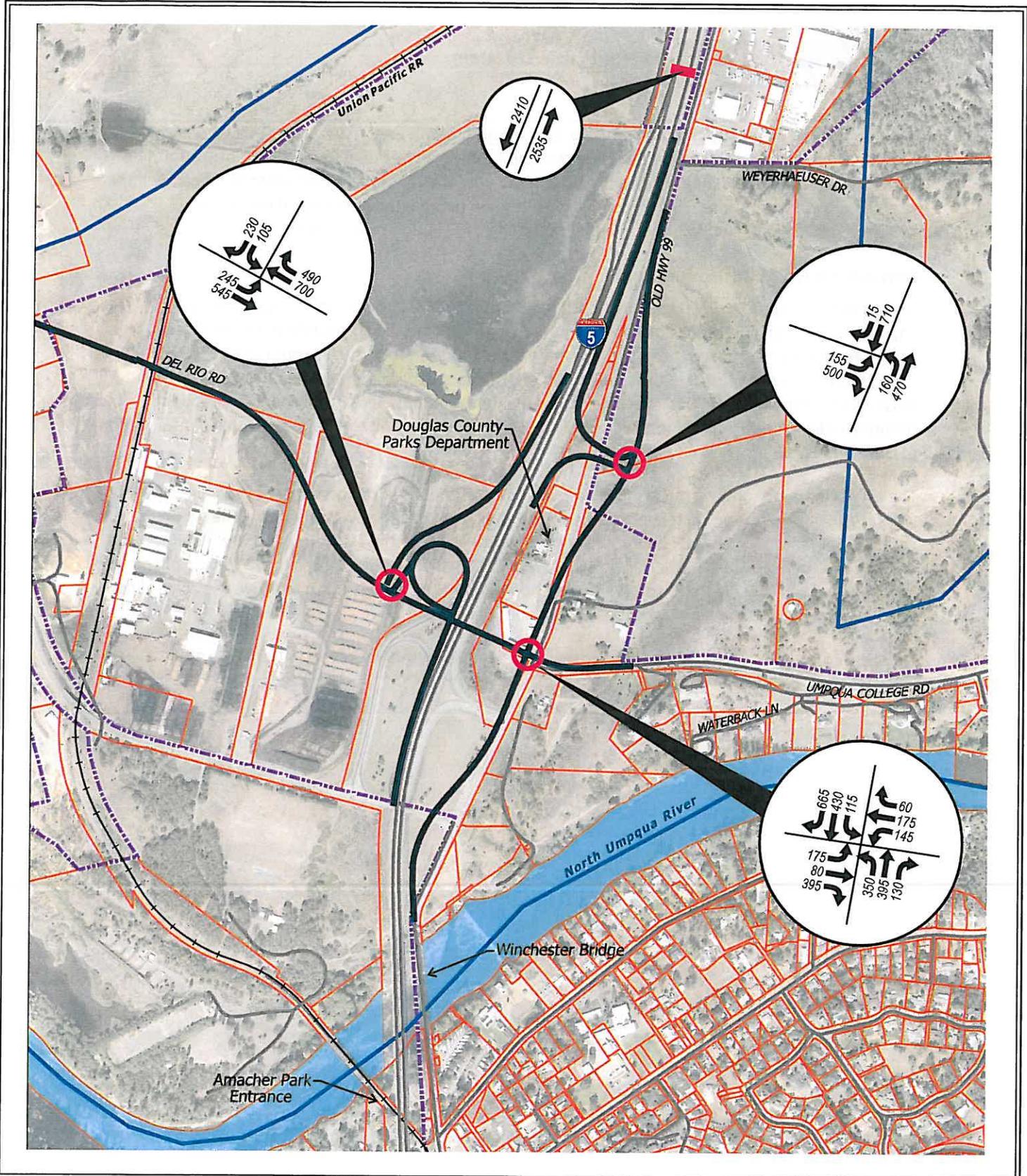
**LEGEND**

Proposed Roadway	Streets
Study Area	Railroad
Roseburg UGB	Water
Tax Lots	

## Objectives

The objectives of the IAMP are to:

