



Oregon Department of Transportation



# Highway 62 Corridor Project

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November 10, 2009

**Highway 62 Corridor Project  
Jackson County Commissioners**



# Highway 62 Corridor Project

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- Multi-Modal transportation project
- Purpose and Need:
  - Improve Safety
  - Reduce Congestion



# Highway 62 Corridor Project

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## □ Traffic Volumes

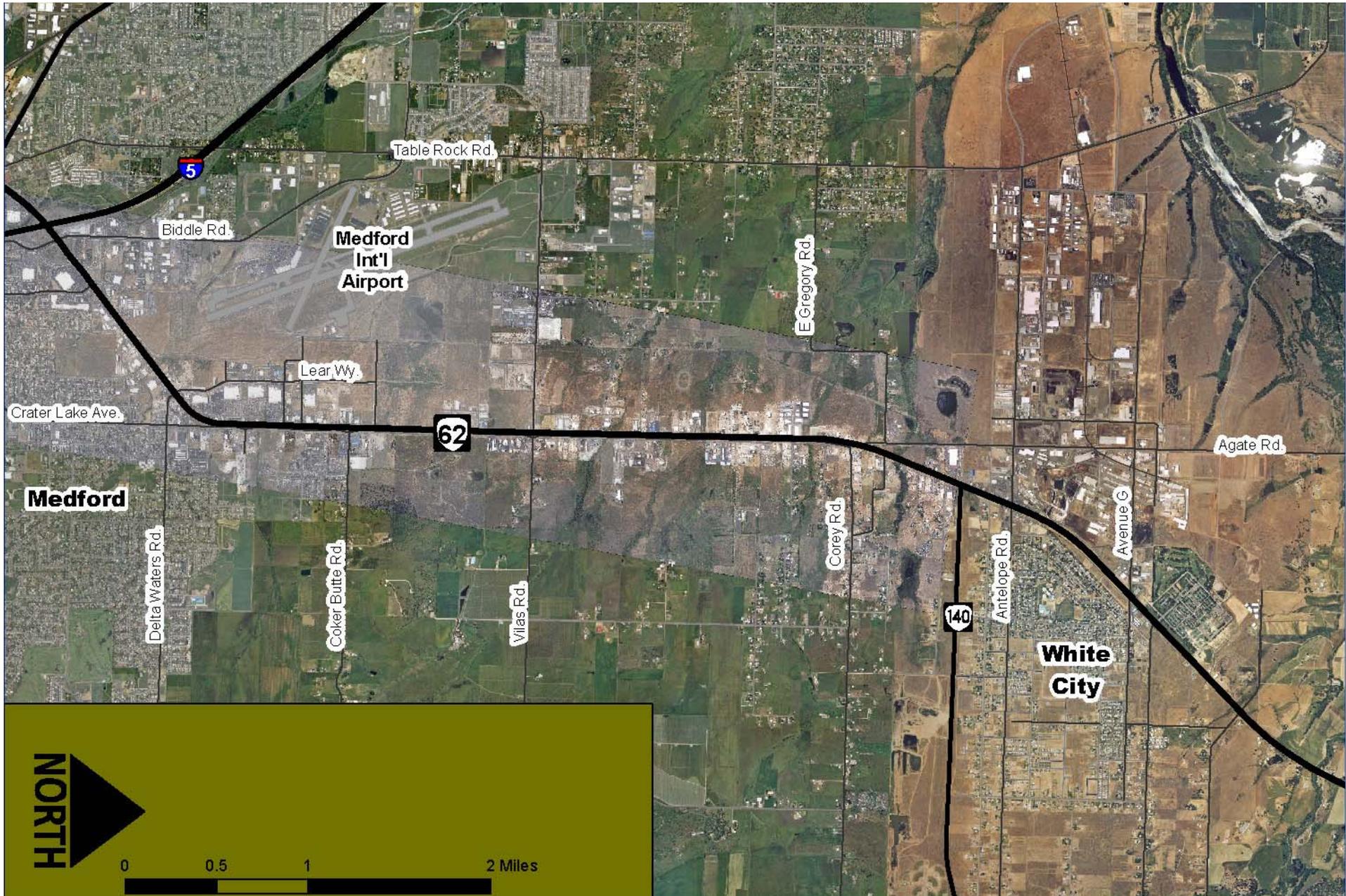
- 42,000 vehicles per day (existing)
- Future demand (in 2030) for Corridor will be approximately 70,000 vehicles per day

## • Intersections

- 5 out of 11 signalized intersections exceed mobility standards
- 3 out of 8 unsignalized intersections exceed mobility standards

