



# I-5 Aurora Donald Interchange (Exit 278) Phase 1

Presented by: Anna Henson, ODOT Project Manager  
Ed Chamberland, DEA Project Manager

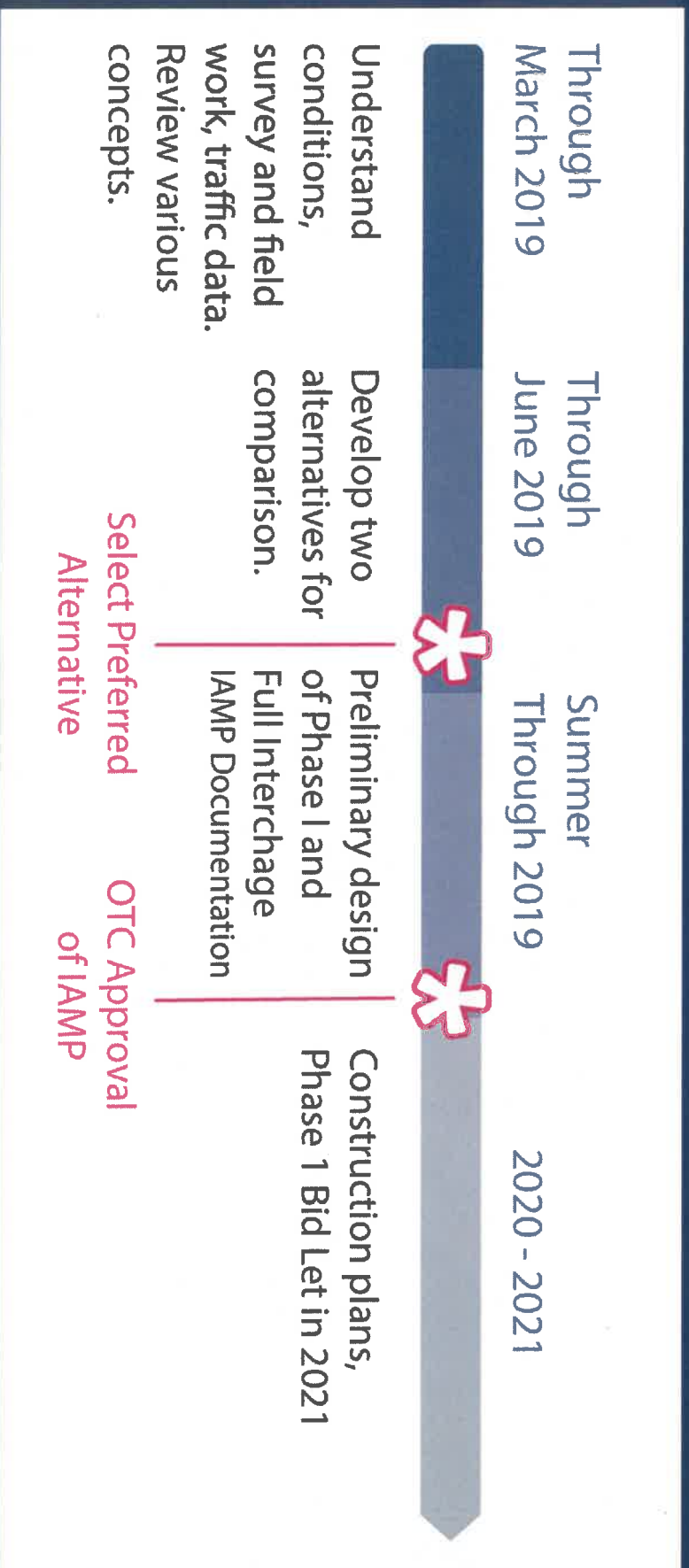
JUNE 2019



## **“Why are we here?”**

To seek your feedback on the design, evaluation, and recommendation of a preferred alternative as part of the Interchange Area Management Plan (IAMP) process.

