

City of Keizer - City of Salem - Mid Willamette Valley Council of Governments Salvation Army Kroc Center Access Feasibility Study

TAG Meeting #4

Tuesday November 14, 2012

Meeting Participants: Dan Fricke ODOT, Glen Kirkpatrick ODOT Rail, Ralph Lambert City of Salem Engineering, Jill Corcoran City of Salem Urban Development Department, Judith Johnduff City of Salem Transportation Planning, Nate Brown City of Keizer Community Development, Mike Jaffe MWVCOG, Dave Simmons CH2MHill, Andy Howe, OBEC, Clifton Serres, City of Salem Engineering, Nitin Joshi, City of Salem Engineering, Chris Bailey, ODOT Roadway Support, Kevin Hottmann, City of Salem Traffic Engineer, Melissa Mallot, ODOT.

Judy Johnduff gave a brief summary of the September 18th Stakeholder Advisory Committee (SAC) Meeting. The SAC selected Alternative Alignments “H”, “UC” and “SK” for further study.

Dave Simmons reported that the three remaining alternative alignments were reviewed using the Evaluation Framework. The criteria evaluated included safety, directness of route, how the facility integrates with the larger transportation system, property and environmental impacts, cost and ability to phase the project. Dave noted that the evaluation process is intended to highlight the relative differences between alternatives to aid the decision-making process. It was noted that alternative “SK”, constructed as shown, on fill, would utilize a significant amount of industrial land. Dave noted that the path could be built on a bridge structure for its’ entire length; however the cost would increase significantly.

Operational and safety concerns for the intersection of Verda/Hyacinth/Salem Parkway were discussed. Judy noted that concerns have been raised regarding the impact of Alternative “H” on the operation of the Intersection of Verda/Hyacinth/Salem Parkway. Kevin Hottmann reported that an increase in bicycle/pedestrian traffic at the Verda/Hyacinth/Salem Parkway intersection is not likely to affect the operation of the intersection. The intersection is signalized with protected left turns.

Dave reported that Alternative “H” scored the most points, with an overall score of 3.28. Alternative “UC” scored nearly the same, with a score of 3.27, and Alternative “SK” scored the least with a score of 2.51. The TAG generally agreed that the results were expected based on the location and design of the alternatives. The potential for center bridge support within Salem Parkway median to reduce the overall bridge cost was discussed. Andy Howe indicated that a center support would not be acceptable given ODOT design standards. Salem Parkway would need to be widened and the lanes shifted to allow for a center support, which would likely be as costly as providing a clear span bridge structure. Judy Johnduff reviewed the information received from BPA, PGE and Salem Electric regarding the cost to relocate the Overhead Power Lines should Alternative SK be selected. A ballpark figure to relocate the wires is estimated to be in the neighborhood of \$1 million.

Next Steps—Public outreach activities will be held during the month of January to solicit input regarding the three alternative alignments, the next SAC meeting will be held on January 29th to select of a preferred alternative. Following selection of a preferred alternative, the consultant will develop 10% design plans, cost estimates, and a project prospectus, identifying potential construction phasing.

Next TAG Meeting. The 5th and final TAG meeting will be held in the spring to review the 10% design plans, cost estimates, and project prospectus.