



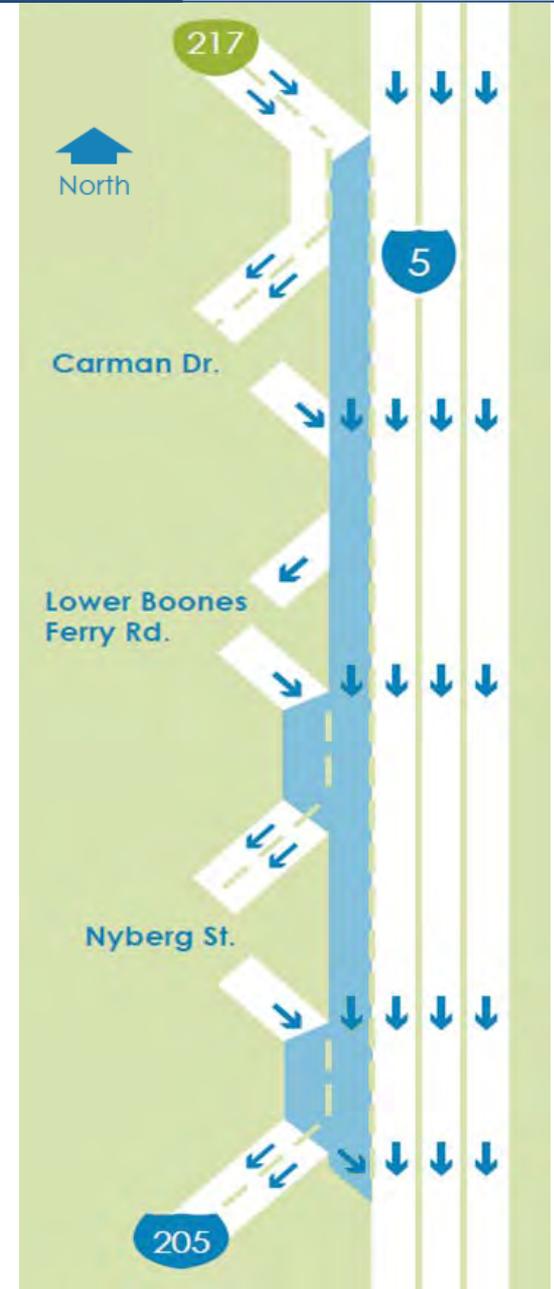
I-5 SB Auxiliary Lane: Lower Boones Ferry Road to I-205





I-5 SB Auxiliary Lane

- Combined with I-5 paving project from OR 99W to I-205 in both directions
 - Total Cost: \$28.3 million
 - Construction: Feb 2018 – Fall 2019
 - Extend service life 10-15 years
- New auxiliary lane extension provides new system-to-system connectivity between OR 217 SB and I-205 NB