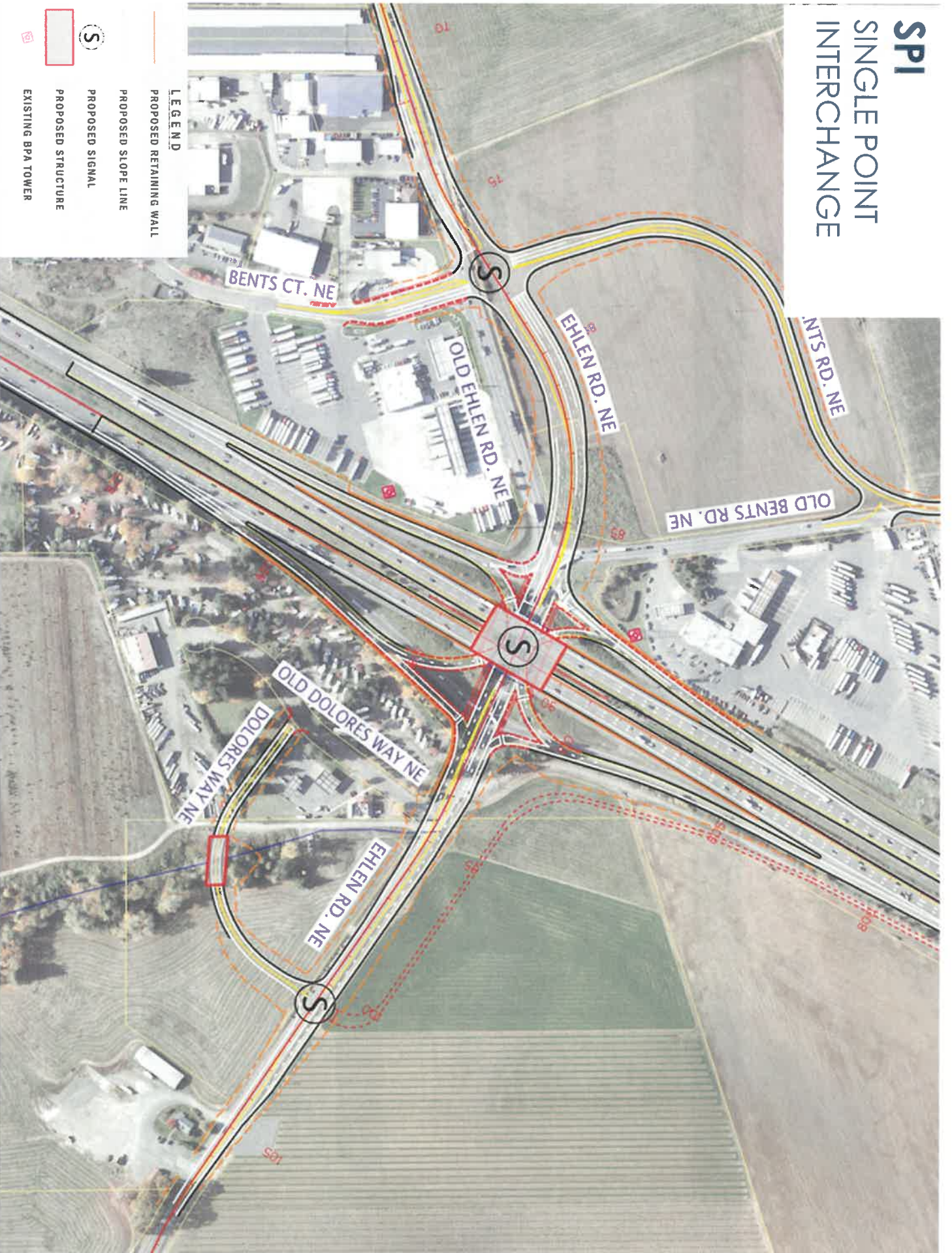
# Project Schedule





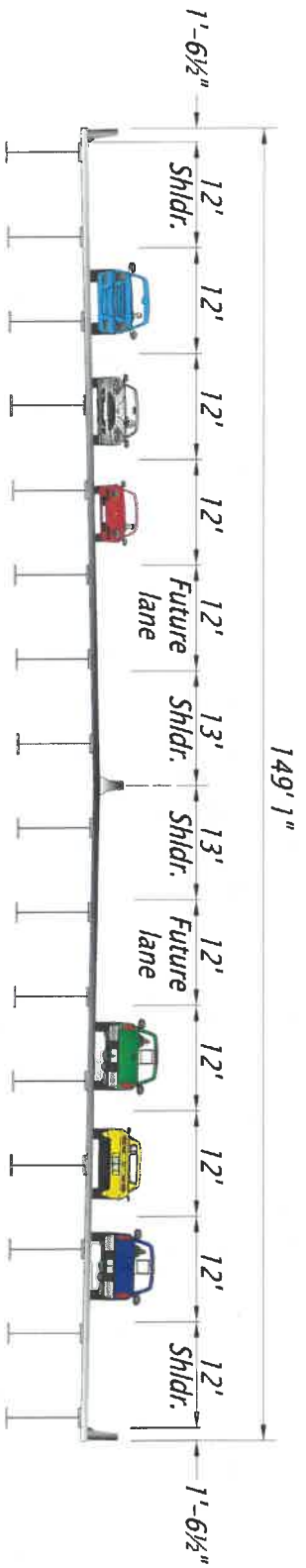
# SPI

## SINGLE POINT INTERCHANGE

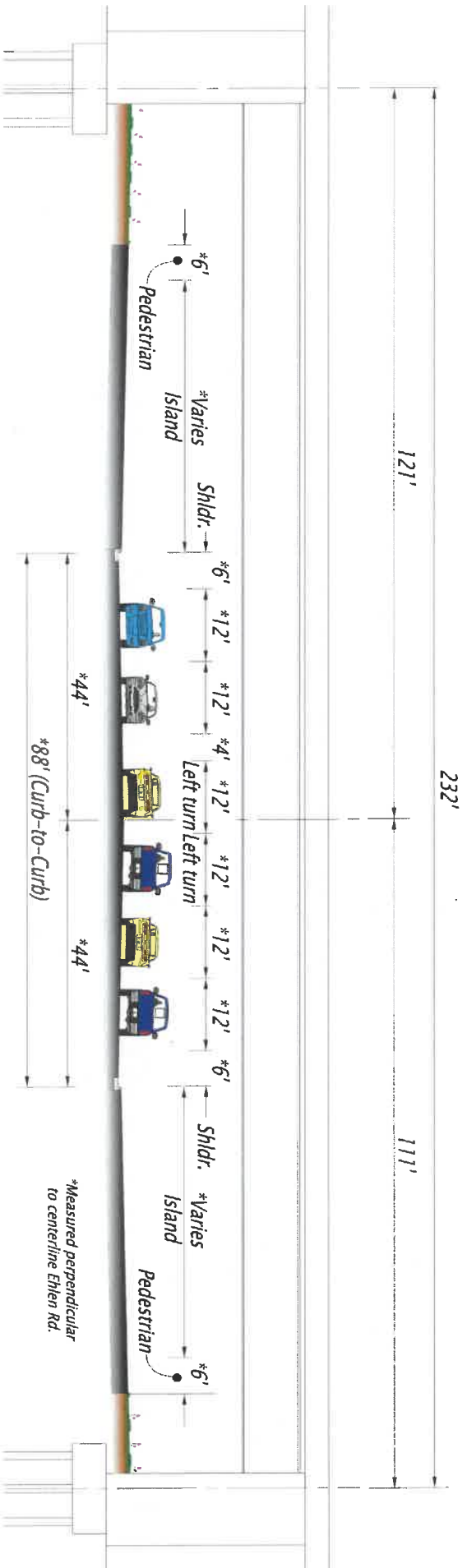


### LEGEND

-  PROPOSED RETAINING WALL
-  PROPOSED SLOPE LINE
-  PROPOSED SIGNAL
-  PROPOSED STRUCTURE
-  EXISTING BPA TOWER



I-5 BRIDGE TYPICAL SECTION LOOKING SOUTH

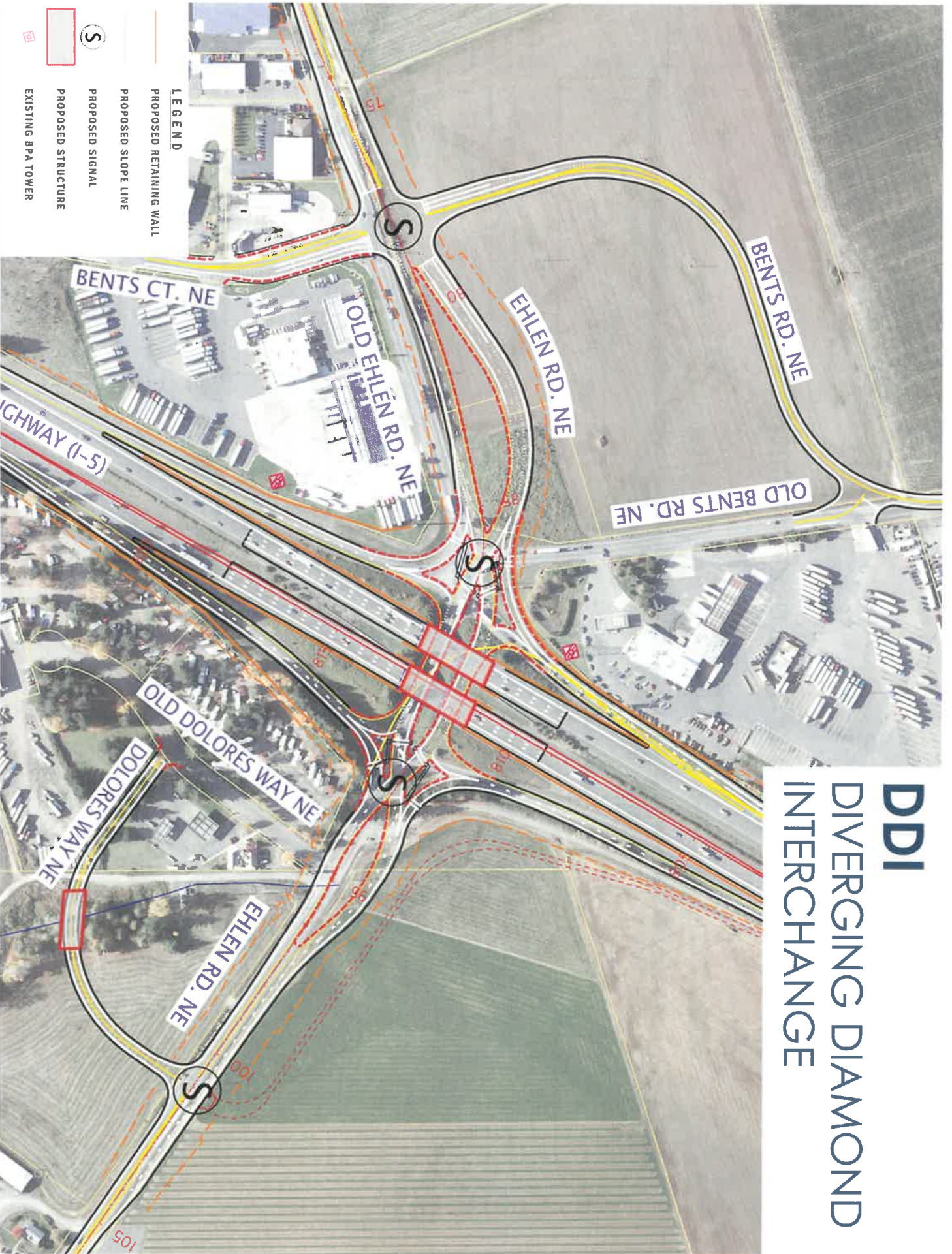


