



# Highway 62 Corridor Project

**Date:** August 2, 2006

**From:** Pat Foley, RVCOG

**Re:** **PROJECT DEVELOPMENT TEAM (PDT) MEETING  
MINUTES for July 27, 2006**

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**PDT Members in Attendance:** Brian Dunn, David Elliott, Skip Knight, Dale Lininger, Kelly Madding, Jerry Marmon, Dan Moore and Suzanne Myers,

**Members Absent:** Donna Beck, Nick Fortey, Mark Gibson, and Mike Quilty

**Location:** Jackson Co. Public Works Auditorium, Mosquito Lane, White City

**Staff:** Martha Richards, URS; Debbie Timms, Chris Zelmer and Susan Landis, ODOT; Kim Parducci and Mike Arneson JRH; Gary Shaff, Gary Shaff & Associates; Pat Foley, RVCOG

**Guests:** 10 members of the public, Mike Montero, CAC Chair, and Shirley Roberts, ODOT

## **1.0 Approval of Minutes**

Jerry Marmon, ODOT

Jerry convened the meeting at 9:05 AM. He then asked if there were any changes or additions to the May 25, 2006 minutes. The minutes were approved as written.

## **2.0 Citizens Advisory Committee Update**

Mike Montero, CAC Chair

Mike Montero reported that there was a large public turnout for last night's CAC meeting. The participation from members of the community was totally constructive and very respectful. He feels that this is the best public meeting he had ever attended. The public's input was very good. The CAC did not address the Land Use Subcommittee's report because of time constraints. The PDT will not have a recommendation from the CAC on this issue. The CAC did go through the recommendations made by the Access Management Subcommittee. The CAC did forward a recommendation to the PDT to adopt the findings of the subcommittee. The CAC looked at the South Terminus Option and the new South Terminus Split Diamond Option. Based on the information presented regarding the new

South Terminus Split Diamond Option, the CAC feels that this is a viable alternative and they are strongly encouraging the PDT to do further analysis. Regarding the North Terminus Option, the CAC is satisfied that the Existing Alignment has had a thorough technical evaluation. The CAC recommended unanimously that it be given no further analysis because of the adverse impacts.

Mike said that Earl Woods, Eagle Point City Councilor, was at the CAC meeting. Earl has continuously advocated having the project expand up to Eagle Point. That is beyond the scope of this project. A recommendation was made to Earl to have Eagle Point and Jackson County explore whether this is a viable long range corridor planning that they may want to include when they update their TSPs.

### **3.0 Discuss new South Terminus Option**

Mike Arneson, JRH

Mike Arneson said that the team has made refinements to the alternatives. One proposal that has been recommended by the Access Management Subcommittee is the South Terminus Split Diamond Option. Mike went on to explain what is and how a Split Diamond Interchange operates. This option would have the Bypass connect directly to the I-5 interchange and is the ultimate in the separation of uses. This option only works with the Bypass Alternative.

Regarding Split Diamond Interchange considerations for this project:

- The Split Diamond was on the table as a viable option when the Phase I EIS process was shelved
- Brought back on to the table jointly by the Access Management Subcommittee and the South Terminus Business/Property owners
- Construction and ROW costs combined are comparable to any of the other alternatives
- Frontage/backage road between Poplar and Crater Lake Avenue are not needed
- Minimal “throw-away” from the project that was just constructed
- Provides the most overall increase in capacity for the corridor (doubles the capacity of the corridor)
- Need more traffic analysis to be able to quantify the benefit of the Split Diamond

#### Discussion:

Jerry Marmon pointed out that an issue that keeps arising is the grade separation at Poplar as this would be problematic for business access. Jerry said that at this point the team is not sure what this intersection would look like but are pretty sure that it could remain at grade. Mike added that the volume on the existing highway would still be high because of local destination points within the area. We are now in the process of analyzing how much traffic would be pulled off of the existing highway.

Jerry asked if the Bypass connection to the Split Diamond would be on an embankment or elevated. Mike said that there would be four bridges and the sections between these bridges would be on an embankment.

David Elliott is concerned about traffic exiting the Expressway onto I-5 southbound. One concern is the amount of on-ramp space, will there be a problem during peak traffic hours.

Mike responded by saying that this is an area that will be studied closely. There are a lot of design elements that can be used to minimize the problem, i.e. signalization and lane configurations.

There is discussion as to whether another interchange is needed between I-5 and Vilas Road. Possible locations: Owens Drive or Cardinal. An additional interchange may pull more traffic off of Highway. This will be studied.

