

TUESDAY WORK SESSION AGENDA
November 22, 2022
Courthouse Conference Room

THE LOCATION OF THIS MEETING IS ADA ACCESSIBLE. PLEASE ADVISE THE BOARD OF COMMISSIONERS (503-623-8173)
AT LEAST 24 HOURS IN ADVANCE IF YOU NEED SPECIAL ACCOMMODATIONS TO ATTEND OR TO PARTICIPATE IN THE
MEETING VIRTUALLY.

**Approximate
Time**

AGENDA

- | | |
|-----------|--|
| 9:00 a.m. | 1. CALL TO ORDER – PLEDGE OF ALLEGIANCE |
| 9:01 a.m. | 2. APPROVE MINUTES OF November 8, 2022 |
| 9:02 a.m. | 3. ORRS CORNER RD/CLOW CORNER RD UPDATE – Kumar Rethnasmay |
| 9:40 a.m. | 4. NON-LISTED ITEMS (Pursuant to ORS 192.640) |

Regular meetings of the Board of Commissioners are held on Tuesday and Wednesday each week. The meetings are held in the Board of Commissioners' conference room, 850 Main Street, Dallas, Oregon. Each meeting begins at 9:00 a.m., and is conducted according to a prepared agenda that lists the principal subjects anticipated to be considered. Pursuant to ORS 192.640, the Board of Commissioners may consider and take action on subjects that are not listed on the agenda. The Board also holds a department staff meeting at 9:00 a.m. on Every Monday in the Commissioners Conference Room at 850 main Street, Oregon.

POLK COUNTY BOARD OF COMMISSIONERS
TUESDAY MEETING MINUTES
November 8, 2022

1. At 9:00 a.m., Commissioner Mordhorst declared the Tuesday meeting of the Polk County Board of Commissioners in session and led the Board and attending audience in the Pledge of Allegiance. Commissioner Pope and Commissioner Gordon were present.

2. MINUTES: **COMMISSIONER GORDON MOVED, COMMISSIONER POPE
SECONDED TO APPROVE THE MINUTES OF November 1, 2022**

MOTION PASSED UNANIMOUSLY.

3: STATE HOMELAND SECURITY GRANT AWARDS:

Dean Bender, Emergency Management Manager, provided an update on the FY22 State Homeland Security Grants that his department is applied for in spring 2022. Mr. Bender provided a memorandum that provided information on 4 different projects that these grants would be applied to. Project 1 is for the Polk County Digital Communications Phase I, project 2 is for the Wildfire Interoperability Project Phase II, project 3 is for the Tower Power Project and Project 4 is for the Polk County Digital Communications Phase II. Next Mr. Bender provided a brief background information on these projects and the amount of money that would be awarded to each project. Commissioner Pope asked about the cut off range for the ranking numbers in the State of Oregon. Mr. Bender stated that he has a document that he can get to the Commissioners at a later time that goes over all the projects that have been applied for. Commissioner Pope asked if this was once a year or twice a year process and if it is once a year, this is a small amount allotted for Homeland Security. Next Mr. Bender stated that Emergency Management has applied for a grant for a sand bagging machine and Polk County was approved for it. He stated that this machine will be owned by the State so other cities would be able to use it as well as the public.

4. NON-LISTED ITEMS - (Pursuant to ORS 192.640, the Board of Commissioners considered the below identified non-listed items.)

None.

Commissioner Mordhorst adjourned the meeting at 9:12 a.m.

Minutes: Nicole Pineda
Approved: November 22, 2022



Oregon

Kate Brown, Governor

Department of Transportation
Delivery and Operations Division – Region 2
455 Airport Rd SE Bldg. B
Salem, OR 97301-5395
Phone: (503) 986-2600

DATE: 11/21/2022
TO: Polk County
FROM: Kumar Rethnasamy
Transportation Project Manager
SUBJECT: RE: K21374 – OR99W: Orrs Corner Rd – Clow Corner Rd – Road Closure(s)

The purpose of this memo is to follow up on the concerns raised at the Polk County Board of Commissioners meeting on the 09/27/22 and the memo dated 10/04/22. In **black** are the concerns raised in the Polk County memo and in **red** are the responses to the memo and as well as the questions received from the community feedback.

