

I-5 ROSE QUARTER IMPROVEMENT PROJECT

I-5/Multnomah/Portland

K19071

Potential ORS 366.215 Impact

- **Project Type:** Grading, Drainage, Structures, Paving, Signing
- **Presenter(s) Name(s):** John Wolf, HDR, Design PM
- **Other Notes:** (HB 2017 Urban Mobility Office project)



I-5 ROSE QUARTER IMPROVEMENT PROJECT

Agenda

Topics:

- Project Scope and Vertical Clearance Restrictions for Traffic Structures
- New Traffic Structure Locations
- Pinch Point Information
- Summary of Proposed Improvements

Objective(s)

- Seeking Stakeholder Forum Support for Proposed Action subject to ORS 366.215

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Previous MAC Meeting Presentations

Meeting Date - 11/10/22

- EWP A Presented & received support for temporary impact; Informational on EWP B Bridge Deck overlay detour

Meeting Date - 3/13/25

- EWP A Presented & received support for temporary impact

Meeting Date - 8/27/2019

- Information Only: Input on permanent vertical clearance expectations

Meeting Date - 11/18/21

- Information Only: EWP A and EWP B ramp MOT impacts

Meeting Date - 2/09/23

- EWP A, B, & C ORS 366.215 reduction review for permanent vertical clearance shared and supported
- Update to EWP A Temporary impacts on I-405 exit ramp & support for signed checklist