Skip Knight asked what if the airport needs to expand to the east. Because the Bypass is located next to the airport it may impede their ability to expand in the future. The Valley will be seeing a population of 170,000 in the next 15 to 20 years. That property may be needed to expand freight facilities.

Jerry Marmon said that the team has been in communication with Bern Case. We have compared his long term plan with the Bypass. We are pretty confident that we can make them both work.

Gary Leaming asked what the impacts would be to Withams with this Split Diamond Alternative. Mike said the other alternatives, properties will have partial takes which is a complicated issue. With the Split Diamond Alternative, Withams and Crater Lake Mazda are full buys.

Skip asked if the Split Diamond had been shown to Fred Meyers. Jim Coombes who represents Fred Meyers said that Fred Meyers agrees with all of the reasons that Mike mentioned regarding the Split Diamond considerations. We think this seems like the best solution.

Skip asked when the project is proposed to be done. Debbie Timms responded by saying we expect the EIS to be completed at the end of 2007 and the first phase of construction 2009-2010.

#### **Update of Texas Turnaround:**

Mike has been in contact with Texas DOT in order to learn transportation details regarding the Texas Turnaround. He has also been working with ODOT. Details on the Texas Turnaround:

- Texas Turnaround slip ramps are classified as interchanges
- The area surrounding the interchanges have to follow **access management guidelines**
- There are changes to the previous footprint at Vilas and Delta Waters
  - Past maps showed Delta Water connecting at Crater Lake Avenue
  - 1/4 mile is needed between interchange and intersection
    - a. Same spacing is needed at Vilas
    - b. Same configuration would be needed with the Existing Highway Alternative
  - Crater Lake Avenue would have to bulb out into residential/commercial area

Mike went on to show photos of Texas Turnarounds located in San Antonio.

## 4.0 South Terminus Business/Property Owner's Meeting

Gary Leaming, ODOT

Gary said that the second meeting with the South Terminus business and property owners on June 29<sup>th</sup> had a larger turnout than the first meeting. Gary went through the meeting agenda. Jerry Marmon explained how each of the three alternatives operates. The group then examined enlarged maps of the South Terminus. The group was invited to express their concerns and to provide input.

Concerns included:

- Loss of access from Highway 62
- Loss of business caused by proposed accesses  
→Do not like frontage and or backage roads
- Texas Turnaround would have very limited access

Input:

- Warren Cooper suggested 1) the Split Diamond concept and 2) moving the airport property to the north.

The consensus of the group was that they liked the Split Diamond with the Bypass and would like to see it studied more.

## 5.0 Access Management Subcommittee Report/Recommendation

Mike Arneson, JRH

Mike reviewed the Purpose, Process and General Items. They are:

The Purpose:

- To develop general/conceptual access management recommendations for each alternative
- The committee did not address parcel-specific access issues
- Utilize current ODOT guidelines for access management

The Process:

May 25<sup>th</sup>

- Overview of purpose and process, review of access management techniques, broad overview of each build alternative.

June 15<sup>th</sup>

- Overview of each build alternative in detail, discussion of access management issues pertinent to each alternative.

June 29<sup>th</sup>

- Focused on South Terminus issues, discussed 5 concepts, developed specific recommendations for each concept

July 13<sup>th</sup>

- Focused on North Terminus and Mid-Corridor issues, developed specific recommendations for North Terminus and Mid-Corridor

General Items:

- An overview of the importance of access management in terms of safety, capacity, and long-term protection of the investment was provided as a basis.
- Access management methods were discussed in general and some local, existing examples were used for discussion.
- The Texas Turnaround intersections were defined as interchanges by ODOT, requiring them to comply with interchange access management spacing standards

(this resulted in a significant change to the TT footprint at Delta Waters) and we identified some additional concerns along the frontage roads.

### **Texas Turnaround**

Mike reviewed 3 maps of the Texas Turnaround which showed 1) Texas Turnaround Interchange at Delta Waters, 2) Texas Turnaround Interchange at Vilas Road and 3) Texas Turnaround weave/merge issues.

- No access for 1/4 mile between Delta Waters and Crater Lake Avenue intersection
- No access for 1,000 feet on Highway 62 north and south of Delta Waters
- Vilas interchange has similar issues as those at Delta Waters
- Weave and merge issues on slip ramps

### **Discussion:**

Skip Knight asked why there had to be two lanes on the access roads. Mike said two lanes are needed to accommodate capacity for the long term.