- Protect the function of the interchange as specified in the OHP and Roseburg TSP.
- Protect the safe and efficient operation of the interchange between connecting roadways and to minimize the need for major improvements at existing intersections.
- Provide safe and efficient operations on I-5 and arterial highways as specified in the OHP and Douglas County TSP.
- Develop an access management plan that provides for safe and acceptable operations on the transportation network, and meets OHP requirements and the access spacing standards in OAR 734-051.
- Identify future land use conditions and incorporate needed measures to conserve interchange capacity and limit land uses to those anticipated by the Roseburg Comprehensive Plan. Commercial retail and service land uses are to be prohibited within the Heavy Industrial (M-3) zone.
- Include short, medium, and long-range actions to improve and maintain roadway operations and safety in the interchange study area.
- Include amendments to the Roseburg Comprehensive Plan, Roseburg/Douglas County Urban Growth Management Agreement, and Roseburg and Douglas County Transportation System Plans, and other official documents as necessary to implement the recommended alternative for the interchange study area.
- Identify partnerships for the cooperative management of future projects and establish a process for coordinated review of land use decisions affecting transportation facilities.
- Provide for infrastructure needs for new industrial development (and related economic activity and employment associated with the industrial development in the study area) consistent with the Roseburg Comprehensive Plan and implementing measures.



Interchange 129 IAMP

**Figure 4**

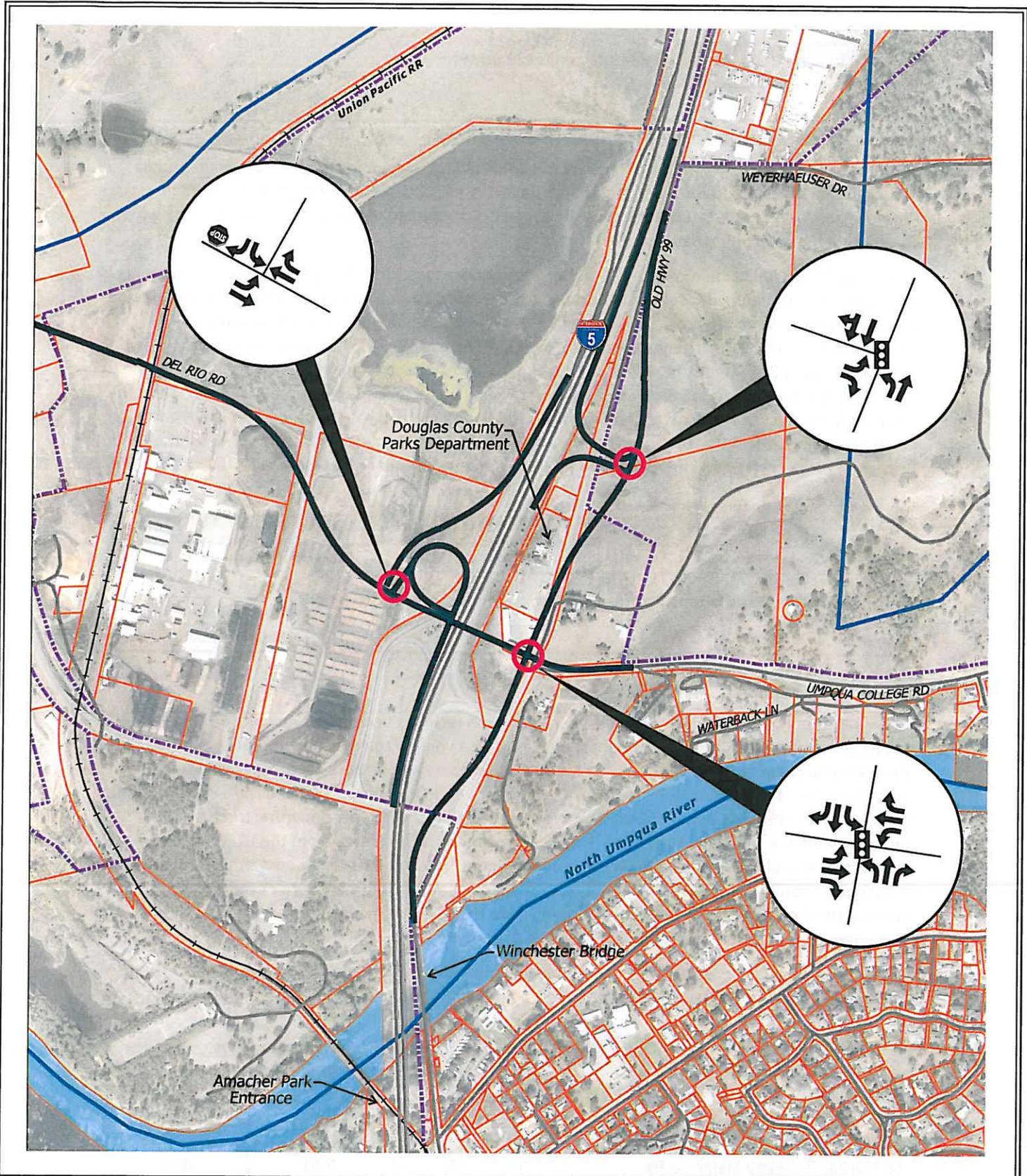
2027 Future Weekday  
PM Peak Hour  
Traffic Volumes

