

Interstate 5: Boone Bridge Widening/Seismic Retrofit and Interchange Improvements Study

Staff Contact: Scott Turnoy, scott.turnoy@odot.state.or.us

Description

In HB 5050 the 2019 Legislature directed ODOT to study widening and seismically retrofitting the I-5 Boone Bridge. On August 15, 2019 the Oregon Transportation Commission (OTC) approved \$300,000 in FHWA funds toward the development of a report that will further evaluate the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway.

Overall Objectives

- Identify a range of costs to achieve a widened and resilient I-5 Boone Bridge.
- Determine if it is structurally feasible to widen and seismically retrofit the existing I-5 Boone Bridge and identify associated planning level cost range and risks.
- Identify cost range and risks to replace the I-5 Boone Bridge.
- Identify cost range associated with interchange improvements on I-5 in the study area.
- Identify further analysis and associated costs necessary following this study.

Previous Work (through June 2019)

- I-5 Wilsonville Facility Plan (adopted July 2018)

Methodology

Early project planning and feasibility analysis of alternatives to achieve a widened and seismically resilient I-5 Boone Bridge.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none"> • Click here to enter text.
2 nd Quarter	<ul style="list-style-type: none"> • Consultant procurement
3 rd Quarter	<ul style="list-style-type: none"> • Structural analysis
4 th Quarter	<ul style="list-style-type: none"> • Structural and geotechnical analysis
Ongoing	<ul style="list-style-type: none"> • Click here to enter text.

Project Lead

- Oregon Department of Transportation

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
ODOT staff time	\$ 25,000	STIP/FHWA	\$ 138,330
Consultant Services	\$ 125,000	State Match	\$ 11,670
TOTAL	\$ 150,000	TOTAL	\$ 150,000

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.25