### **South Terminus**

- The committee identified the issues unique to the South Terminus area including the proximity of the interchanges with I-5 and Biddle Road
- It was recognized that trying to provide access for Poplar Drive and nearby businesses while maintaining a high level of safety and capacity on the highway was going to be difficult
- 5 concepts were developed and evaluated for all 3 alternatives

Mike used five concept maps to show what issues were:

**Concept 1** – Crater Lake Highway as an overpass over Poplar, Corona Avenue extended to highway (right in/right out), backage road between Poplar and Crater Lake Avenue

#### **Issues:**

- Distance between highway and frontage road at Corona
- Proximity of right in/right out at Corona to exit ramp
- Deceleration on a down grade
- Loop ramp from Poplar to 62 WB – merge/weave concern
- North jug handle ramp modification
- Signal Spacing on Crater Lake Avenue

**Concept 2** – Access road off of just built ramps between Biddle and Highway 62 with signal at Poplar.

#### **Issues:**

- Connection would be to a designated interchange ramp
- ODOT argued that these are interchange ramps in previous case
- Does not address the concerns of FM and Poplar businesses
- Requires a signal at Poplar – spacing problems for City

**Concept 3** – Slip ramp off Crater Lake Highway to Poplar

#### **Issues:**

- Proximity of jug handle and gore of slip ramp
- No access to ramp before intersection at Poplar
- Signal spacing is concern on Poplar
- Signal spacing issues at Crater Lake Avenue

- Volume on the ramp likely to result in queuing on Highway 62

#### **Concept 4** – Split Diamond

##### Issues:

- Environmental
- Cost – qualitative analysis

#### **Concept 5** – Variation of Concept 1, have road off of jug handle connect to Bullock.

##### Issues:

- Remove portion of existing north jug handle
- Two entrances ramps very close together
- South side, same issues as Concept 1

The committee made specific recommendations on the above 5 concepts;

- Concept 4 (Bypass with Split Diamond) appears to be viable and should be presented to the CAC and PDT for further consideration.
- Off-ramp from Bypass to Poplar/Bullock seems viable and should be considered (Concept 1/5)
- The backage/frontage road on the south side is viable for providing access to the businesses but does not provide direct access to 62
- No access to 62 at the South Terminus. No viable solutions for providing access to 62 between the I-5 interchange and Delta Waters could be found
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##### Discussion:

Dan Moore asked if the Bypass Split Diamond Concept could work in addition to the Poplar/Bullock connection or is that separate. Mike said they could work together.

#### **Texas Turnaround**

##### Elements:

- No access to mainline of Texas Turnaround
- No access to frontage roads within 1,000 feet of crossroad
- Interchange access management standards at Delta Waters

#### **Existing Build**

##### Elements:

- No access to mainline
- Frontage/backage road between Poplar and Crater Lake Avenue
- Interchange access management standards at Delta Waters

#### **Bypass**

##### Elements:

- No access to mainline
- Frontage/backage road between Poplar and Crater Lake Avenue
- Split Diamond and off-ramp from Bypass SB to Poplar possible

#### **North Terminus**

##### **Using Agate Road Bypass**

- The committee identified the issues unique to the North Terminus area including the east-west connectivity in White City
- It was recognized that given any interchange footprint in White City, it would be difficult to provide access to any remaining businesses

##### Issues:

- Gregory, Hwy 140 Freight Route, Crater Lake Avenue, East/West connectivity

To address the disruption of the freight route the committee took into consideration the planned improvements that will extend the Hwy 140 freight route across the highway by Big R, use Agate to Avenue G on out, improve corners on Kirtland. A concern is having the Bypass on Agate may disrupt the flow. They looked at the traffic that would be pulled off the Bypass; the freight route could be rerouted onto the existing highway with improvements to Avenue G intersection. They also looked at the possibility of extending Crater Lake Avenue into White City.

### **Connection at Dutton Road (applies to all three alternatives)**

#### **Issues**

- Dutton Road – east and west sides of Highway and Antelope Creek to Shasta Avenue

#### **White City Interchange**

Mike reminded the team that staff was asked to look at ways to minimize the diamond interchange footprint in White City. Three additional maps were shown with possible configurations within White City. The third map compared the diamond interchange footprint to a single point urban diamond. The single point urban diamond interchange shows that it also has a significant impact to the core of White City.

#### **North Terminus Recommendations**

- Full access control on the Agate Bypass all the way to Dutton Road
- Explore the idea of having a signal controlled connection near Dutton instead of a directional interchange
- Under crossings at Antelope, Avenue G and Avenue H
- The comparison of SPUI versus the Diamond footprint was shown to the committee and it was determined that access issues and footprints were comparable. Generally the committee felt any concepts that used the existing highway through White City were going to require an extensive rebuild of White City and frontage roads.

