

Project Management Team Meeting #4
August 20, 2008 1:30 3:30
Oregon Department of Transportation Region 2 HDQ
455 Airport Road, Building B

DRAFT Meeting Summary

Members in Attendance

Matt Crall
Dan Fricke
Nate Brown
Anthony Boesen
Les Sasaki
Cecelia Urbani
Karen Odenthal
Dorothoy Upton
Dave Baltz

Rob Kissler
Shari Wahgren
Raymond Jackson

Staff in Attendance

Rick Kuehn, CH2M Hill
Terry Cole, ODOT
Tony Woody, CH2M Hill
Shareen Rawlings, JLA

Meeting Goals

- Finalize evaluation framework
- Discuss alternative packages developed after joint PMT/SAC activity

Welcome

Rick opened the meeting and led a brief series of introductions. He asked the group to provide comments on the meeting summary notes for meeting #3 (July 30th). Several modifications were requested and Rick confirmed that edits would be made to the document. The group then moved to approve the minutes for PMT meeting #3.

Rick made a slight modification to the agenda, recommending that the group go through the alternative packages and then move to discuss the evaluation framework at the end of the meeting.

Discuss Alternative Packages

Rick explained that the project team had several work sessions to discuss the project alternative packages. He explained that there are 11 alternatives packages– which were compiled of sets of different solution elements recommended in the joint PMT/SAC work session. He referred the group to the alternatives handout and explained that the alternative packages were presented geographically. The handouts also provided a summary table and memo which combined the ideas that the group recommended to move forward as alternative packages.

Tony Woody from CH2M Hill briefly introduced the alternative memo and summary tables highlighting the alternative packages that were carried forward. He referred the group to a PowerPoint presentation that provided an overview of the project purpose and need, and a discussion of the 11 solution alternative packages.

Tony presented a graphic highlighting mobility standards and interchange areas that would not meet the standards in 2030. He reminded the group of these areas. Matt Crawl asked for detailed information regarding trip generation. Ray and Tony mentioned that this data was available as part of the traffic modeling. Tony explained that the project team does have the planning information and the trip generation assumptions for the land use zones. Tony explained that this information is based upon household trips and trip purposes. Matt requested a list of the number of households and employment used in the trip generation assumptions. Tony explained that this information would be available later in the process in a technical memo as an appendix.

Tony explained that the project team used the 2031 data to look at specific movement patterns and capacities within the project area. Data suggests several areas over capacity and other areas characterized as failing.

Tony explained that the project team spent time looking at all of the concepts and ideas that came out of the workshop session on July 30th. He explained that they went through these concepts by location, and then compared them against the project purpose and need.

Tony explained that there are six major categories: I-5, Chemawa, Brooks Interchange, Quinaby Rd or Perkins RD, NW connectivity, SW connectivity (south of Chemawa Rd). The six categories were further divided into minor improvements or major improvements. Tony went on to describe the major improvements of each category, making mention of the concept suggestions that were not carried forward from the July 30th work session. Rick and Tony walked through some of the justifications behind dropping certain solution concepts from the alternative packages. These justifications are highlighted in the Chemawa Interchange Area Management Plan Development of Potential Solution Alternatives Memo.

I-5:

- Construct a northbound auxiliary or collector-distributor lane from the Portland Road on-ramp to the Chemawa off-ramp
- Construct a northbound auxiliary or collector-distributor lane from the Salem Parkway on-ramp to 3,000' north of the Chemawa on-ramp
- Construct a southbound auxiliary or collector-distributor lane from 3,000' north of the Chemawa off-ramp to the Salem Parkway off-ramp
- Construct a southbound auxiliary or collector-distributor lane from the Chemawa on-ramp 3,000' south of that ramp
- Construct ramp meters on the Chemawa ramps

Rick mentioned that Terry raised an additional alternative element suggesting that we remove some of all of the ramps surrounding Chemawa and move them to a less complicated interchange north of Keizer station. Similar to the Chemawa/Radiant split diamond concept discussed in the alternative workshop. The group discussed both the

alternative concepts that had been forwarded into the solution packages, as well as those that were removed from consideration.

Chemawa-

- Widen Chemawa to six through lanes through the interchange area
- Construct a Parclo B loop ramp for the northbound-to-westbound left turn
- Construct a flyover for the northbound-to-westbound left turn
- Construct two Parclo A loop ramps for the eastbound-to-northbound left turn and the westbound-to-southbound left turn
- Construct a split diamond Interchange with Perkins Rd
- Construct Traffic System Management (TSM) improvements such as an additional turn lane
- Construct TSM improvements such as signal timing optimization

The group discussed rail extension and increased rail congestion, specifically in terms of its impact on the project area. Tony explained that the project team was not really looking at that type of detail at this stage. He explained that perhaps the project team could look at that level of detail later in the process after it is determined that major improvements would need to be made to the Chemawa interchange. Terry asked that it be noted that a grade separation at RR crossing on Chemawa would be looked at in greater detail later in the process if it was determined that rail extensions/frequency would increase. At this point, given current trends it appeared that this concept would not be cost effective. The group discussed the possibility of lowering the rail road underpass and determined that this may not be an effective option.

