

The logo features a blue curved line that starts on the left, curves upwards and then downwards to the right, resembling a stylized 'C' or a road curve. The text 'Highway 62 Corridor Project' is written in a bold, blue, sans-serif font, positioned to the right of the curve.

# Highway 62 Corridor Project

**Date:** May 26, 2005

**From:** Pat Foley, RVCOG

**Re:** **CITIZEN ADVISORY COMMITTEE (CAC) MEETING  
APPROVED MINUTES for May 25, 2005**

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**Members in Attendance:** Bill Blair, Becky Brooks, Curt Burrill, Mike Malepsy, Mike Montero, Richard Moorman, Bob Plankenhorn, Don Riegger, Dale Shaddox, Paige West and Nanci Watkins.

**Members Absent:** David Christian, Mike Gardiner, Susan Rachor, and Wade Six

**Location:** Jackson County Public Works Auditorium

**Guests:** 4 members of the public

**Staff Present:** Debbie Timms, Jerry Marmon, DeLanie Cutsforth, Kent Belleque, Brian Dunn and Gary Leaming of ODOT; Terry Kearns, Jamie Snook and Nadine Lee of URS; Jim Hanks and Kim Parducci of JHR; Kathy Helmer, Craig Anderson and Pat Foley of RVCOG

## **1.0 Introductions/Review Agenda/Approve Minutes**

Chair Mike Montero convened the tenth meeting of the Highway 62 Corridor Project CAC at 6:00 PM. Mike reviewed the meeting's agenda and asked all present to introduce themselves. He then asked for approval of the April 28<sup>th</sup> minutes. The minutes were approved as written.

## **2.0 Follow up on ideas from the last meeting**

Nadine Lee, URS

Nadine presented two maps showing Northern Terminus concepts that were developed by the CAC at the last meeting. The goal of the CAC was to develop concepts that would

not impact the core of White City. Nadine asked the CAC if the concepts shown were what the CAC intended. There were no negative comments.

As discussed at the last meeting Nadine prepared a map showing a Texas turnaround footprint along the current Highway 62 alignment. She went on to say that the intent of a Texas turnaround is to provide through movement and also incorporate access to businesses along that main corridor with frontage roads.

Terry Kearns went on to say that this would be a good idea if it did not destroy the businesses it is intended to serve. The Texas turnaround is a design option rather than an alternative. It is not something that would have to be used throughout the whole corridor. This is a design refinement that you may want to use in a certain area to provide access to businesses.

Mike Montero stated that one of the challenges we have is to go back to the beginning of the Highway 62 process and look at all reasonable potential alternatives. The Texas turnaround was introduced earlier. In the future we will be able to determine if the Texas turnaround meets our Goals and Objectives and the Purpose and Need Statement.

### **3.0 Regional Transportation Plan**

Craig Anderson, RVCOG

Craig provided the CAC with a map of selected projects - 2005-2030 RVMPO Regional Transportation Plan (RTP) highway 62 Corridor Project and a graph depicting whether the shown projects were short, medium or long range projects. The graph gave details describing the projects, the jurisdiction (Medford, Jackson County and ODOT) and the costs associated with them. Not all planned projects were shown, just the high dollar projects. The projects Craig reviewed were considered regionally significant.

Several CAC members were concerned because the \$38M allotted for the Highway 62 project was shown in the RTP as a limited access expressway from Poplar/Hilton to Delta Waters. Because this project was described in the RTP, some felt that the alignment was already decided.

Debbie Timms responded by saying that we were looking at the entire project area for the Environmental Assessment. A part of the study is to determine where the corridor should be. We only have funding for a portion of the project. Where those funds are to be spent is still to be determined. The other parts of the project will have to be phased.

Mike Montero added there was a compelling reason for what we were doing. The Oregon Transportation Plan has a set of criteria for prioritizing projects. One of those criteria is, "Has the project gone through the environmental process?" Through this process some of the other criteria would be ascertained. The current work would set the table for success.

Jim Hanks said that the project was undefined. In order to ask for further funding, the elements of the project have to be identified. Mike Montero suggested that there be a step by step review of the RTP at the next meeting.

#### **4.0 Alternatives from Previous Studies**

Terry Kearns, URS  
Jim Hanks, JHR

Jim Hanks explained that three types of alternatives had been developed in the past study: 1) Existing, 2) New Highway, and 3) Hybrid (a combination of the other two alternatives). These alternatives were developed when the group was still making decisions on the new interchange. Out of the 40 different alternatives developed, Jim reviewed six of the alternatives with the CAC. There were design features included in these alternatives that have not been discussed by the CAC. One included a Bullock connector that would require a tunnel at the west end of the airport. This is an expensive option. Today it may not meet homeland security guidelines.

After studying all of the alternatives two were recommended for further technical analysis. They included: 1) Existing highway alignment with full access control standards that allowed access to businesses with frontage and backage roads, and 2) the By-pass Alternative. These alternatives were modeled and passed the tests.