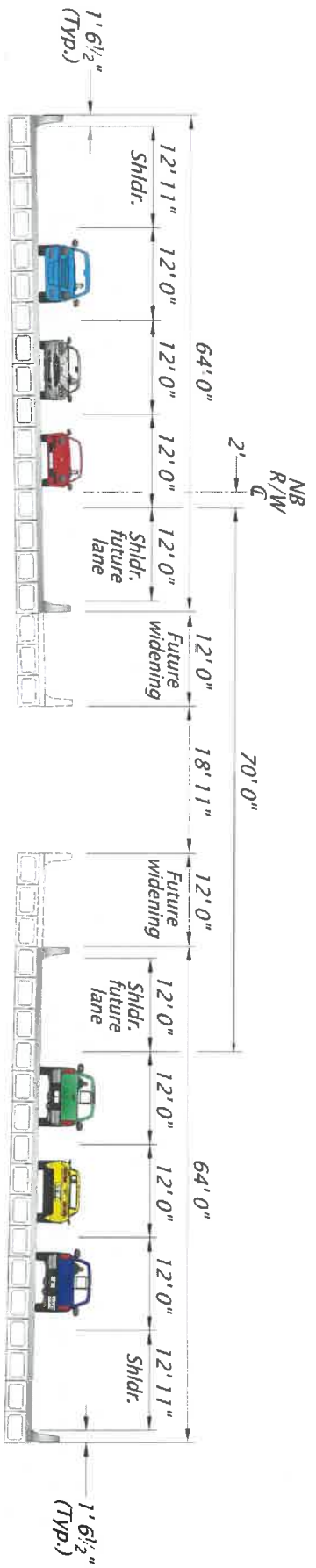
EHLEN ROAD SECTION LOOKING EAST



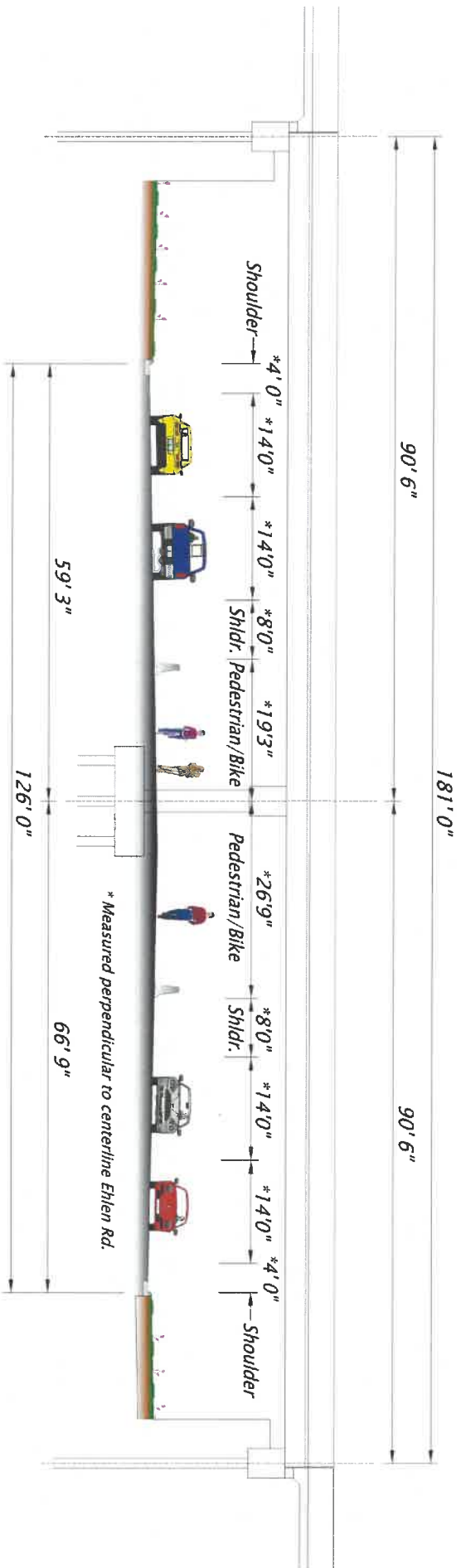


# DDI DIVERGING DIAMOND INTERCHANGE





I-5 BRIDGE TYPICAL SECTION LOOKING SOUTH



EHLEN ROAD SECTION LOOKING EAST



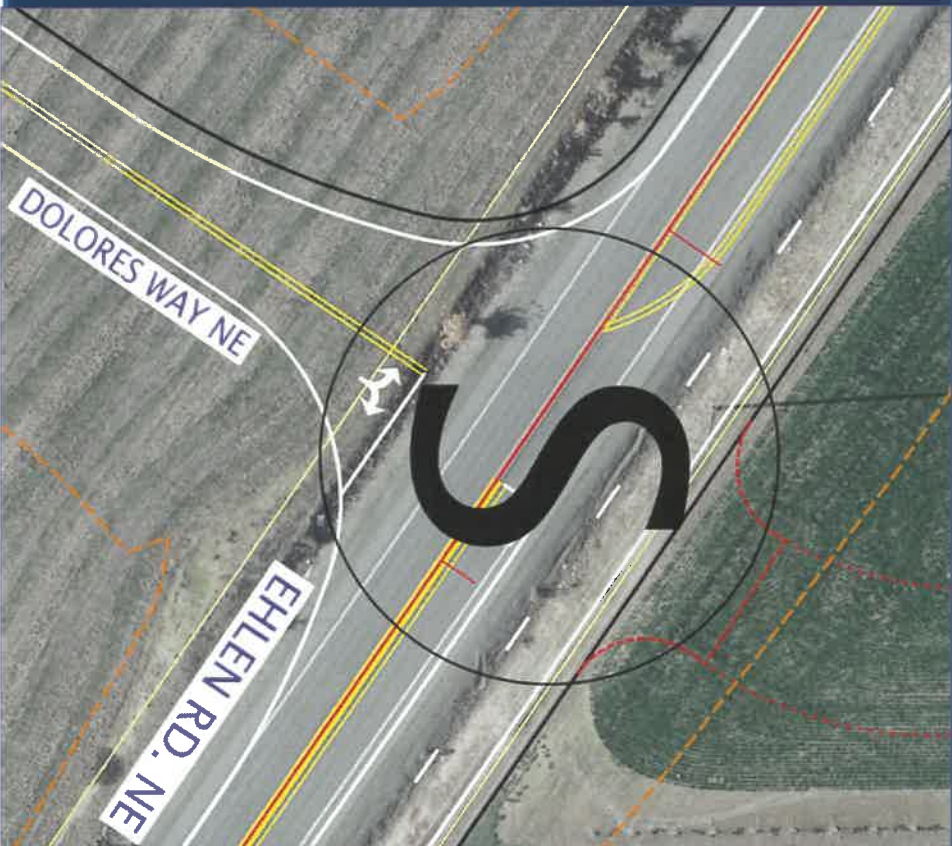


# Bents Road intersection

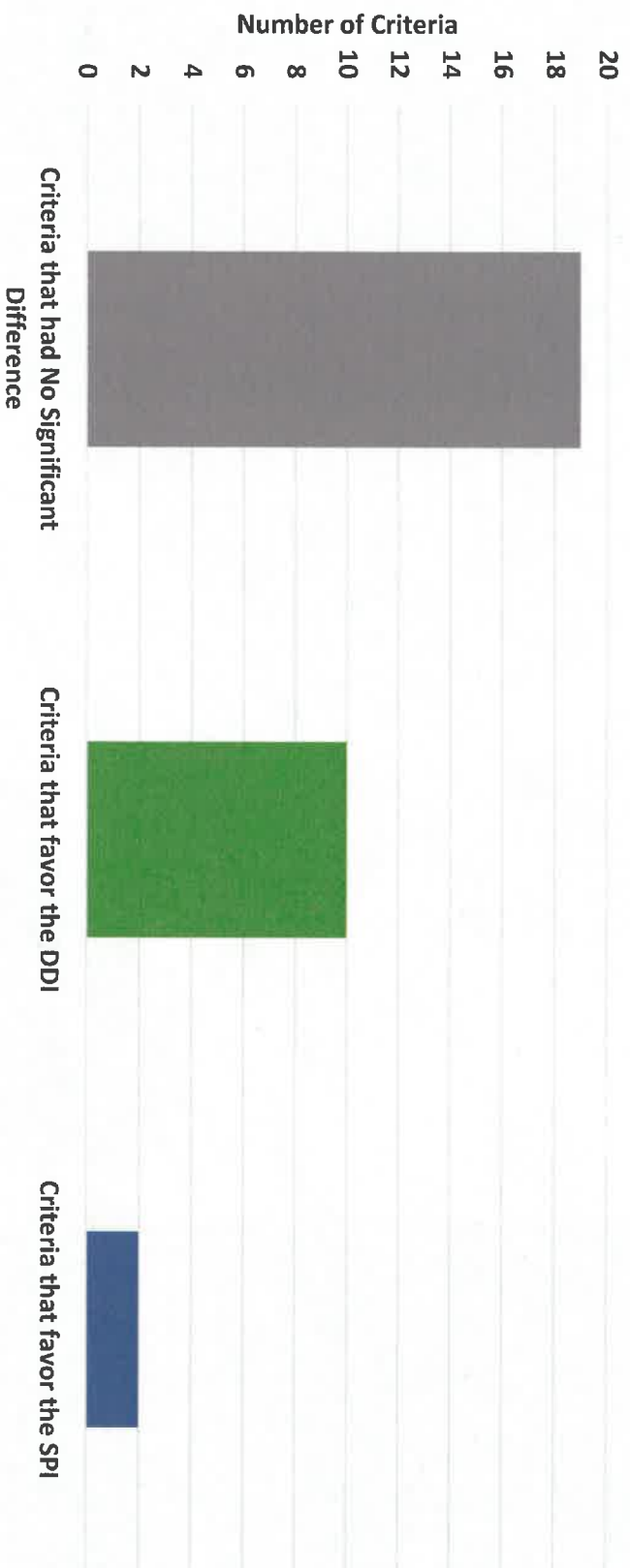




# Dolores Way intersection



# EVALUATION CRITERIA



# EVALUATION CRITERIA

Criteria that favor the DDI		
