

## FAQs

November 13, 2017

### ABOUT THE PROJECT

- **What is the purpose of the project?**

*This project will address congestion and traveler safety by adding a third lane in each direction on a seven-mile stretch of I-205 between Stafford Road and OR 99E. This project will also upgrade the Abernethy Bridge, which crosses the Willamette River between West Linn and Oregon City, and the eight other I-205 bridge sites in the project limits so they can withstand a major earthquake.*

- **What is the cost of the project?**

*The project cost is estimated at approximately \$450 million, which includes final design and construction. The project team will refine this estimate as the design progresses. The estimate for the Abernethy Bridge portion is about half of the project's total cost. The project team is currently conducting a cost-to-complete analysis, and this will be complete by February 2018. Total project costs are subject to change based on the final design, construction year, construction phasing plan and funding commitments.*

- **Why are the bridges in the project area receiving seismic upgrades?**

*ODOT has designated I-205 as a statewide north-south lifeline route after a major earthquake – which means it must be operational quickly if a disaster renders other roadways unusable or impassable. It will be a critical route in getting supplies and services to the region.*

- **How are I-205 and the Abernethy Bridge being widened? Which direction?**

*I-205, including the Abernethy Bridge, will be widened by one-lane in each direction between Stafford Road and OR 99E. On the Abernethy Bridge, the project will widen both directions towards the outside by approximately 12 to 16 feet. South of 10<sup>th</sup> Street, the widening will occur in the center median.*

*In some locations on I-205, the widening will occur mostly on one side and the highway will shift slightly to avoid obstructions and minimize impacts. Two such areas include the large rock cut to the west of I-205, just south of the OR 43 interchange, and the Willamette Falls viewpoint in the northbound direction. At the rock cut, the widening will occur to the east, and at the viewpoint, the widening will occur to the west.*

- **Will the project require the purchase of private property?**

*As part of the project, multiple crossroads and intersecting streets may require modifications to accommodate the third lane on I-205. Some areas of private right-of-way may be needed to construct these improvements. At the end of the preliminary design phase, in spring 2018, the right-of-way needs will be known. The project team is working to minimize any potential property impacts.*

- **Why is it necessary to close the on-ramp from northbound OR 43 to northbound I-205?**  
*Currently, there are two I-205 northbound on-ramps serving OR 43. One serves OR 43 northbound and the other serves OR 43 southbound. The project will remove the current I-205 northbound on-ramp from OR 43 northbound. Northbound traffic will instead use a new left turn to access the existing on-ramp loop to I-205 northbound. Consolidating these two separate northbound access points will eliminate the merging and weaving that currently occurs on I-205, reducing rear end crashes and improving traffic flow.*
- **Why is the project removing the Broadway Street bridge overcrossing?**  
*The existing Broadway Street Bridge must be removed to accommodate the third travel lane. Broadway Street is a low volume local street located one block from a parallel I-205 overcrossing, West "A" Street, which will be reconstructed with this project. Additionally, the Broadway Street intersection with Willamette Falls Drive is located less than 100 feet from the major intersection of Willamette Falls Drive and OR 43, which poses a safety risk due to the close intersection spacing. The project will continue to provide other local street connections that serve the affected traffic movements.*

### **PROJECT PHASES/SCHEDULE**

- **What happens on this project now? What are some of the next steps?**  
*The purpose of this phase is to determine how and when the project could progress into final design and construction. In February 2018, ODOT will present methods and cost to design and construct improvements along I-205 to the Oregon Legislature for consideration of funding those phases. The legislature will need to allocate funding for final design and construction.*
- **When will the project be constructed?**  
*Before the project can schedule final design and construction, the legislature will need to allocate funding for both phases of work. Construction timing, if supported by the Oregon Legislature, should be known by the end of summer 2018.*
- **Does this project have to go through the environmental review process?**  
*The National Environmental Policy Act (NEPA) directs federal agencies, including the Federal Highway Administration (FHWA), to assess environmental effects before making decisions concerning the construction of highways and other publicly-owned facilities. The project cannot proceed until NEPA requirements are fulfilled. The project team is currently conducting studies to assess impacts.*

## **FUNDING**

- **How is this project being funded?**

*ODOT currently has funding to complete preliminary design. Funding discussions regarding final design and construction will occur with Oregon Legislature in the 2018 Legislative Session, which begins in February 2018. Keep checking back here for updates.*

- **Will I-205 be tolled?**

*The Oregon Legislature has required the Oregon Transportation Commission to evaluate value pricing as a way to manage congestion on I-5 and I-205 from the Columbia River to the junction of the two freeways in Oregon, and seek approval from the Federal Highway Administration. Value pricing, also known as congestion pricing, is a type of tolling in which a higher price is set for driving on a road when demand is greater. This usually occurs in the morning and evening rush hours. This is a separate project than the current work to study and perform preliminary design along I-205 between Stafford Road and OR 99E. To get more information on the Value Pricing feasibility analysis, go to: [www.oregon.gov/ODOT/Pages/Value-Pricing.aspx](http://www.oregon.gov/ODOT/Pages/Value-Pricing.aspx).*

## **PUBLIC OUTREACH**

- **How can I stay up to date on project progress?**

*The project website is the main portal for up-to-date information. You can also sign up to receive project updates at key milestones at [www.i205corridor.org](http://www.i205corridor.org).*

- **Will there be public meetings?**

*ODOT is hosting an online open house in November and December 2018. As the project progresses, in person meetings and additional online meetings will occur. Sign up for email updates to receive the latest information.*

- **Can my organization get a briefing?**

*Yes, please send your requests to [info@i205corridor.org](mailto:info@i205corridor.org).*

- **How can I provide my feedback?**

*There are many ways to reach out:*

- [info@i-205corridor.org](mailto:info@i-205corridor.org)
- Online comment form ([www.i205corridor.org/contact-us](http://www.i205corridor.org/contact-us))
- ODOT Region 1, 123 NW Flanders, Portland OR 97209, Attn: Kimberly Dinwiddie
- Phone: 503-731-8281