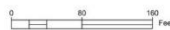


Exhibit 1 OR-99 & Garfield Street		South Stage Road Extension Plan Overpass/Underpass and Interchange Alternative	
Purpose	This project will update the mobility standards at OR-99/Garfield Street.		
Description	The existing building, rail line, and railroad crossing prevent the ability to construct additional through or turn lanes to accommodate forecasted year 2045 demand. This project would develop and adopt an alternative mobility standard for the intersection to accommodate forecasted year 2045 demand.		
Roadway Characteristics	<ul style="list-style-type: none"> – Jurisdiction: ODOT (Oregon Department of Transportation) – Intersection Control Type: Signal – Functional Classification: Urban Other Principal Arterial – Freight Route Designation: City of Medford Freight Routes – Existing PM Peak Hour TEV: 3,715 (Source: 2019 Traffic Counts) – 2045 PM Peak Hour TEV (Overpass/Underpass): 4,256¹ – 2045 PM Peak Hour TEV (Interchange): 4,020¹ 	<ul style="list-style-type: none"> – Posted Speed: OR-99 (40 mph), Garfield Street (35 mph) – Pedestrian Facilities: Sidewalk gaps along west side of OR-99, sidewalks on other legs – Bike Facilities: (5' on all legs) – Transit Facilities: Bus stops on the east leg 	
How Improvement Addresses Deficiencies	<p>Existing/Future Need:</p> <ul style="list-style-type: none"> – The intersection is projected to not meet ODOT's standards under the 2045 condition. 	<p>With Improvement:</p> <ul style="list-style-type: none"> – The alternative mobility standard will allow development to be accommodated through year 2045. 	
Additional Considerations	N/A		
Cost Opinion	\$50,000		

¹Traffic volumes forecasted from the Southern Oregon Activity Based Model.



Legend
Right-of-Way Impacts



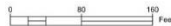
OR-99 & N Phoenix-Bolz Road
Overpass/Underpass Alternative

<p>Purpose</p>	<p>This project will improve intersection operations to meet mobility standards and provide adequate storage for vehicles making the northbound right-turn, eastbound left-turn, and eastbound right-turn movements. This project is specific to the Overpass/Underpass Alternatives.</p>	
<p>Description</p>	<p>This project will construct separate right- and left-turn lanes on the west leg of the intersection with 100 feet of storage. A second right-turn lane will be constructed on the south leg. Both northbound right-turn lanes will have 125 feet of striped storage.</p>	
<p>Roadway Characteristics</p>	<ul style="list-style-type: none"> – Jurisdiction: ODOT (Oregon Department of Transportation) – Intersection Control Type: Signal – Functional Classification: OR-99 (Other Principal Arterial), N Phoenix-Bolz Road (Minor Arterial) – Freight Route Designation: OR-99 (City of Phoenix Goods Movements Routes) – Existing PM Peak Hour TEV: 2,358 (Source: 2023 Traffic Counts) – 2045 PM Peak Hour TEV (Overpass/Underpass): 3,017¹ 	<ul style="list-style-type: none"> – Posted Speed: OR-99 (45 mph), N Phoenix-Bolz Road (20-30 mph) – Pedestrian Facilities: Sidewalks (7' on all legs) – Bike Facilities: (5' on north, south, and east legs) – Transit Facilities: Far side bus stop on OR-99 NB
<p>How Improvement Addresses Deficiencies</p>	<p>Existing/Future Need:</p> <ul style="list-style-type: none"> – The existing intersection is signalized with only one northbound right-turn lane and a shared eastbound left/through/right-turn lane. – The intersection is projected to not meet ODOT's standards under the 2045 condition. 	<p>With Improvement:</p> <ul style="list-style-type: none"> – Addresses future increase in traffic volumes by improving the intersection operations to meet ODOT's standards and provide adequate storage for turning vehicles. – Feasible to construct with minimal environmental impacts.
<p>Additional Considerations</p>	<p>This project will require coordination with utilities and will include traffic signal reconstruction.</p>	
<p>Cost Opinion</p>	<p>\$1,640,000</p>	

¹Traffic volumes forecasted from the Southern Oregon Activity Based Model.



