

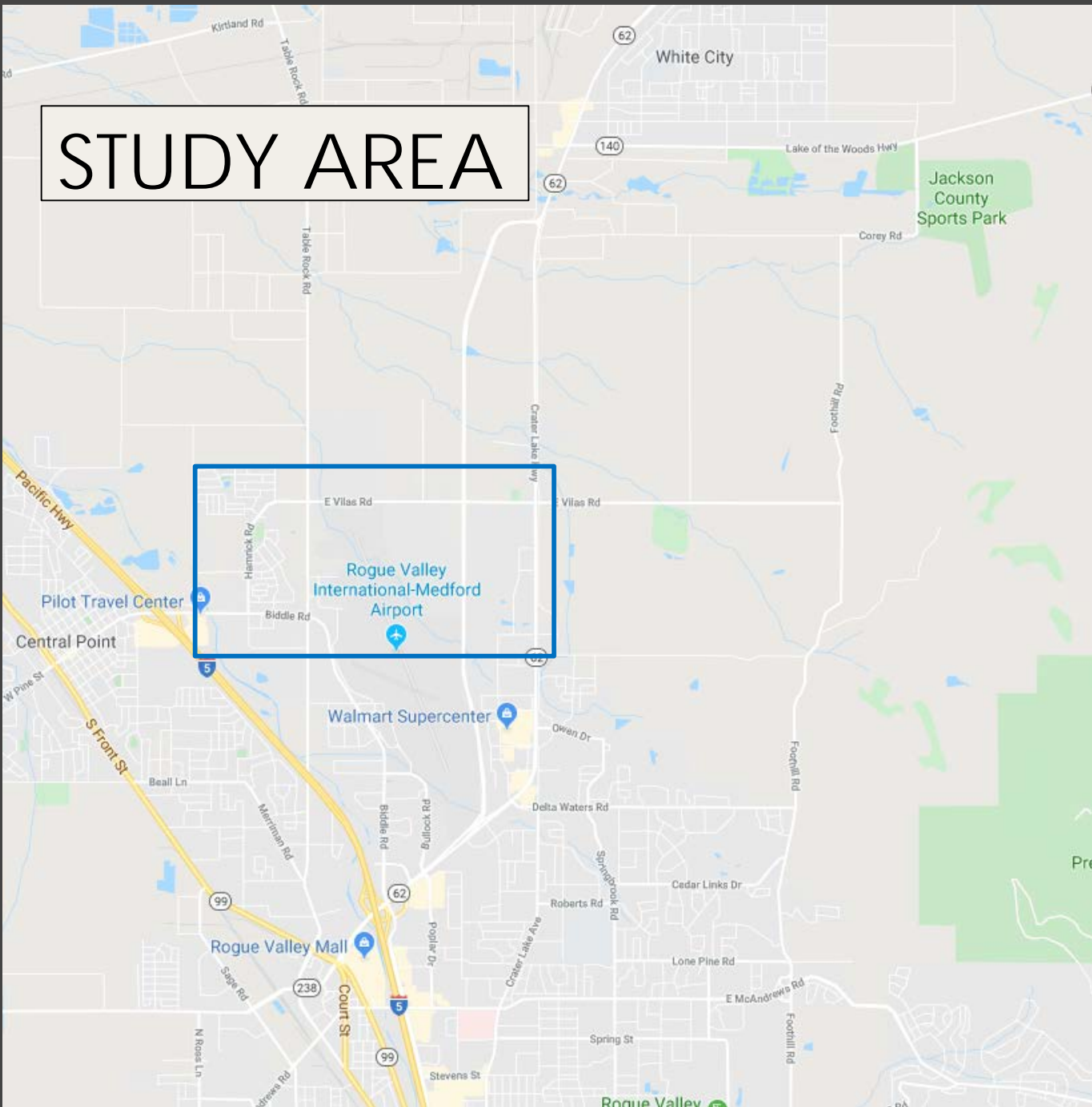


OR62 Expressway Vilas Interchange

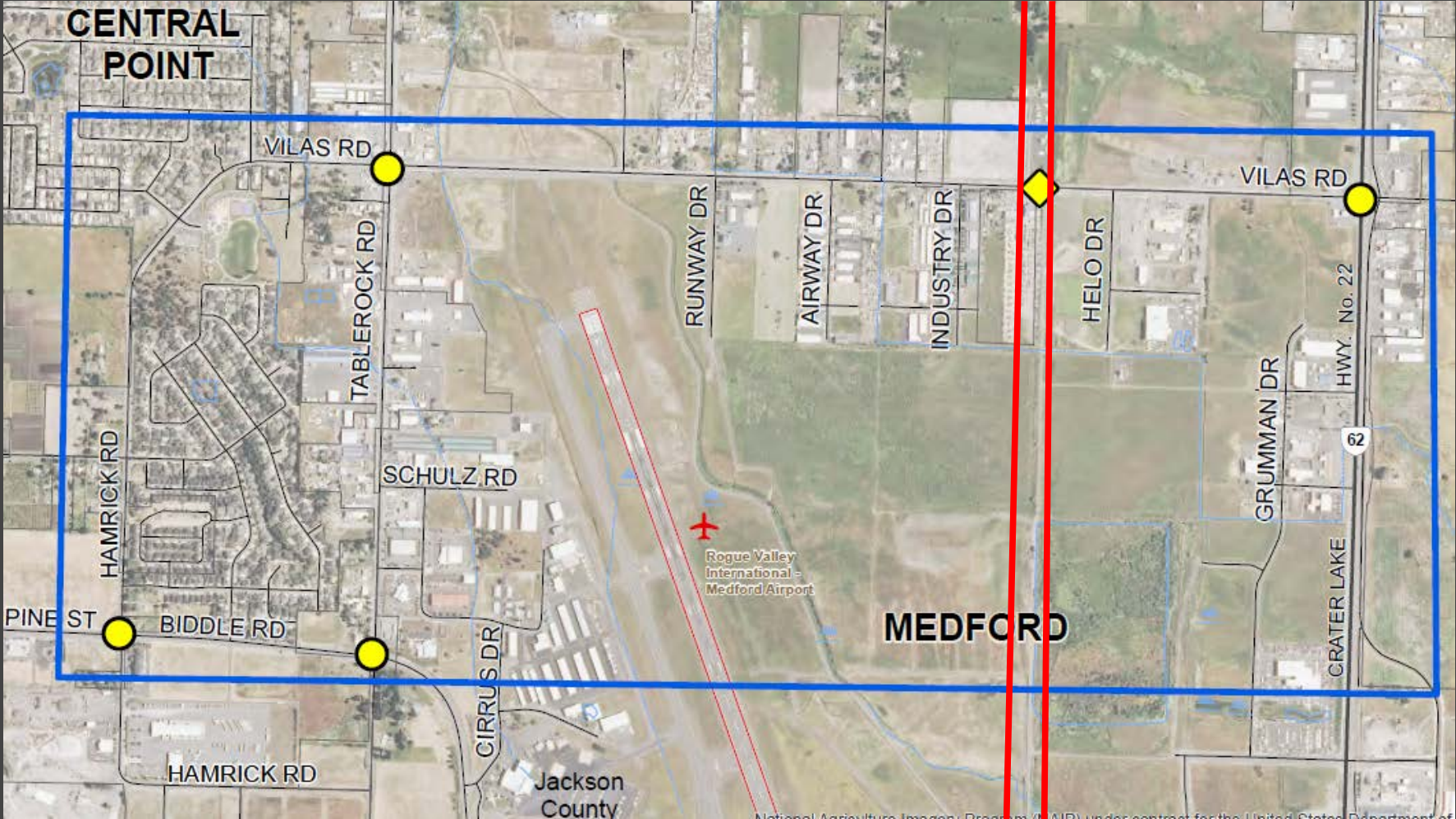
January 2020



STUDY AREA



STUDY AREA





Background Information

- July 2018 TAC – 19 scenarios, narrow to 6
- May 2019 TAC – Refine to JTA Build with or without interchange
- October 2019 TAC – Address comments post-final draft





Traffic Analysis Scenarios

1. **No Vilas Interchange** – JTA Expressway with No Interchange, 4-lane Vilas Rd, Tier 1 & 2 Projects with Additional Intersection Mitigations
2. **Build Vilas Interchange** – JTA Expressway with Vilas Interchange Build, 4-lane Vilas Rd, Tier 1 & 2 Projects with Additional Intersection Mitigations