Meeting Date - 4/10/2025

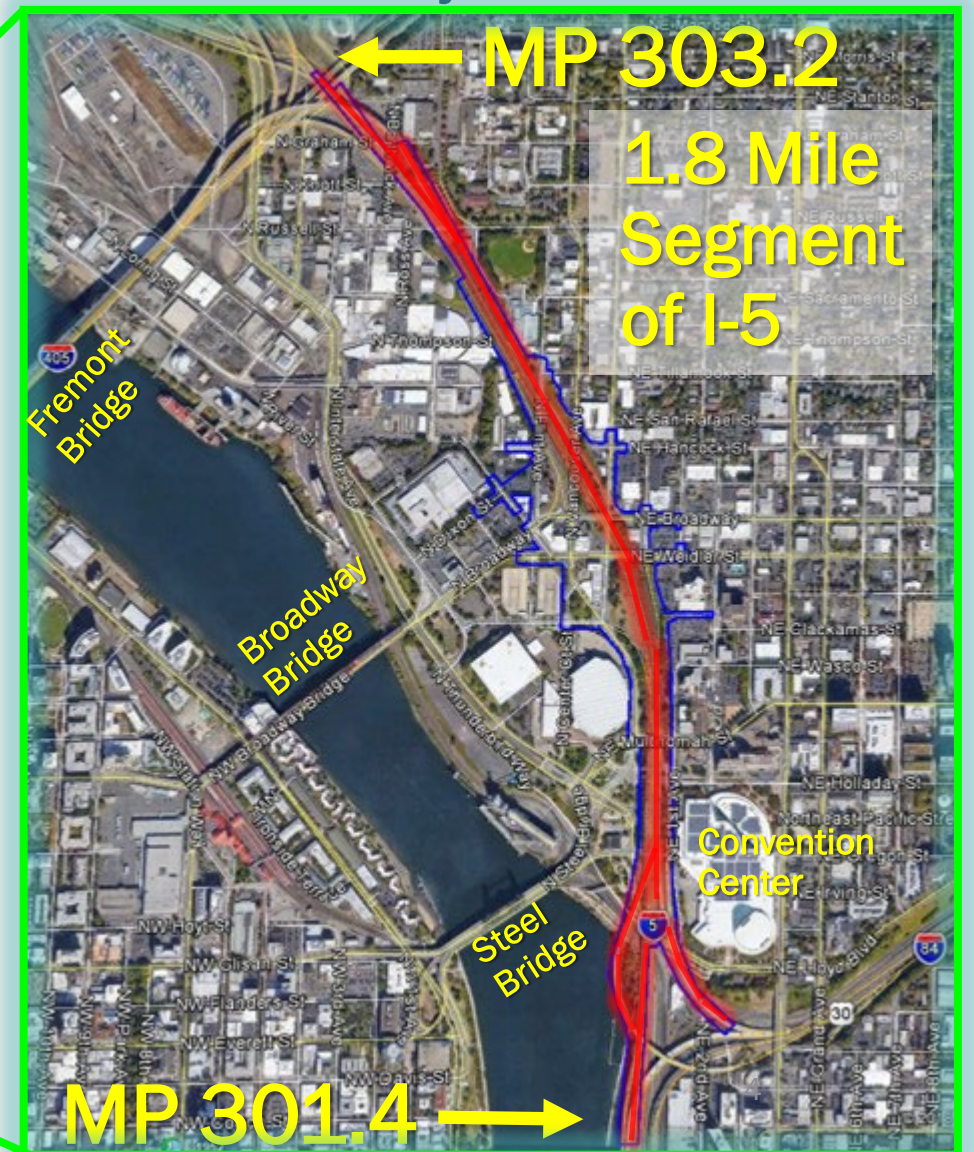
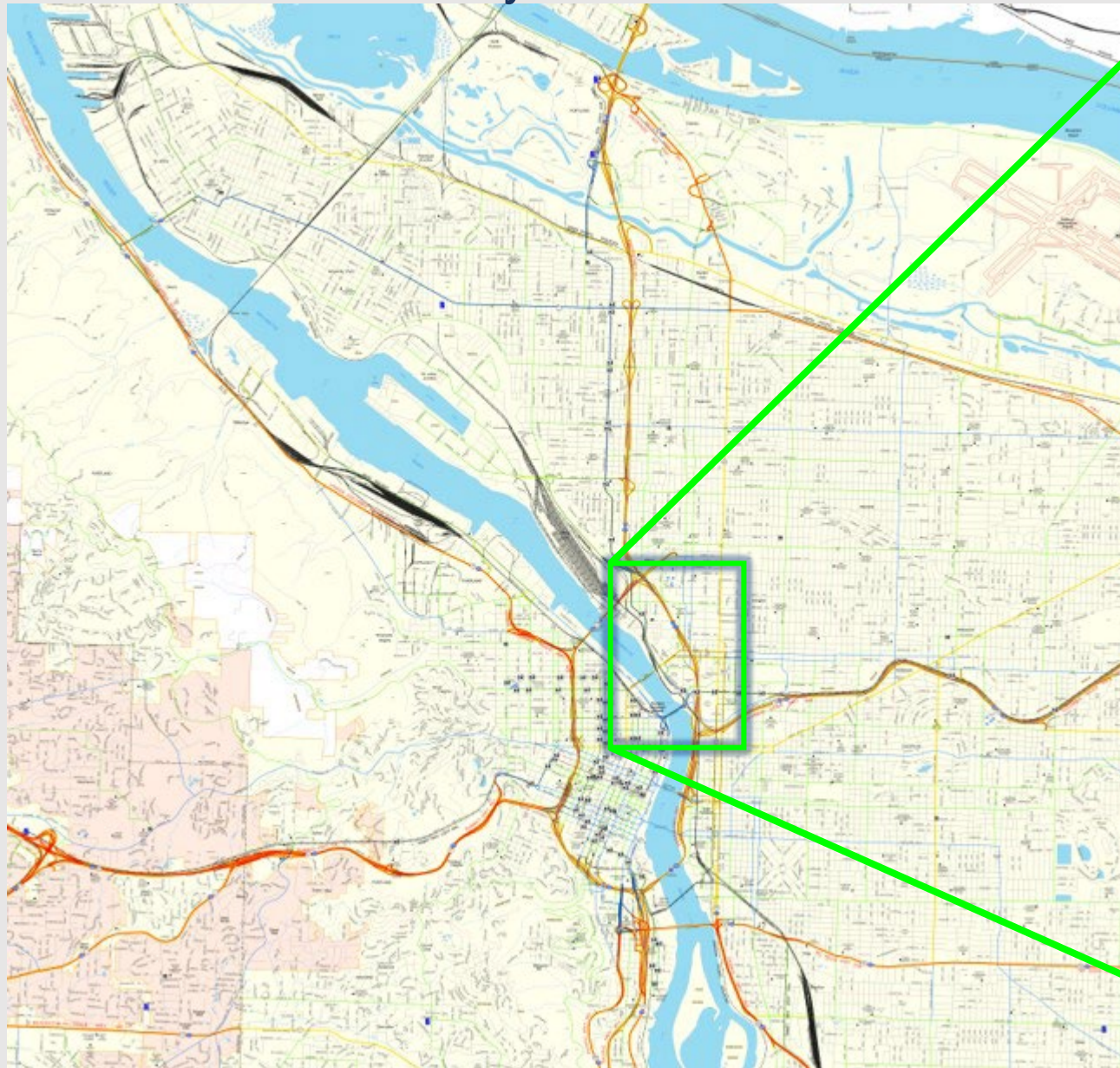
- ORSE 366.215 reduction review for sign structures