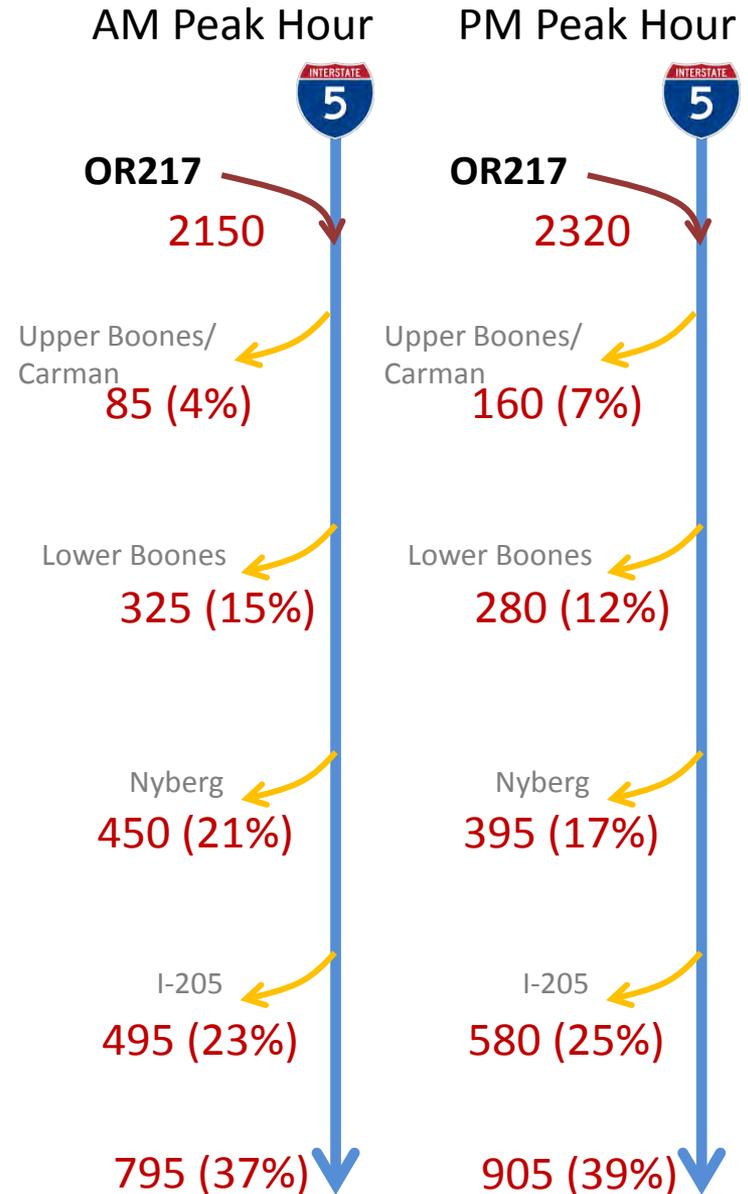




Origin-Destination Data

Traffic entering I-5 SB from OR217 destined to the four downstream exits:

