

# Highway 138 Corridor Solutions Study



## Summary of Discussion

### Technical Advisory Committee (TAC)

3rd Meeting

9:00 A.M. to Noon

February 27, 2007

#### **Attendees**

Mike Luttrell, Douglas County Public Works

Ray Lapke, Oregon Department of Transportation (ODOT) Traffic Operations Engineer

Bob Grubbs, ODOT Senior Bridge Designer

James Burford, ODOT Roadway/Bridge Design Manager

Tom Hawksworth, Central Oregon and Pacific Railroad (CORP)

Ron Hughes, ODOT Access Management

Sam Dunnivant, ODOT Regional Environmental Coordinator

John Raasch, ODOT Environmental Project Manager

Mike Baker, ODOT Project Manager

Peter Schuytema, ODOT Transportation Analyst

Brian Davis, Roseburg City Planning

Romey Ware, Douglas County Surveyor

Jennifer Danziger, David Evans and Associates (DEA), Inc. Senior Project Manager

John Wiebke, DEA Project Manager

## **Introductions and Project Overview**

John Wiebke (DEA) opened the meeting by presenting a brief summary of natural and cultural resource barriers that will need to be a factor when considering potential build alternatives that are forwarded for consideration. Jennifer Danziger (DEA) followed with a presentation of the existing and projected future no-build traffic conditions within the study area. Afterward, attendees were presented with a proposed series of screening criteria for review that will be used to filter and narrow a list of alternatives for modeling.

## **Project Discussion Items**

Committee members addressed the following questions, comments and concerns:

- Projected traffic growth appears to increase more rapidly than project population growth.
- Increase downtown development in the vicinity of the riverfront will spur additional railroad conflicts.
- The Portland Avenue Bridge alternative could potentially increase downtown congestion and would work only if it was part of a southern bypass. Nonetheless, it was suggested that it might be worth running a model if for no other reason, than to demonstrate its likely minimal impact on improving conditions along the Diamond Lake corridor and downtown.
- Once the railroad switching yard is relocated, CORP will be able to operate shorter trains through Roseburg and potentially be better able to run the trains through the least busy parts of the day. As it currently stands, they are at the mercy of the Eugene switching yards.
- Reduced train activity would reduce the impacts on traffic circulation and may make a grade-separated crossing a less critical element in the concept and alternatives screening.
- Based on the license plate survey, 65% of the total traffic coming eastbound off the Oak Avenue Bridge into downtown Roseburg is either staying in the downtown area or going south. The remaining 35% continues north or east along Diamond Lake Boulevard. These percentages will change in the future with more rapid growth north and east of the project area and DEA will confirm when the necessary modeling information has been received. However, existing volumes suggest that both of the existing two downtown bridges may need to remain open even with a new Harvard to Diamond Lake Bridge in place.

Attendees built upon the ideas presented by the CAC and sketched additional concepts onto aerial maps. Concepts proposed for consideration from the CAC and TAC include:

- Baseline/No-Build
- Intersection specific capacity improvements
- Portland Avenue Bridge

- Bridge from Harvard to Diamond Lake Boulevard with existing at-grade intersection
- Bridge from Harvard to Diamond Lake Boulevard with grade separated intersection
- Move/relocate railroad alignment
- Connect to Stephens north of Diamond Lake Boulevard

### **Next Steps**

The next meeting will be held in April 2007 (most likely Tuesday, April 3) and will further discuss the concept development and screening criteria process.