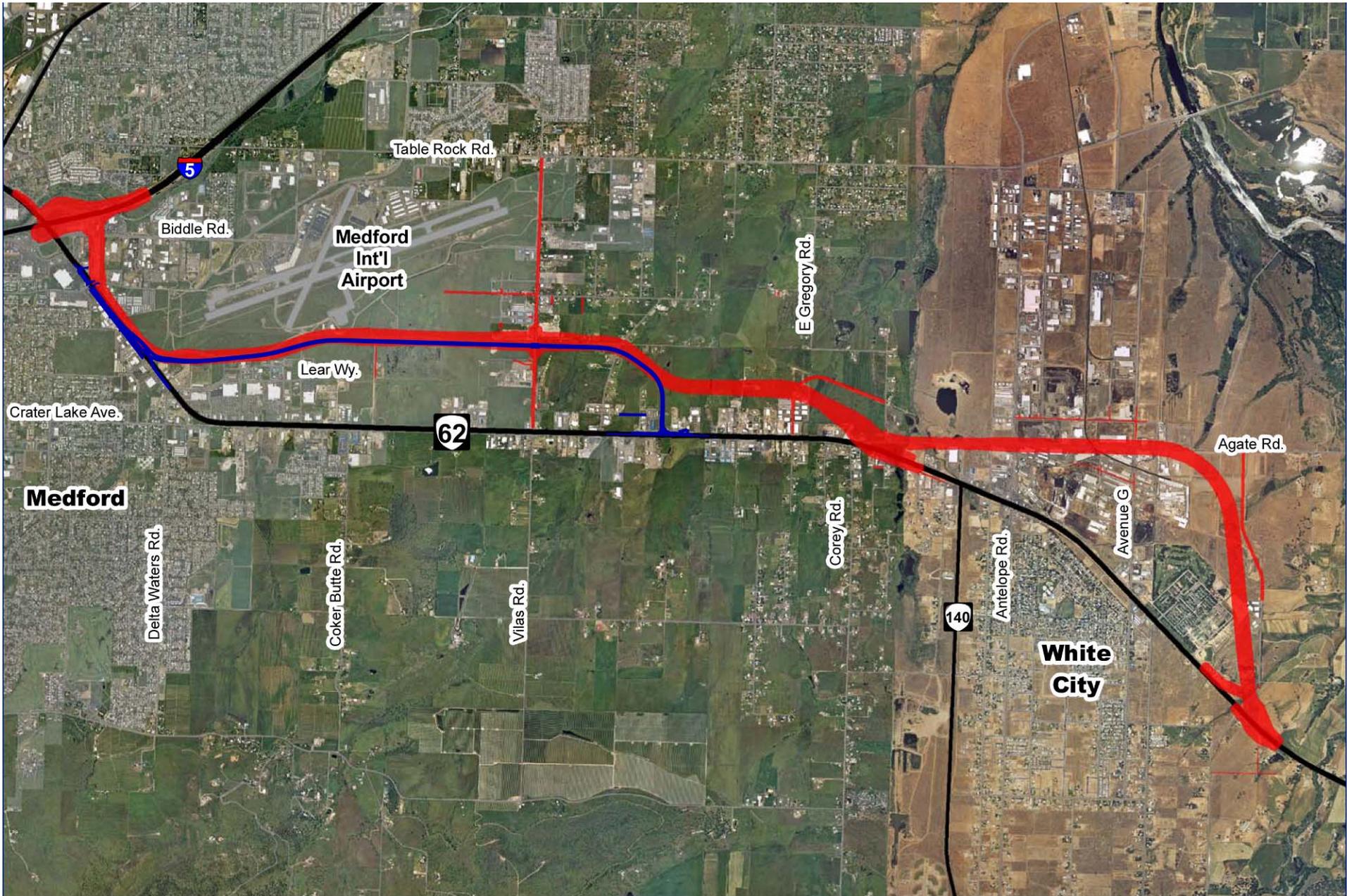
## • Safety

- 3 segments exceed statewide averages



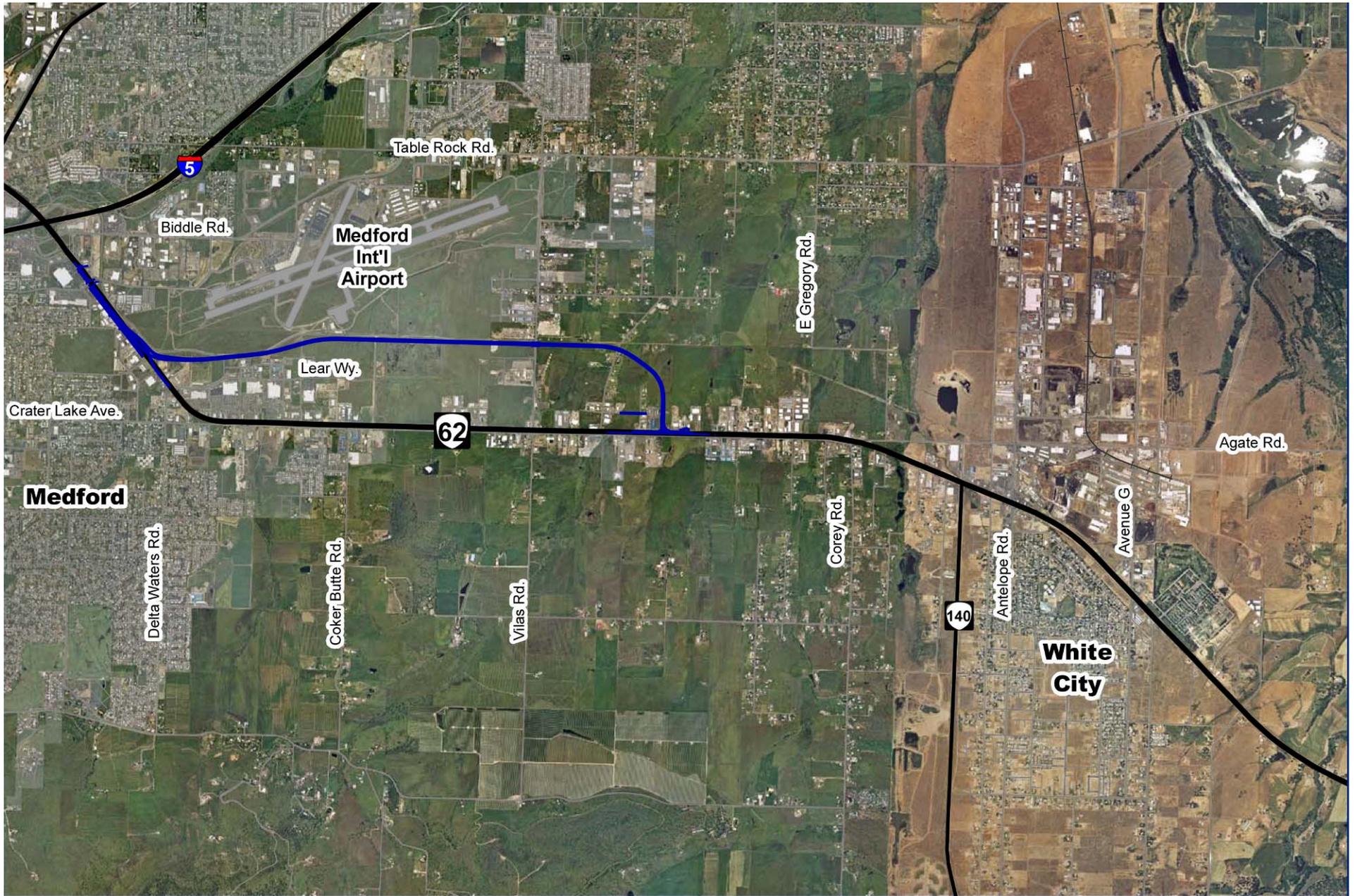
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1.a. Why wasn't a portion of the Highway 140 connector to Interstate 5 modeled from Highway 62 to Table Rock Road?

