

**East-West Corridor Project
Final Alignment Alternatives Study**

**Appendix E
Technical Advisory Committee Meeting No. 1**


MEETING MINUTES

Date: September 29, 2010

Time: 1:30PM

Meeting: Technical Advisory Committee (TAC) Meeting

Location: Conference Room 419
Yakima County Public Services
128 N. 2nd Street
Fourth Floor Courthouse
Yakima, Washington 98901

From: Marcus Elliott 

ATTENDANCE

<u>Name</u>	<u>Initials</u>	<u>Representing</u>	<u>Phone</u>	<u>Email</u>
Gary Ekstedt	GNE	County	(509) 574-2300	gary.ekstedt@co.yakima.wa.us
Kent McHenry	KLM	County	(509) 574-2300	kent.mchenry@co.yakima.wa.us
Chris Walcott	CCW	BergerABAM	(206) 357-5624	chris.walcott@abam.com
Marcus Elliott	MRE	BergerABAM	(206) 357-5611	marcus.elliott@abam.com
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Roger Arms	RA	WSDOT – SC	(509) 577-1780	armsr@wsdot.wa.gov
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Brad Hill	BAH	Yakima Resources	(509) 453-3131	bradleyahill@gmail.com

DISCUSSIONIntroductions

GNE welcomed the group and introduced the BergerABAM (BA) design team. He explained the purpose of the Technical Advisory Committee (TAC) as similar to the Stakeholder Advisory Committee (SAC), but would focus mostly on guiding the East-West Corridor (EWC) project through the technical issues related to corridor selection.

Corridor Alignments

MRE provided the group with a brief history of proposed EWC routes, beginning with the Northern and Southern Alternatives from the Terrace Heights Corridor Study (THCS) from 2001 and continuing to BA's current project with the County. MRE presented the group with a series of five (5) color roll plots depicting the following corridors:

- 1.) Ridge Top Corridor
- 2.) Rest Haven Bench Corridor
- 3.) Ridge Base Corridor
- 4.) Lowlands Corridor

MRE oriented the group to the color scheme BA used to differentiate the EWC from the peripheral improvements to the existing road network. He relayed the results of the 20100831 Project Coordination Meeting, when the County established a configuration of peripheral improvements for each corridor based on traffic modeling and BA's recommendations. MRE explained that the improvements centered around five (5) roadways—Marsh Road, Butterfield Road, Keys Road, Cut Off Road, and Rest Haven Road—and covered nominally the same scope for each corridor.

Ridge Top Corridor

This is a single route largely independent of the other corridors. It turns north sharply in the Yakima River floodplain, intersects Marsh Road at its western terminus, and immediately begins a steep rise up the Yakima Ridge. Once the roadway reaches the top of the first hill, it crosses the Roza Canal prior to the "11-Mile" diversion of Wasteway #2 and skirts the tops of several hills before tying in to the established eastern terminus for the EWC.

MRE noted that this route represented a significant deviation from the THCS. The Ridge Top Corridor traverses the sparsely populated areas at the far western fringe of the corridor and the top of the Yakima Ridge and thus impacts the fewest homes of any of the corridors. Similarly, it avoids both the US Bureau of Reclamation's (USBR) property and the Skyline Mobile Estates trailer court.

The lower number of property conflicts is offset by considerably higher construction costs. Due to its location at the top of the Yakima Ridge, this corridor would require large cuts and fills.

The group inquired about development potential along the route. MRE approximated the line demarcating Range 19, Township 13, Sections 16 and 17, explaining to the group that development was unlikely west of the line. GNE explained that the County development office had deemed this area geologically unstable. As further evidence, KLM identified an area just west of the Ridge Top Corridor where mass wasting had occurred fairly recently. MRE informed the group that BA's geotechnical subconsultant had produced a corridor-level report indicating serious slope instability issues across much of the upper Yakima Ridge. MRE explained that without further subsoil investigation, this route remained the riskiest and most costly.

Various members of the group speculated that the residents of Terrace Heights were unlikely to travel a steep grade to the top of the ridge for an east-west connection that ultimately takes them back down the grade. In this scenario, the group envisioned most residents simply taking Marsh Road to the EWC, or continuing down to Terrace Heights Drive/Yakima Avenue.