Mike said that if the CAC and PDT keep the interchange options as viable options the Access Management Subcommittee would like to reevaluate options to try and provide access to the remaining businesses and residences in White City.

#### **Mid-Corridor**

- The committee identified the issues unique to the Mid-Corridor. It was thought this segment of the project, regardless of the alternative was more straightforward in terms of access management, although not without challenges.
- For the Texas Turnaround and Existing Highway Build there are still significant issues around access to the existing businesses and residences, particularly around Delta Waters and along the frontage roads.
- General recommendations were made.

Mike presented and reviewed maps of each alternative showing where access management guidelines need to be implemented.

#### **Mid-Corridor Recommendations:**

##### **Bypass Alternative**

- Full access control
- Follow ODOT access management standards

##### **Existing Alternative**

- Full access control
- Follow ODOT access management standards

### Texas Turnaround

- Full access control
- Full access control ¼ mile at interchanges
- Follow ODOT access management standards
- Turnarounds can be located as needed and do not affect access management standards for the highway

### General Recommendations

- Full access control up to the existing Highway 62/140 intersection is recommended to protect any proposed directional interchange

### Discussion

Skip Knight asked if Crater Lake Avenue is included in this process. Mike responded by saying Crater Lake Avenue would stay as is with the Bypass Alternative. Crater Lake Avenue would stay the same with the Existing Build Alternative. Crater Lake Avenue is shifted to the east with the Texas Turnaround. It would become a one way frontage road. Skip is concerned about access to Lava Lanes off of Highway 62. He feels that an access road in front of Lava Lanes would be a good idea from a safety standpoint.

Jerry Marmon said that the CAC has a formal recommendation to the PDT to accept the Access Management Subcommittee's recommendations in its entirety.

David Elliot asked if there has been discussion with Fire District No. 3. Jerry replied that ODOT has met with Fire District No. 3. They suggested where the underpasses should be located. When the final alternative is selected ODOT will meet with them again to review the details.

Skip Knight said that before we accept the CAC's recommendation in its entirety, he would like to see this item postponed until more study has been done. Jerry Marmon said that there will not be more study done on access. Jerry asked the team how they felt.

Brian Dunn said there may be a few of the recommendations that need to be dropped especially on the north end, i.e. dropping the Existing Alignment with the interchanges. I agree with the Access Subcommittee that White City will be completely split. If the committee decided to drop the Existing Alignment and go with the Agate Alignment, that would be really helpful. Jerry Marmon said this item will be included in the next agenda item. The CAC has recommended that if the Existing Alternative is selected, then these are the access management guidelines.

Kelly Madding wanted to clarify the CAC's recommendation. We are voting on a recommendation about the access in relation to all of the alternatives. We are not voting the alternatives, just the access management.

Kelly made a motion to accept the CAC's recommendation related to the Access Management Subcommittee's recommendation on access on the various alternatives that we reviewed and as we narrow down the options, if any access management issues arise, we can deal with those. Brian Dunn seconded the motion.

Vote: In Favor      6      Opposed      1

### **Break**

## 6.0 Discuss and make Recommendation

### →North Terminus Existing Build Alternative

Mike Arneson, JRH

Mike started by reviewing the North Terminus Existing Build history.

- Several options have been considered
  - 1) Interchanges
  - 2) At-grade signalized intersections
- For the most part, the north terminus issues are independent of the corridor alternatives
- Extensive effort has been made to minimize impacts while still meeting the transportation demand

Mike reviewed the Existing Highway through White City – At grade signals with Flyover at Highway 140. This CAC/PDT asked the team to review and analyze this option at their May meetings. A table summarized the findings for at grade signalized intersections at; 1) with and without flyover at Highway 140, 2) Antelope/Hwy 62, 3) Avenue G/Hwy 62 and 4) Avenue H/Hwy 62. None of the options met v/c ratios in 2030 with four lanes. The Hwy 140 flyover and Avenue H/Hwy 62 alternatives met ratios in 2030 with six lanes plus dual left turn lanes. It has been concluded that the six lane alternatives would have significant impacts.

Mike then presented 3 maps: 1) Existing Highway through White City – Standard Diamond Interchange between Hwy 140/Antelope, 2) Existing Highway through White City – Single Point Diamond Interchange between Hwy 140/Antelope and 3) Existing Highway through White City – Comparison of Standard Diamond and Single Point Diamond Interchange between Hwy 140/Antelope. The technical conclusion of the team is that they cannot find a way to continue to use the Existing Alignment through White City without building one of the above mentioned interchanges. Any other alternative that was considered will not meet the traffic demand.

