

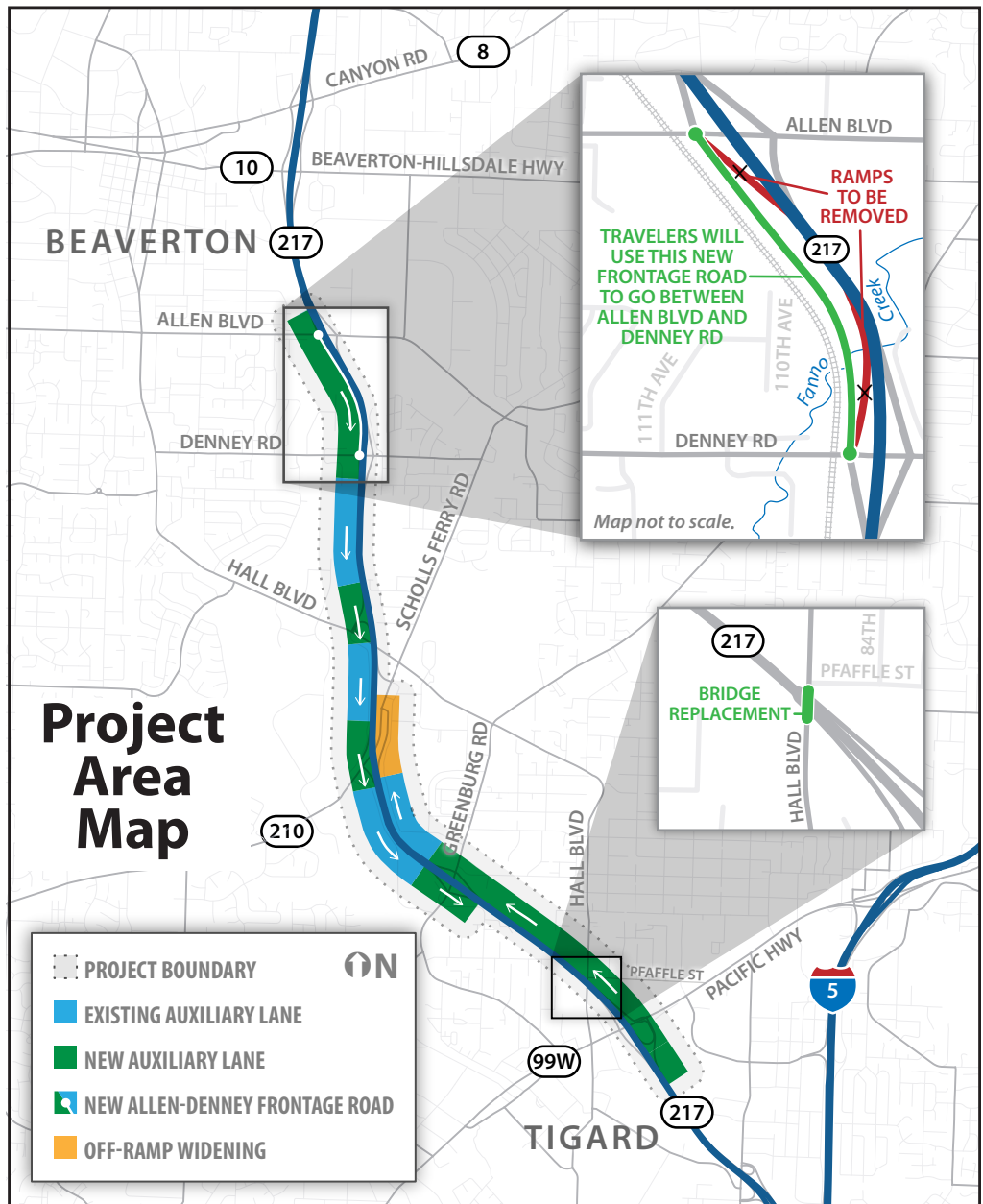
What's Happening on OR 217?

OR 217 AUXILIARY LANES

ODOT is in the design phase on a highway improvement project on OR 217. Construction is slated to begin in 2020. The Oregon Legislature allocated \$98 million toward this project in House Bill 2017, also known as **Keep Oregon Moving**.

The main project elements are:

- Build auxiliary lanes on OR 217 southbound from Beaverton-Hillsdale Highway to Greenburg Road and on OR 217 northbound from OR 99W to Scholls Ferry Road
- Build a frontage road between the Allen Boulevard and Denney Road interchanges along OR 217 southbound. **This will eliminate the Allen Boulevard southbound on-ramp and the Denney Road southbound off-ramp.** Instead, drivers will use the new frontage road to travel between the two interchanges. These interchanges are one of the worst bottleneck locations on OR 217 and also one of the most dangerous. A frontage road will reduce the weaving movements and crashes
- Replace one of the Hall Boulevard bridges over OR 217. This is the southernmost bridge at SW Pfaffle Street (near OR 99W in Tigard). The bridge replacement is needed to accommodate the new auxiliary lanes
- Conduct a noise study to evaluate the feasibility of building sound walls. The final outcome of the noise study is not yet known



SCHEDULE

2017 - 2021 2020 - 2022

Project design/
engineering

Construction. OR 217 southbound improvements are constructed first, then the bridge replacement and OR 217 northbound improvements

Project Need

OR 217 carries up to 120,000 vehicles a day and has 10 interchanges in just over seven miles of highway, with some of the shortest interchange spacing in the region. This causes significant bottlenecks, leading to high crash rates and unpredictable travel times. Crashes increase congestion, causing more delays.

A graphic with a teal background and white text that reads "OR 217 AUXILIARY LANES". The text is bold and sans-serif. There are some diagonal lines in the background of the graphic.

ODOT is focusing on lower-cost, effective and immediate solutions to improve bottleneck locations. One solution is building auxiliary lanes.

Auxiliary lanes are designed to separate the slower vehicles entering or exiting the highway from the higher speed vehicles continuing to drive along the highway. They reduce conflict, improve traffic reliability and allow for more stable flow of traffic at interchanges. Fewer crashes are expected as the weaving and merging occurs in a separate lane from the rest of the highway.

Expected Construction Impacts

During construction, all existing lanes of OR 217 will remain open during weekday daytime hours. Work that could impact travelers will be primarily performed during nights and weekends to minimize traffic impacts. People can expect traffic delays, noise and occasional ramp closures. While the Hall Boulevard bridge is replaced, half the bridge will remain open at a time allowing continued use for people driving, walking or bicycling.

GET INVOLVED



As the design progresses, ODOT will continue to share information, gather feedback and answer questions.

Please stay involved and keep in touch by:

- **Visiting** the project website at www.hwy217.org where we'll be sharing more specific details about the project and construction impacts
- **Contacting** ODOT directly:
Lili Boicourt, ODOT Community Affairs
PH: 503-731-8247 or
Email: Lili.D.Boicourt@odot.state.or.us

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May 2018