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**LEGEND**

- Proposed Roadway
- Study Area
- Roseburg UGB
- Tax Lots
- Water
- Streets
- Railroad
- Study Intersection
- Design Hour Traffic Volume



Interchange 129 IAMP **Figure 5**  
 Immediate Build Roadway  
 Improvements



LEGEND	
	Proposed Roadway
	Study Area
	Roseburg UGB
	Tax Lots
	Water
	Streets
	Railroad
	Study Intersection
	Lane Configuration
	Stop Sign
	Traffic Signal

### Immediate Build Future Traffic Operations (2027)

The future traffic volumes forecasted for the year 2027 (shown in Figure 4) were applied to the Immediate Build roadway improvements that will be constructed as part of the Interchange 129 project in 2011, and analyzed to evaluate the operational characteristics of key intersections. Because no other roadway projects are planned within the vicinity, only these improvements were assumed to be made to the existing system through the year 2027. The results are shown in Table 4.

**Table 4: Immediate Build Intersection Operations Analysis Results**

Location	OHP Mobility Standard (v/c)	HDM Mobility Standard (v/c)	2027 PM Peak Hour v/c ratio
Del Rio Rd / Umpqua College Rd & Old Highway 99	0.80	0.75	1.03
Old Highway 99 & I-5 NB Ramp Terminal	0.80	0.70	0.74
Del Rio Rd & I-5 SB Ramp Terminal	0.80	0.70	>2.0

Note: Black shaded cells indicate that the mobility standard is exceeded

While significant improvements will be made to the transportation system through the Interchange 129 project, they will not be sufficient to adequately serve forecasted traffic volumes through 2027. The intersection of the I-5 northbound ramp terminal with Old Highway 99 will operate well (per OHP standards), however, additional capacity improvements will be required at the intersection of the I-5 southbound ramp terminal with Del Rio Road and at the intersection of Old Highway 99 with Del Rio Road/ Umpqua College Road.

Freeway operations surrounding Interchange 129 were also evaluated as part of the project development process, with the results shown in Table 5. On and off-ramp connections to I-5 will be relocated as part of the improvement project, but the merging and diverging characteristics and geometrics will remain unchanged. Therefore, while the results in Table 5 indicate that the freeway movements will fail to meet ODOT's mobility standards, this is not related to the improvements being made. However, it is an indication that the freeway is becoming more congested and that mobility standards will soon be exceeded.

**Table 5: Immediate Build Freeway Operations Analysis Results**

Merging and Diverging Movements	OHP Mobility Standard (v/c)	HDM Mobility Standard (v/c)	2027 PM Peak Hour v/c ratios
I-5 NB diverge	0.70	0.65	0.88
I-5 NB merge	0.70	0.65	0.72
I-5 SB diverge	0.70	0.65	0.72
I-5 SB merge	0.70	0.65	0.82
<b>Basic Freeway Capacity</b>			
I-5 NB	0.70	0.65	0.86
I-5 SB	0.70	0.65	0.83