Rest Haven Bench Corridor

These two (2) routes were the first ones developed by BA and follow the Northern Corridor from the THCS very closely. These routes extend the Yakima River Bridge tangent through the floodplain, bank north, intersect Marsh Road at-grade just west of the US Bureau of Reclamation (USBR) property, and begin a steep rise to the natural relict floodbank bench halfway up the ridge. This bench is currently occupied by existing Rest Haven Road; both of the potential corridors seek to re-purpose it for the EWC. The first employs a normal crown roadway section and extensive use of high retaining walls. The second also has extensive retaining walls, but it manages to shorten them through the use of a bifurcated roadway section. The WB lanes' profile grade line falls in roughly the same location as the normal crown section, but the EB profile grade line is stair-stepped lower on the ridge rise.

Ridge Base Corridor

This route moves the corridor further south and down to the base of the ridge rise, relocates Marsh Road, and crosses USBR property with a bridge.

MRE relayed the feedback from his 20100715 meeting with representatives of USBR. At that time, USBR listed their top priorities as safety of pedestrians, access and security of property and vehicles, current and future availability of parking options, and expansion opportunities. GNE noted that the first two (2) corridors did not affect USBR, while the remaining three (3) required USBR cooperation. KLM cited USBR cooperation and mutual goals of both agencies as a high priority, and noted that linking up the USBR's two (2) properties by closing Marsh Road to public traffic was very important to USBR.

Lowlands Corridor

This route moves the corridor still further south, running parallel to the CBRR tracks all the way to the existing intersection of Marsh Road & Butterfield Road. The corridor then moves east to the existing intersection of Keys Road and Butterfield Road before swinging north, parallel Cut Off Road. The corridor continues its northward track up the ridge rise, swings east, and crosses the Roza Canal before connecting with the eastern terminus. This corridor has considerably more interaction with the existing local roadway network. Consequently, the team has explored a number of different options in an effort to find the most effective way to integrate the EWC with the surrounding roadways. Some of the possibilities include neighborhood reconfigurations, grade-separated viaducts, and a system of roundabouts. The final intersection layouts will be determined as a part of the National Environmental Policy Act (NEPA) process after the route is identified.

Typical Section

MRE and KLM explained that the EWC is planned to have a 4- to 5-lane typical section. One side of the roadway features a 14' paved trail for both pedestrians and bicyclists, while the other side includes a standard 5' sidewalk. Additionally, each of the outside travel lanes are proposed to be 14' wide to accommodate experienced bicyclists who preferred the roadway to the multi-use trail.

City and Developer Coordination

BAH described the process that Yakima Resources LLC (Developer) would follow to connect the Boise Cascade Mill Redevelopment (Mill) with the EWC and the City. He asked MRE to contact Todd Johnson of Group Mackenzie to discuss the interface between the two projects. MM explained that the City had three (3) projects in the planning stage: the roadway corridor adjacent to the Mill, the North First Street corridor, and the neighborhood in between these two corridors.

Public Involvement

RA noted the EWC would ultimately connect two (2) neighborhoods that were both sensitive to environmental justice concerns. He stressed the importance of keeping the public informed about the EWC project. MRE, GNE, KLM, and RW detailed the group's public involvement activities to date, explaining that the 20100609 Open House had been conducted at the Oxford Suites in Terrace Heights and that both the event itself and all its advertisements featured support for both English- and Spanish-speaking residents. RA suggested that future Open Houses be split into multiple events on both sides of the river since marginalized populations would probably have to walk to the events. He also suggested the City and the Developer be present at all events.

Federal Classification

RA explained that once the team selects a route they should apply for a federal functional classification for a "proposed route." He asked if any other roadways in the area had functional classifications from the Federal Highway Administration (FHWA), noting that these links into the federal system should be included in any additional requests. GNE and KLM listed a number of roads throughout Terrace Heights and points further east, identifying some with classifications and others that weren't classified but should be. RA suggested the County develop a complete matrix of roadways that they felt should be classified and apply for their federal classifications all at once. He further suggested that the City should get their proposed roadway projects in the area classified first, and the County include the city's newly-classified roads in their application as well. RA estimated the process would take 3-6 months from the time of application.

