



Highway 62 Corridor Project

Date: March 24, 2006

From: Pat Foley, RVCOG

**Re: PROJECT DEVELOPMENT TEAM (PDT) MEETING
MINUTES for March 23, 2006**

PDT Members in Attendance: Donna Beck, Mark Gibson, Skip Knight, Dale Lininger and Suzanne Myers

Members Absent: Brian Dunn, David Elliott, Nick Fortey, Kelly Madding, Jerry Marmon, Dan Moore and Mike Quilty

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

Guests: Shirley Roberts

Staff: Martha Richards and Terry Kearns, URS; Debbie Timms, Gary Leaming, John Raasch, Art Anderson and DeLanie Cutsforth, ODOT; Kim Parducci, JRH; Pat Foley, RVCOG

1.0 Welcome/Approval of Minutes

Terry Kearns, URS

Terry convened the meeting at 9 AM. Dale Lininger was introduced to the PDT. Dale is a new member of the PDT and is replacing Rick Levine as the Chamber of Commerce's representative. He then asked if there were any changes or additions to the February 23, 2006 PDT minutes.

Addition to page 2, CAC Update, Paragraph 1 - Terry explained that the CAC is making a recommendation to the PDT to drop two alternatives, the Couplet and the Texas Turnaround. With this addition, the minutes were approved.

The meeting objectives were reviewed:

- Review North Terminus Options and design variations
- Review additional data for Couplet and Texas Turnaround Alternatives
- Discuss subcommittee progress
- Discuss next steps in the process

2.0 North Terminus Options and design variations

Terry Kearns, URS

Terry told the PDT that the Project Management Team (PMT) had met with White City Business/Industrial leaders in January. An overview of the project was presented. Each of the four remaining alternatives and the Northern Terminus options were explained. The group was asked to comment on the alternatives/options and to provide input.

Using a PowerPoint Presentation, Terry started by reviewing the North Terminus Options that were developed by the CAC and PDT. These options were shown at the White City meeting. Terry said that the White City group had concerns with the Diamond Interchange at Highway 140.

In response to the alternatives shown, the White City group gave the PMT suggestions on how to treat the design to avoid some of the impacts. Some of the issues they addressed: (1 Hwy 140 connection to Hwy 62, (2 How to improve the western alignment, and (3 How to avoid building an interchange in the center of White City.

Terry reviewed the suggestions. Maps of the design variations were included in the PowerPoint Presentation handout. Terry said some of the suggestions have merit. For instance, the team is looking to see if future traffic warrants an interchange at Hwy 140 / Hwy 62 and whether this area could operate as a signalized intersection by providing local improvements. This information will be available at the next CAC and PDT meetings. At the next meeting these new variances will be subjected to the evaluation criteria.

3.0 Historical perspective on the South Terminus

Terry Kearns, URS

The CAC asked the team to explain why there are no other options at the South Terminus like there are at the North Terminus. Terry reviewed the presentation given to the CAC in January. The restrictions regarding wetlands, vernal pools, airport safety zones and height restrictions in the airport overlay were discussed.

Discussion/Comments:

Terry said that it may be possible to move the alignment (along Medco Haul Road) to the west by doing a land swap with the airport. This would avoid impacts to some businesses.

Terry was asked, "What is the height restriction at the end of the runway." Terry replied that the restriction is less than 20'. In order to have a directional interchange in this area it may be necessary to lower the roadway.

The stretch on Highway 62 from Poplar Drive to Delta Waters carries the largest volume of traffic. Intersections at Poplar Drive and Delta Waters are now exceeding mobility standards.

Terry told the group that the PMT is meeting with the Southern Terminus business owners on April 19th. There will be two meetings. One meeting will be for the businesses along Poplar Drive and Bullock Road. The other meeting will include businesses along Highway 62 from Highway 62 Project Development Team Minutes

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Poplar Drive up to Delta Waters. At these meetings the agenda will include showing the present alternatives and a historical perspective of other alternatives that were addressed in the past. These groups will be invited to submit suggestions.

4.0 Review additional data on the Couplet and Texas Turnaround

Terry Kearns, URS

At the last PDT meeting there was a recommendation from the CAC to drop the Couplet and Texas Turnaround from further study. At that time the PDT asked for additional information about impacts and operational characteristics associated with the two alternatives they were being asked to drop. Additional analysis has been done.

The PDT wanted to know, based on the count of impacted properties, how many buildings would be taken and how many are partial takings. The data shows: (Couplet not analyzed)

<u>Alternative</u>	<u>Buildings</u>	<u>Partial Lots</u>
Texas Turnaround	65	176
Existing Highway Build (Includes frontage and backage roads)	99	200
Bypass	60	100

Value of buildings is not included.