Legend
Right-of-Way Impacts



OR-99 & N Phoenix-Bolz Road
Interchange Alternative

Purpose	This project will improve intersection operations to meet mobility standards and provide adequate storage for vehicles making the eastbound left-turn and eastbound right-turn movements. This project is specific to the Overpass/Underpass Alternatives.	
Description	This project will construct separate right- and left-turn lanes on the west leg of the intersection with 100 feet of storage.	
Roadway Characteristics	<ul style="list-style-type: none"> – Jurisdiction: ODOT (Oregon Department of Transportation) – Intersection Control Type: Signal – Functional Classification: OR-99 (Other Principal Arterial), N Phoenix-Bolz Road (Minor Arterial) – Freight Route Designation: OR-99 (City of Phoenix Goods Movements Routes) – Existing PM Peak Hour TEV: 2,358 (Source: 2023 Traffic Counts) – 2045 PM Peak Hour TEV (Interchange): 2,728¹ 	<ul style="list-style-type: none"> – Posted Speed: OR-99 (45 mph), N Phoenix-Bolz Road (20-30 mph) – Pedestrian Facilities: Sidewalks (7' on all legs) – Bike Facilities: (5' on north, south, and east legs) – Transit Facilities: Far side bus stop on OR-99 NB
How Improvement Addresses Deficiencies	<p>Existing/Future Need:</p> <ul style="list-style-type: none"> – The existing intersection is signalized with a shared eastbound left/through/right-turn lane. – The intersection is projected to not meet ODOT's standards under the 2045 condition. 	<p>With Improvement:</p> <ul style="list-style-type: none"> – Addresses future increase in traffic volumes by improving the intersection operations to meet ODOT's standards and provide adequate storage for turning vehicles. – Feasible to construct with minimal environmental impacts.
Additional Considerations	This project will require coordination with utilities.	
Cost Opinion	\$681,000	

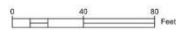
¹Traffic volumes forecasted from the Southern Oregon Activity Based Model.



Golf View Drive & Juanipero Way
 Overpass/Underpass and Interchange Alternative

Purpose	This project is projected to improve intersection operations to meet the City's standards.	
Description	This project will convert the intersection from two-way stop control (TWSC) to all-way stop control (AWSC) so that the intersection is projected to meet the City's standard of LOS D. Lane configuration changes will be updated by the Centennial Golf Course development. Only the AWSC change is needed as part of this project.	
Roadway Characteristics	<ul style="list-style-type: none"> - Jurisdiction: City of Medford - Intersection Control Type: TWSC - Functional Classification: Juanipero Way (Major Collector), Golf View Drive (Major Collector) - Freight Route Designation: None - Existing PM Peak Hour TEV: 259 (Source: 2019 Traffic Counts) - 2045 PM Peak Hour TEV (Overpass/Underpass): 1,122¹ - 2045 PM Peak Hour TEV (Interchange): 996¹ 	<ul style="list-style-type: none"> - Posted Speed: Juanipero Way (25 mph), Golf View Drive (25 mph) - Pedestrian Facilities: Sidewalks (5' on all legs except the south side of the east leg) - Bike Facilities: (5' on all legs) - Transit Facilities: Bus stops along Juanipero Way EB and Golf View Drive NB
How Improvement Addresses Deficiencies	<p>Existing/Future Need:</p> <ul style="list-style-type: none"> - The existing intersection has three legs and operates as TWSC. - The intersection is projected to not meet the City of Medford's standards under the 2045 condition. - It is assumed that Golf View Drive will be extended in the future and there will be a south leg on the intersection. 	<p>With Improvement:</p> <ul style="list-style-type: none"> - Addresses future increase in traffic volumes by improving the intersection operations to meet the City's standards. - Feasible to construct with little to no right-of-way or environmental impacts.
Additional Considerations	This project may be implemented in tandem with the Centennial Golf Course development and extension of Golf View Drive to the south.	
Cost Opinion	\$11,000	

