I-5: Iowa Street Viaduct Replacement Project

Project location
The Interstate 5: Iowa St. Viaduct Replacement project is at milepost 298, just north of the Terwilliger Curves. The viaduct – technically two viaducts side-by-side – was completed in 1957, with three lanes in each direction and substandard three-foot shoulders. The new viaduct will include standard shoulder widths and maintain three lanes in each direction.

Project Benefits
— The existing deck of the I-5 Iowa viaduct is in poor condition and needs a seismic retrofit. ODOT's bridge maintenance unit has done several patching projects on the deck. These patches are failing while new cracks continue to appear. The new viaduct will meet roadway and seismic standards.

— The replacement viaduct will maintain three lanes in each direction. Safety will be improved with 12-foot shoulders, wider center medians, higher concrete barrier and retaining walls along the east and west sides of the freeway. The new viaduct would be wide enough to accommodate a future truck-climbing lane for southbound I-5 traffic.

— The trail passing under the viaduct will be rebuilt to City of Portland trail standards. Maintenance of the trail is expected to be handed over to the City following project completion.

Traffic impacts
Due to high traffic volumes on I-5 – approximately 145,000 vehicles a day – work requiring lane closures in the project area can only take place at night. During weekdays, three lanes must be maintained in each direction. Consequently, a temporary detour bridge will be built to the west of the current viaduct to allow construction to take place on the existing viaduct. Motorists should expect nighttime and weekend daytime lane closures in both directions of I-5 during construction.

Noise impacts
Much of the project work is expected to take place during daytime hours (pile driving, for example, will only take place during the day). However, work that requires lane closures on I-5 will take place during nighttime and weekend hours. ODOT has received a noise variance from the City of Portland for nighttime and weekend work during construction.

Trail impacts
Due to safety issues related to staging and construction activities, the trail that passes under the viaduct will have to be closed for the duration of the project. It will be rebuilt following completion of the replacement viaduct.

Key dates
Contractor bids are expected in May 2010. Construction on the three-year project is expected to start about two months later in summer 2010.

Information
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Web site
http://www.oregon.gov/ODOT/HWY/REGION1/iowaviaduct/

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