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City of Portland

Portland, Oregon

Project Limits



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I-5 MP 301.46 to 303.40

Roadway Characteristics

- Interstate Highway (2 and 3 lane sections)
- Grade type (flat)
- Straight, and curved roadway

Traffic Conditions

- ADT: 118,900
- Truck Count: 13%

Annual Over-Dimension Permits

- Annual Width allowed daytime: 14 feet
- Annual Width allowed nighttime: 12 feet

Single Trip Permits

- Width allowed daytime without District Approval: 18 feet
- Width allowed nighttime without District Approval: 12 feet

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Project Purpose & Scope

Purpose/Scope:

- Replace existing overcrossings with new highway cover over I-5
- Constructs auxiliary lanes and safety shoulders on I-5 between I-84 and I-405
- Multimodal local street improvements
- Relocates I-5 southbound exit ramp
- New pedestrian and bike bridge
- Provides new local street connection across I-5 at Hancock Street

Issues to be addressed:

- Safety and congestion on I-5
 - Construct new auxiliary lanes and safety shoulder
- Improve local street connection across I-5
 - New highway cover
 - Multimodal street enhancements
 - New bike/ped overcrossing

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Project Schedule

- Current Phase (Project Milestone): 100% Design
- Advanced Plans Due Date: 98% Plans submitted 2/3/2025
- PS&E Date: April 2025
- Bid Opening Date: June 2025
- # of Construction Seasons: 2
- Construction Timeline Summary
 1. Stormwater work summer '25 through spring '26
 2. Bridge substructure & bridge rail summer '25 through summer '26
 3. Bridge deck overlay replacement summer '26 through fall '26

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Background

Background:

- Previously presented ORS 366.215 impacts of new sign structures (received support)
- Design update resulted in changes to vertical clearance of traffic structures proposed to be constructed with Phase 1a

