



Shayna Rehberg <srehberg@migcom.com>

RE: East Banks Transp Coord Mtg

1 message

KNECHT Casey <Casey.KNECHT@odot.oregon.gov>

Wed, Aug 14, 2024 at 9:17 AM

To: Shayna Rehberg <srehberg@migcom.com>

Cc: CHILDRESS Arielle <Arielle.CHILDRESS@odot.oregon.gov>, "rsj@dksassociates.com" <rsj@dksassociates.com>, "tony_mills@washingtoncountyor.gov" <tony_mills@washingtoncountyor.gov>, "don.odermott@deainc.com" <don.odermott@deainc.com>, "rob_saxton@washingtoncountyor.gov" <rob_saxton@washingtoncountyor.gov>, "jinde_zhu@washingtoncountyor.gov" <jinde_zhu@washingtoncountyor.gov>, VYMAZAL Zdenek G <Zdenek.G.VYMAZAL@odot.oregon.gov>, CRISP Caroline <Caroline.CRISP@odot.oregon.gov>, Reah Flisakowski <rfl@dksassociates.com>, Robert Peacock <RobertPeacock@kennedyjenks.com>, Jolynn Becker <jbecker@cityofbanks.org>, Daniel Kearns <dan@reevekearns.com>

Shayna and all,

Here are the comments from ODOT (highway) for the Aerts Addition conditions.

We've added a few lines to the end of Condition C-16 in the draft CoAs:

Prior to final occupancy approval of the 174th dwelling unit in the Project, the applicant shall design, construct, and dedicate the right of way necessary for the Aerts Rd/OR 6 Intersection Improvement (Roundabout), as detailed in Section 9.1 and Exhibits G and G-1 of the Development Agreement, and as clarified by Exhibit A (Master Planned Development preliminary plans. The roundabout already has conceptual approval from ODOT and the applicant shall obtain design approval as well. The design approval shall include appurtenant features such as drainage and pedestrian facilities. The improvements will require a Cooperative Improvement Agreement between the applicant, ODOT, Washington County, and the City of Banks to outline construction and maintenance obligations.

For condition C-18 regarding the Oak/Main intersection, the level of improvement is not clearly defined at this point, so I would recommend a more general condition. The switch to a permitted + protected phasing is not something that ODOT can require of the developer based on the operational analysis. If the city wants to condition it as a safety benefit, ODOT would not oppose it, but the applicant would need to specifically put forth a proposal to ODOT for that change with accompanying analysis. ODOT supports the additional storage for the OR-6 offramp. The analysis from Kittelson calls for 100' the EBL movement and 100' for the EBR movement if the signal is switched to a permitted + protected phasing. There appears to be sufficient space within the existing highway right-of-way to achieve those lengths and tapers without major improvements (beyond the additional width) but the details will be sorted out when the applicant prepares plans. Working next to a signal always runs the risk of needing to replace signal equipment. If the city wants to push forward with the phasing change, you can include the last 2 lines:

Prior to final occupancy approval of the 365th dwelling unit in Project, the applicant shall receive ODOT approval and shall construct additional OR-6 offramp storage at the Oak Way/Main St. Intersection following the recommended mitigation in the Aerts Addition Master Plan Transportation Impact Analysis and Transportation Planning Rule Assessment from April 2024. The applicant shall also obtain ODOT approval to modify the signal phasing to benefit pedestrian movements at the intersection. Both the storage construction and phasing change will require ODOT Region 2 design review and a permit from ODOT District 1.

These aren't set in stone and can be modified to help align with other conditions, so feel free to reach out to Arielle and me with any questions or changes.

Thanks,

Casey Knecht, P.E.

Region Access Management Engineer

ODOT Region 2