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- This project was modeled

*JRH - Highway 140 Extension Analysis – January 19, 2007- Attachment 1*

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## RESPONSE TO QUESTIONS

**QUESTION 1)** WOULD THE CONSTRUCTION OF A HIGHWAY 140 EXTENSION SERVE TO REDUCE THE SCOPE OR EVEN ELIMINATE THE NEED FOR IMPROVEMENTS ON HIGHWAY 62?

### RESPONSE TO QUESTION 1:

Traffic diverted by a better connection between White City and I-5 to the north would not divert enough traffic to materially change the need or extent of needed Highway 62 improvements.

**QUESTION 2)** WITHOUT REGARD TO THE ANSWER TO QUESTION 1, WOULD IMPROVEMENTS TO HIGHWAY 140 HAVE SUFFICIENT INDEPENDENT UTILITY SO AS TO WARRANT ITS CONSTRUCTION?

### RESPONSE TO QUESTION 2:

There are important freight movements between White City and I-5 to the north, which would receive a reduction in overall travel time and distance, should this connection be made. In addition, there is an indication that an east-west alignment south of White City would draw considerable traffic on its own. The level of traffic projected for the facility is such that it could easily be accommodated on the existing Kirtland/ Blackwell alignment; however, this alignment is out of direction and requires drivers to traverse a greater distance than a more direct Highway 140 routing. Consideration should be given to improving the Highway 140 connection between White City and Interstate 5 as part of the RVACT process to amend the DSTIP.



1.a. Why wasn't a portion of the Highway 140 connector to Interstate 5 modeled from Highway 62 to Table Rock Road?

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- This was dropped from further consideration. The model showed it pulled approximately 10% of traffic off Highway 62
- The Highway 140 Connector project has its own benefit to region transportation needs and needs to be further examined on its own

***JRH - Highway 140 Extension Analysis – Jan. 19, 2007- Attachment 1***

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1.b Why not simply widen the existing highway and add frontage roads?

‘Texas Turnaround’ Alternative which added frontage roads was examined and had major right of way impacts

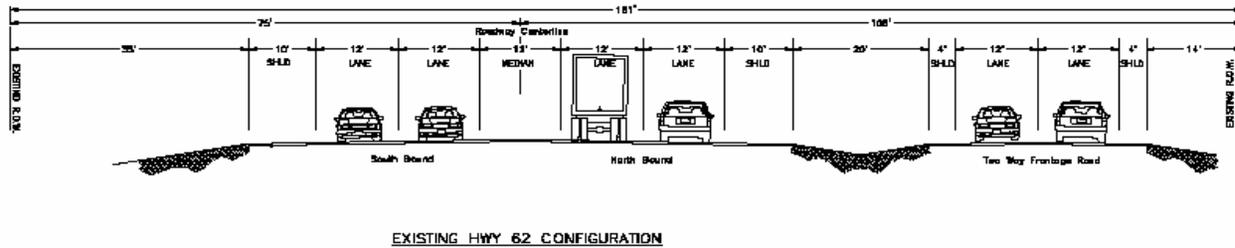
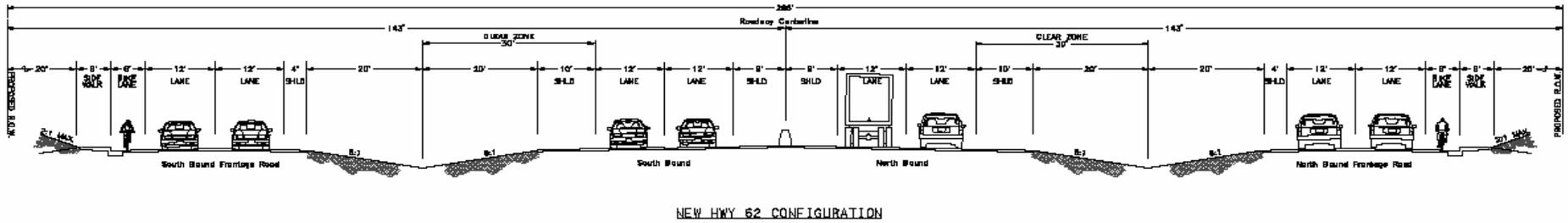