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Phase 1A

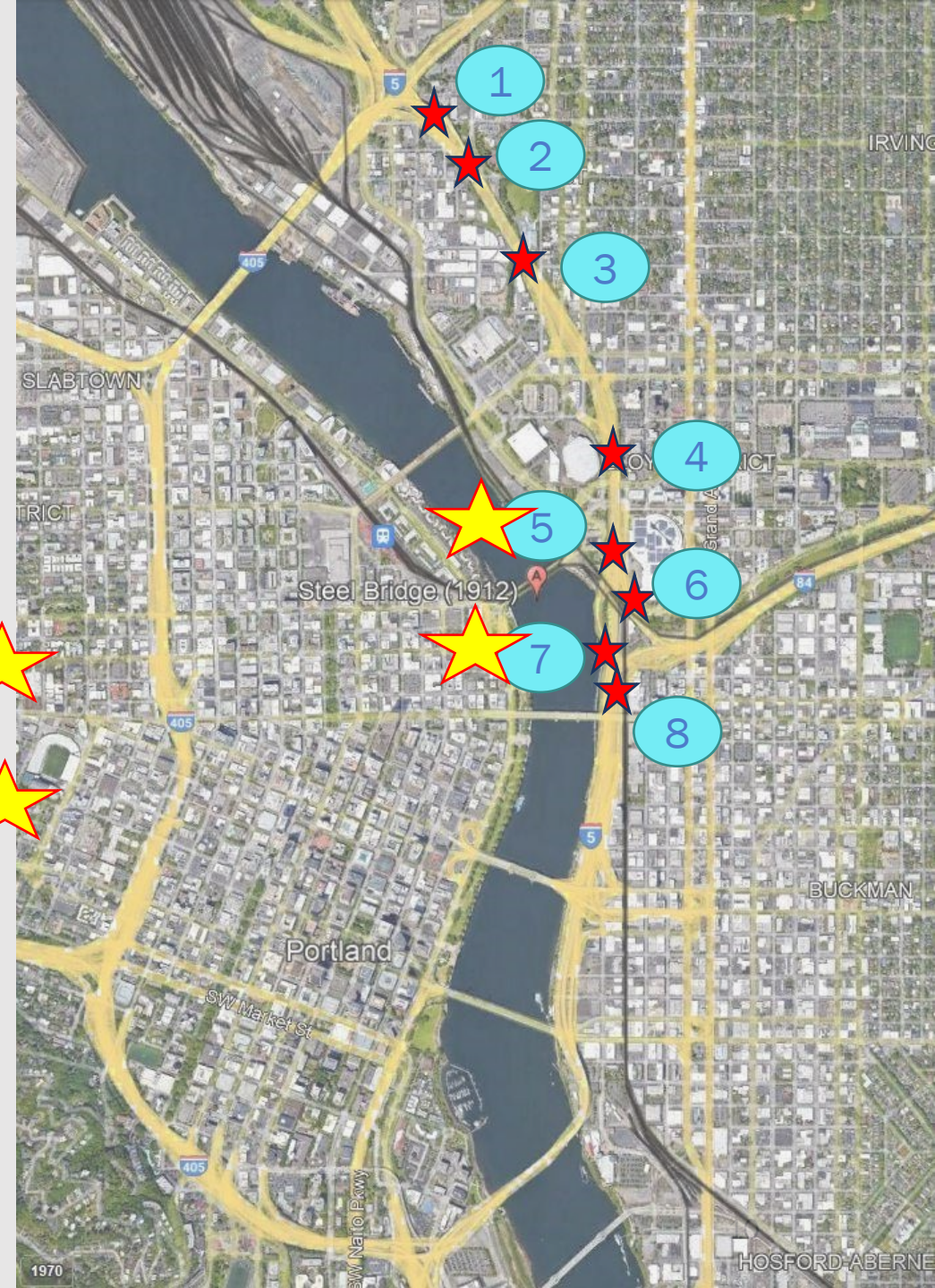


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Proposed Sign Structures (all packages)

Location	Direction	Type of Improvement	Work Pckg
1) MP 302.96	NB	Replace cantilever sign	TBD
2) MP 302.84	NB & SB	Replace existing sign bridge	Ph 1
3) MP 302.63	NB & SB	Replace existing sign bridge	Ph 1
4) MP 302.10	NB & SB	Replace existing sign bridge	Ph 1
5) MP 301.86	NB & SB	Replace existing sign bridge	Ph 1a
6) MP C0.18	NB	Replace existing sign bridge	TBD
7) MP 301.70	SB	Overhead structure mounted sign	Ph 1a
8) MP 301.56	NB	New cantilever sign	TBD