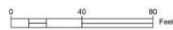
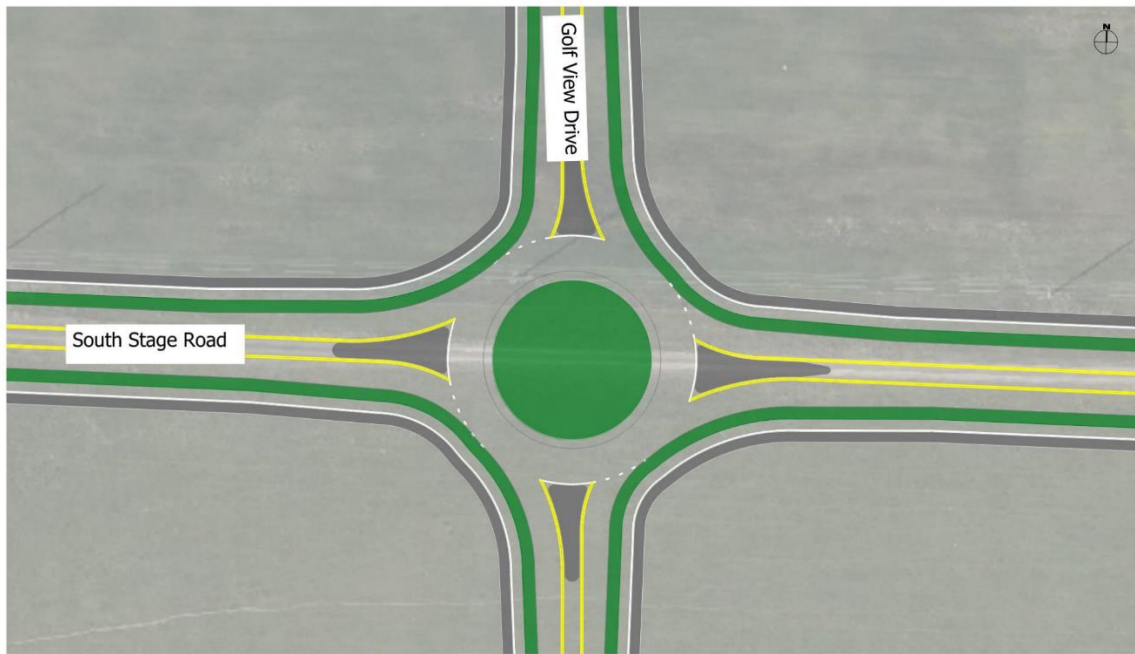
¹Traffic volumes forecasted from the Southern Oregon Activity Based Model.



North Phoenix Road & South Stage Road
Overpass/Underpass and Interchange Alternative

Purpose	This project is projected to improve the intersection operations to meet the City's standards.	
Description	This project will convert the intersection from TWSC to a roundabout so that the intersection is projected to meet the City's standard of LOS D. The roundabout should have landscape buffers separating the adjacent 6-foot sidewalk and 6.3-foot bike lanes at the intersection with the South Stage Road extension.	
Roadway Characteristics	<ul style="list-style-type: none"> – Jurisdiction: City of Medford (assumed) – Intersection Control Type: None – Functional Classification: N Phoenix Road (Minor Arterial) – Freight Route Designation: N Phoenix Road (County Freight Routes) – Existing PM Peak Hour TEV: N/A – 2045 PM Peak Hour TEV (Overpass/Underpass): 2,156¹ – 2045 PM Peak Hour TEV (Interchange): 2,218¹ 	<ul style="list-style-type: none"> – Posted Speed: N Phoenix Road (40 mph), South Stage Road (45 mph, assumed) – Pedestrian Facilities: None – Bike Facilities: None – Transit Facilities: None
How Improvement Addresses Deficiencies	<p>Existing/Future Need:</p> <ul style="list-style-type: none"> – The intersection is projected to not meet the City of Medford's standards under the 2045 condition with TWSC. 	<p>With Improvement:</p> <ul style="list-style-type: none"> – Addresses future increase in traffic volumes by improving the intersection operations to meet the City's standards. – Feasible to construct with little environmental impacts.
Additional Considerations	This project will require coordination with utilities and the Padigan Winery.	
Cost Opinion	\$6,593,000	