Note: Black shaded cells indicate that the OHP standard is exceeded

**Table 6: Exit 129 Interchange Area Ultimate Build Transportation Improvement Project Phasing**

Estimated Year of Need	Location	Project Needed	Critical Movements	Critical Movements Total Peak Hour Volume*	Resulting v/c Ratio	OHP Mobility Standard (v/c)
2020	Del Rio Road & I-5 SB Ramp	Signalize the intersection	Southbound Left / Westbound Through	535	0.55	0.80
	Del Rio Road / Umpqua College Rd & Old Hwy 99	Add an additional northbound left turn lane and accompanying westbound receiving lane - OR** - Add a southbound through/right turn lane and accompanying receiving lane	Northbound Left / Southbound Through and Right	1,230	0.75 0.71	0.80
2025	Del Rio Road / Umpqua College Rd & Old Hwy 99	Add a southbound through/right turn lane and accompanying receiving lane - OR** - Add an additional northbound left turn lane and accompanying westbound receiving lane	Northbound Left / Southbound Through and Right	1,405	0.67 0.69	0.80
2027	Del Rio Road & I-5 SB Ramp	Add a westbound through lane and accompanying receiving lane	Westbound Through/ Eastbound Left	945	0.63	0.80
<b>Additional Improvements Needed to Meet HDM Mobility Standards</b>						
2027	Old Hwy 99 & I-5 NB Ramp	Add an eastbound right turn lane	Eastbound Right / Southbound Through	1,210	0.63	0.80

\* The sum of the weekday p.m. peak hour volumes for each of the critical movements listed.

\*\* In 2020, either improvement will reduce the v/c ratio to meet the OHP mobility standard. In 2025, the complementary project will be needed to meet the OHP mobility standard.

**Table 7: Ultimate Build Intersection Operations Analysis Results**

Location	OHP Mobility Standard (v/c)	HDM Mobility Standard (v/c)	2027 PM Peak Hour v/c ratio
Del Rio Rd / Umpqua College Rd & Old Highway 99	0.80	0.75	0.64
Old Highway 99 & I-5 NB Ramp Terminal	0.80	0.70	0.63
Del Rio Rd & I-5 SB Ramp Terminal	0.80	0.70	0.63

Should the surplus property south of the interchange between I-5 and Old Highway 99 develop as a commercial use in the future, additional improvements may be needed. While an updated analysis of system needs would be required at the time the Douglas County Comprehensive Plan is amended to allow for such development, additional improvements may include:

- Del Rio Road/ Umpqua College Road & Old Highway 99: Modify northbound right turn lane to a shared through/right turn lane and accompanying receiving lane
- Old Highway 99 & I-5 NB Ramp Terminal: Add a southbound right turn lane and a northbound through lane with accompanying receiving lane
- Old Highway 99 & I-5 SB Ramp Terminal: Add an eastbound through lane and accompanying receiving lane