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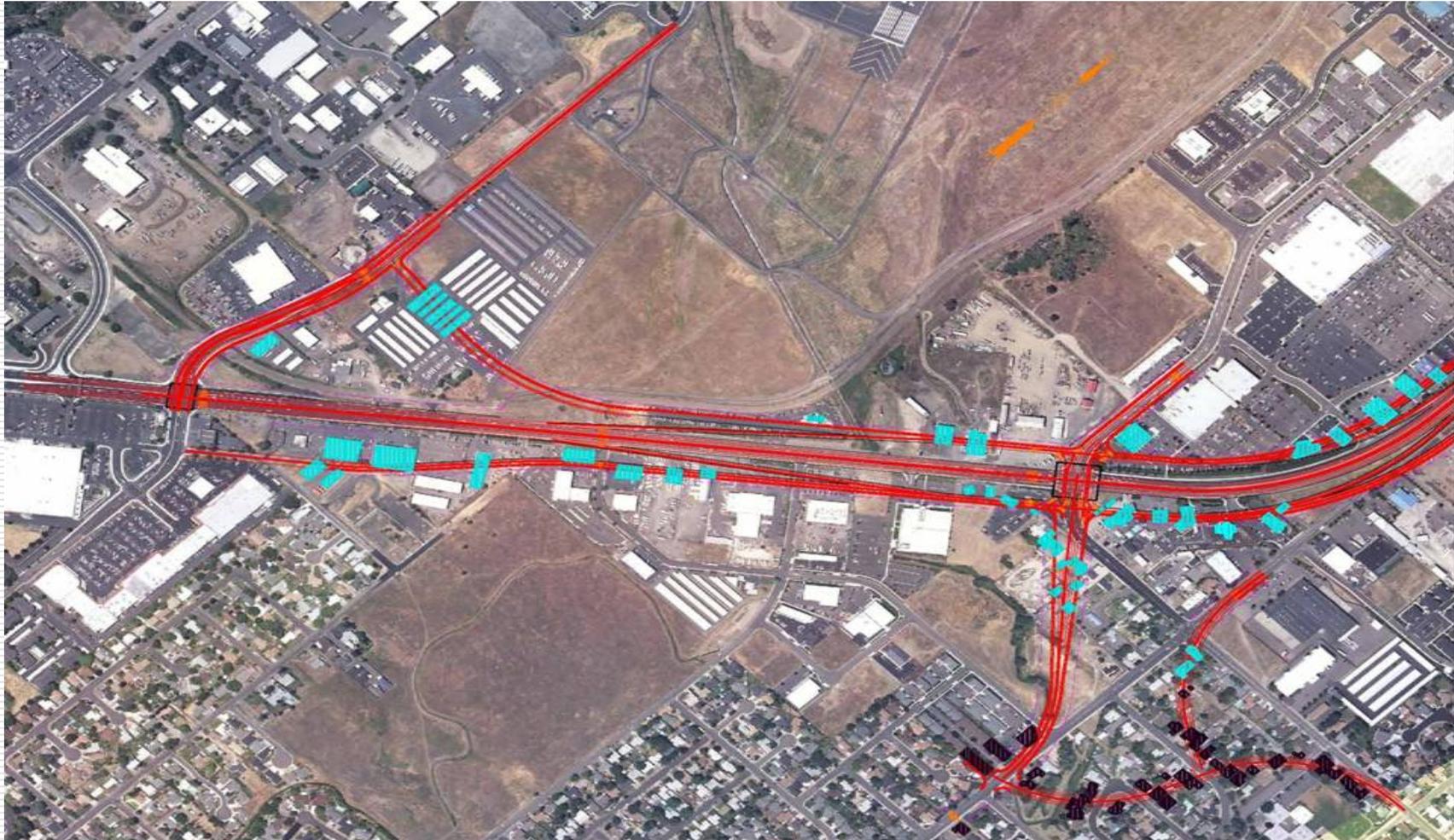
# Texas Turnaround Alternative



Texas Turnaround Alternative: 2 Lanes Each Way Hwy 62 W/ One way Frontage Roads



# Texas Turnaround Alternative – south corridor



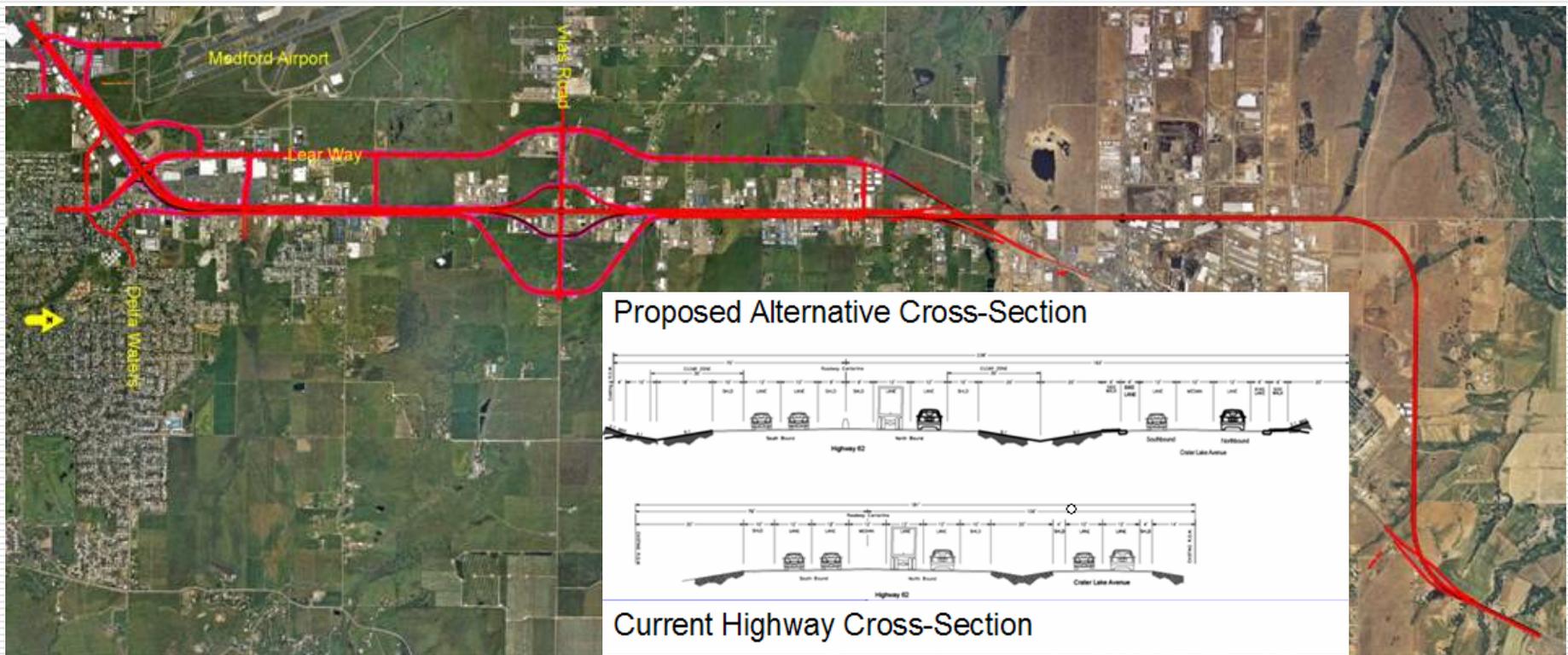
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1.b. Why not simply widen the existing highway and add frontage roads?