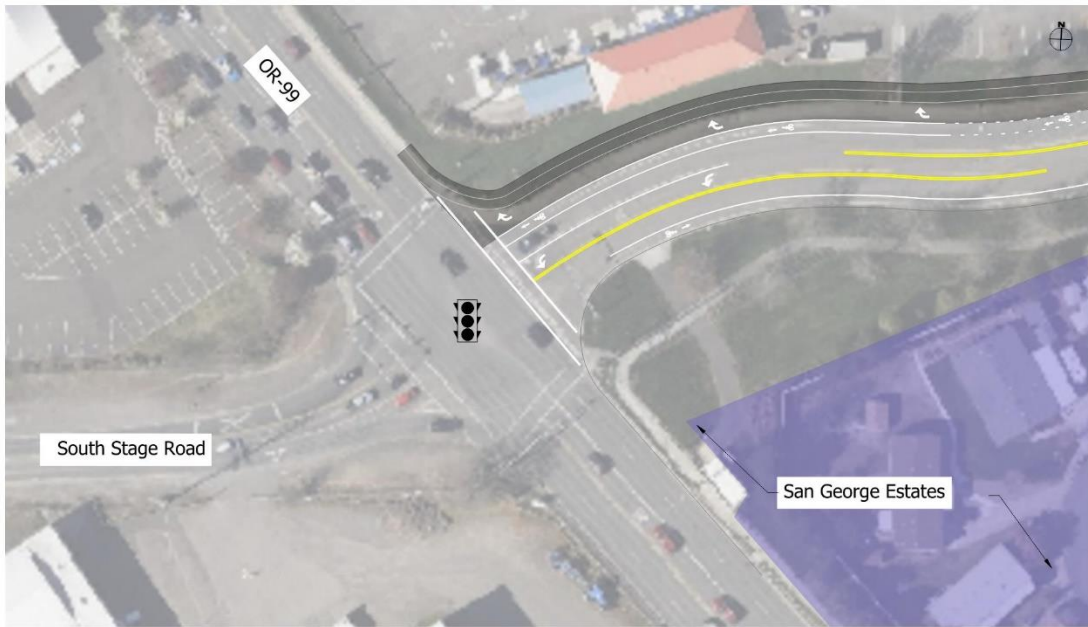
¹Traffic volumes forecasted from the Southern Oregon Activity Based Model.



Golf View Drive & South Stage Road
Overpass/Underpass and Interchange Alternative

Purpose	This project is projected to improve the intersection operations to meet the City's standards.	
Description	This intersection does not currently exist but will in the future as part of the South Stage Road and Golf View Drive extensions. Construct a single lane roundabout with access on all four approaches to accommodate future planned public and private development funded roadway approaches. The roundabout should have landscape buffers separating the adjacent 6-foot sidewalk and 6.3-foot bike lanes at the intersection.	
Roadway Characteristics	<ul style="list-style-type: none"> - Jurisdiction: City of Medford (assumed) - Intersection Control Type: None - Functional Classification: None - Freight Route Designation: None - Existing PM Peak Hour TEV: N/A - 2045 PM Peak Hour TEV (Overpass/Underpass): 1,419¹ - 2045 PM Peak Hour TEV (Interchange): 1,573¹ 	<ul style="list-style-type: none"> - Posted Speed: None - Pedestrian Facilities: None - Bike Facilities: None - Transit Facilities: None
How Improvement Addresses Deficiencies	<p>Existing/Future Need:</p> <ul style="list-style-type: none"> - The intersection is projected to not meet the City of Medford's standards under the 2045 condition with TWSC. 	<p>With Improvement:</p> <ul style="list-style-type: none"> - Addresses future increase in traffic volumes by improving the intersection operations to meet the City's standards. - Feasible to construct with little environmental impacts.
Additional Considerations	This project will require coordination with utilities.	
Cost Opinion	\$5,038,000	

¹Traffic volumes forecasted from the Southern Oregon Activity Based Model.