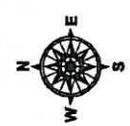
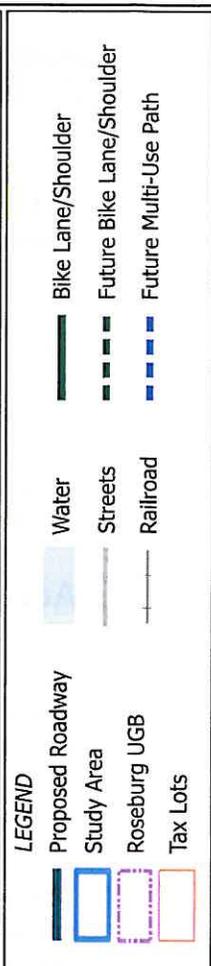
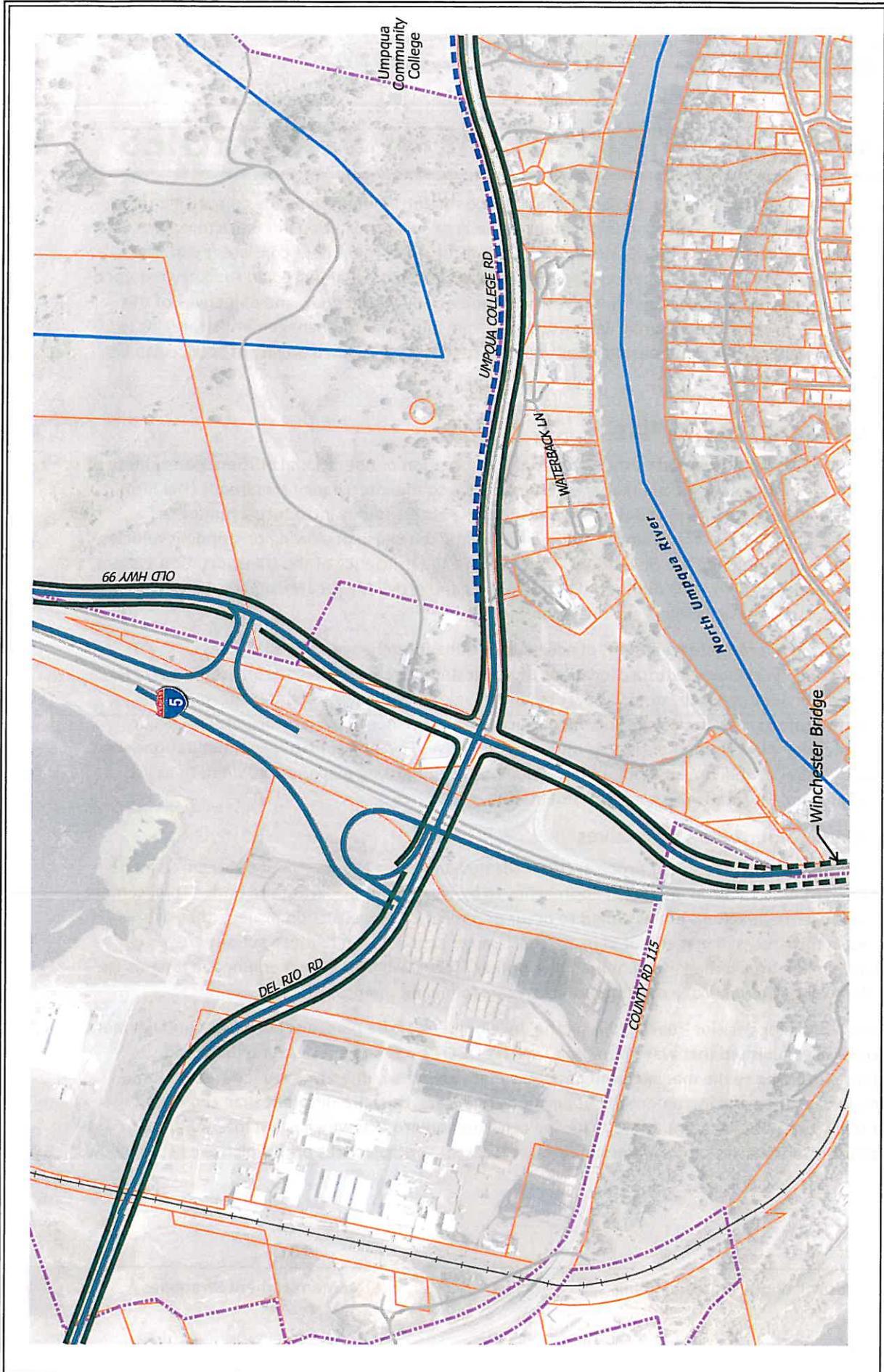
## Pedestrian and Bicycle Improvements

As part of the interchange improvement project beginning in 2011, sidewalk will be constructed on Del Rio Road from the I-5 southbound ramp terminal to Old Highway 99, on Umpqua College Road from Old Highway 99 to a point approximately 660 feet east, and on Old Highway 99 from the Winchester Bridge to a point approximately 600 feet north of the intersection with Del Rio Road/Umpqua College Road. Signalized crossing opportunities for pedestrians will be provided at the I-5 northbound ramp terminal and at the intersection on Old Highway 99 with Del Rio Road/Umpqua College Road. This will provide facilities for pedestrian travel through most of the interchange area within the UGA and will connect to existing sidewalks on the Winchester Bridge to connect this area to the rest of the city to the south.

Sidewalk infill on remaining segments within the UGA should occur as part of future land use actions to serve new development. This may include additional sidewalk on Del Rio Road west of the I-5 southbound ramp terminal and a short extension of the sidewalk on Old Highway 99 towards the northern UGB. This network of sidewalks will also be complimented by a planned project in the Douglas County TSP that will construct a multiuse path adjacent to Umpqua College Road from Old Highway 99 to the college and North Umpqua River. Pedestrian facilities that will be present following the Interchange 129 reconstruction, as well as those described above that will still be needed, are illustrated in Figure 7.

Designated bike lanes will also be provided where sidewalk is being constructed as noted above. On Old Highway 99, the bike lanes will gradually taper into the travel lanes as the roadway approaches the Winchester Bridge, which is currently too narrow to accommodate bike lanes. Douglas County has classified Old Highway 99 as a Class III Bikeway, which is an on-roadway facility designated by signing and striping (e.g., bike lanes). Therefore, the bike lanes through the interchange area will eventually be integrated into a continuous network of bike lanes extending to the north and south. However, given the cost of widening the Winchester Bridge, it may be some time before bike lanes are available over that segment of Old Highway 99. Until then, bicyclists will be required to share the road with motor vehicles over the bridge.

