



# I-405: Fremont Bridge

## Upper Deck Paving Project

### So what exactly is upper deck wearing surface replacement?



The original I-405 Fremont Bridge upper deck asphalt pavement wearing surface needs to be replaced (this is a 2,159-foot-long by 68-foot-wide section of the road, 175 feet above the Willamette River).

The roadway is made up of 2½ inches of epoxy asphalt concrete and about 1½ inches of conventional hot mix asphalt concrete, all on top of a ½-inch-thick orthotropic steel deck plate. Epoxy asphalt concrete must cure (or rest) a minimum of two hours before being driven on by traffic. It also needs warm and dry weather, which limits the replacement to the months of July, August, or September. More than 3,000 tons of epoxy asphalt and hot mix asphalt materials will be placed at an approximate rate of 50 to 75 tons per hour.

The Fremont Bridge is the only bridge in Oregon with this type of epoxy asphalt concrete pavement wearing surface.

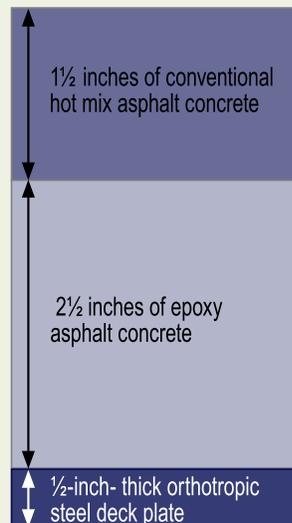
### Design Work Under Way on Paving Project Expected to Take Place in Summer 2011



The Oregon Department of Transportation (ODOT) is in the design phase of a project that will replace the pavement wearing surface on the upper deck of the Interstate 405 Fremont Bridge. Construction is scheduled to begin in about a year, during summer 2011. The bridge's original pavement dating back to 1973 is severely rutted and needs to be fixed to maintain safety for drivers. The paving work is scheduled to be completed in a summer construction

season. Due to the complexity of the work and the unique pavement material that will be used, the project will require

3-5 weekends of full closure of the southbound (top deck) direction of the Fremont Bridge. There also will be several weeknights and weekends of multiple lane closures. **The weekends when lanes will be closed are weather dependent and will be decided closer to the time of construction. Once determined, they will be announced to the public.**



Replacement Upper Deck Surface

The upper deck wearing surface epoxy asphalt concrete and hot mix asphalt concrete will be replaced.

### Combining I-405 and I-5 Projects



To reduce the impact of two upcoming projects with major freeway impacts, ODOT is combining the I-405 Fremont Bridge deck project with a bridge and pavement repair project on Interstate 5 (I-5) between the Marquam Bridge and NE Holladay Street (Rose Quarter). The Rose Quarter project will require alternating full weekend closures of I-5 northbound and southbound. ODOT will require the single contractor on these projects to perform the I-405 Fremont Bridge closures in 2011 and the I-5 Rose Quarter full closures in 2012.

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**Right Now:** We need your help to understand how construction will impact local businesses, services and summer events in 2011. This process will help the project team plan weekend closures or detours to minimize disruptions. We expect that the I-405 Fremont Bridge construction will require some full closures (all lanes shut down) and some partial closures (2 of the 4 lanes would remain open) in the southbound – top deck – direction only (the northbound direction of the Fremont Bridge will not be impacted by this project).

### ODOT wants to hear from you



as well as your friends and neighbors about how the I-405 Fremont Bridge construction could impact you during the summer of 2011. If you could be impacted by construction or have concerns, please contact Mike Mason, ODOT Community Affairs Coordinator at (503) 731-8246 or [michael.w.mason@odot.state.or.us](mailto:michael.w.mason@odot.state.or.us).

- Join our mailing list by calling, emailing, or sending a letter to Mike Mason (contact information above)
- How can we contact you to tell you about closure weekends and times?
- What events do you have planned for the summer/fall of 2011 that could be affected by a bridge closure?



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