- 63% in the AM
- 61% in the PM





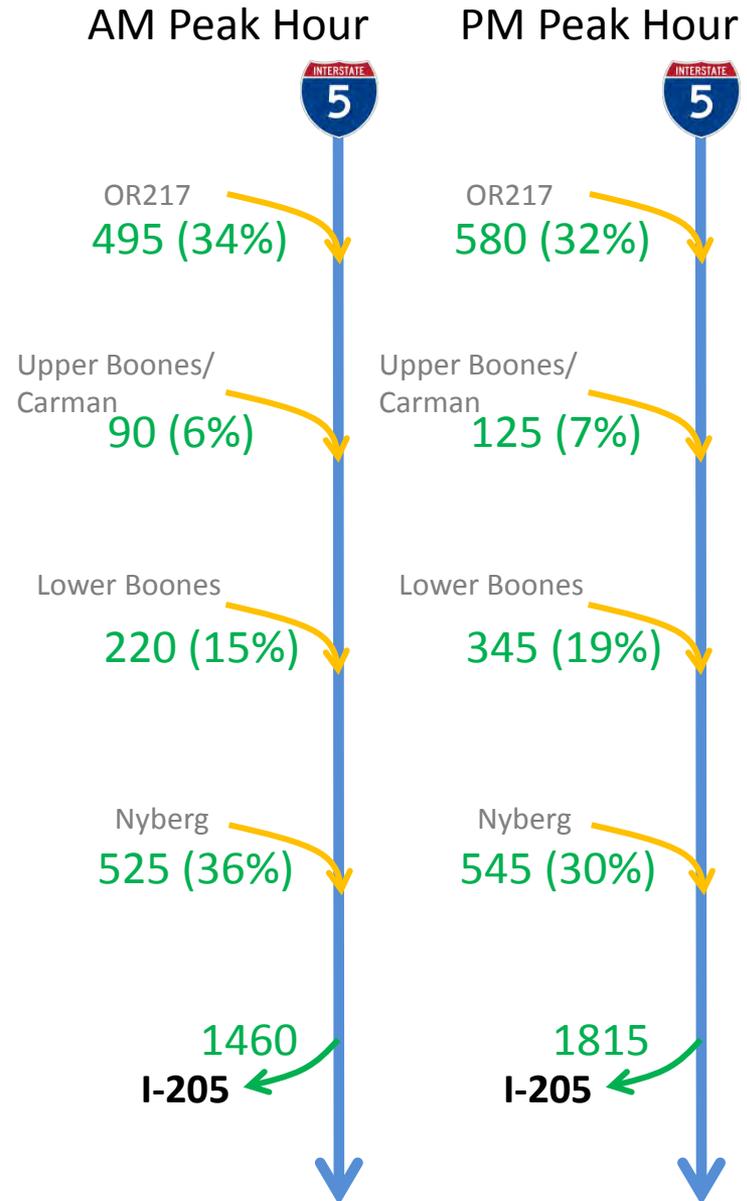
Origin-Destination Data

Traffic exiting from I-5 SB to I-205 originates from four upstream entrance-ramps:

- 91% in the AM
- 88% in the PM

In addition, traffic from the Nyberg entrance ramp exits to I-205:

