

I-5: Aurora-Donald Interchange (Exit 278) Project, Phase 1 KN 19062

Purpose:

Traffic on I-5 between Salem and Portland has grown substantially over the past ten years, and truck traffic alone is projected to grow by 40% along this corridor in the near future. This project will reduce congestion at the I5: Aurora Donald Interchange (Exit 278). It will focus on improving operational flow and reducing que length on the ramps.



Project Scope:

The scope of this project is to improve operational flow and reduce congestion by:

- Examine the interchange problems and determine the needed immediate and long-term improvements
- Develop an Interchange Area Management Plan (IAMP)
- Construct Phase 1 improvements

Project Background

The I-5/Aurora-Donald interchange provides a major access point to I-5 for the north Marion County area. I-5 is the most important north-south highway in the state and is the major freight route. Ehlen Road, the county crossroad at the interchange, is a major east-west roadway in north Marion County and provides I-5 access to communities in the north county area as well as indirect access to communities in Clackamas and Yamhill counties. A number of problems have been identified, including:

- Increased daily and peak hour congestion in the interchange area, especially on the southbound off-ramp. The southbound off-ramp has long queues, especially during the PM peak period.
- Conflicts between cars, recreational vehicles, and large trucks result from the three truck stops near the intersection.
- Bents Road intersects with Ehlen Road immediately adjacent to the southbound ramp terminal, resulting in additional conflicts and safety issues in the area of the southbound ramp terminal.

Project Funding

The project was originally funded at \$3.4 million dollars. The latest transportation funding package, HB2017, allocated an additional \$25 million to the project for a total of \$28.4 million. Preliminary analysis of the potential interchange improvements show that all of the IAMP suggested improvements cannot be completed with the available funding, thus the phased approach.

Project Schedule

DEA is under contract to complete the DAP for Phase 1 and ultimate build by December, 2019, PS&E for Phase 1 by September, 2021, and construction of Phase 1 in 2022.

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