## Existing Highway Alternative

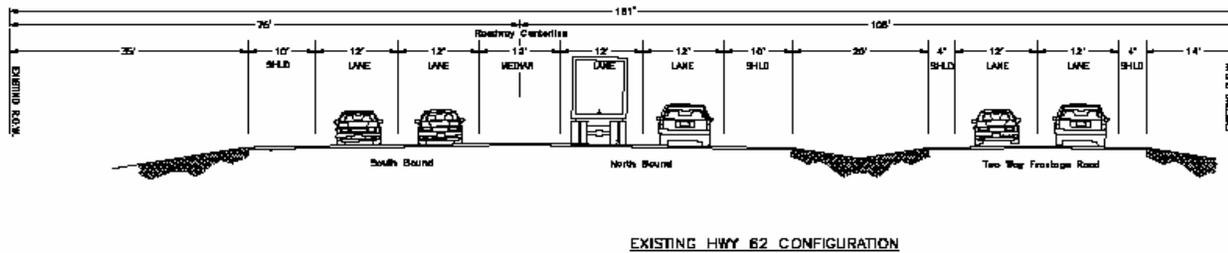
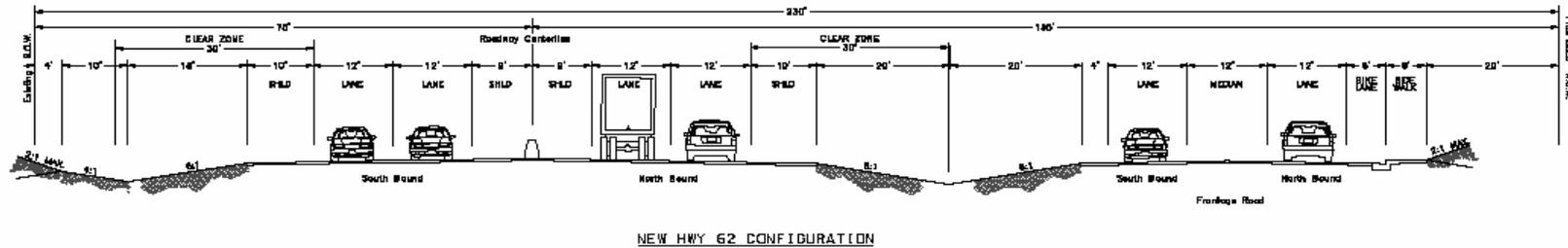


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## Existing Highway Alternative



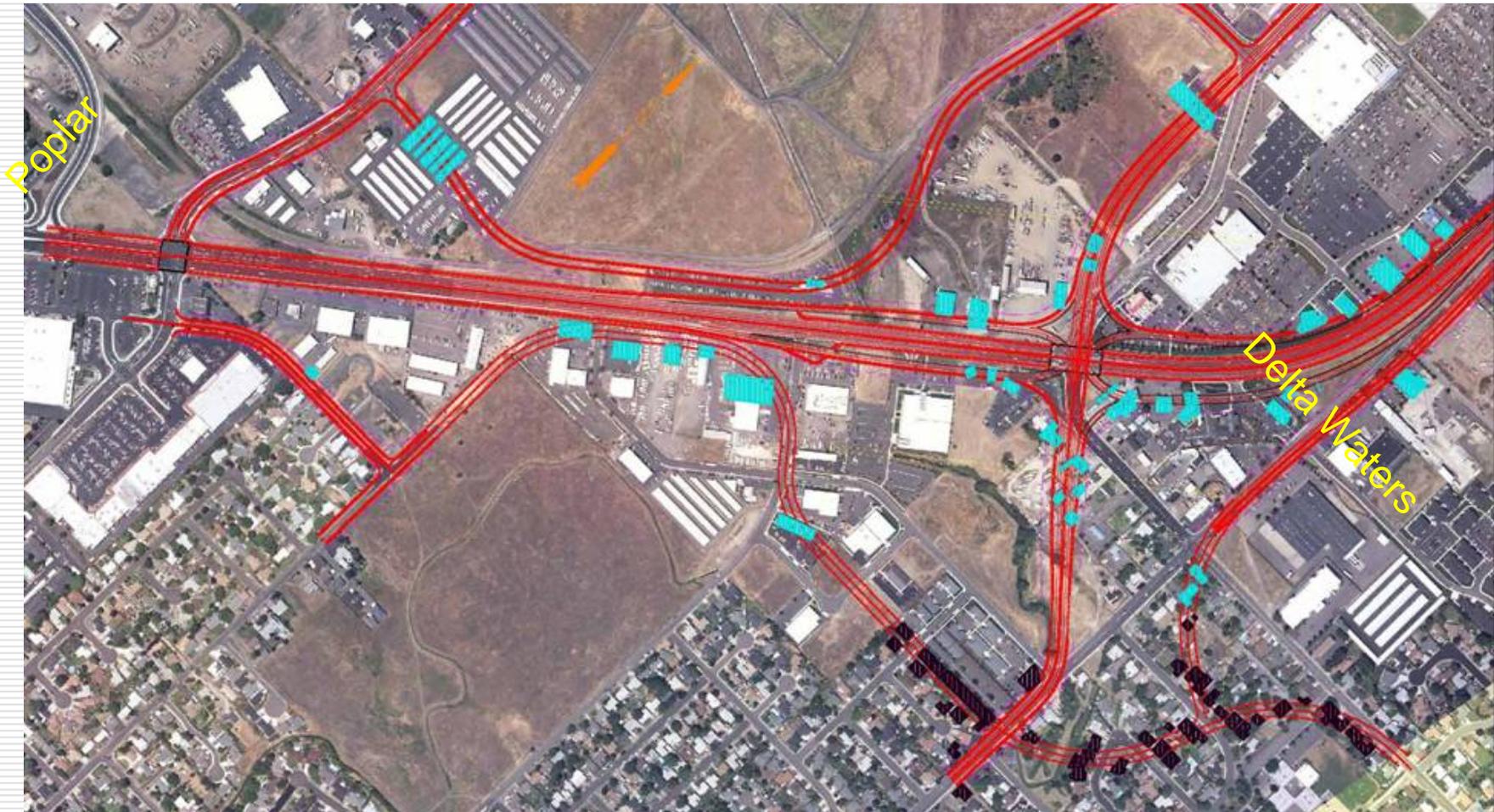
Existing Alternative : 2 Lanes Each Way Hwy 62 W/ Two Way Frontage Road