Jerry Marmon said the CAC has made a recommendation to no longer study the North Terminus Options that go through White City and terminate on the existing corridor. Some of their reasons are: 1) Impacts to businesses, 2) Too disruptive to community, 3) Bisects White City, 4) Eliminates chances for White City to become self supporting, 5) Costs, etc.

#### Discussion

Dan Moore said that he concurs with the CAC reasons.

David Elliott has always been concerned with the Existing Highway Alignment. He wishes there was more weight put on the industrial areas verses the weight that has been given to environmental issues.

Brian Dunn said that another issue is that if you try to tie everything in the south, there is a huge three level interchange.

David Elliott asked if this was a good time to eliminate alternatives in the Northern Terminus or is it better to have two for analysis purposes. Brian said that it is best to move alternatives into the study that are viable.

Jerry Marmon added that if the decision is made to not look at this alternative any further, and in the future if details are found on the other alternative that make it unacceptable, then we can always put this alternative back on the table.

Kelly Madding does not think that this alternative is viable. She thinks it would dramatically change White City. This alternative puts the highway above everything else.

Dan Moore asked when the intersections, with proposed improvements at Avenues G & H, would fail. Mike said that they do not have the analysis to pinpoint the exact date. Dan went on to ask if there was discussion about going beyond the alternative mobility standards. Mike said that two of the intersections are failing now. The other two will fail in the near future. Dan said that there has been discussion in the Portland Metro area where they go to higher standards in industrial communities to accommodate growth as opposed to trying to build six lanes intersections.

Brian Dunn said those are Highway Plan Mobility Standards where this is a Highway Design Manual Standard.

Kelly Madding thinks that by increasing the width of Highway 62 or adding the interchange, everyone on the residential side would have to go somewhere else (at least for a while) to get whatever they need because all of the stores would be gone. There would have to be a lot of thought and planning where is the commercial area for White City going to exist when it is bordered by Highway 62/Highway 140 and vernal pools. You would be creating a situation where the people who live in White City would have to go someplace else to shop.

Suzanne Myers agrees with Kelly. There is a real interest in White City being a community. This would destroy that chance.

Dale Lininger goes along with Kelly. This would be very divisive and a nightmare to try and implement.

Brian Dunn made a motion to drop the Existing Alignment Alternative from further consideration. Kelly Madding seconded the motion. The vote was unanimous in favor of dropping the alternative.

## **7.0 Public Comment**

Pat Foley

Pat invited members of the public to ask questions or give comments.

Don Forrest, Fred Meyers Real Estate Department He said that they appreciate the need for the fix. Each of the alternatives has its own impacts to the stakeholders in the area but when you weigh the impacts with the benefits, it is clear in our mind that the Double Diamond concept is the best. One of the main benefits is that it has double capacity to move vehicles through the area. As stakeholders and lay persons this fix would offer the greatest shelf life. It isolates the through traffic from the local traffic which is a major concern. It also has very little thrown away. He thanked ODOT, CAC and PDT for

reaching out to the businesses owners and listening to our concerns and needs and considering those and moving forward with the various alternatives.

## **8.0 PDT Comfort Check**

Pat Foley

Brian Dunn He is fine. He is glad decisions have been made. The decisions help from a tactical standpoint.

David Elliott He is comfortable. He appreciates the feedback on all of the options. He said he wanted to add a comment regarding the article that was published in the Mail Tribune. David said he was embarrassed. He felt it undermined the work of the team when banter is going back and forth between two different opposites. He would appreciate it if those people who have an opportunity to speak to the media do respect the work that the team is doing. We are a team it is not necessarily one objective that we are looking to forward.

Dan Moore He is comfortable. He asked if the other North Terminus Option will still be studied. Jerry replied that the option that goes to the west is still being considered.

Kelly Madding She is good.

Suzanne Myers She is happy with the new South Terminus Option.

Jerry Marmon He is happy that the two teams plus the public to some degree are moving in consort towards a solution.

Dale Lininger He feels good about what was accomplished.

## **9.0 Next Steps**

Jerry Marmon

Jerry said that at the next month's meeting additional traffic analysis will be presented for the Split Diamond option. Evaluation criteria will be used to compare this alternative with the other alternatives. There will be a presentation from the Land Use Subcommittee. Two open houses are scheduled for September; September 18<sup>th</sup>, Girl Scout Auditorium and September 19<sup>th</sup>, White City Resource Center.