Rich explained that at this point in the alternative development process, roundabouts were left off for operational reasons. Tony explained that roundabouts may be included later in the process for other reasons including safety and aesthetics. Looking back at capacities and operational concerns – Dorothy explained that ODOT was currently involved in another nation-wide study looking of roundabout operability. The group suggested that the project team add the roundabouts back in to the evaluation process in order to look at trade offs such as safety, aesthetics and operational standards. The group expressed the concern that there may not physically be room to create a 2 lane roundabout. Terry recommended that the project team leave the roundabouts in the evaluation process in order to flush out any operational questions.

Brooks Interchange–

- Reconstruct the interchange in a Diamond configuration with signals and a wider bridge
- Reconstruct the interchange in a Parclo configuration for the heaviest movements
- Reconstruct the interchange in a Single Point Urban Interchange configuration
- Construct flyovers for the heaviest movements

- Construct Traffic System Management (TSM) improvements such as additional turn lanes
- Construct TSM improvements such as signal timing optimization

Quinaby/Perkins –

- Construct a Diamond Interchange
- Construct a new road from River Road to Quinaby at 35th
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To Provide Connectivity NW of Chemawa Interchange – No major improvements

Tony described the minor improvements that would help to increase the network in order to increase mobility in this area.

- Construct a new road from Chemawa (probably at Indian School Rd), crossing over I-5 and connecting to 35th N. of Keizer Station
- Upgrade Quinaby
- Upgrade Perkins
- Upgrade 35th
- Extend 35th from Quinaby to Brooklane
- Upgrade McLoed and extend to Quinaby

To Provide Connectivity south of Chemawa Interchange – No major improvements

- Improve the Hyacinth/Verda corridor

Tony explained that improvements not moved forward either did not directly affect the project need or the volumes did not make it cost effective. Many improvements would not provide the connectivity needed. Ray asked if the group looked at freight movement that could be diverted. Rick explained that improvements to Verda-Hyacinth would include a variety of improvements to address those volumes. Ray suggests an additional East/West connection in the south. The group discussed this idea – and the project team explained that the Verda-Hyacinth improvements may become a new gateway.

The group discussed safety issues, public grade crossings and other elements that would have to be addressed with this solution. The group discussed including the Keizer Rd to Indian School Road connection. The group agrees to work this improvement into the evaluation framework.

Project Alternative Packages -

Tony walked through the maps and descriptions of the project alternative packages. Dorothy asked for clarification regarding the alternative elements. Tony explained that there are 11 project alternatives that fall into the following categories– Chemawa Capacity improvements, North Capacity Improvements, and South Capacity Improvements. All alternatives include a main element as well as additional elements. Dorothy suggests that the Chemawa improvements be organized in a way that shows

the base solution elements and then presents the main solution elements associated with each of the Chemawa Capacity improvements.

Tony walked through each of the Chemawa Capacity Improvements.

Chemawa Capacity Improvements: All alternatives include the following elements:

- Construct northbound and southbound auxiliary or collector-distributor lanes from the Portland Road on-ramp to north of the Chemawa on-ramp
- Construct ramp meters on the Chemawa ramps
- Construct TSM improvements such as additional turn lanes
- Construct TSM improvements such as signal timing optimization
- Upgrade Perkins
- Upgrade 35th
- Upgrade McLoed and extend to Quinaby
- Construct a new road from Chemawa (probably at Indian School Rd), crossing over I-5 and connecting to 35th N. of Keizer Station

Alternative 1 – Chemawa Widening

- Chemawa widening to six through lanes

Alternative 2 – Parclo A Loop Ramps

- Construct Parclo A loop ramps (EB to NB and WB to SB)

Dorothy mentioned that she didn't think that this alternative would work in terms of the EB and NB traffic moving off of the Salem parkway.

Alternative 3 – Parclo B Loop Ramp

- Construct Parclo B loop ramp (NB to WB)

Works better than Alternative 2 – creates more flexibility in terms of connectivity to the Salem Parkway. Tony explained that the Salem Parkway and Chemawa would have to be brought together. Tony explained that the project team has not looked at details in terms of construction costs but instead in terms of operational solutions.