Closure of Clow Corner Rd, east of OR99W.

Local vehicle traffic will need to detour east to Hwy 51. However, there are at least two large farm operators that farm lands both east and west of OR99W that currently utilize Clow Corner Rd, east of OR99W to access lands along Clow Corner and Rogers Roads. One of these operators would have a 6.7 mile detour with 0.3 miles travelled against the detour traffic. The other operator would have a 4.5 mile detour with 4.5 miles travelling with the detour traffic and NB highway traffic and across the Riddell Rd. bridge. This may cause significant back-up problems. There are two farm accesses included in the project scope of work south of Clow Corner Rd. to provide farm access. Constructing these before the Clow Corner closure might provide partial mitigation for one operator. There may be others operators that will be impacted by this closure. More input from the agricultural community is needed to determine if there are any others that will be similarly impacted.

On 11/01/22 we sent a mailer to 33 affected residents/farmers on Rogers Rd, Clow Corner Rd, Orrs Corner Rd, and properties surrounding the project area. I received the feedback Lafayette Farms and Golden Valley Farms. The concerns raised about the proposed project were;

- 1. How would farm vehicles traverse the roundabout?**
All vehicles that currently cross the 99/Clow Corner intersection would be able to continue to use the roundabout. The width and low curbs are designed to accommodate both farm and oversized freight vehicles.
- 2. What is the speed of the roundabout?**
The curves on OR99 approaching the roundabout are designed to slow vehicles from 60mph to 0 (if vehicles have to stop to allow other vehicles circulating within the roundabout). The design speed through the roundabout is 15-20 mph. Some people maybe go faster and some may go slower than the design speed.

3. What is the height of the curbs in the roundabout?

There will be a 3 inch difference from the road to the top of the mountable curb. They will be colored red to provide a visual cue to drivers to indicate there is difference in height as well as help slow drivers as they go around the roundabout.

4. What are timings of the closure(s) for Clow Corner Rd?

Stage 1 – Clow Corner Road East Closure

Closure to occur in 2024, limited to 150 calendar days (5 months) AND to be completed before June 30 2024.*

**Based on the feedback received from farming community (Lafayette and Golden Valley Farms), we are limiting work for stage 1 to occur between January and June as this is the period when farm vehicles are less likely to be on the road and hence minimizing out of direction travel. However, there is some overlap with May and June being the start of the farming season.*

Stage 2 – Clow Corner Road West Closure

Closure to occur in 2024, limited to 60 calendar days (2 months) AND to be completed before November 30 2024.

Recommendations as outlined in the Polk County memo.

1. ODOT needs to provide a more detailed analysis and justification for the detour.
The detour is no longer required as we are temporarily widening OR99 to allow vehicles travelling North/South on OR99 to remain on it during the construction of the approach work.
2. ODOT/Polk County need to explore other alternatives for traffic control at the Riddell/Clow intersection.
While there will be no highway traffic using Riddell Rd. When Clow Corner Rd West is closed, local traffic travelling to & from Dallas will detour on Riddell Rd via Orrs Corner or Hoffman Rd to access OR99.
3. Swept path analysis needs to be conducted for all turn movements to/from County intersections.
See response 1.
4. If Polk County allows the detour, ODOT will need to provide 30-60 days advance notice.
30 – 60 days advance notice will be given prior to the Clow Corner Road closures.
5. ODOT needs to show a plan for Emergency Medical Services during the detour.
I called the following EMS services in the area to inform them about the Clow Corner Road closures.
 - *Polk County Fire District 1, Station 90*
 - *SW Polk County Fire District , Station 130*
 - *West Valley Hospital - Salem Health*
 - *City of Dallas Fire & EMS*
 - *Polk County Sheriff*

All responded except Salem Health. The feedback received was that the road closures would have some minor impacts on services, which could be mitigated through advance notice prior to closure. The same notice will be given to all stakeholders when closures are known, at a minimum not less than 30 days.