<ul style="list-style-type: none"> <li>- Construction cost</li> <li>- Maintainence (long term)</li> <li>- Traffic analysis</li> <li>- Bike and ped</li> <li>- Safety</li> </ul>	<ul style="list-style-type: none"> <li>- Hazmat</li> <li>- Bridge design</li> <li>- I-5</li> <li>- Ehlen Road</li> <li>- Incident response</li> </ul>	
Criteria that favor the SPI		
		<ul style="list-style-type: none"> <li>- Construction staging</li> <li>- Interchange familiarity</li> </ul>
Criteria that had No Significant Difference		
<ul style="list-style-type: none"> <li>- R/W impacts</li> <li>- Utility impacts</li> <li>- Trucks/freight mobility</li> <li>- Access</li> <li>- Phase 1 feasibility</li> <li>- Historical</li> <li>- Archy</li> </ul>	<ul style="list-style-type: none"> <li>- Noise</li> <li>- Biology/permits</li> <li>- Environmental justice</li> <li>- Land use</li> <li>- Geotech</li> <li>- Drainage design</li> </ul>	<ul style="list-style-type: none"> <li>- Roadway design</li> <li>- Wall design</li> <li>- Traffic design</li> <li>- Other local roads</li> <li>- Risk</li> <li>- Public acceptance</li> </ul>





# Project Team Recommendation:

## Diverging Diamond Interchange



# What's Next? Public Engagement Roadshow!

- June 6:
  - Mid-Willamette Valley Area Commission on Transportation
- June 11:
  - Marion County Board of Commissioners
  - Aurora City Council
  - Donald City Council
- June 12:
  - Local stakeholder engagement meeting (4-5pm)
  - Public open house (6-8pm)
- June 13:
  - ODOT Mobility Advisory Committee



## Q & A / Feedback

For more info, contact:

