

**Region 1**  
**2008-2011 Construction STIP**  
**Modernization Project Criteria Summary Report**

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**Project Name:** I-5: Pacific Hwy @ Wilsonville Intch

**Key Number:** 15108

**Project Location:** Wilsonville Rd Interchange at I-5, including ramps.

<b>Total Estimated Project Cost:</b>	<b>\$11,500,000</b>
<b>PE:</b>	\$1,305,000
<b>ROW:</b>	\$2,800,000
<b>Construction:</b>	\$7,395,000

**Project Description:** Wilsonville Rd Interchange is near capacity. This project will fund a phase to create dual left turns onto I-5 in both directions, widen Wilsonville Road to include third approach lanes into the interchange, upgrade the vertical curve on Wilsonville Road, setback the abutment wall and improve the ramps to meet standards. This improves the operations of I-5, as well as Wilsonville Road.

**Project Eligibility**

*Consistency with existing plans:* Wilsonville Freeway Access Study (2002) amended into the Wilsonville TSP (page 67 in Freeway Access Study). Project is in the constrained RTP (PE, ROW).

*Consistency with OHP Policy 1G, Action 1G.1:* This project clearly is consistent with 1.G.1, in that it improves an existing system, and improves the efficiency and capacity of existing highway facilities rather than building new infrastructure.

**Project Prioritization**

*Project readiness and milestones completed:* Conceptual planning completed in 2003. Some improvements from the conceptual planning have been completed. The STIP project would establish a phasing plan and implement a phase that fits within \$ 10.5 million available.

*Support of OHP policies:*

**Policy 1A** -- Highway Classification: This project is located on I-5 an Interstate Highway (NHS) - the reconfigured interchange moves in the direction of ODOT's traffic operation, mobility and roadway design standards.

- Policy 1B** – Land Use: The project is within the City of Wilsonville and within Metro. It is not within an area designated as special land use per the OHP. It is located within the Metro designated Wilsonville Town Center and serves a Regionally Significant Industrial Area. An IAMP with the City of Wilsonville will be prepared prior to reconstruction of the interchange.
- Policy 1C** – Freight: Please see Policy 4A below.
- Policy 1D** – Scenic Byways: Not applicable
- Policy 1F** – Mobility Standards: Based on planned land uses, the design of the project would maintain ODOT and Metro mobility standards.
- Policy 2A** – Partnership: The City of Wilsonville and Metro support the project. There is an opportunity to piggy-back with the city on their proposal to reconstruct Wilsonville Road at the interchange.
- Policy 2B** – Off-System Improvements: The 2002 Wilsonville Freeway Access Study recommended system wide extension of the off-system roads. This connection would reduce the use of the Interstate as a local route.
- Policy 2C** – Inter-jurisdictional Transfer: Not applicable
- Policy 2D** – Public Involvement: The Wilsonville Freeway Access Study and the TSP planning that lead up to it went through numerous public processes.
- Policy 2E** – ITS: The project will be incorporated into the ODOT ITS services in the Metro area.
- Policy 2F** – Traffic Safety: The project is being proposed in response to an existing safety and congestion problems. Currently, during high volume events on the Wilsonville Road, traffic can back-up through the interchange, blocking the ramps in both directions. This leads to exiting traffic on the Interstate to stop in the through lanes.
- Policy 2G** – Rail and Highway Compatibility: Not applicable.
- Policy 3A** – Access Management/Spacing Standards: An IAMP will be prepared prior to realignment of the interchange.
- Policy 3B** – Medians: Not applicable.
- Policy 3C** – Interchange Access Management Areas: An IAMP will be prepared prior to realignment of the interchange.
- Policy 4A** – Efficiency of Freight Movement: Reconstruction of this interchange will facilitate the movement of freight. Design concepts recommended as part of the Wilsonville Freeway Study were wider ramps and more turn lanes, improved ramp and roadway design to meet current standards (lengthening off-ramps, wider on-ramps, reducing vertical curves on Wilsonville Road would significantly improve the freight movement through the interchange.
- Policy 4B** – Alternative Passenger Modes: The reconstructed interchange will include facilities for pedestrians and bicyclists.
- Policy 4C** – HOV Facilities: The interchange design will include analysis on reducing peak period congestion.
- Policy 4D** – TDM: The interchange design will include analysis on reducing peak period congestion.
- Policy 4E** – Park and Ride Facilities: Not applicable.
- Policy 5A** – Environmental Resources: The project was identified with consideration of planning-level environmental constraints. The Refinement Plan will require

additional environmental analysis to determine the impacts of the improvements on environmental resources.

*Support of freight mobility:* High OFAC priority, serves regionally significant industrial area (RSIA) of 194 vacant acres, provides freeway access to large pieces of industrial land in the NW area of Wilsonville. Existing congestion is high.

*Leverage of other funds and benefits:* Potential for City and Private funds to leverage. City has spent money to implement first part of improvement, this would finish the improvements.

**Conditions of Approval:** None at this time.