

SR 432 Realignment Feasibility Study

Technical Advisory Committee (TAC)

Meeting Summary #4

Meeting Date: August 14, 2007

Location: Cowlitz County Administration Building, 3rd Floor General Meeting Room, Kelso, WA

Attendees: *Technical Advisory Committee Meeting*

Gerald Smith – David Evans and Associates, Inc. (DEA), Consultant/Project Manager

Neal Christensen - DEA, Consultant

Bob Patton – Mainline Management, Inc.

Patrick Lynch - Transpo, Inc.

Wassim Kebab - Transpo, Inc.

Rosemary Siipola – CWCOG, Transportation Planner/Manager

Kirk Fredrickson – WSDOT HQ Rail Office

Jeff Barsness – WSDOT Southwest Region, Planning Office Lead

George Cress – Port of Longview, Planning and Development

Chet Makinster – Swanson Bark and Wood

Jennifer Taylor – WSDOT Environmental Office

Darlene Sharar – WSDOT Engineering Services – Access Management

Denys Tak – WSDOT Southwest Region – Engineering

Craig Bozarth – City of Longview

Welcome and Introductions CWCOG, DEA & WSDOT

Rosemary Siipola, Cowlitz Wahkiakum Council of Governments (CWCOG), thanked everyone for attending our fourth SR 432 Realignment Feasibility Study Technical Advisory Committee (TAC) meeting, introduced herself to the group and then introduced Jeff Barsness, Washington State Department of Transportation (WSDOT). Jeff thanked everyone for coming to today's meeting. Rosemary, then introduced Gerry Smith with David Evans and Associates (DEA), the consultant hired to manage the project.

DEA Meeting Kick-Off Self Introductions, Progress Update

Gerry thanked everyone for coming and opened the floor to self introductions. After introductions, Gerry gave a brief update regarding the agenda for today's meeting and provided an update on study progress.

Rail modeling and improvement scenarios are complete. Rail modeling chapter for the technical report is in QA/QC. Results will be shown later in meeting.

The commodity flow modeling is complete and is available on the WSDOT project website. This work confirmed the growth rates from the stakeholder interviews.

Gerry is working on the funding chapter. Lots of sources of funds, but will take a lot of effort with local, state and federal sources to find the funds to build the projects needed. Particularly true because many of the fund sources are already spoken for or grant competition is stiff. Local funds will be needed. There may be a need to consider a transportation benefit district or similar funding scheme.

The 2000 RDP has been reviewed. Lot of the improvements are still valid, costs will be updated. Issues are around how to match up improvements with the rail and the highway traffic conflicts. If unit train growth comes about, as heard form the stakeholders, the operation of the streets in Longview and SR 432 will be considerably affected. Solutions are complicated. Interchange at SR 432/SR 433 and the bypass option from RDP are in play.

October TAC meeting will be final showing of highway modeling efforts. Today, we're going to be looking at the highway operation with unit trains. Mainline management will today show the rail modeling with all the unit train growth, the impact to the region and the improvements that will help the situation.

Before moving on with the agenda Gerry jumped down the agenda to discuss the Weyerhaeuser work that DEA is also doing. After beginning work on SR 432 DEA was approached by Weyerhaeuser to work on traffic studies related to their Longview plant. Because of a concern for conflict of interest a firewall was installed by DEA to separate the work between managers. A Memorandum of Understanding was developed and signed to cover any issue if it comes up. In the interest of full disclosure a copy of the MOU was handed out to the TAC committee.

George Cress commented that Homeland Security funds might be available to Weyerhaeuser for improvements to SR 432 in the vicinity of their plant and the local street system. Darlene said that this was a problem when Blaine tried to get funds to help with streets around the Peace Arch area.

TRANSPO Power Point Presentation and Highway Simulation

Gerry introduced Patrick Lynch and Wassim Kebab, from Transpo, Inc., to present the highway modeling for future conditions. Transpo in June reviewed the 2007 traffic model for the existing facilities with a unit train during the peak hour. A unit train on the Reynolds lead would close Industrial Way, Oregon Way, California Way, and Third Avenue at the same time and for up to 11 minutes. Today, forecasting will be explained with regional model using 2030 traffic volumes, with some improvements, some major, some minor.

The 2030 baseline traffic volumes were shown. A growth factor of 1.5% per year for cars and 2.0% per year for trucks was used in the model. Growth results in 40-50% more traffic in 2030.