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# Existing Highway Alternative – south corridor



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1.c. Why not complete off-system improvements such as widening and improving Table Rock, Foothill, Hamrick and Vilas Roads or adding an interchange at Table Rock Road?

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- The Environmental Impact Statement process examined these Out of Corridor Alternatives in a comprehensive way
- While each was important, it did not solve the congestion and safety problems on Highway 62

**• Please see Attachment 2 for detailed analysis**



1. What other alternatives have been studied and why were they dismissed?

- Many alternatives were studied but they must solve safety and congestion problems
- Alternatives developed by project team and citizens, including those who turned in newspaper map of corridor
- Result: more than 30 alternatives considered\*
- Final Four:
  - Texas Turnaround
  - Existing Highway
  - Couplet
  - Bypass

(\* see Attachment 3)





1. What other alternatives have been studied and why were they dismissed?

## Texas Turnaround

- Unacceptably large impacts to businesses and individual properties and did not meet project's goals and objectives



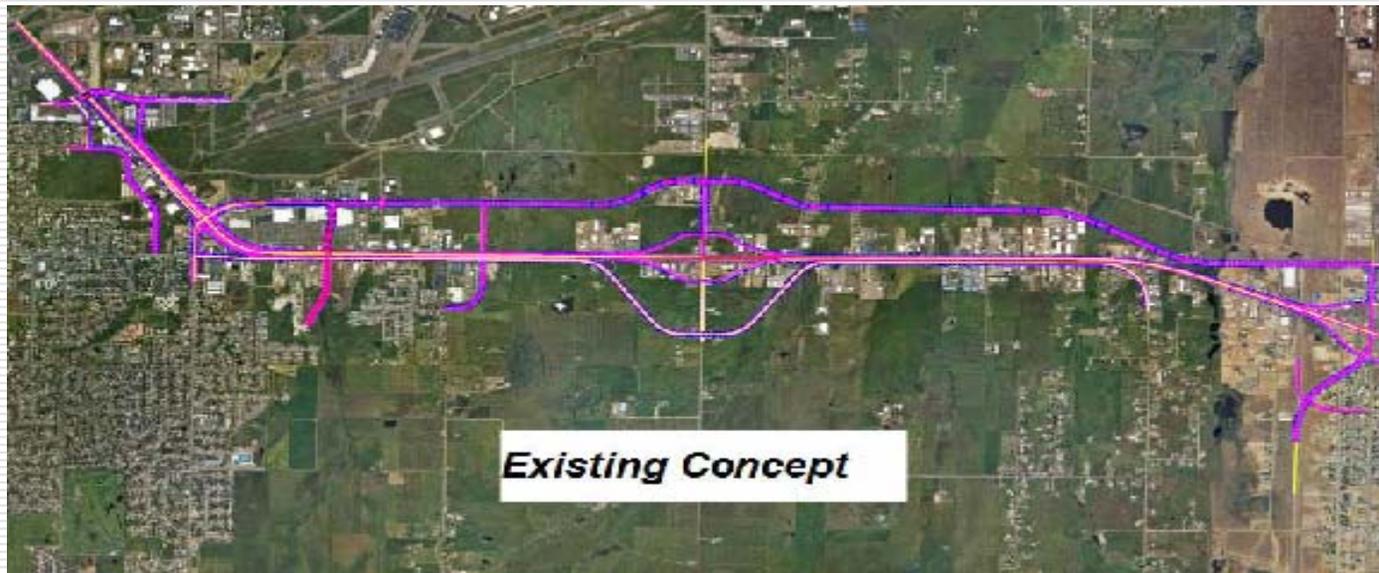


1. What other alternatives have been studied and why were they dismissed?

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## Existing Highway

- Did not meet project's goals and objectives, which included severe impacts to businesses and residences

