
Meeting Minutes

OR 66 Green Springs Highway Interchange Area Management Plan (IAMP)

Project Team Meeting #4
May 14, 2012 at 1:00 p.m.

Attendees:

Oregon Department of Transportation	Ana Jovanovic, Peter Schuytema, Butch Hansen, David Warrick, Joel McCarrol (via phone)
Klamath County	Dennis Nelson, Stan Strickland
Kittelson & Associates	Hermanus Steyn (via phone), Susan Wright, Matt Kittelson
Harrison Engineering	Ed Harrison
Reames Golf & Country Club	Laine Wortman
ODF Klamath Falls	Bryan Koehn
Columbia Plywood	Glen Keown
Clough Oil	Jill Clough

Purpose:

This meeting presented the following:

- Future Conditions Analysis Results
- Concept Development Background
- Concept Discussion

Agenda

1. Introductions

Attendees were introduced. Two attendees participated via the phone.

2. Review of land use approach

- a. Future land use scenario based on the Klamath Falls Urban Area Travel Demand Model
 - i. ~1,000 households added in study area through horizon year
 - ii. ~440 jobs added in study area through horizon year

3. Overview of future conditions analysis

- a. The travel demand model indicates that future demand from US 97 southbound to OR 140 northbound/westbound will increase significantly during the weekday p.m. peak hour.
 - i. The opposite demand is assumed to occur during the weekday a.m. peak hour.
 - ii. The demand is likely the result of large household increases assumed within the Running Y Ranch to the northwest.
 - iii. This pattern is consistent with typical commuter patterns.
- b. As a result of these travel patterns, the southbound off-ramp terminal and the OR 66/OR 140 intersection are forecasted to exceed mobility thresholds in the future.

4. Concept Development

- a. Concepts were developed based on input receiving to-date, mainly from the Visioning Workshops held in December 2011.
- b. The interchange area was divided into 3 areas to simplify the development of alternatives.
 - i. Interchange form
 - ii. West of interchange
 - iii. East of interchange
- c. Concepts developed focus on major roadway facilities. Impacts to Balsalm Drive, Delap Pit Road, and Greensprings Drive are not specifically addressed.
- d. Intersection control is not addressed. Specific intersection improvements (signalized intersection versus roundabout) would impact concepts details.
 - i. A series of roundabouts along a corridor would allow accesses between them to be converted to right-in/right-out movements and accommodating U-turns at the roundabouts.

5. Initial Concepts

- a. Interchange concepts
 - i. Concept I-1: Improve existing interchange

1. Would focus on improvements to the existing southbound off-ramp and northbound loop on-ramp.
 2. This interchange form is well suited to serve expected demand patterns.
- ii. Concept I-2: Convert to full diamond interchange
1. The removal of the existing northbound loop on-ramp would not serve future demand patterns well.
 2. The PT suggested modifying this concept to retain the loop ramp while adding the westbound to northbound on-ramp in the northeast quadrant of the interchange..
- iii. Concept I-3: Construct to partial cloverleaf interchange
1. This concept is not well suited to serve future demand, because it converts the southbound rights to northbound lefts that would impact traffic operations at the southbound ramp terminal.
 2. The PT recommended not pursuing this concept further.
- iv. Concept I-4: Construct single point urban interchange (SPUI)
1. This impact would require significant reconstruction of the interchange and the existing undercrossing.
 2. The significant capacity increase provided by this concept is not needed at this location.
 3. The PT recommended not pursuing this concept further.
- v. Concept I-5: Construct diverging diamond interchange (DDI)
1. ODOT is currently considering this type of interchange in Phoenix, Oregon.
 2. This interchange type requires vehicles to cross over (i.e., travel on the left side of the road) within the ramp terminals. This allows for extremely efficient operations.
 3. The PT would like to explore this option further.
- vi. Concept I-6: Construct full cloverleaf interchange
1. This interchange would have significant impacts to all quadrants on the interchange.

2. Construction viability is questionable and most likely quite expensive.
3. The PT recommended not pursuing this concept further.

b. West side concepts

i. Concept W-1: Realign OR 140 to the west.

1. This concept would improve safety and operations by meeting applicable intersection spacing standards.
2. OR 66 would be retained as the through movement.
3. The PT would like to explore this option further.

ii. Concept W-2: Realign OR 140 to be the through movement.

1. Would result difficulties serving OR 66 bound traffic (additional left-turn lanes likely required).
2. Long-term benefits are not as profound as initially understood.
3. PT recommends not pursuing this option further.

iii. Concept W-3: Realign OR 140 to the west. Disconnect Balsam Drive and Delap Pit Road.

1. Same as Concept W-1, but disconnects Balsam and Delap Pit Road from the highway.
2. The County voiced concerns over the viability of the potential connection of Delap Pit Road to the north. Significant geometric and topographical issues would likely result.
3. ODF also indicated their strong desire to have Delap Pit Road open for emergency response purposes.
4. Future connections will be addressed by the alternatives analysis.

c. East side concepts

i. Concept E-1: Provide frontage road that connects to existing Greensprings Drive and Memorial Drive alignments.

1. Would create a new intersection that would meet applicable access spacing standards.

2. This concept should consider the longitudinal grade along OR 140 that exists in the vicinity of the proposed intersection.
 3. Existing Greensprings Drive and Memorial Drive accesses would be closed.
 4. The PT recommended this concept be evaluated further.
- ii. Concept E-2: Realign Greensprings Drive and Memorial Drive to align with north-south property lines.
1. Would result in an intersection with OR 140 in a difficult location related to the longitudinal grade along OR 140.
 2. The resulting intersection along OR 140 would not meet applicable access spacing standards.
 3. This concept would provide indirect access for the existing businesses along Greensprings Drive.
 4. The PT recommended this concept not be evaluated further.
- iii. Concept E-3: Improve the Memorial Drive intersection
1. This concept would close Greensprings Drive and provide improvements to the existing Memorial Drive intersection, including providing a connection to the north, which currently does not exist.
 2. This concept would likely require widening the existing bridge along OR 140 to the east.
 3. The PT recommended this concept not be evaluated further.
- iv. Concept E-4: Construct a jughandle interchange at Memorial Drive.
1. Would be consistent with expressway designation for this section of OR 140.
 2. Likely an expensive improvement.
 3. The PT suggested this improvement be explored in conjunction with a frontage road along OR 140 to provide better access for Greensprings Drive businesses.
 4. The PT recommended exploring this option further.
- d. Other considerations discussed.

i. Reames Golf Club Access

1. The existing Reames Golf Club access on US 97 is located too close to the US 97/OR 140 interchange on- and off-ramps.
2. Possible options discussed include:
 - a. Option #1: Access via Memorial Drive to the east
 - i. Would require reconstruction of part of the golf course.
 - b. Option #2: A shared access with Columbia Plywood to the south
 - i. Would require a frontage road along US 97.
 - c. Option #3: Access via OR 140.
 - i. Would require a long road around the property to access Memorial Drive to the east.
3. These options will be explored.

Future Meetings:

Next Project Team Meeting (PT #5): July 19, 2012

This meeting will cover Technical Memorandum #5 –
Alternatives Analysis

Next Public Open House: July 19 2012