

## **South Central Oregon Area Commission on Transportation**

**Date:** June 30, 2005

**Time:** 12:00 P.M.

**Place:** Lake County Courthouse, Downstairs Meeting Room, Lakeview, OR

### **Called to order by Chairman Brad Winters**

**Attendance:** Brad Winters, Jim Bryant, Fred Smith, Hugh Cahill, Roberta Huddleston, Fields Flynn, Frank Villagrana, Jeff Ball, Gary Weldon, John Elliott, Melvin Dick, Mike Stinson, Al Switzer, Tonya Dowse

### **Approve minutes for April 8, 2005 – Tabled for next meeting**

#### **Area Manager's Report – Mike Stinson**

- We will be getting a new regional project manager Aug 1
- April – May worked to repair flooding – found new problems on 395 will be working on for the coming year
- 140 – 395 curve correction is postponed to next year – no response to request for bids – project is being attached to the sidewalk project for next year
- Completed paving at Riley Jct. & Valley Falls – doing a rumble border and adding flashing lights
- Paved Midland rest area
- Currently paving at Bonanza

#### **STIP 2008 – 2011 by Mike Stinson & Jim Bryant**

- Discussion of Current STIP's in operation
- Reviewed STIP Criteria for Eligibility
- Mike to write a letter of support for criteria to commission – Accepted by group consensus
- Discussion of current projects

#### **Needs List Review – by Mike Stinson & Jim Bryant**

- Requested a Technical Advisory Committee (TAC) meeting with Commissioners and Public Works officials for Klamath & Lake Counties, Klamath Falls, and Lakeview – Purpose of the meeting is to make sure all needed projects are included in the new STIP planning and that the TSP's accurately reflect updated priority projects needed.
- Question from Commissioner Switzer – Hwy. 39 & Southside Expressway not on the list – need to keep projects on list until complete, currently intersection is receiving widening, in the future may be an interchange.
- Question from Fred Smith, President KCC – Change intersection of South 6<sup>th</sup> St and Hilyard to slow traffic – Hwy 39 and Hilyard was studied three years ago, not feasible to do the study now, as pending developments come online over the next 12 – 18 mos. will look at doing another traffic study.

## **Summer Construction Projects Review – by Mike Stinson & Jim Bryant**

- Out to Ritter finishing paving – scheduled for July 31 completion
- Doak Mountain – on the schedule after July 4, holiday, cutting curves – will have 24 hr. flagging, rock is going to US Timberlands disposal site – climbing lanes scheduled to open in October.
- 97 Spring Creek Hill – have detours open to work on bridge – by July 15, cutting on Spring Creek Hill for rock fall
- M3 big rock fall – new solutions to the cultural issues – installing a grid of cables, cutting off the main knobs, anchoring will have to go up hill – seems to be acceptable to address the cultural issues.
- South of Hagelstein/Algoma to Shady Pine – recommended not to go into the rock hill any more – West side of road is phase 2, rock from removal is going to the contractor
- Warner Curves – bid awarded – looking at next year for completion
- Chemult passing lanes opened last week
- Washburn & 97 – Will be getting paved in the next two weeks, bridge replacement will go November – March
- Silver Creek Bridge – 1 bid, over budgeted – currently so much work available prices for construction have increased 20 – 30% : bid rejected
- Butte Creek – signs reading slippery when icy or wet will flash when weather bad – using sensors in road and weather stations to turn signal on & off.
- Klamath River at Memorial Drive – completed
- Spencer Creek Bridge – 1.5 M. over estimate
- 140 – Southside Expressway Left turn improvements – goes to bid 8/11
- Greensprings Bridge – 97 – on schedule
- California Ave – 97 – on schedule
- Chemult Rail Road bridge – Old bridge being used for detour, new bridge built in place of detour structure, saving about \$180,000.00

## **Highway 140 Study Update – by Mike Stinson & Jim Bryant**

- New study being proposed for Hwy 140 – East to Nevada Border – requested by trucking industry – looking a data collected in 2000 / 2001 and doing additional surveys – where are trucks from, what are they hauling, where are they going: ie I-84, I-5, 97
- Questions of who will be involved and how will they gain local input, when will study be completed – how will it change anything
- Jim Bryant feels is will help keep 140 on the State highway radar
- Mike Stinson pointed out that the other study concluded the route was not viable for any expense other than safety related – this study may show viability economic expense
- Questions – what are they comparing this route to for viability, I-5? It doesn't get as much traffic as 97 does.
- Questions – are they considering it as an alternative if I-5 was shut down?

**Adjourn: 1:00**

**Reconvene: 1:20 Attending :** Jim Bryant, Mike Stinson, Melvin Dick, John Elliott, Jeff Ball, Al Switzer, Brad Winters, Frank Villagrana, Jim Stewart, Fred Smith

**Oregon Highway Plan – by Mike Stinson & Jim Bryant**

- Latest draft is from 6/17/05
- Designation of Freight routes
- 140 from Medford to Lakeview is considered as 3 segments
- ACT recommendation to include Highway 31 was not accepted
- Mike Stinson drafting a letter to request the Highway 31 be included
- ACT recommendation to include Highway 39 from CA to Klamath Falls was accepted
- Question – Frank Villagrana wanted to know if Highway 140 East from Denio to Winnemucca was classed as a freight corridor or not – concerned that we work to have it accepted as a freight corridor, but if it's not designated as such all the way through, we will be wasting our effort – Mike Stinson has maps with NV Freight Route designation

**Public Comments: None**

**Adjourn: 2:00**