OR 99W: Orrs Corner Road – Clow Corner Road

About

This project will construct road improvements to OR 99W to address safety and crash history problems at the Clow Corner Road intersection and improve safety at the Orrs Corner Road intersection.

The project includes:

- Constructing a northbound left turn lane at the intersection of OR 99W and Orrs Corner Road.
- Constructing a modern roundabout at the intersection of OR 99W and Clow Corner Road.
- Reconnecting the multiuse path on the west side of OR 99W, including ADA ramps.

What you can expect during construction

Below is an estimated schedule and outline of our work so you can plan ahead for construction to start. The schedule may change when a contractor is on board. Sign up to receive project alerts to get the latest information.

In 2023 - May through October

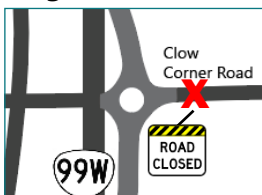
We plan to:

- Construct the northbound left turn lane at the intersection of OR 99W and Orrs Corner Road.
- Prep work at Clow Corner Road.
- Relocate the utilities at Orrs Corner and Clow Corner Roads.

In 2024 - February through October

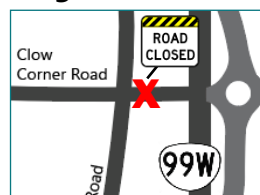
The construction of the roundabout requires closing Clow Corner Road in two stages. We'll maintain both directions of travel on OR 99W.

Stage 1

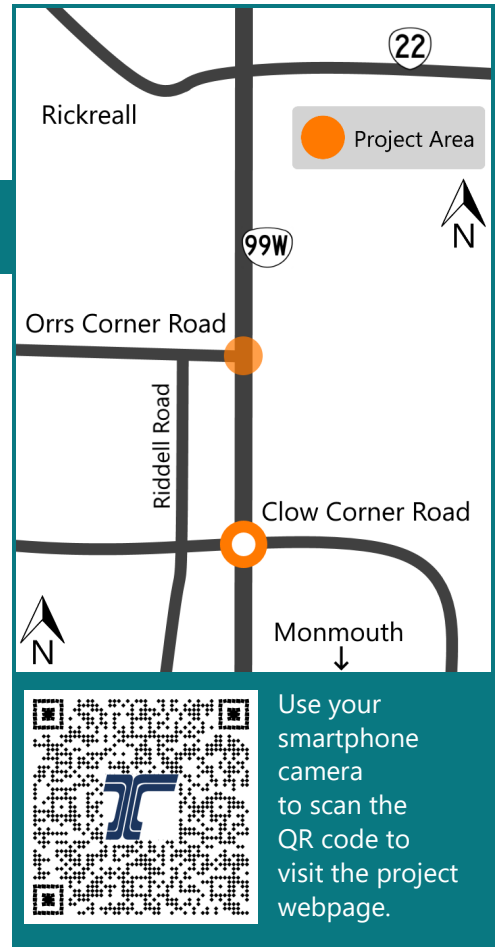


Clow Corner Road to the east of OR 99W will close for about five months to construct the roundabout.

Stage 2



Clow Corner Road to the west of OR 99W will close for about two months to connect the roundabout and remove the old highway.



OR 99W: Orrs Corner Road - Clow Corner Road Construction starts in 2023

Oregon Department of Transportation
Region 2 Office
455 Airport Road SE
Salem, OR 97301



OR 99W: Orrs Corner Road - Clow Corner Road

We want your feedback!

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project or for other topics that you may be
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- ✓ Receive invitations to open houses.
- ✓ Get construction updates.
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MEMO

To: Kumar Rethnasamy/ODOT
From: Todd Whitaker/Polk County
Subject: K21374 – OR99W: Orrs Corner Rd – Clow Corner Rd
Date: 10/04/2022
Cc: File

Kumar:

I tried to collect and summarize the remaining concerns shared by Polk County commissioners and staff. In summary, our concerns are:

- Lack of justification for a detour
- Safety at Riddell/Clow during the proposed detour
- Safety at Riddell Rd. bridge during the proposed detour
- Freight mobility issues at Clow Corner/Riddell and Hoffman/Riddell Intersections
- Overall inconvenience of the proposed detour

These concerns are discussed below.