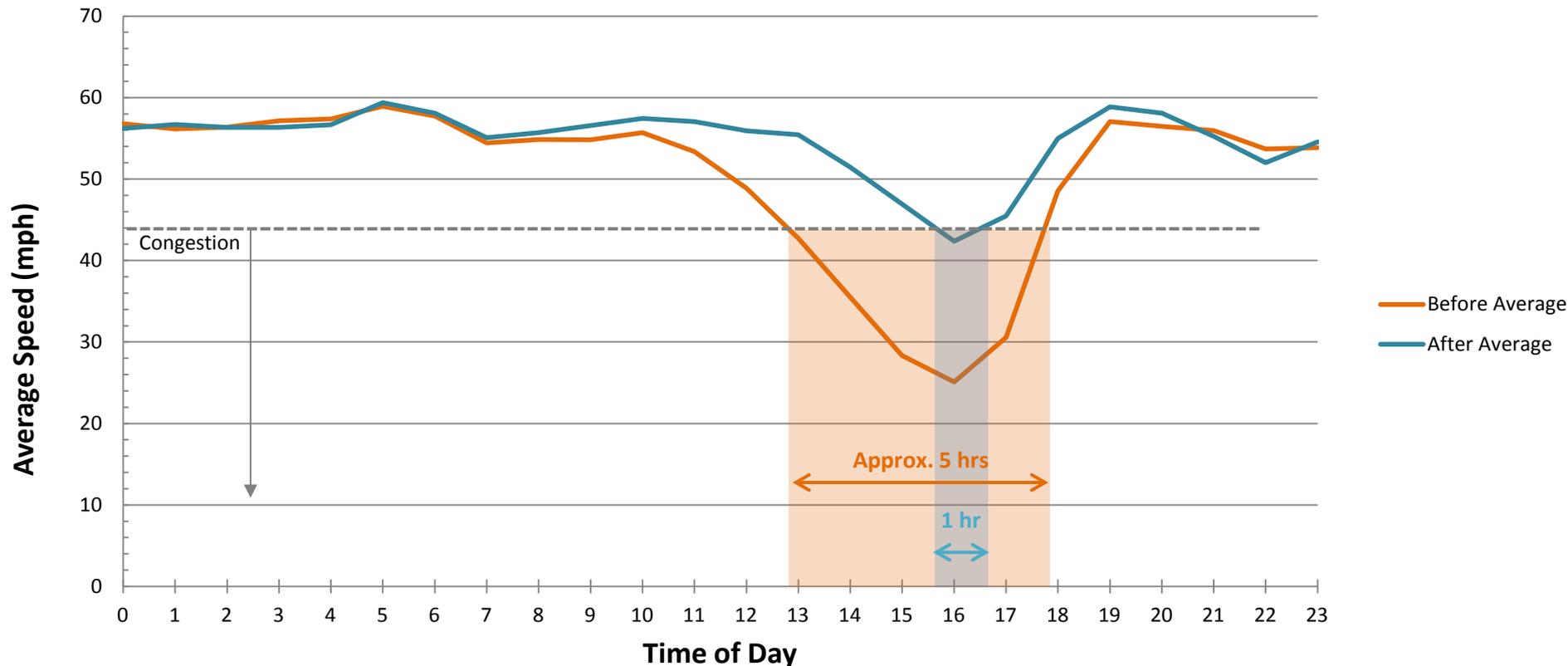
- 88% in the AM
- 86% in the PM





Before/After Comparison

I-5 S: OR 217 to I-205



Congestion = 75% of free-flow speed (about 44 mph)

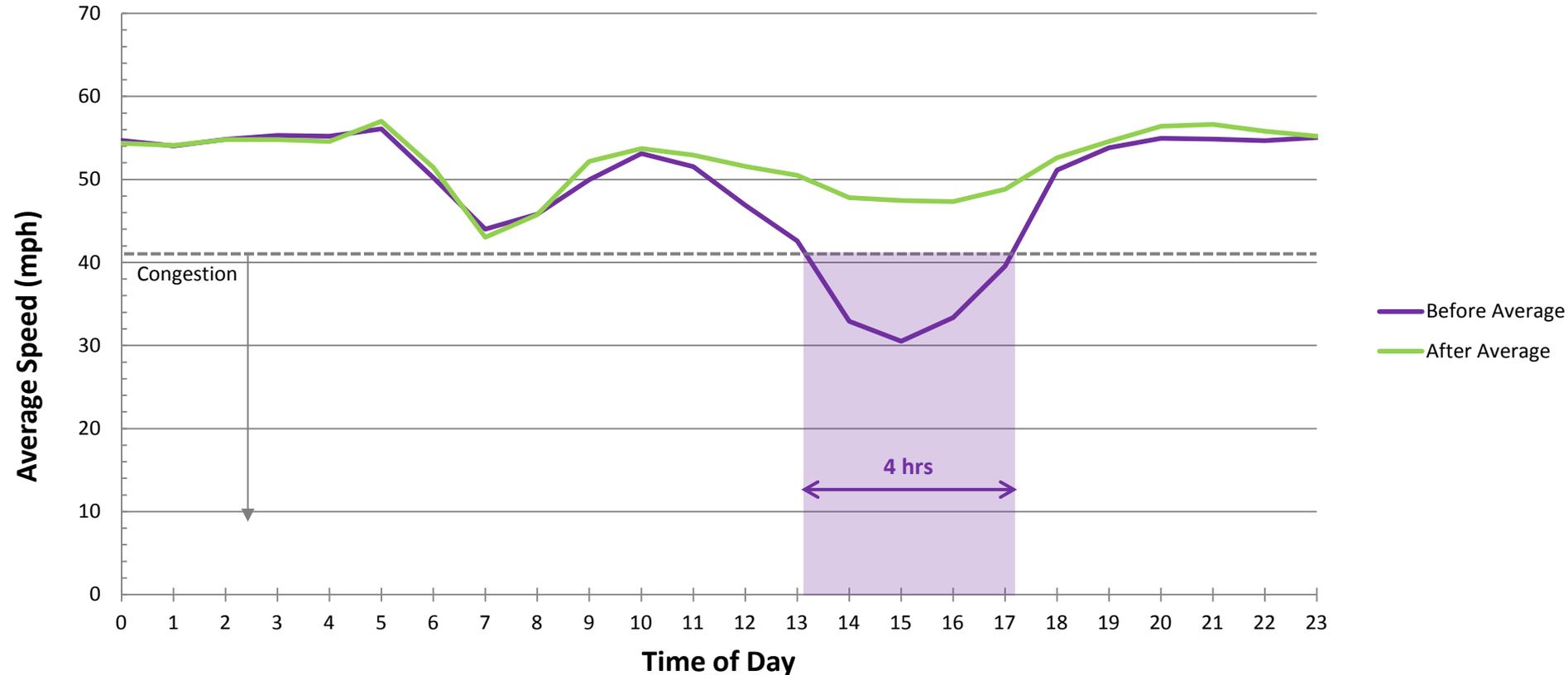
Average Hours of Congestion: Before = 5 hours After = 1 hour