South Stage Road
Extension Plan

Legend
Right-of-Way Impacts

0 40 80 feet

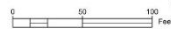
OR-99 & South Stage Road
Overpass/Underpass and Interchange Alternative

Purpose	This project will improve intersection operations to meet mobility standards and provide adequate storage for vehicles making the westbound right-turn movement.	
Description	This project will construct a separate right-turn lane on the east leg of the intersection with 275 feet of storage.	
Roadway Characteristics	<ul style="list-style-type: none"> – Jurisdiction: ODOT (Oregon Department of Transportation) – Intersection Control Type: Signal – Functional Classification: OR-99 (Other Principal Arterial), South Stage Road (Minor Arterial) – Freight Route Designation: OR-99 (NHS Freight Route and County Freight Routes), South Stage Road (City of Medford Freight Routes) – Existing PM Peak Hour TEV: 2,088 (Source: 2023 Traffic Counts) – 2045 PM Peak Hour TEV (Overpass/Underpass): 3,294¹ – 2045 PM Peak Hour TEV (Interchange): 3,107¹ 	<ul style="list-style-type: none"> – Posted Speed: OR-99 (45 mph), South Stage Road (45 mph) – Pedestrian Facilities: Sidewalks (7' on the east side of OR-99 and 8' on the east leg of South Stage Road on the north side) – Bike Facilities: (5' on the east leg of South Stage Road) – Transit Facilities: Bus stops NB and SB on OR-99
How Improvement Addresses Deficiencies	<p>Existing/Future Need:</p> <ul style="list-style-type: none"> – The existing signalized intersection currently only has a westbound through-right lane. – The westbound right-turn queue length is projected to exceed the existing storage under the 2045 condition. 	<p>With Improvement:</p> <ul style="list-style-type: none"> – Addresses future increase in traffic volumes by providing adequate storage for turning vehicles. – Feasible to construct with minimal environmental impacts.
Additional Considerations	This project will require coordination with utilities.	
Cost Opinion	\$684,000	

¹Traffic volumes forecasted from the Southern Oregon Activity Based Model.



Legend
Right-of-Way Impacts



Samike Drive-Devonshire Lane & South Stage Road
Overpass/Underpass and Interchange Alternative

Purpose	This project is projected to improve the intersection operations to meet the City's standards.	
Description	This project will convert the intersection from having a yield sign on the north leg and stop sign on the south leg to a signal so that the intersection is projected to meet the City's standard of LOS D. The South Stage Road extension will construct an east leg on the intersection. The east leg is currently the entrance to the Bear Creek Greenway. A 14-foot multi-use path will be constructed on the north side of South Stage Road. The west leg will be converted to a left-turn lane and a shared through/right-turn lane.	
Roadway Characteristics	<ul style="list-style-type: none"> - Jurisdiction: City of Medford - Intersection Control Type: TWSC/Yield - Functional Classification: Samike Drive (Local), Devonshire Lane (Local, South Stage Road (Minor Arterial) - Freight Route Designation: South Stage Road (City of Medford Freight Route) - Existing PM Peak Hour TEV: 199 (Source: 2023 Traffic Counts) - 2045 PM Peak Hour TEV (Overpass/Underpass): 1,320¹ - 2045 PM Peak Hour TEV (Interchange): 1,733¹ 	<ul style="list-style-type: none"> - Posted Speed: South Stage Road (45 mph) - Pedestrian Facilities: Sidewalks (5' on all legs) - Bike Facilities: (5' on the west leg) - Transit Facilities: None
How Improvement Addresses Deficiencies	<p>Existing/Future Need:</p> <ul style="list-style-type: none"> - The existing intersection operates as TWSC/Yield control and has three legs. - The intersection is projected to not meet the City of Medford's standards under the 2045 condition. 	<p>With Improvement:</p> <ul style="list-style-type: none"> - Addresses future increase in traffic volumes by improving the intersection operations to meet the City's standards. - Feasible to construct with little to no right-of-way or environmental impacts.
Additional Considerations	This project will require coordination with utilities.	
Cost Opinion	\$1,510,000	

¹Traffic volumes forecasted from the Southern Oregon Activity Based Model.