

**Region 3**  
**2010-2013 Construction STIP**  
**Modernization Project Criteria Summary Report**

**Contact Person:** Art Anderson, Rogue Valley Area Manager

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**Project Name:** I-5: Fern Valley Interchange, Unit 2

**Key Number:** 12723

**Project Location:** Interchange 24, Interstate 5.

<b>Total Estimated Project Cost:</b>	\$42,160,000
<b>PE:</b>	\$2,138,000
<b>ROW:</b>	\$2,440,000
<b>Utility Relocation:</b>	0
<b>Construction:</b>	\$36,232,000

**Project Description:** Proposed to replace and widen the I-5 structure and widen Fern Valley Road, east of the interchange to N. Phoenix Road.

**Project Eligibility:** This project is addressed in both the Phoenix TSP and Medford RTP. Environmental Assessment is currently underway for the entire project.

**Project Eligibility**

*Consistency with existing plans:* This project is identified as a need in the Phoenix TSP and the RVMPO RTP Tier 1 list.

*Consistency with OHP Policy 1G, Action 1G.1:* The project is the minimum necessary to relieve existing issues at interchange 24.

**Additional ACT Project Eligibility Criteria:**

*Does the project provide additional capacity on a state highway?* The project is expected to add increased capacity on Fern Valley Road and the interchange ramp terminals.

*Is the project located on a state highway, or on a local county or city arterial connecting to and supporting a state highway (ORS 366.507)?* The project is located I-5, an interstate highway.

*Can the project be ready for bid by September 2013?* The project will be ready for bid by 2012.

**Project Prioritization**

*Project readiness and milestones completed:* The project is consistent with the city TSP and RVMPO RTP. The environmental phase will conclude in 2009.

*Support of OHP policies:* The project meets the policies as outlined in the Oregon Highway Plan. The project will support the policies outlined in the OHP including Policy 1C regarding State Highway Freight System: Highway classified as a freight route in the TSP; Policy 1G Major Improvements: Results of EA will ensure that the appropriate type of projects are identified that minimize costs; Policy 2F Highway Safety: Expected to result in a significant decrease in accidents and fatalities; Policy 4A Efficiency of Freight Movement: Will enhance freight movement between Roseburg and US-97 and forest lands to east; and Policy 5A Environmental Resources: Best practices will be used in developing the environmental assessment and project.

*Support of freight mobility:* This project is located on a freight route. The project will help to move freight along the interstate and to the Phoenix/S. Medford area.

*Leverage of other funds and benefits:* The City of Phoenix has committed up to \$6.8 million dollars. The project has received an earmark of \$7 million.

*Support of additional ACT criteria:* see below

*Preservation of Transportation Facilities:*

The project will use existing rights of way to improve capacity. A full range of multimodal improvements should be included.

*Quality Development Objectives:*

This area is located within the City of Phoenix and meets each of the Quality Development Objectives established by the Governor.

*Economic Opportunity:*

The improvements will improve access to interstate 5 for businesses in southern Oregon.

*Provide Environmentally- Sensitive Transportation Options:*

The project concludes an environmental assessment in 2009. Best practices will be used in developing and constructing the project.

*Improves Safety:*

Improvements to the highway will include significant safety improvements at at the interchange ramp terminals.

**Project Prioritization:** RVACT criteria consider the following items when considering project priority. 1.) Efficient utilization of existing and future transportation infrastructure; 2.) Use of transportation investments to foster compact livable communities; 3.) Use of transportation investments to foster economic opportunities; 4.) Access to alternative modes of transportation and reduced reliance on SOVs; 5.) To provide environmentally sensitive transportation options; 6.) Optimize safety on the transportation system; and 7.) Project readiness. (this category includes items such as leverage).

The project scored relatively well across all categories. Safety scores were based on a benefit cost analysis using the previous three year crash history. OHP scores were provided as a high, medium, or low rank and were based on an overall average of individual OHP Policy scores. The project is anticipated to begin in 2012.

**Conditions of Approval:**

1. An IAMP must be adopted prior to the awarding of construction contracts.
2. The City Phoenix or other local/regional agencies provide \$6.8 million in matching funds.