Where sidewalk is not being constructed, 5 to 8-foot wide shoulders will be available for bicycle use. Bicycle facilities and needs are shown in Figure 8.



**Figure 8**

**Interchange 129 IAMP  
Bicycle Facilities**

1. Within 1,320 feet of the I-5 northbound and southbound ramp terminals, meet, or move in the direction of meeting, ODOT's adopted access management spacing standards for access to interchange areas as defined in OAR 734-051-125, while recognizing the needs of existing development. According to OAR 734-051-125 and Table 5 (Minimum Spacing Standards Applicable to Freeway Interchanges with Multi-Lane Crossroads), the applicable spacing standards require:
  - A minimum of 1,320 feet between an interchange ramp terminal and the first intersection where left turns are allowed;
  - A minimum of 1,320 feet between an interchange ramp terminal and the first right-in/right-out only approach on the right (when traveling away from the ramp terminal); and
  - A minimum of 1,320 feet between an interchange ramp terminal and the last right-in/right-out only approach on the right (when traveling towards the ramp terminal).

Where the term, "interchange ramp terminal" is used above, it refers to the center of the ramp intersection with the crossroad or the nearest end of a ramp taper, whichever configuration is applicable.

2. The extent of the access management plan for medium and long-range actions will be limited to the segments of Del Rio Road, Umpqua College Road, and Old Highway 99 within 1,320 feet of the I-5 northbound and southbound ramp terminals.
3. In attempting to meet access management spacing standards, exceptions may be allowed to take advantage of existing property boundaries and existing or planned public streets, and to accommodate environmental constraints.
4. Replace private approaches with public streets, where feasible, to provide consolidated access to multiple properties.
5. Develop short, medium, and long-range actions for access management implementation, where short-range actions will include those that are anticipated to be implemented as part of the bridge reconstruction project. Medium and long-range actions will include those to be implemented as part of land development or future public construction projects by ODOT, the City of Roseburg, or Douglas County, with those currently in-process or programmed to occur within the next 5 years being classified as "medium-range". As the timing of property redevelopment and future construction projects is uncertain and cannot be predicted, the labeling of actions as medium or long-range is only intended to be a guide and should not be used to establish a required order of implementation. Any action should be implemented as opportunities arise, regardless of timing.
6. Proposed actions shall not prevent properties from maintaining reasonable access to the transportation system where available under existing conditions.
7. Provide a guide for the placement of future traffic controls within the interchange area to facilitate the orderly movement of traffic on the interchange crossroads.
8. Where approaches to the subject roadways are to remain upon consideration of the preceding objectives, such approaches should be aligned on opposite sides of roadways where feasible to reduce turning conflicts.

**Table 8 (continued): Access Management Plan Actions**

Approach #	Short-Range Action
7A	Remove and relocate existing approach (see approach 7B)
7B	Construct new approach
8	Remove and relocate existing approach (see approach 7B)
9	Remove and relocate existing approach (see approach 7B)
10	Remove and relocate existing approach (see approach 7B)
11A	Remove and relocate existing approach (see approach 11B)
11B	Construct new approach
12	Remove and relocate existing approach (see approach 11B)
13A	Modify and relocate existing approach (see approach 13B)
13B	Construct new intersection approach
14	Remove and relocate existing approach (see approach F1)
15A	Remove and relocate existing approach (see approach 15B)
15B	Construct new ramp approach
16A	Remove and relocate existing approach (see approach 16B)
16B	Construct new ramp approach
17A	Remove and relocate existing approach (see approach F3)
17B	Construct new frontage road approach
18A	Remove and relocate existing approach (see approach 18B)
18B	Construct new intersection approach
19	Remove and relocate existing approach (see approach F3)
20	Remove and relocate existing approach (see approach F3)
21	Remove and relocate existing approach (see approach F2)
<b>New Frontage Road off of Old Highway 99</b>	
F1	Construct new approach
F2	Construct new approach
F3	Construct new approach
Approach #	Medium-Range Action
	No in-process development or construction projects known. Future actions will be considered as long-range.
Approach #	Long-Range Action
<b>Old Highway 99</b>	
	Should access to the property bounded by I-5 to the west, Del Rio Road to the north, and Old Highway 99 to the east be needed in the future, it should be located on Old Highway 99 towards the southern end of the property while avoiding turning conflicts with approach 17B.