Alternative 1: introduces a bypass, grade separated from Tennant Way to SR 432 junction at Oregon Way with touchdown on SR 432. The relative impact does take traffic from the north and south and adds new capacity in the corridor. Net affect is 20

percent reduction in traffic on Industrial Way east of Oregon Way and an additional 40% on Industrial Way west of Oregon Way because of traffic diverted from Ocean Beach Highway and local streets destined for I-5.

Alternative 2: models an interchange of Industrial Way and Oregon Way (SR 432/SR 433) with Oregon Way going over the railroad leads with minor improvements for capacity in the area. This improvement attracts some new traffic (10 %), reduces delay and improves travel times in the area and corridor.

Patrick showed select link assignments for Industrial Way in Alternative 2. The pie charts show origins and destinations. There are trips from all over the urban area that use the corridor, either start or end in the corridor. Bypass link assignments also draw trips from around the urban area. SR 432 does serve the regional traffic as a limited access facility. It frees up capacity on the other streets they would have been using.

Denys Tak asked for an explanation of the 10 percent reduction on city street traffic for Alternative 1. With new capacity, drivers are using the bypass, not Ocean Beach Highway or other corridors. The 40 percent increase on Industrial Way west? The model shows a bypass will do what the intent of the original route development plan was and divert Ocean Beach Highway and other local traffic to the bypass, serving regional traffic and having local benefits as well. The bypass will keep freight traffic in the industrial area.

Patrick and Wassim showed three VISSIM simulations:

2030 Baseline:

No new capacity, channelization and minor intersection improvements only. The model assumes a unit train on the Reynolds lead. Unit train has an 11 minute occupation of each intersection based on 115 cars, 7200' total length, speed 10 mph. Growth creates 40 to 50 percent more traffic on existing facilities. The whole area is cut off for 7 - 8 minutes by the unit train.

Darlene asked Kirk if WSDOT had any funding options with WUTC and other groups for grade crossings on state highways. Kirk responded that these funds were limited (SAFETEA-LU Section 130) and best bet was for locals to work with congressional delegation.

2030 Alternative 1:

The SR 432 bypass, grade separated from Tennant Way to just past Oregon Way to get over all the rail crossings. The bypass leaves a challenge to get the left turns from the bypass destined for Oregon Way over the railroad.

Idea of super streets, pulling the lefts out, might be applicable here per Darlene and Jeff. Darlene volunteered to send information on super streets to consultants.

2030 Alternative 2:

Construct a new Oregon Way/Industrial Way interchange. This alternative includes a new rail line to the south side of Industrial across Oregon Way as a workhorse to carry unit trains. The existing Reynolds lead would accommodate shorter trains.

There is a challenge to getting over the railroad with the north bound left turns. A suggested layout would have Oregon Way 30' in the air, with directional ramps 75' and 50' in the air.

There are other possible solutions that will be looked at and added to the report. Staging and costs will be included. Reality is an interchange will be required to allow unit train service west of Oregon Way.

Bob Patton, from Mainline Management, Inc., began his power point presentation.

He reviewed the data for 2007, 2030 with some growth and 2030 with full unit train development.

Note: the Power Point will be posted on the website for all to view.

The four projects required for full improvement are:

- New Oregon Way lead for unit train use
- Additional rail along the industrial rail corridor
- Additional "run-around" track at Longview Yard
- Second rail bridge across the Cowlitz River

The ultimate rail corridor improvements depend on WSDOT planned rail improvements to the mainline in the area of Longview Junction

Gerry, than turned the discussion over to Neal Christensen, DEA, to describe the improvement analysis work they were performing. Neal shared some slides with improvements as described above in the highway modeling.

Corridor highway projects include:

- Oregon Way/Industrial Way Interchange
- SR 432 Bypass
- Intersection improvements, including realigned California Way/Industrial Way
- Signal timing improvements
- Channelization improvements
- Access improvements including a possible frontage/access road for businesses on north side of Industrial Way
- Corridor safety improvements

There are some challenges including the bypass need for very long, elevated structures and the limited space between the Reynolds lead and the drain ditch, possibly requiring a viaduct.

**Mainline
Management
Power Point
Presentation
and Rail
Simulation**

**DEA
Intersection
Improvement/
Synchro
Analysis**

Both the bypass and the new Oregon way/Industrial Way interchange will be very expensive and a constructability challenge.

**Wrap-up and
Next Meeting
Date**

Gerry thanked everyone for coming and providing their valuable input.

The next Technical Advisory Committee meeting will be on October 9th from 10:30 a.m. to 12:00 p.m. (meeting location to be determined)