Delay Reduction Savings = \$4.2 million annually



Before/After Comparison

OR 217 S: OR 99W to I-5 S



Congestion = 75% of free-flow speed (about 41 mph)

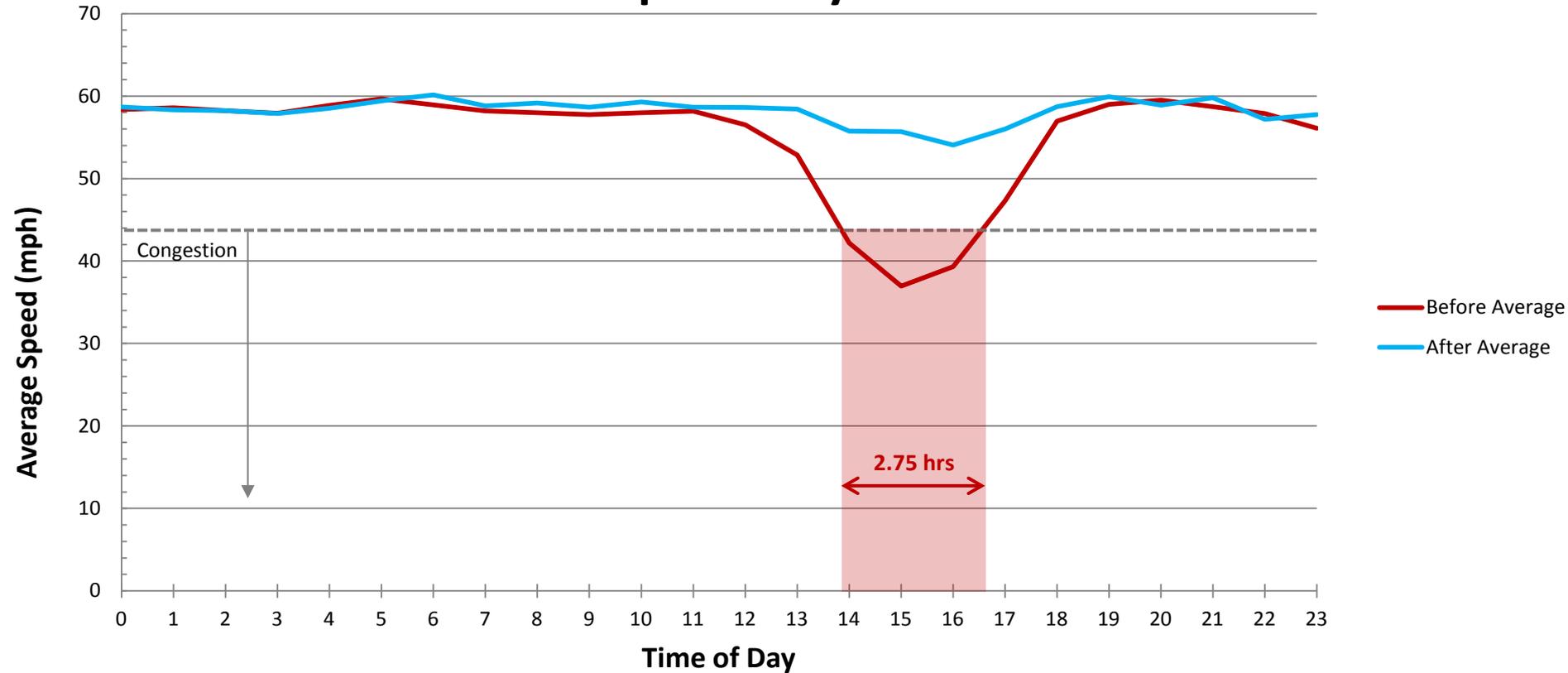
Average Hours of Congestion: Before = 4 hours After = 0 hours