### **ODOT Project Manager**

Anna Henson

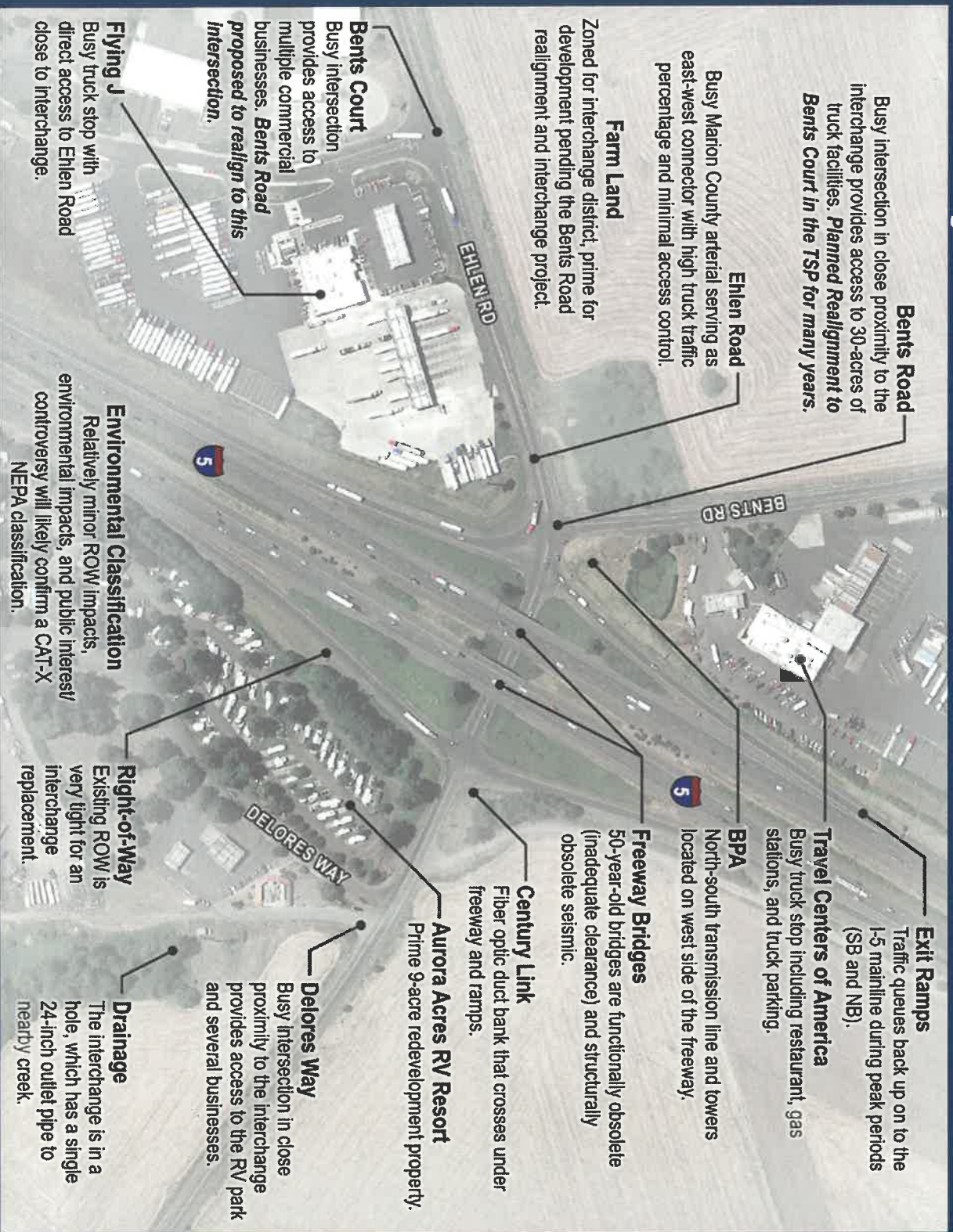
503.986.2639

[Anna.Henson@odot.state.or.us](mailto:Anna.Henson@odot.state.or.us)

# Thank you!



# Project Area and Issues



**Bents Road**  
 Busy intersection in close proximity to the interchange provides access to 30+ acres of truck facilities. **Planned Realignment to Bents Court In the TSP for many years.**

**Ehlen Road**  
 Busy Marion County arterial serving as east-west connector with high truck traffic percentage and minimal access control.

**Farm Land**  
 Zoned for interchange district, prime for development pending the Bents Road realignment and interchange project.

**Bents Court**  
 Busy intersection provides access to multiple commercial businesses. **Bents Road proposed to realign to this intersection.**

**Flying J**  
 Busy truck stop with direct access to Ehlen Road close to Interchange.

**Exit Ramps**  
 Traffic queues back up on to the I-5 mainline during peak periods (SB and NB).

**Travel Centers of America**  
 Busy truck stop including restaurant, gas stations, and truck parking.

**BPA**  
 North-south transmission line and towers located on west side of the freeway.

**Freeway Bridges**  
 50-year-old bridges are functionally obsolete (inadequate clearance) and structurally obsolete seismic.

**Century Link**  
 Fiber optic duct bank that crosses under freeway and ramps.

**Aurora Acres RV Resort**  
 Prime 9-acre redevelopment property.

**Delores Way**  
 Busy intersection in close proximity to the interchange provides access to the RV park and several businesses.

**Drainage**  
 The interchange is in a hole, which has a single 24-inch outlet pipe to nearby creek.

**Environmental Classification**  
 Relatively minor ROW impacts, environmental impacts, and public interest/controversy will likely confirm a CAT-X NEPA classification.

**Right-of-Way**  
 Existing ROW is very tight for an interchange replacement.

