



# INTERSTATE 5 ROGUE VALLEY CORRIDOR PLAN

## CONCEPT SCORING MATRIX

		Maximizes Benefits							Minimizes Impacts							
		Freeway Operations	Safety	Freight Movement	Vehicle Capacity	Person Capacity	Circulation and Access	Local Economy	Phasing Potential	Environmental Cultural	Properties	Local Roadway System	TOTAL	Cost <sup>1</sup>	Benefit / Cost Ratio Grouping <sup>2</sup>	Rank Within Concept Category
<b>Maximum Weight Factor</b>		****	***	***	**	**	**	**	**	**	**	**	<b>30</b>	<b>\$\$\$\$</b>		
<b>Safety Enhancement Measures</b>																
Port of Entry - Auxiliary Lane Option	Extend NB on-ramp into an auxiliary lane with Interchange 19 off-ramp	**	***	***	*					*	**	**	16	\$	High	2
Port of Entry - Modified On-Ramp Option	Shift on-ramp approximately 1,000 feet to the south	**	*	*	*					**	**	**	11	\$	Medium	4
SB Weigh Station	Extend Interchange 19 SB off-ramp into an auxiliary lane with SB Weigh Station	*	**	**	*					**	**	**	12	\$	High	3
Temporary Overnight Truck Facilities	Coordinate efforts to enable a temporary large scale public/private truck stop/rest area along the Corridor Plan vicinity during inclement weather events (e.g. fairgrounds, distribution centers).	**	***	***				**	**	**	**	**	18	\$\$	Medium	5
Medford Viaduct Shoulder	Add right side 12 foot shoulder	**	***	**			*	*		*	*	*	12	\$\$	Medium	6
Emergency Turn Around	Upgrade existing emergency turn-out to provide truck turnaround during winter pass closures		*	*			*			**	**	**	9	\$	High	1
Incident Response System	Add incident response vehicles to the corridor	*	***	*										\$	High	N/A
<b>Transportation System Management (TSM)</b>																
Designated Alternate Truck Routes	Upgrade OR 58/US 97 as an alternate route during inclement weather conditions and alert truck drivers via VMS placed in the Willamette Valley corridor of conditions in the Siskiyou Pass and advise taking alternate route.	*	**	***	*	*	**	**					12	\$\$\$\$	Low	3
OR 99 Corridor Coordinated Traffic Signal System	Synchronize traffic signals along the entire length of the OR 99 corridor.	*	***	*	*	*	**	*	**	**	**	**	17	\$	High	2
Ramp Metering	Incorporate dynamic ramp metering at applicable interchanges.	****	**	***	**	**		*	**	**	*		21	\$	High	1
<b>Capacity Enhancement Measures</b>																
Additional Mainline Travel Lanes	Continuous travel lanes along the I-5 mainline	****	***	***	**	**	**	**	*			*	20	\$\$\$\$	Low	2
Auxiliary Travel Lanes	Between ramp terminals	****	***	***	**	**	**	**	**	*	**	**	25	\$\$\$	Medium	1
Enhanced Local Arterial/Collector Connections	Improve local street connections that provide viable local alternative routes	*	*	*	*	*	**	**	**				11	\$\$\$\$	Low	3
Area 1: Central Point and North Medford - Int. 30 to 35		**	*	**	**	*	**	**	**				14		Medium	N/A
Area 2: Medford to Phoenix - Int. 30 to 24		**	***	***	**	*	**	**	**				18		High	N/A
Area 3: Phoenix to Ashland - Int. 24 to 11			*		*	*	**	*	**				8		Low	N/A
Expand Medford Viaduct	Enhance capacity either horizontally (3 lanes each direction) or vertically (stacked 3 lanes above/3 lanes below)														see below	N/A
3-Lanes Minimum Shoulders		****		***	**	**		*		*	*	**	16	\$\$	Medium	1
3-Lanes Standard Shoulders		****	**	***	**	**		*				**	16	\$\$\$\$	Medium	2
Vertically Stacked Viaduct		****	*	***	**	**		*				**	15	\$\$\$\$	Low	4
Directional HOV Lane	Add directional high occupancy lane (HOV) that can be used in either direction based on AM or PM Peak.	*		*	**	**				*	**	**	11	\$\$\$	Low	3
<b>Least Cost Planning Solutions</b>																
Peak Hour Shoulder Use	Open I-5 shoulder for an additional travel lane during PM peak hour	****		**	**	**		*	**	*	**	**	18	\$\$\$	Medium	2
Variable Speed Limits	Use variable speed signs to control traffic flow	**	**		**	**			**	**	**	**	16	\$\$	Medium	1
<b>Transportation Demand Management (TDM)</b>																
Intermodal Freight Hub	Establish Intermodal freight hub in the vicinity of Interchange 35	**	**	***		*	*	**	*				12	\$\$	Medium	1
Transit Service Improvements	Shorten RVTD transit headways (add destinations/routes; Central Point TOD and Med TOD; Extend hours)		*			**	**	*	**	**	**		12	\$\$	Medium	1
Commuter Rail	Minimal upgrade of existing tracks within the urban area to accommodate commuter rail service (i.e. Astoria)		**			*			*	*	**	**	9	\$\$\$\$	Low	4
Bus Rapid Transit	Incorporate a bus rapid transit (BRT) line along the OR 99 alignment between Ashland and Central Point and along the OR 62 alignment between Medford and White City		**			**			**	**	**		10	\$\$\$	Low	3

<sup>1</sup> Cost assumptions

\$ < \$5M  
 \$\$ \$5 to \$50M  
 \$\$\$ \$50 to \$200M  
 \$\$\$\$ > \$200M

<sup>2</sup> Benefit/Cost ratio

High > 5.0  
 Medium 0.1 to 5.0  
 Low < 0.1