## Future Traffic Controls

The placement of future traffic control devices in the IAMP area can have a significant impact on the quality of operation and safety provided by the transportation system. The following recommendations regarding traffic controls are not comprehensive and are intended to supplement, not replace, agency standards.

### Traffic Signals

Upon completion of the bridge replacement project, the intersections of Old Highway 99 at Del Rio Road/ Umpqua College Road and Old Highway 99 at the I-5 northbound ramp terminal will be controlled with traffic signals. While no other traffic signals will be present within the interchange area at that time, early planning to guide the orderly installation of traffic signals in the IAMP area will provide further protection of the infrastructure investment.

In evaluating future signal proposals, a traffic engineering investigation will need to be conducted to ensure that the proposed signal does not negatively impact the signals at the intersections of Old Highway 99 at Del Rio Road/ Umpqua College Road and Old Highway 99 at the I-5 northbound ramp terminal, as well as the recommended future signal at the intersection of Del Rio Road at the I-5 southbound ramp terminal. Because poor progression of traffic and lack of adequate vehicle queue storage can degrade the long-term safety and operations of the area roadways, regulating the minimum spacing between future traffic signals will help maintain efficient operation as traffic volumes grow. A distance of at least 1,320 feet between these signals and new signals is to be required wherever feasible. In establishing the timing plans for all future signals, priority shall be given to the efficient operation of the interchange ramp terminals and the ability of the interchange crossroads to carry traffic away from the interchange.

Any proposed future signal in the IAMP area that is not found to be compatible with the signals at the intersections of Old Highway 99 at Del Rio Road/ Umpqua College Road and Old Highway 99 at the I-5 northbound ramp terminal, as well as the future signal on Del Rio Road at the I-5 southbound ramp terminal, over a 20-year period should not be approved for construction.

### Medians & Traffic Separators

To provide further control of turning movements at approaches that are anticipated to remain within the 1,320-foot spacing standard of the interchange ramp terminals and to eliminate potential turning conflicts between offset approaches, the future installation of medians or traffic separators on interchange crossroads may be necessary. Because the installation of these devices may require additional roadway width, early planning and identification of areas of potential applications can allow for appropriate roadway design during future improvement projects.

The future five-lane cross-section anticipated for Del Rio Road and Old Highway 99 upon completion of recommended improvements to provide for adequate operation of area roadways may worsen the effects of turning movements to and from area properties as the number of lanes crossed increases and vehicles traveling in opposing directions share center turn lanes. The area of primary concern is the segment of Old Highway 99 from the I-5 northbound ramp terminal to the Del Rio Road/ Umpqua College Road intersection. Therefore, as part of future improvement projects, this segment should be designed to accommodate some type of positive separation in the median, whether it is to be a raised median or a smaller traffic separator. The timing of actual installation of positive separation shall be determined by ODOT staff as adjacent lands develop and as traffic characteristics change in the future.

**Turn Restrictions & Approach Design**

Conditions of use, including but not limited to approach design and the restriction of turning movements allowed, may be applied by ODOT through the approach application process. Unless specifically stated, the actions in this plan do not guarantee that all turning movements will be allowed to/from an approach.

**Maintenance & Modernization of Legal Approaches**

The actions listed in this plan shall not prevent the reconstruction of legal approaches as necessary to meet City, County, or ODOT standard design, as applicable. This provision is not intended to apply to conditions related to ODOT projects or actions resulting in a "Change in Use" of an approach as defined in OAR 734-051-0045.

# CHAPTER 5: IAMP IMPLEMENTATION AND ADOPTION

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As land continues to develop within the interchange area, compliance will be required with the access management plan and land use management strategy and policies included in this IAMP. As part of the adoption of the IAMP, a number of amendments will be made to state and local documents, plans, and regulations that will implement the IAMP. These include amendments to the City of Roseburg and Douglas County Comprehensive Plans and Transportation System Plans.

It is anticipated that ODOT will adopt the IAMP, and that the City and County will co-adopt and/or incorporate policy provisions of the IAMP into their respective plan and implementation programs to protect the function of the interchange for current and future users. The purpose of the IAMP and function of the interchange are defined in this document. Separate adoption processes for the plans and implementing measures are envisioned for each agency. This section summarizes the implementation roles and responsibilities for the respective jurisdictions.

