

I-105 FACT SHEET

General Project

- I-105 has an aging surface. The pavement consists of jointed Portland Concrete Cement Pavement (PCCP) and asphalt median and shoulders.
- The PCCP has lifted panels and numerous maintenance repairs at the joints and the bridge sections are substandard in width and bridge rail.
- The current pavement rating is in the bottom end of "fair" category and meets the qualifications for a preservation project.
- Lane changes during peak hours are causing accidents and lower level of service (LOS) at interchanges.
- The project will replace PCCP with 12 inches of Asphalt pavement and upgrade guardrail, bridge rail, shoulder barrier and median barrier to current highway standards.
- The project will build auxiliary or merge lanes from I-5 to Coburg Road (EB & WB) and from Delta Hwy to Country Club Road (EB & WB).
- Project Engineering costs are approximately \$800,000.
- Construction contract was awarded to Oregon Mainline Paving in Dec., 2004 for \$13,040,000.

Time Line/Closures:

- Construction began in January will be completed by the end of October, 2005
- Night work began in Jan. to remove trees and shrubbery for the auxiliary lanes.
- Construction work with major traffic impacts is expected to take 66 days and nights. Major closures will begin in May, 2005 and complete by August 1.
- Incentive/disincentive will be offered to the contractor in an effort to reduce the 66 days of work.

Impacts of the Work:

- Mainline work (2 lanes eastbound, 2 lanes westbound) requires removal of the concrete panels and replacement with asphalt. Median, shoulders, and auxiliary lanes also to be constructed (asphalt).

- Various legs of I-5 will be closed for approximately 16 days.
- Independent twelve day closures of EB & WB I-105 over Coburg/Country Club Road will be required.
- Northbound ramp to Delta and I-105 at Washington/Jefferson Street Bridge will be closed for 3 days.
- 2005 metro area construction projects are being coordinated to reduce congestion but increase in travel times and travel delays are anticipated.
- Final interchange configurations will remain the same.
- Trees and vegetation will be removed along I-105 to allow for safety improvements, which include the construction of auxiliary lanes and standard shoulders.

ENVIRONMENTAL

- Tree removal throughout the project corridor raised potential concern in relation to the Migratory bird treaty act. To address these concerns ODOT completed tree removal prior to the beginning of the nesting season for migratory birds. No active nest was directly impacted.
- Within ODOT's right of way exists a bike path that is heavily utilized by multiple recreational users. ODOT has designed the project to insure continuity is maintained on this path.
- ODOT delineated three wetland and/or open water features within the project area. ODOT was able to modify the design by steepening the embankment slopes and using guardrail where appropriate to avoid impacts to these resources. ODOT has highlighted these areas on the project plans as "no work areas".
- ODOT also recognizes the potential for Northwestern Pond Turtles to be present in the project area. Prior to commencing work within potential habitat, the area was checked by a biologist to insure the turtles were not present.
- ODOT recognized the potential to have federally and state listed plants within the project footprint. Initial surveys indicated the presence of potential habitat for the plants of concern, however, subsequent surveys during the flowering season concluded no listed or sensitive plants are growing within the project's impact area.
- Given the proximity to the Willamette River there was an increased probability of encountering archaeological sites. A registered archaeologist identified one area of concern within the project limits. ODOT was able to modify the design to insure this area would not be impacted.

- ODOT has planned water quality facilities to treat 140% of the runoff that would result from the new I-105 surface.