#### **5.0 Evaluation Criteria**

Terry Kearns, URS

Terry asked the group to look at all of the by-pass alternatives that had been developed by the CAC and PDT. By-passes in several different locations had been suggested, but the concept was the same. In order to simplify the process, he asked the CAC to collapse the bypass alignment concepts into one route, namely, the Medco Haul Road Alignment. A definite advantage of this alignment is cost; ODOT owns the right-of-way. He wanted to take a recommendation to the PDT from the CAC stating that they should take the different by-pass alignments and group them together, using as much of the Medco Haul Road alignment as possible.

Mike Malepsy made a motion that the CAC recommend to the PDT the Hybrid Highway Alternative No. 113000 in its entirety starting from I-5, except where it starts to curve to meet Highway 140, in order to use as much of the Medco Haul Road as possible.

Dale Shaddox seconded the motion.

Discussion:

Mike Montero added that it was his understanding that acceptance of this bypass proposal for the general alignment of the Haul Road was given with the understanding that there were details to be worked out.

The CAC approved the motion unanimously.

Paige West made a recommendation that in the future when asking for a vote on a mapped alternative, that the specific area being discussed be the only area shown.

Terry explained that this alternative has been referred to in the past as the Hybrid Alternative because when it was first developed the alternatives included an existing highway and a new road alternative. Since the interchange configuration has been decided upon the hybrid nomenclature is not necessary. This alternative is now called the “By-pass Alternative”.

Terry explained that the next step in the decision making process is evaluation criteria. Evaluation criteria are the final sieve for the alternative solutions that are moved forward. Referring to the PowerPoint presentation, he explained the purpose and need for evaluation criteria.

There are several different formats for evaluation criteria, ranging from simple to complex. Examples of the formats were discussed. The method that he feels works best is the “Consumers Report” methodology the meeting of a criteria is shown as high, medium or low by filling in portions of a circle.

Next month the CAC will receive a list of criteria to promote discussion of what some of those measures might be.

Jerry Marmon went on to explain how evaluation criteria are developed by turning the goals and objectives into questions and then how this information can be used to evaluate the alternatives. At then next meeting, the CAC will have a set of evaluation criteria developed by the Project Management Team. These will be used as a starting point for discussion.

Debbie Timms said that next month the Purpose & Need would be mounted on the wall and an RTP map would be available.

## **6.0 Public Comment**

Kathy Helmer, RVCOG

Kathy asked if there were any members of the public who wished to make comments regarding the project or process. All comments will be made a part of the record.

Warren Cooper hoped that the projects listed on the RTP map and the decisions made in The Highway 62 project would mesh together.

Larry Ziegelmeyer thanked all present for moving away from the Texas turnaround idea.

Coming up with a brand new system offers a tremendous amount of leeway for the future. He said he had heard a lot of good ideas at the meeting.

Earl Wood asked the group not to lose sight of the whole area and stop in White City. He would like to see the Expressway use Agate Road and reconnect at the Butte Falls cut off.

## **7.0 CAC Comfort Check**

Kathy Helmer, RVCOG

- Mike Malepsy I am satisfied. I am glad we moved away from the existing highway alternative. I have some concerns about the south end.
- Jerry clarified that at tonight's meeting there was no decision to eliminate the existing highway alternatives. All that was done was to collapse down the bypass alternatives because there were a large range of bypass alternatives. The existing highway was still on the table.
- Paige West If we have something up for motion we need to have just the specific area shown on the map.
- Don Riegger I am fine. We need to coordinate with the County before we spend a lot of money on Agate Road.
- Bob Plankenhorn I am concerned where we are going. I look at the problems on Highway 62 now. I don't think we have twenty years to wait. I would like to see us move quickly.
- Richard Moorman I am looking at a letter that John Morrison wrote back in July 2004. He indicates that our goal was to look at the corridor, Poplar Drive to White City. As shown tonight we do not know what is going to happen between Poplar and Delta Waters. We have more of a problem between Poplar Drive and Delta Waters than we do for the rest of the project.
- Mike Montero I am fine
- Bill Blair I am bothered by all of the roads planned for the short range in the RTP. The dollar figures presented for these projects come to about \$60M and we are still not addressing any traffic problems on Highway 62. We are spending all of this money in White City and we get nothing in return.
- Dale Shaddox I am more worried in the interim about further private property development approvals than I am about spending money on interim roadway projects. These private development projects are going to impact this project.

Nanci Watkins I am comfortable with the resolution because I understand it is just for the bypass. All of the ideas we had are consolidated and utilize the Haul Road. The northern terminus isn't a part of the recommendation.

Curt Burrill I am fine

Becky Brooks I am fine

## **8.0 Adjournment**

Mike Montero

The next CAC meeting will be on June 22<sup>nd</sup> at the Jackson County Public Works Auditorium. Chair Mike Montero adjourned the meeting at 8:00 p.m.