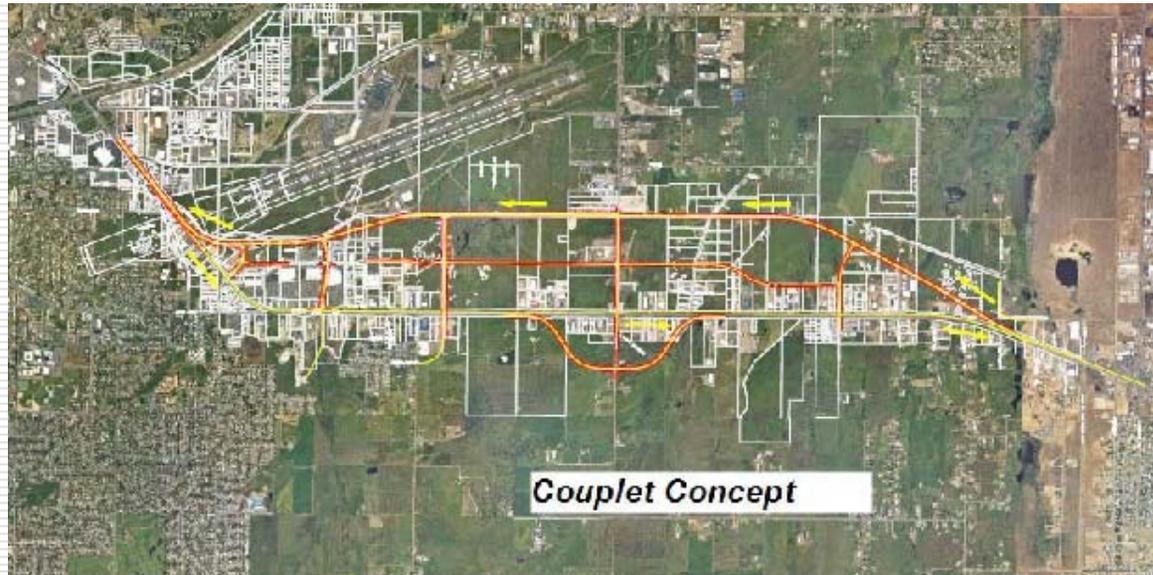




1. What other alternatives have been studied and why were they dismissed?

## Couplet Option

- Does not provide enough capacity over the 20 year design life
- Large increases in Vehicle Miles Traveled



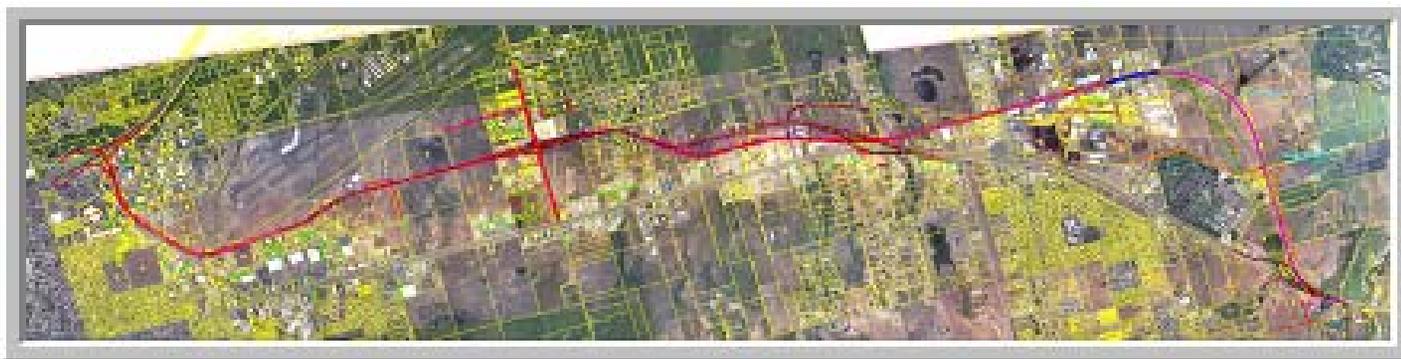


1. What other alternatives have been studied and why were they dismissed?

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## Bypass Option

- Split Diamond alternative
  - Separates local and through traffic
  - Allows Existing Highway 62 to act as Business Corridor
  - Impacts fewer businesses/properties