Skip said that the Texas Turnaround would only be used in a couple of locations, not the entire length of the corridor. This should be taken into consideration when deciding how many buildings are taken. The figures given are not acceptable to Skip because he feels that they are building a case for not building the Texas Turnaround. He does not feel that the Texas Turnaround would work from Poplar to Cardinal but he still wants it studied.

Debbie Timms said that selected alternatives, which may include the Texas Turnaround, need further research. This research will be done in the EA document. Skip said that if the Texas Turnaround is forwarded, he will accept that.

Nick Fortey asked for additional information regarding the Couplet. He wanted to know the carrying capacity of each of the build alternatives. Kim Parducci did a link analysis which shows comparisons at two intersections:

	<u>Model</u> <u>2002</u>	<u>Model</u> <u>2030</u>	<u>VILAS/HIGHWAY 62</u> <u>Growth Rate per year</u>	<u>Actual</u> <u>2004</u>	<u>Projection</u> <u>2030</u>
<u>Bypass Alternative</u>					
North	1489	2114	1.0126	1608	2227
South	1459	2242	1.0156	1469	2189
<u>Couplet Alternative</u>					
North	1489	2342	1.0163	1608	2450
South	1459	2396	1.0179	1469	2328

Existing Build Alternative

North	1489	2411	1.0174	1606	2516
South	1459	2313	1.0166	1469	2253

DELTA WATERS/HIGHWAY 62

Bypass Alternative

North	1411	2114	1.0145	1227	1786
South	908	1944	1.0276	1421	2881

Couplet Alternative

North	1411	2212	1.0161	1227	1863
South	908	2084	1.0301	1421	3075

Existing Build Alternative

North	1411	2411	1.0193	1227	2018
South	908	2294	1.0337	1421	3360

The conclusions based on model information are:

Couplet Alternative (3 lane section)

- Meets performance standard north of Delta Waters (one-way northbound)
- Does not meet performance standard southbound at Delta Waters or at Vilas for either northbound or southbound movement by year 2030.
- Exceeds performance standard at most critical link (D.W./62 SB) by 2019 (v/c =0.82)

Existing Build Alternative (3 lane section) and Texas Turnaround

- Meets performance standard on all links evaluated up to year 2030
- Exceed performance standard with 2-lane section at most critical link (D.W. /62 SB) by year 2019 (v/c = 0.81) and will require a 3-lane section at that time to meet performance standard.

Bypass Alternative (3 lane section)

- Meets performance standard on all links evaluated up to year 2030
- Exceeds performance standard with a 2-lane section at most critical line (D.W. /62) by year 2030 (v/c = 0.82) and will require a 3-lane section at that time to meet performance standard.

Terry said that the data shows that the Bypass, Existing Build and Texas Turnaround Alternatives do meet the operational needs of the project. The Couplet Alternative fails at Vilas/Hwy 62. At Delta Waters/Hwy 62 meets the standard northbound and fails southbound. Lear Way would absorb much of the traffic because it is bi-directional. Because of this, a cascade effect is set off throughout the whole system which causes most parts of the Couplet to fail. Terry concluded that the Couplet does not have the same carrying capacity as the other alternatives.

5.0 Action on the CAC recommendations

Terry Kearns, URS

Regarding the PDT acting on the CAC recommendation to drop the Couplet and Texas Turnaround Alternatives, Terry pointed out that the PDT does not have a quorum tonight.

Also new information has been presented tonight. Terry suggested that action on the CAC recommendations be deferred until next month. He also asked members to let the PMT know if they will not be able to attend and if so, let us know their feelings on the two alternatives.

Terry explained that more information regarding the interchange at Highway 62/Highway 140 will be available at the next meeting. The information may provide data as to whether this intersection can perform as a signalized intersection for the design life of the project. This is a question that the PDT will be asked to address at the next meeting.

6.0 Update on the Multi-Modal (Bicycle/Pedestrian) and Land Use Subcommittees

Terry Kearns, URS

Terry reported that the Multi-Modal and Land Use Subcommittees have been meeting. The Multi-Modal committee is charged with incorporating multi-modal solutions in the corridor. They are making good progress. This committee is meeting every two weeks. They will make their recommendations to the CAC in May.

The Land Use Subcommittee met last night for the first time. They are charged with addressing major exceptions to statewide planning goals. This is a detailed process. The State requires that we look at alternatives that do not require land use exceptions. At the meeting last night they were shown maps that realigned the routes for each alternative in order to avoid having to do an exception.

7.0 Next Steps

Terry Kearns, URS

Next month the PDT will be asked to act on the CAC recommendation to drop the Couplet and Texas Turnaround. The meeting date is April 27th from 9 to 11 a.m., JACO Public Works Auditorium.

8.0 Adjournment