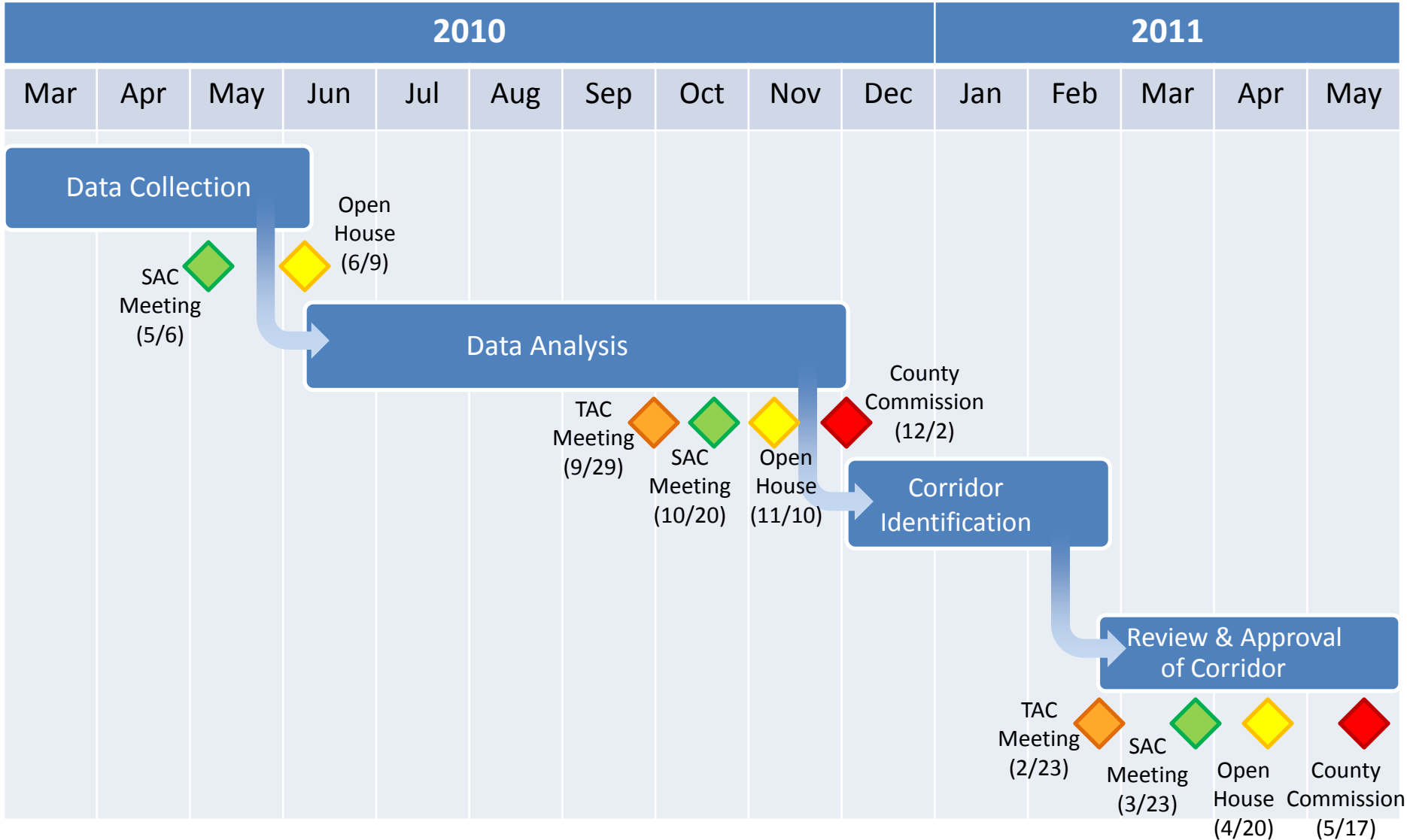
NEPA

The NEPA process can begin as soon as the EWC receives its functional classification. KLM estimated this would occur in Summer 2011.

Schedule

CCW called the group's attention to an exhibit detailing the project milestones until the end of 2010 (attached).

Yakima County East-West Corridor Alignment Development Schedule



MEETING AGENDA

Date: September 29, 2010

Time: 1:30PM

Meeting: 20100929 Technical Advisory Committee (TAC) Meeting

Location: Conference Room 419
Yakima County Department of Public Services
Fourth Floor, Yakima County Courthouse
Yakima, Washington

SCHEDULE

1. Introductions
2. Overview of Geotechnical and Hazardous Material Reports
3. Overview and Discussion of Current Alignment Alternatives
 - a. Ridge Top Alternative
 - b. Rest Haven Bench Alternatives
 - c. Ridge Base Alternative
 - d. Lowlands Alternatives
4. Discussion of Agency Concerns
 - a. WSDOT
 - b. City of Yakima
 - c. YVCoG
5. Federal Aid Classification Process Orientation
6. NEPA Process Orientation
7. Project Schedule and Revisions
8. Fall Public Open House and Project Website