Alternative 4 – Flyover Ramp

- Construct Flyover ramp (NB to WB)

Dorothy suggested condensing drawings to show that the routes are not coming only from I-5.

Alternative 5 – Split Diamond Interchange

- Construct Chemawa/Perkins Split Diamond Interchange

Dorothy discussed the distance between these roads with the group. She questioned if this distance is too great. The group discussed the fact that a split diamond would require additional improvements in this area.

Matt asked for timelines associated with major improvements. The project team confirmed that these improvements were all compared against the 2030 baseline information.

Dave asked if these graphics would be shared with the PMT. These graphics would be posted to the PMT website.

Dave asked if there would be any improvements to the connection to Indian School Road. Tony explained that the project team would look at capacities and designs issues later in the process. The group discussed the issues associated with industrial development, industrial access in this area as well as a resistance to increased development toward Indian school. Terry asked that the project team look at options that are operationally sound that can prepare the PMT to move forward with notions that are feasible.

Northern Capacity Improvements - All alternatives include the following elements:

- Construct northbound and southbound auxiliary or collector-distributor lanes from the Portland Road on-ramp to north of the Chemawa on-ramp
- Construct ramp meters on the Chemawa ramps
- Construct TSM improvements such as additional turn lanes
- Construct new traffic signals
- Upgrade Quinaby
- Upgrade 35th
- Extend 35th from Quinaby to Brooklake
- Upgrade McLoed and extend to Quinaby

Alternative 6 – Brooks Partial Cloverleaf

- Reconstruct Brooks Interchange with diamond configuration

Dorothy suggests that the project team shift the language in the memo to say upgraded diamond as opposed to reconstruct.

Alternative 7 - Brooks Partial Cloverleaf

- Reconstruct Brooks Interchange with Parclo A or B configuration for heaviest left turn movements

Rick explained that this alternative package largely depends on the turning movements which are undetermined at this point until these alternatives run through the traffic model.

Alternative 8 - Brooks Flyover Ramp

- Reconstruct Brooks Interchange with flyovers for heaviest left turn movements

Dorothy asked the project team if it was worth putting energy into these types of alternatives that worked on the assumption that Brooks volume would increase without a clear understanding of Keizer’s development goals. Terry would like the project team to take a look conceptually at the loop ramp and move away from the flyover alternative as it becomes apparent that there is flexibility elsewhere.

Alternative 9 – Single Point Urban Interchange

- Reconstruct Brooks Interchange with a Single Point Urban Interchange

Alternative 10 – New Interchange

- Construct a new interchange at either Quinaby or Perkins

Northern Capacity Improvements - All alternatives include the following elements:

- Construct northbound and southbound auxiliary or collector-distributor lanes from the Portland Road on-ramp to north of the Chemawa on-ramp
- Construct ramp meters on the Chemawa ramps
- Construct TSM improvements such as additional turn lanes
- Construct TSM improvements such as signal optimization

Alternative 11 – Verda/Hyacinth Corridor

- Upgrade the Verda/Hyacinth Corridor

Tony explained that some of the alternatives look ahead and anticipate what some of the future developments or improvements may be without having a strong understanding of volume trends.

Karen asked why the project team didn’t look at improvements to both Chemawa and at Brooks. If these individual improvements show that they will not address the problem – will the project team create alternatives that include improvements to both? The project team confirmed that this is the way that the process would continue to move forward. Terry encouraged the group to think of the final solutions as a hybrid of solution elements, but explained that this was the first stage in the process in order to understand how these improvements work together and isolated from each other. Tony reminded the group that these alternatives were very high level- as the project moves forward alternatives will start to drop off the table and other solution elements will be fine tuned. Rick reminded the group that the project team has not run the

alternatives against the model nor have they drafted any engineering drawings at this stage in the process.

Matt discussed the “low build” option, which would include moving forward with alternatives that suggest small budget improvements. Terry explained that the project team would build from small to large. Dorothy mentioned that it was important to remember that if these areas are failing, they are most likely failing very miserably. This may mean that improvements may need to be greater.

Ray mentioned that the packages so far focus on construction. Land use changes and pricing changes appear to be off the table. Rick explained that these improvements are still on the table and are included in Transportation Demand Management.

Shari asked that the Memo include the joint land assessment process that is currently underway with the state. Rick encouraged the group to email any thoughts or comments regarding the alternative packaging to him after the meeting.

Finalize and Approve Evaluation Framework

Rick discussed the evaluation framework. Dave suggests that the PMT form a subcommittee group. The group agrees. Ray, Matt, Terry, and Dave and Karen will all serve on that subcommittee.

Dave congratulated the team on the development of the project alternatives.