Delay Reduction Savings = \$1.1 million annually



Before/After Comparison

I-5 S: Capitol Hwy to OR 217



Congestion = 75% of free-flow speed (about 44 mph)

Average Hours of Congestion: Before = 2.75 hours After = 0 hours

Delay Reduction Savings = \$3.1 million annually



I-5 Rose Quarter: Auxiliary lane extensions



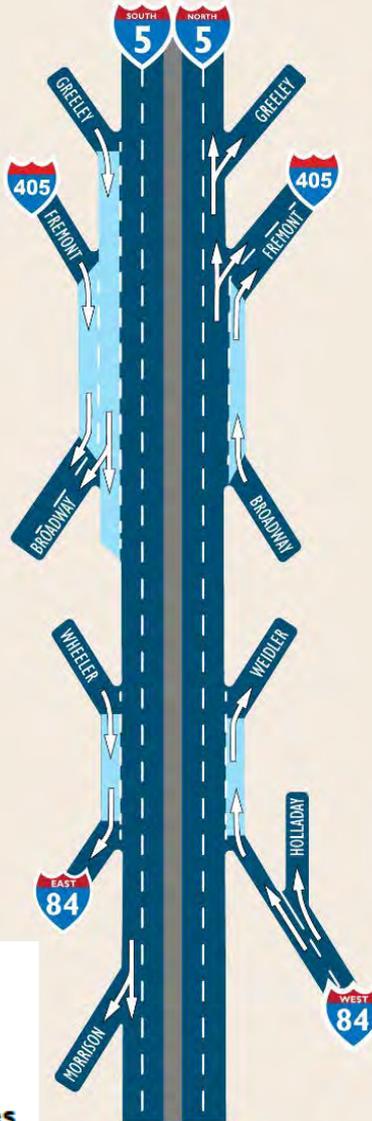
I-5 Rose Quarter

Auxiliary lane extensions

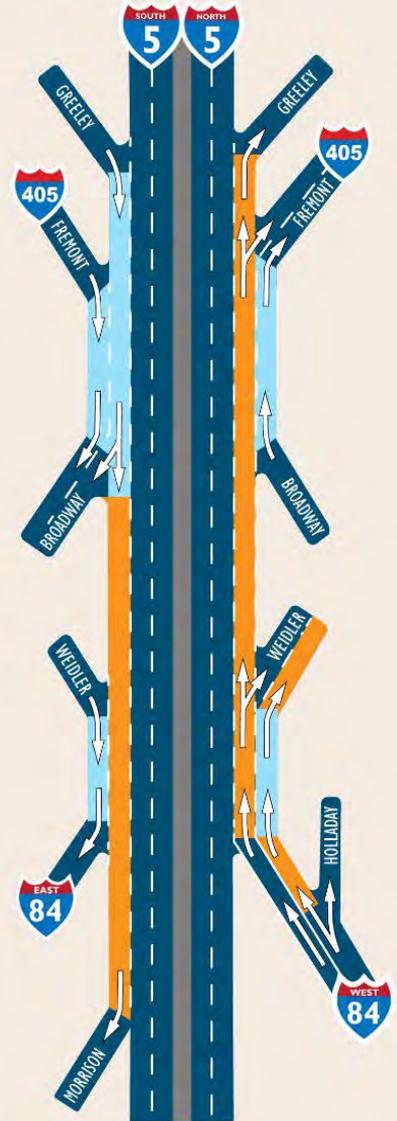
Expect substantial benefit during peak shoulder hours similar to I-5 SB Auxiliary Lane project:

- Reduce hours of congestion
- Increase average speeds
- Benefit both northbound and southbound directions

Existing Conditions



Proposed Improvements



	Existing I-5 Travel Lanes
	Existing Ramp-to-Ramp (Auxiliary) Lanes
	Proposed Ramp-to-Ramp (Auxiliary) Lanes

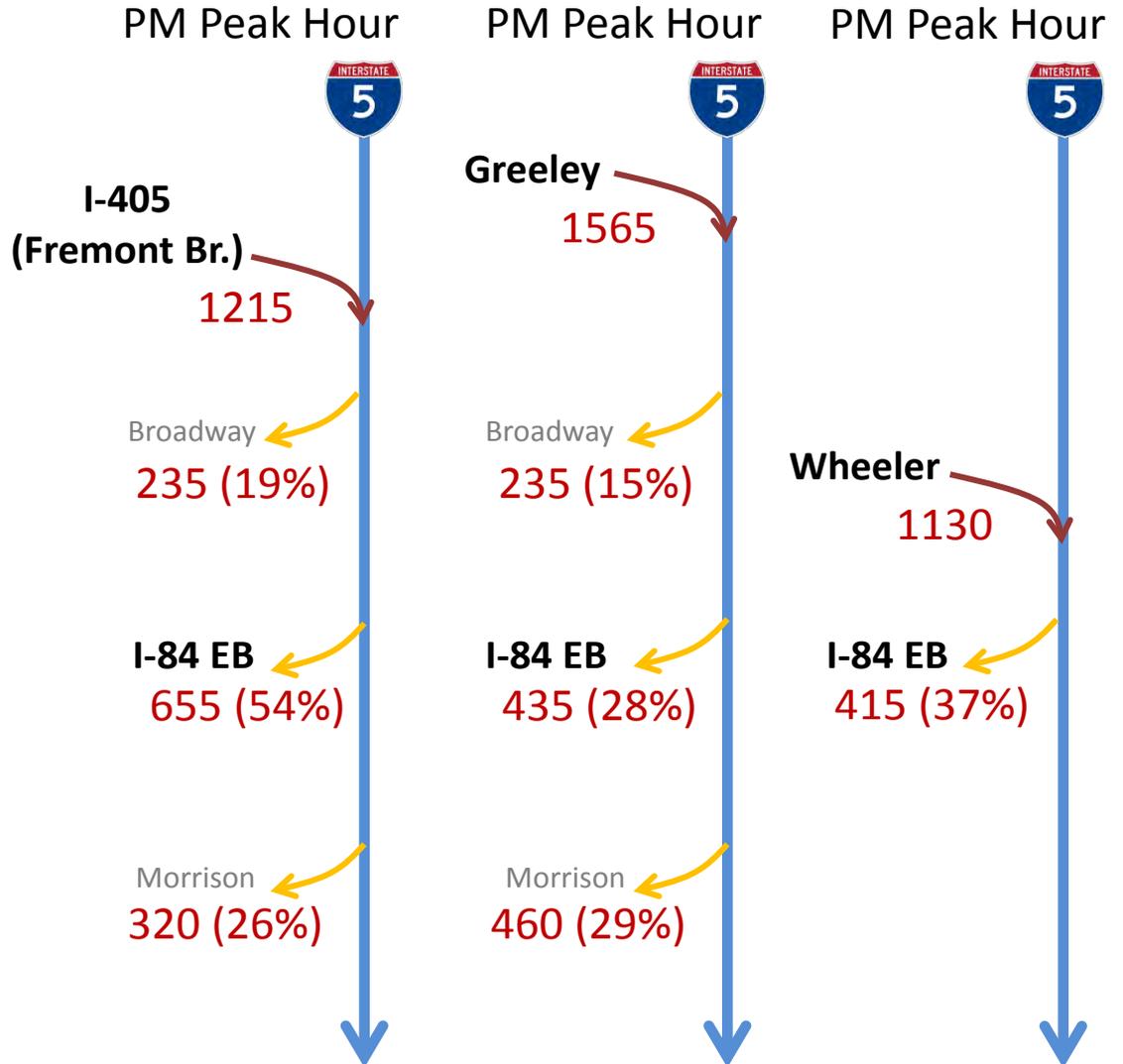


Origin-Destination Data

99% of traffic in the PM peak hour entering I-5 SB from I-405 are destined to the three downstream exits.

