I-205 WIDENING AND SEISMIC IMPROVEMENTS

STAFFORD ROAD TO OR99E

Supplying safety and reliability to a regional economic engine

629 CRASHES IN THIS CORRIDOR 2010-2014

5½ HOURS CONGESTION PER DAY

15% ABERNETHY BRIDGE TRAFFIC GOING ONLY ONE EXIT

PROBLEM

- The 4-lane section of Interstate 205 between the Abernethy Bridge and the Stafford Road interchange creates a bottleneck that causes congestion and crashes, creates delays for workers and freight.
- Closely spaces interchanges on either end of the Abernethy Bridge contribute to the safety, mobility and reliability issues.
- The Abernethy Bridge is seismically vulnerable in the event of a catastrophic earthquake.

SOLUTION

- Adding a third lane on I-205 in each direction between Stafford Road and OR-99E will improve traffic operations and reduce vehicle crashes.
- Provies a consistent 6-lane freeway from the Columbia River to I-5.
- Widening the Abernethy Bridge will allow ODOT to ensure the bridge remains functional after a catastrophic earthquake.

PROJECT COST ESTIMATE

$452 MILLION OVERALL

- ABERNETHY BRIDGE: $202M
- REST OF CORRIDOR: $250M

PROJECT READINESS

PROBLEM ID — SHOVEL READY

VALUES & GOALS

MOBILITY & ACCESSIBILITY · MANAGEMENT OF THE SYSTEM · ECONOMIC VITALITY · SUSTAINABILITY · SAFETY & SECURITY · ACTIVE TRANSPORTATION

PROJECT BACKGROUND

I-205 provides access to industrial lands throughout the Portland metropolitan and East County areas. Over 100,000 vehicles, including 8,900 freight vehicles use this narrow section of freeway daily. The Abernethy Bridge is one of the worst bottlenecks in the regional transportation network today. Drivers currently experience congestion in the morning and afternoon commuting hours. Without the proposed improvements projected traffic increases will result in longer periods of congestion, reducing the time that freight and other travelers can move on the system without significant delays.

Fifteen percent of trips across the Abernethy Bridge travel only between OR43 and OR99E. This is a significant safety problem causing unreliable traffic conditions.

There were 629 crashes between 2010 and 2014, 71% of which were rear-end crashes. These crashes cost $5.5 million per year in injuries, property damage, delay and fuel consumed. This segment causes over 22,000 hours of loss per year due to delays. Of that, nearly 2,000 hours are freight impacts.

The seismically vulnerable bridge is a weak link on I-205, which is part of the Oregon Department of Transportation (ODOT)-designated lifeline network to support recovery efforts following a major seismic event.

IMPLEMENTATION STRATEGY

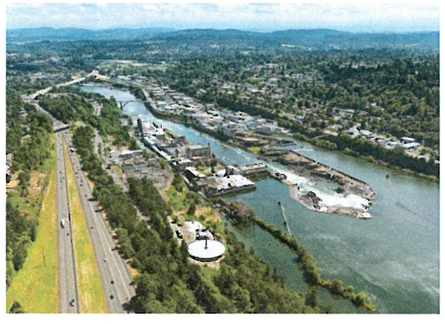
Safety and reliability in this corridor make it necessary to overcome the physical obstacles of widening I-5 between Oregon City and Wilsonville. Preliminary cost estimates are based on two phases: Abernethy Bridge and I-205 freeway widening (Oregon City to Stafford Rd).

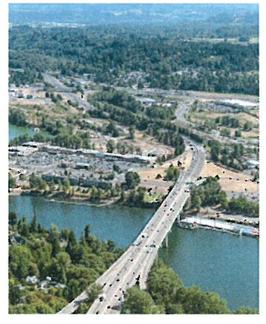
KEY ELEMENTS

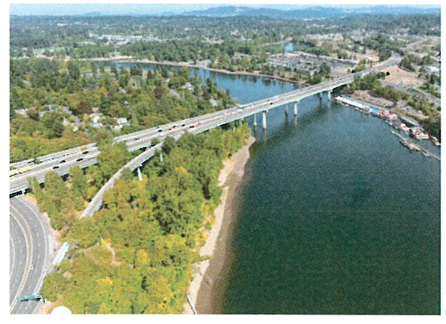
ODOT will also add Active Traffic Management (ATM) to further reduce rear-end crashes, possibly by 30 percent. ATM will include advisory signs north and south of the project area.

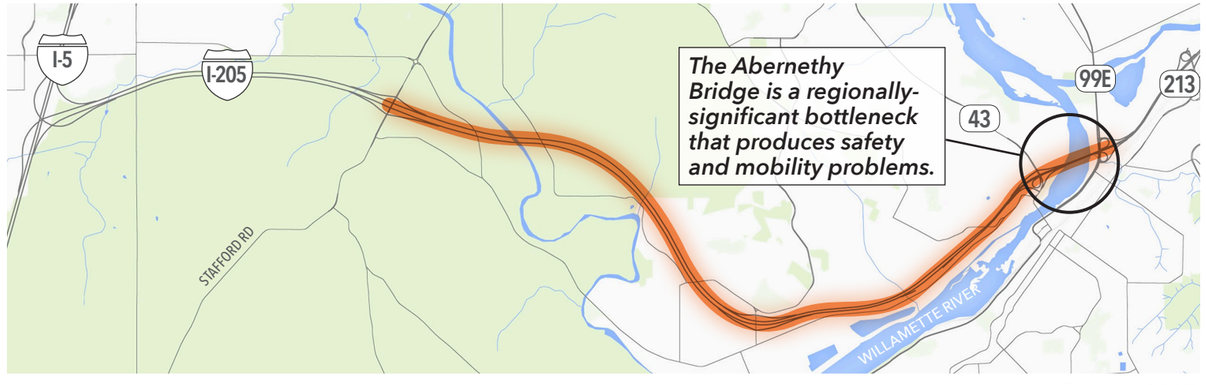
SPECIAL FEATURES

There is a ten percent chance of a large earthquake in Oregon within the next 50 years. A key goal of the I-205 Widening and Seismic Improvements Project will ensure the Abernethy Bridge is usable following a seismic event. I-205 will likely be the only route available between Oregon and Washington as the I-5 bridge will likely collapse. This project will also widen and seismically retrofit the other structures between OR99E and Stafford Road.









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