## **ODOT/State of Oregon Implementing Actions**

### **Project Construction**

- ODOT will complete the Interchange 129 reconstruction project, including the segment of the Del Rio Road realignment from Old Highway 99 to a point approximately 2,000 feet to the west.

### **Agency Coordination**

- ODOT is committed to working with its local partners in monitoring and reviewing land use decisions within the Interchange 129 interchange area and coordinating with City and County officials in the review of comprehensive plan amendments, zone changes and/or amendments to the UGMA to ensure the continued functioning of this interchange consistent with this IAMP.

## **City of Roseburg Implementing Actions**

### **Land Use and Access Management**

- The City of Roseburg has been an active participant in the development of this IAMP and supports the effective implementation of access management standards and the conservation of the prime industrial site shown on Figure 10 for industrial employment uses.

### **Policy Actions**

- In accordance with the UGMA and IAMP policies, Roseburg will coordinate on proposed comprehensive plan and LUDO amendments, zone changes, changes to the UGMA, and development applications that may adversely affect the transportation system within the interchange planning area.
- The City incorporate Interchange 129 IAMP policies and the recommended transportation improvement projects listed in Table 6 into its applicable plans.

## **IAMP Adoption**

It is anticipated that the adoption sequence will be as follows:

1. 45-day notice of initial public hearing to consider adoption of the IAMP and UGMA amendments sent to state agencies by City and County.
2. City/County planning commission advisory hearing to hear public testimony; deliberative hearings may be conducted separately or jointly at the discretion of the two bodies.
3. County Commission legislative adoption hearing to co-adopt the IAMP and UGMA amendments with coordinated staff report, public testimony, and deliberation.
4. City Council legislative adoption hearings to co-adopt the IAMP and UGMA amendments with coordinated staff report, public testimony, and deliberation.
5. Oregon Transportation Commission adoption hearing would take place at the first available meeting date after local adoption to consider amending the Oregon Highway Plan to include the I-5 Interchange 129 IAMP.

# **APPENDIX A: IAMP STUDY PARAMETERS**

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The purpose of this planning effort is to evaluate the operation of Interchange 129, assess the limitations and issues of concern, and in general terms, identify possible future long-range needs attributable to planned development in the area. The IAMP will recommend operational and physical improvements and access management techniques to provide efficient operation of the interchange and accommodate planned local land use.

The Oregon Administrative Rule (OAR) 734-051-0155(6) states: “Interchange Area Management Plans are required for new interchanges and should be developed for significant modifications to existing interchanges....” This IAMP will be prepared in accordance with the recommendations in the above OAR because of planned modifications to Interchange 129. The purpose of the IAMP is to protect the function of the interchange and to protect the investment made by the State for a period of at least 20 years. The use of a 20-year planning period was chosen for this project to comply with the Transportation Planning Rule requirements and guidance from the Federal Highway Administration regarding project planning. New interchanges are very costly and it is in the interest of the State, local governments and the citizens to ensure that the interchange functions efficiently.

## **Problem Statement**

This section describes the problem that will be addressed by the Interchange 129 IAMP. This problem statement serves as the basis for alternatives evaluation criteria and the benchmark against which to measure the plan’s success. The modernization of Interchange 129 constitutes a major change to the study area’s transportation network. One of the problems that will be resolved by this IAMP is how to integrate the modified interchange into the study area in a way that balances state highway transportation needs with local land use. Existing problems such as geometrical deficiencies, poor sight distance, access spacing, reoccurring crashes, lack of pedestrian facilities and heavy truck traffic at the interchange ramps will be also addressed by the IAMP.

Traffic weaving conditions north of the I-5 southbound off-ramp will not be a problem, since it will be moved south of Roseburg prior to the modernization of Interchange 129.

## **Interchange Function Definition**

Interchange 129 lies within the Roseburg Urban Growth Boundary (UGB), but outside of the Roseburg city limits. Interchange 129 provides access to the Old Oakland-Shady Highway (Highway 99) and Del Rio Road (County Road 115). The southbound interchange I-5 ramp terminals intersect with Del Rio Road, and the northbound interchange I-5 ramp terminals intersect with the Old Highway 99. The Umpqua College Road is also located within the study area. The 1999 Oregon Highway Plan identifies I-5 as an Interstate Freeway within the study area. The Old Highway 99, Del Rio Road and Umpqua College Road fall under Douglas County jurisdiction. The Douglas County