Justification for Detour

1. The proposed detour is a departure from our understanding of the traffic management during construction as well as the June 7, 2022 Transportation Management Plan (TMP) prepared by ODOT. Our understanding was consistent with the TMP in the following key points:
 - Closure of the east leg of Clow Corner Rd during Stage 1 construction of the circular roadway and the north, south and east legs.
 - Construction of the north and south legs to the new roadway under traffic with flagging during Stage 2 construction.
 - Closure of the west leg of Clow Corner Rd during Stage 3 construction when the west leg of Clow Corner will be connected.
2. Adequate justification for the detour has not been provided to convince the County that no reasonable alternatives exist. Polk County is requesting that ODOT provide a more detailed justification for the detour.

or

2. The explanation provided by ODOT for the departure from the June 2022 TMP (That the approaches to the roundabout have to withstand significant stresses and therefore must be full depth reconstruction) does not sound like a condition that has changed in the 3 months since the TMP was completed. Furthermore, a recent project completed by ODOT on OR99W through Monmouth involved full depth reconstruction throughout the entire length of the city, and yet no detours were required.
3. By examining the existing conditions of the roadway and the advance plans, it appears that construction could be sequenced to avoid a detour altogether.

Safety at Riddell/Clow during proposed detour

1. Northbound OR99W traffic heading to Dallas will likely take Hoffman Rd to Riddell to Clow Corner Rd, making a left turn onto Clow Corner Rd. This is the same movement being made at OR99W, but does not have the benefit of a left turn lane. This will increase the risk of rear-end or angle crashes and further exacerbate traffic queuing for EB Clow Corner traffic. We need to discuss options for mitigating this.
2. Making Riddell Rd the primary route will train NB/SB drivers that they have the ROW, which will be reversed when the detour is over. This creates potential for crashes.

Safety at Riddell Rd Bridge during proposed detour

1. The existing bridge deck width is 24 ft. between the face of curbs. This creates a concern for safety, since there will be many large, wide farm vehicles using the road in both directions during the proposed timeline.

Freight Mobility Issues at Riddell/Clow and Riddell/Hoffman intersections

1. The right turn from EB Clow Corner to SB Riddell is a concern as is the left turn from SB Riddell to EB Hoffman.
2. Polk County is requesting that a swept-path analysis be conducted for these two turning movements.

Closure of Clow Corner Rd, east of OR99W.

1. Local vehicle traffic will need to detour east to Hwy 51. However, there are at least two large farm operators that farm lands both east and west of OR99W that currently utilize Clow Corner Rd, east of OR99W to access lands along Clow Corner and Rogers Roads. One of these operators would have a 6.7 mile detour with 0.3 miles travelled against the detour traffic. The other operator would have a 4.5 mile detour with 4.5 miles travelling with the detour traffic and NB highway traffic and across the Riddell Rd. bridge. This may cause significant back-up problems. There are two farm accesses included in the project scope of work south of Clow Corner Rd. to provide farm access. Constructing these before the Clow Corner closure might provide partial mitigation for one operator. There may be others

operators that will be impacted by this closure. More input from the agricultural community is needed to determine if there are any others that will be similarly impacted.

2. 30-60 days advance notice will be required.

Recommendations:

1. ODOT needs to provide a more detailed analysis and justification for the detour.
2. ODOT/Polk County need to explore other alternatives for traffic control at the Riddell/Clow intersection.
3. Swept path analysis needs to be conducted for all turn movements to/from County intersections.
4. If Polk County allows the detour, ODOT will need to provide 30-60 days advance notice.
5. ODOT needs to show a plan for Emergency Medical Services during the detour.
6. Point of clarification. Polk County originally suggested the timing of any detour be after June 15 and before Sept. 1. This was primarily to avoid the increased traffic volume associated with school-related traffic at the Hoffman/Riddell intersection. An additional benefit is improved safety to students/employees of WOU.