



Wilsonville Road Interchange Project

Fact Sheet

► WILSONVILLE ROAD INTERCHANGE

The I-5/ Wilsonville Road Interchange

The Oregon Department of Transportation and the City of Wilsonville are developing options for managing this busy freeway interchange. In its current condition, the interchange area experiences daily traffic backups due to insufficient ramp lengths and lane configurations.

Project goals

This project will improve traffic flow on Wilsonville Road and the interchange ramps and provide greater capacity. The project will widen and lengthen freeway ramps and upgrade interchange traffic signals. It will also widen Wilsonville Road and add pedestrian improvements in the interchange area.

The Wilsonville Road/Parkway Intersection

As part of this improvement project, the project team is taking steps to improve safety at the intersection of Parkway Avenue and Wilsonville Road. When the I-5/Wilsonville Road Interchange was last improved in 1998, the plan included the closure of the intersection of Parkway Avenue and Wilsonville Road for both safety and functionality reasons. After many discussions, ODOT and the City agreed to restrict the intersection to right in-right out turning movements on an interim basis until this subsequent phase of interchange improvements when the intersection would be fully closed.

Due to the widening of the I-5 northbound off ramp and Wilsonville Road as part of the current project, the remaining turning movements into Parkway will no longer be safe. As a result, access to Parkway will be closed and traffic will be routed one block over to the signal-controlled intersection at Town Center Loop West. The project will include a cul-de-sac at the end of Parkway Ave. near Wilsonville Road.

The Design Phase

This project is currently in its design phase, which includes:

- surveying
- environmental services
- pavement design
- traffic analysis
- hydrological/hydraulic analysis
- geotechnical services
- roadway design
- structure design
- landscape design
- identification of ROW impacts
- utility coordination
- public involvement

Project Cost: The cost of this project is \$20 million.

Tentative Project Timeline

Spring 2010: Project design activities completed
Summer 2010: Construction Start
Summer 2012: Construction complete

Webpage: For more information, visit our website at: www.I5WilsonvilleRoad.org

Contact information

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► I-5 INTERCHANGE AREA MANAGEMENT PLAN

The I-5/ Wilsonville Road Interchange Area Management Plan (IAMP)

The IAMP is the planning component of the overall interchange project and it defines how the land use and transportation systems in the vicinity of the interchange will function over the planning horizon (20+ years). An IAMP is required for any new or significantly reconstructed interchange by OAR 734-051-0155(6).

Project objectives

The intent of the IAMP is to protect the function of the interchange and the state’s investment in the facility. The end product will be a plan, with key elements adopted into the comprehensive plan for the City of Wilsonville and adopted by the Oregon Transportation Commission (OTC) as a facility plan that identifies the future transportation network, including local connections to the Interstate, access management within the IMA (interchange management area) and future land uses and development regulations within the IMA of the interchange. The IAMP must be completed and adopted by the City of Wilsonville and the Oregon Traffic Commission prior to bidding improvements.

Tentative Project Timeline

Summer 2009: Draft IAMP Completed
Fall 2009: Adoption Process
Winter 2009-10: Adoption Complete by City of Wilsonville
and Oregon Transportation Commission

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