74% of traffic in the PM peak hour entering I-5 SB from Greeley are destined to the three downstream exits.

Data based on Regional Travel Demand Model

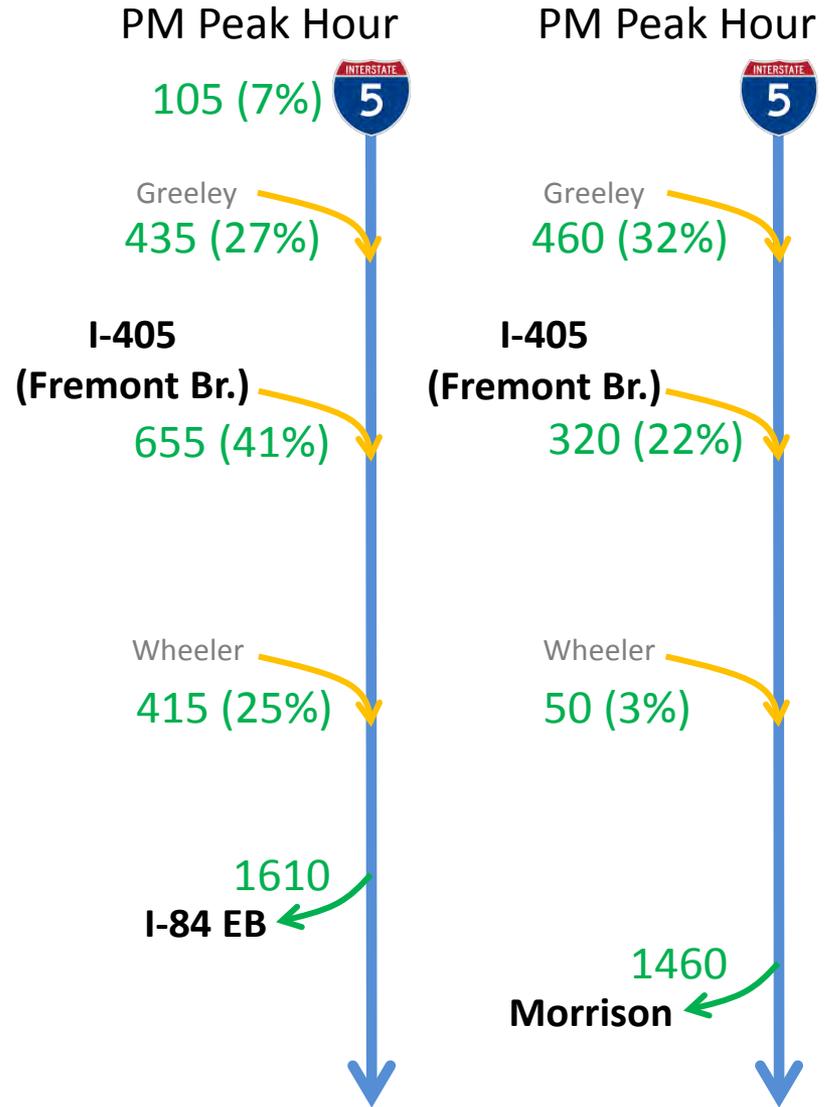




Origin-Destination Data

93% of traffic in the PM peak hour exiting from I-5 to I-84 EB originates from the three upstream entrance-ramps.

57% of traffic in the PM peak hour exiting I-5 to Morrison Street originates from the three upstream entrance ramps.



Data based on Regional Travel Demand Model



Thank You