1. What other alternatives have been studied and why were they dismissed?

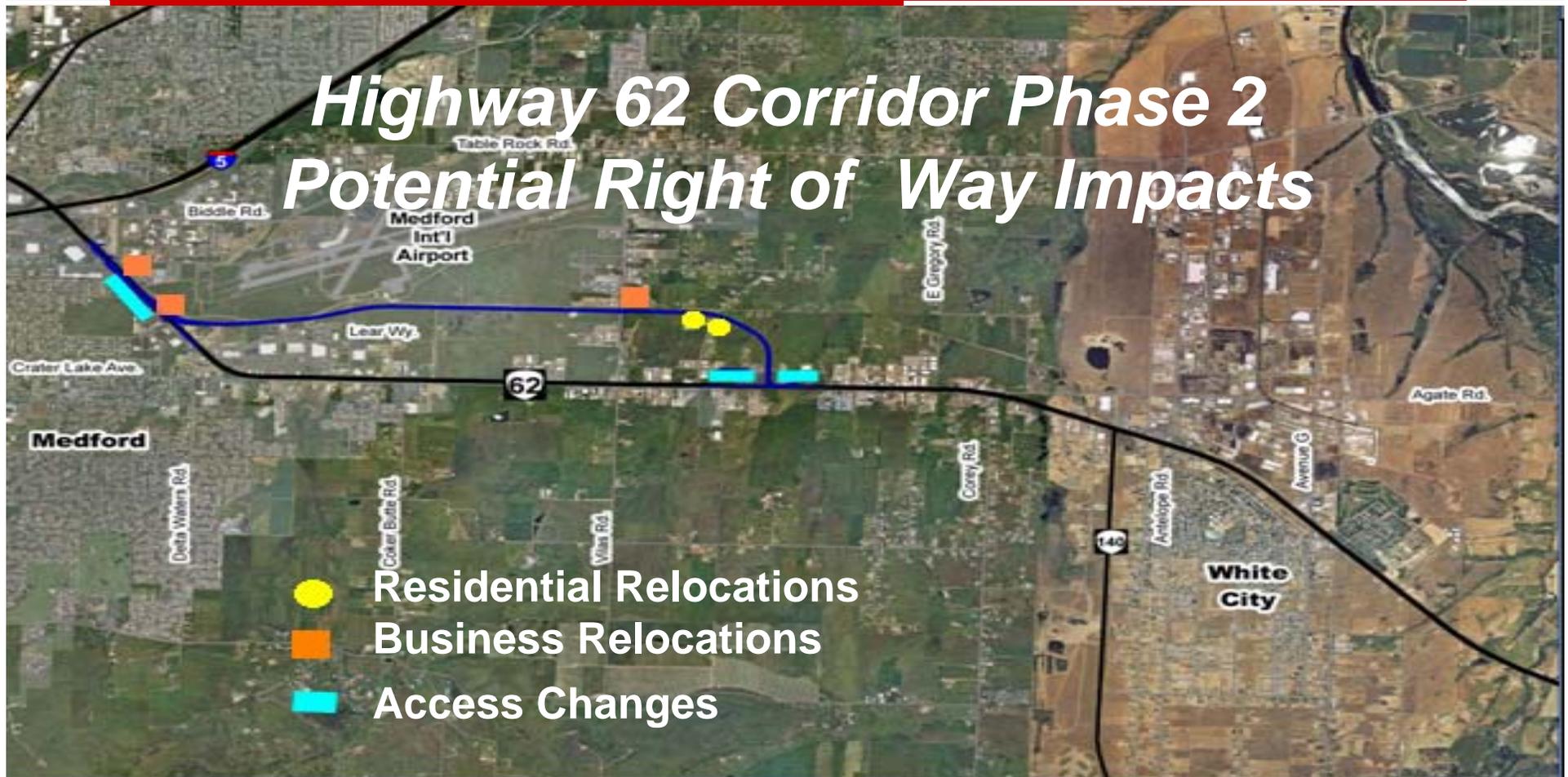


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6. What are the true right of way impacts from this project? If up to 100 business displacements are not correct, how many will be displaced?



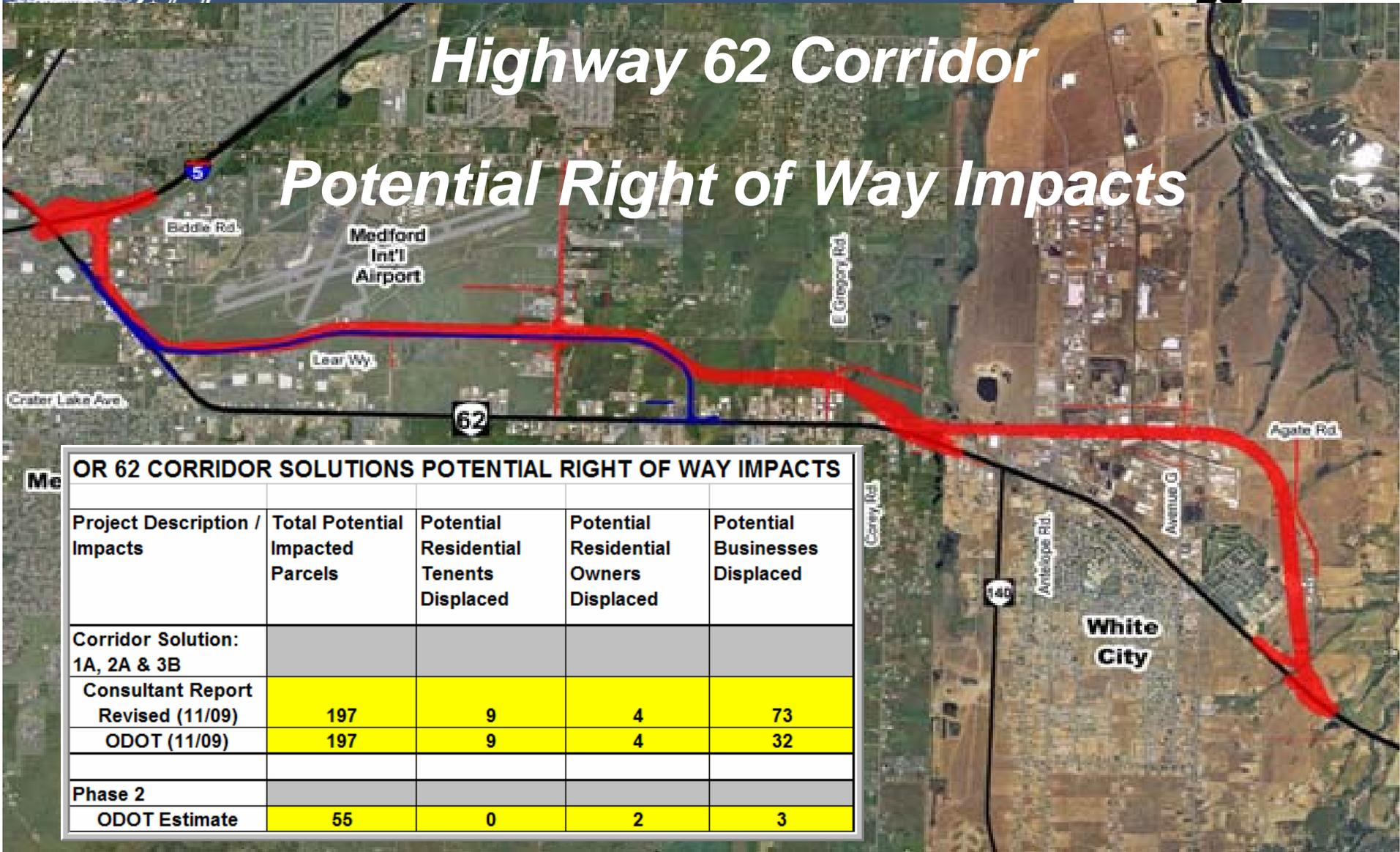
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# Highway 62 Corridor

## Potential Right of Way Impacts



OR 62 CORRIDOR SOLUTIONS POTENTIAL RIGHT OF WAY IMPACTS

Project Description / Impacts	Total Potential Impacted Parcels	Potential Residential Tenants Displaced	Potential Residential Owners Displaced	Potential Businesses Displaced
Corridor Solution: 1A, 2A & 3B				
Consultant Report Revised (11/09)	197	9	4	73
ODOT (11/09)	197	9	4	32
Phase 2				
ODOT Estimate	55	0	2	3

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# Summary

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- Phase 2 solution will have independent utility
  - ODOT will continue to refine design and seek project funding
  - Continued communication with stakeholders
- Phase 2 bid Let – 2012
- Construction - 2013
- Draft EIS released early 2010 for additional corridor phases