Traffic Analysis Findings

Summary

- 1. No-build – JTA Expressway, 4-lane Vilas Rd, Tier 1&2 Projects
 - Only 1 location over capacity
 - Shortest overall network travel time
 - Lowest intersection and turning bay blocking
- 2. Build – JTA with Vilas Interchange Build, 4-lane Vilas Rd, Tier 1&2 Projects
 - 8 blocked intersections vs. only 2
 - More extensive queuing
 - Less efficient – more overall delay

Assume completion of intersection mitigations used in analysis

Assumed land use and employment rates must be maintained



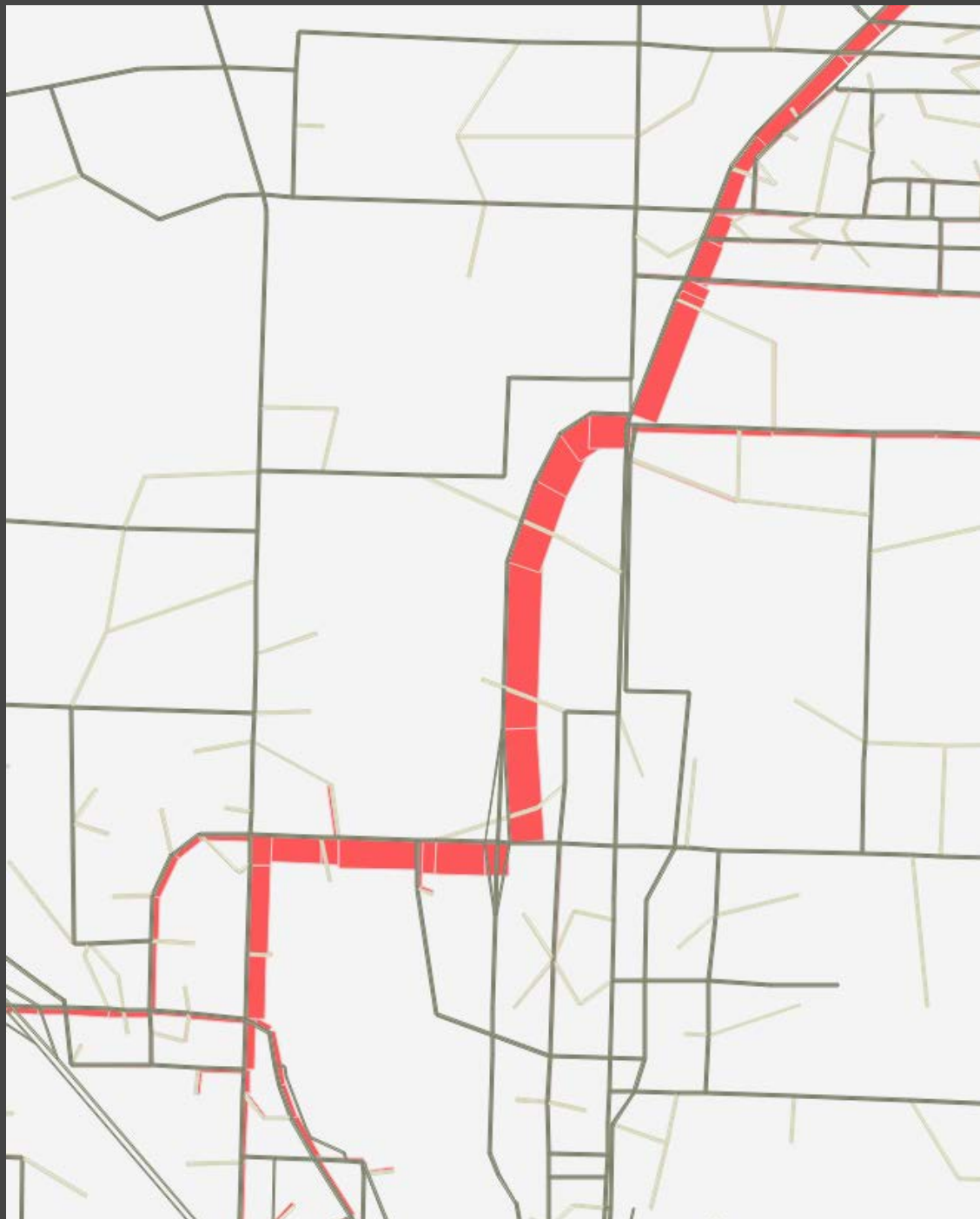


Traffic Pattern Changes

Contrary to Bypass Purpose:

- Local trips use expressway and longer through trips divert.
- Delay on expressway increases significantly.

