I-5: N. Albany – Halsey
Key No. 18709

Presented by:
Ken Kohl, ODOT Project Manager
Chris Link, Murraysmith
June, 2019
Meeting Goals

Introduce the project and address questions and concerns.

Rutted concrete pavement
I-5 @ N Albany Exit
Looking North
Project Location

Project Limits (MP 234.71)

Project Limits (MP216.14)
Project Overview

PROBLEM
- Rutting due to studded tire and chain wear
- Localized spalling/scaling of the concrete surface with exposed rebar
- Exposed steel I-beam in the terminal expansion joints at bridge ends

Spalling, Cracking, and Exposed Rebar

Bridge Terminal Expansion Joint
SOLUTION
• Diamond grind the full width of the travel lanes
• Perform full or partial depth concrete repairs to address exposed rebar
• Repair the terminal expansion joints at the bridge ends
• Repair localized spalling

ADDITIONAL PROJECT GOAL
• Assess enhanced worker safety measures to be used during construction
## Project Schedule

<table>
<thead>
<tr>
<th>I-5: N Albany – Halsey Sec.</th>
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</thead>
<tbody>
<tr>
<td>Draft DAP submitted  - April 19, 2019</td>
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<tr>
<td>Advance Plans  - June 28, 2019</td>
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<tr>
<td>Final PS&amp;E  - September 9, 2019</td>
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<tr>
<td>Bid Opening  - November 7, 2019</td>
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<td>Construction Early 2020 thru Fall 2020</td>
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Mobility Impacts

Lane Closures:
• Single lane closures on I-5 are necessary to complete the work, and are proposed daily (Sunday night – Friday morning):

  **North Section from OR34 to N. Albany (MP 228.10 – 234.71)**
  October thru April  7:00pm to 5:30am
  May thru September  8:00pm to 5:30am

  **South Section from OR228 to OR34 (MP 216.14 – 228.10)**
  January thru February  5:00pm to 1:00pm
  March thru April  5:00pm to 10:00am
  May  6:00pm to 9:00am
  June thru August  6:00pm to 6:00am
  September thru November  6:00pm to 9:00am
  December  5:00pm to 10:00am
Lane Closures – Terminal Expansion Joints and Concrete Spall Repairs

- Rigid Mobile Barrier System recommended as option for repairs
- Provides positive separation
- Can be set up and removed each shift

Example Repair Behind Mobile Barrier
Lane Closures – Terminal Expansion Joints and Concrete Spall Repairs

- Two stages – left lane and right lane
- During allowable lane closures
- Approximately 2 to 3 months
- Most constrained during concrete and TEJ repairs near bridges
Ramp Closures – Concrete/TEJ Repairs

- One ramp will be closed at a time for concrete or TEJ repairs
- During allowable I-5 lane closure times
- Up to two shifts per ramp
# Ramp Closures – Concrete/TEJ Repairs

<table>
<thead>
<tr>
<th>Detour for OR99E NB On-ramp</th>
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</thead>
<tbody>
<tr>
<td>• 99E southbound to Burkhart St. to US20 eastbound</td>
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<tr>
<td>• 3.7 miles</td>
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<td>• Adds 9 minutes to the trip</td>
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<table>
<thead>
<tr>
<th>Detour for Airport Rd SB Off-ramp</th>
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<tbody>
<tr>
<td>• I-5 south to Exit 233 US20 to Airport Rd.</td>
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<tr>
<td>• 1.8 miles</td>
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<tr>
<td>• Adds 3 minutes to the trip</td>
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<thead>
<tr>
<th>Detour for US20 NB On-ramp</th>
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<tbody>
<tr>
<td>• US20 westbound to 99E</td>
<td></td>
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<tr>
<td>• 2.8 miles</td>
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<td>• Adds 7 minutes to the trip</td>
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<thead>
<tr>
<th>Detour for OR34 SB On-ramp</th>
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<tbody>
<tr>
<td>• I-5 northbound to Exit 233 US20 to I-5 southbound</td>
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<tr>
<td>• 11.3 miles</td>
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<td>• Adds 12 minutes to the trip</td>
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<tr>
<th>Detour for OR228 NB On-ramp</th>
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<tbody>
<tr>
<td>• I-5 southbound to Exit 209 Diamond Hill Dr. to I-5 northbound</td>
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<tr>
<td>• 15.4 miles</td>
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<td>• Adds 15 minutes to the trip</td>
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Ramp Closures

- Longest detour is for OR228 NB On-ramp
Lane Closures – Diamond Grind

• Two stages – left lane and right lane
• During allowable lane closures
• Approximately 3 months
Weight, Height, Length Considerations

• Weight restrictions should not be affected during or after construction.

• Route is a “High Route” per the Mobility Maps. Height restrictions should not be affected during or after construction.

• Length restrictions should not be affected during or after construction.
Safety Considerations

• Directional closure with full detour was assessed and is not recommended.

• Temp concrete barrier could be used to protect workers, but would require daily set-up.

• Mobile barrier truck provides protection for workers and easy set-up for repair areas.

• Work zone law enforcement recommended.

• Portable and permanent reader boards (VMSs) will be used to convey messages to drivers.

• Speed Zone Reduction will be requested.

• Radar speed trailers are recommended in conjunction with speed reduction.
Questions and Answers
Review Action Items