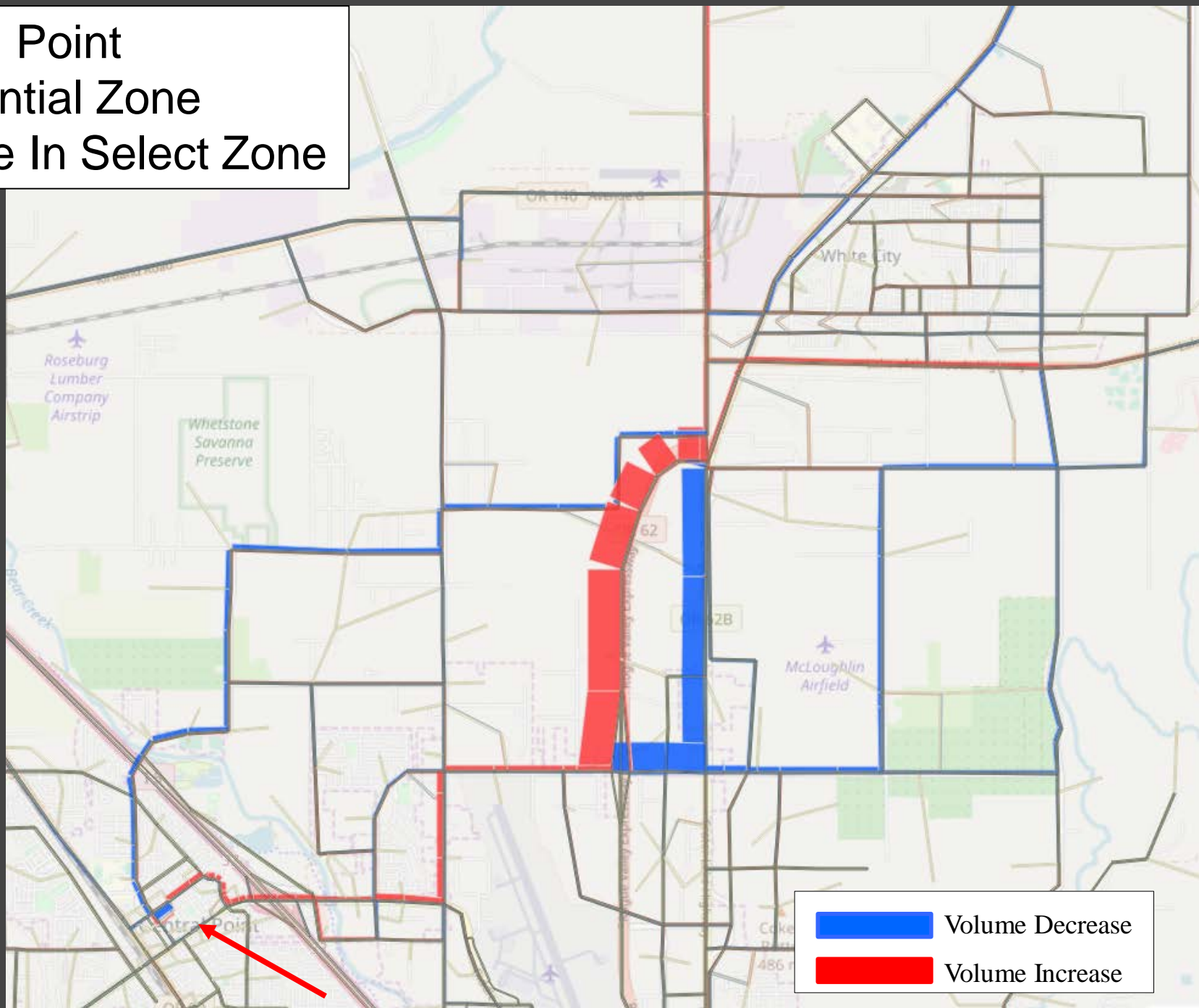
Northbound OR62
On-Ramp



Southbound OR62
Off-Ramp

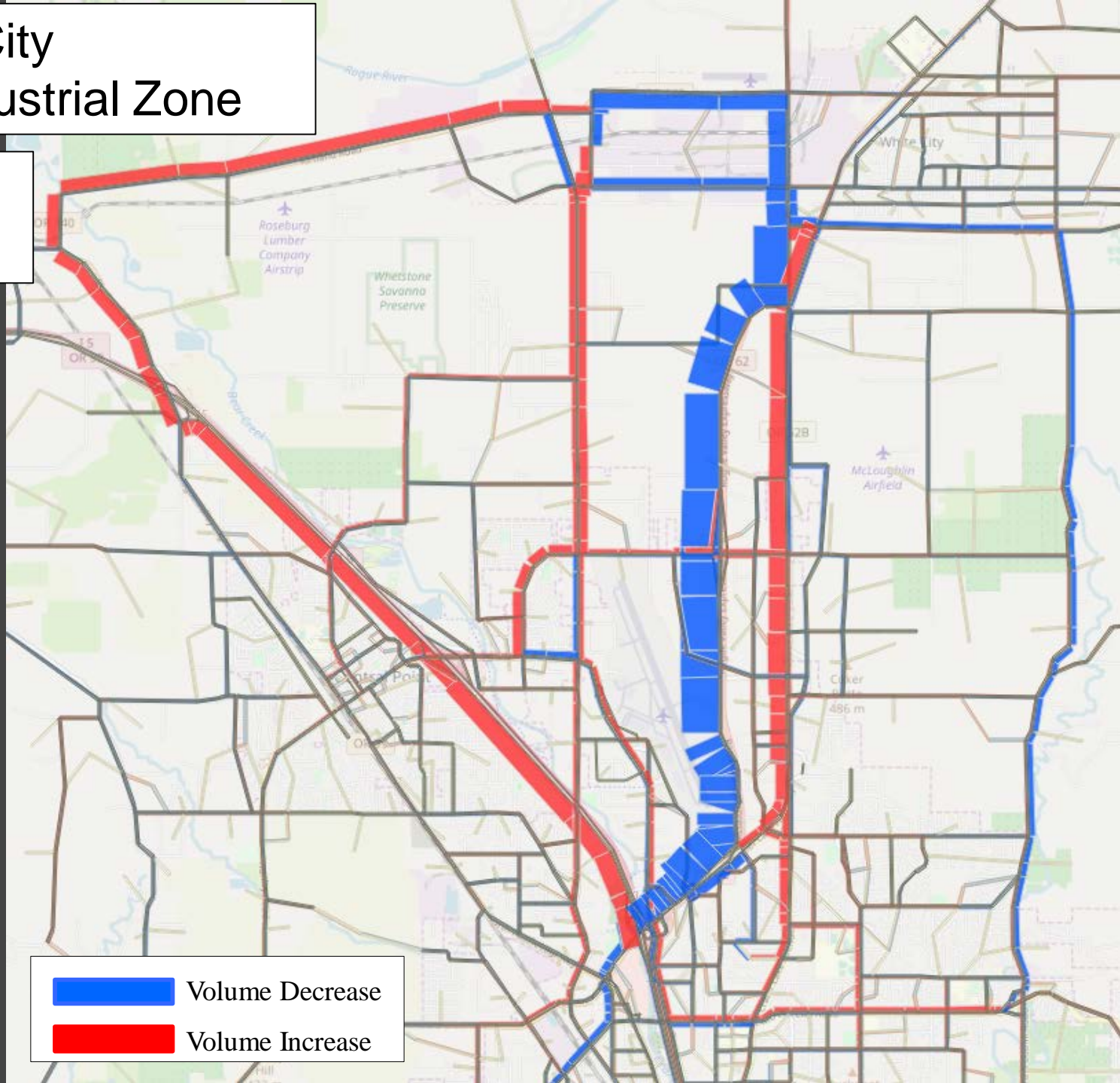


Central Point Residential Zone Change In Select Zone

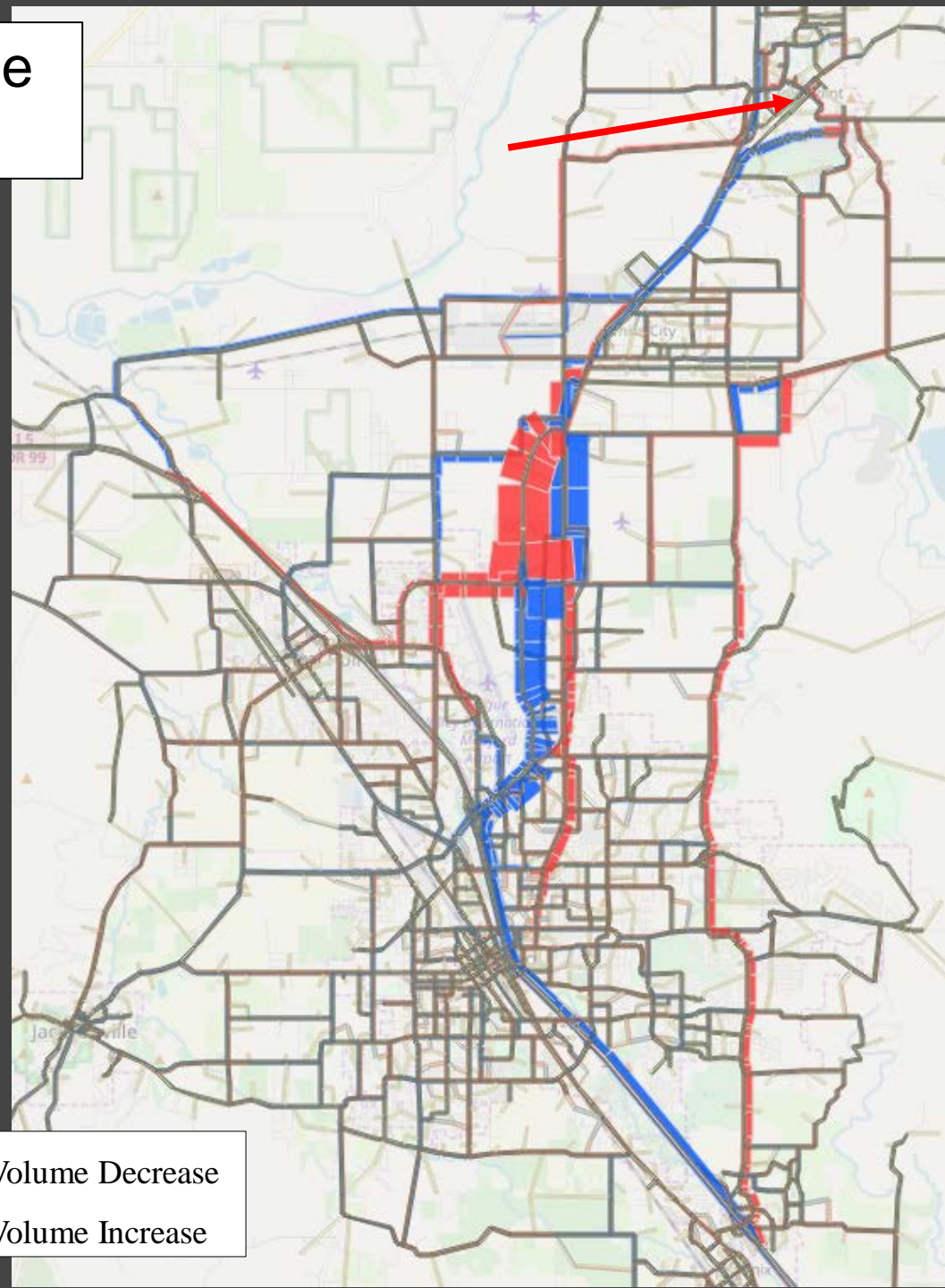


West White City RCC and Industrial Zone

Change In Select Zone



Eagle Point Residential Zone Change In Select Zone





Interchange Increases Delay

	% Total on CLH	% Total on OR62
No-Interchange	72%	28%
With-Interchange	54%	47%



Change in Cost to Community

Parameter	Scenario Step	
	Baseline to Scenario 1	Baseline to Scenario 2
Delay	\$46,000,000	\$28,800,000
Fuel	\$270,000	-\$2,300,000
Emissions	\$18,700	-\$157,000
Crash	-\$920,000	-\$1,700,000
Annual Savings with Mitigations:	\$45,400,000	\$24,600,000





Cost to Support Interchange by Jurisdiction

Jurisdiction	Low Total Cost	High Total Cost
Central Point	\$4,100,000	\$5,500,000
Medford	\$30,800,000	\$55,300,000
Jackson County	\$10,700,000	\$10,700,000





Summary: Scenario 2 is NOT Viable

- Network performs better without interchange
- Dilutes delay improvement
- Local trips divert through trips which bypass was constructed for
- Cost of Tier 1 and 2 and additional mitigations
- Land Use and Access Restrictions





Thank you.