★ = Today's locations

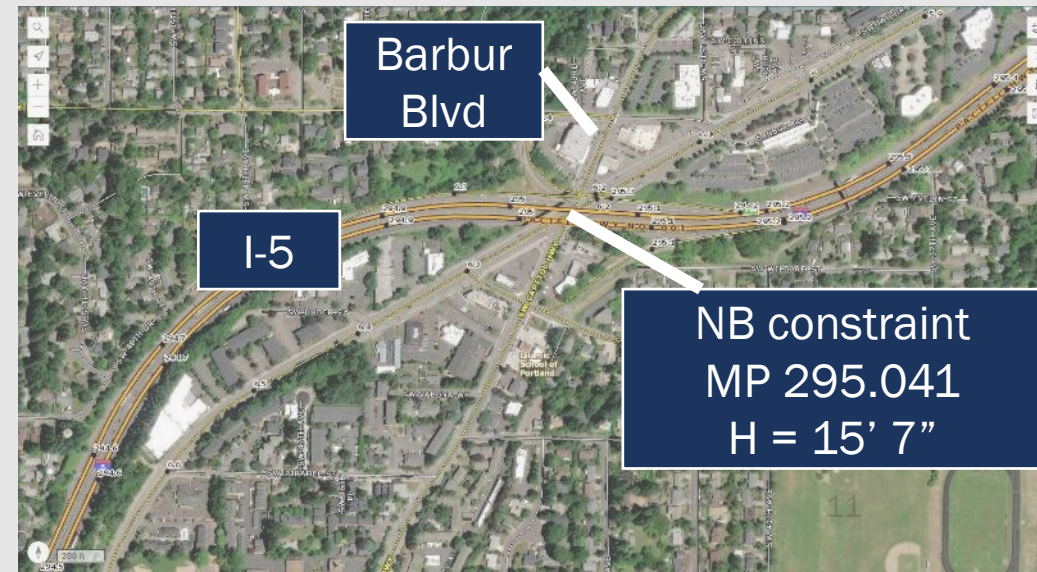
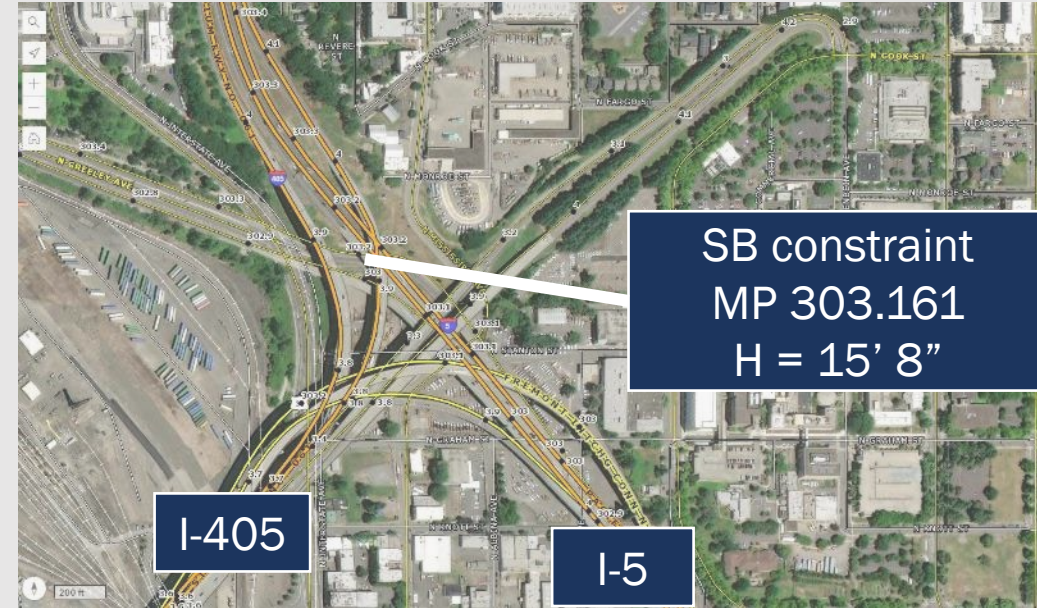


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Pinch Point Information

Existing controlling pinch points in close proximity:

- I-5 SB crossing under I-405 at MP 303.161 [15' 8" in B-lane (slow lane)]
- I-5 NB crossing under Barbur Blvd at MP 295.041 [15' 7" in A-lane (fast lane)]



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Additional Pinch Point Information

Project Team shared existing vertical clearance constraints within and approaching the project area during Aug 27, 2019 MAC meeting

Within project limits:

- 4 crossings less than 16'-6"
- 3 crossings less than 17'-4"

Outside of project limits:

- 19 crossings less than 16'-6"
- 22 crossings less than 17'-4"

Feedback received: Acknowledged multiple upstream/downstream constraints. Requested to provide 2 lanes at 17'4" and potential for what would be required to provide one lane at 18'0"

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Changes in Vertical Clearance

Location	Existing Height	Supported by MAC Feb 2023	Proposed Height	RVC	Note
Southbound M.P 301.86 (Exit to I-84 EB (301))	NA	18' 8"	-18' 3"	-18' 2"	No sign at existing location. Existing sign structure 300' S (MP 301.85)
Northbound M.P 301.86 (Entrance from I-84 WB)	NA	21' 7"	-18' 2"	-18' 2"	No sign at existing location. Existing sign structure 300' S (MP 301.85)
Southbound MP 301.70 (US26 E, OR99E, OMSI, Oregon City Exit (300B))	37' 10"	18' 11"	18' 2"	19' 8"	

Note: All clearances are reported as buffered heights. Heights vary by lane (see additional tables for more info).

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Summary of Changes

Location	Left Lane	Lane 2	Lane 3	Lane 4		Note
Southbound M.P 301.86 (Exit to I-84 EB (301))	22'1"	21'11"	NA	NA	Existing VC (ft)	300' S of proposed
	18'8"	18'4"	18'3"	NA	Proposed VC (ft)	Phase 1A
	18'8"	18'4"	18'3"	20'2"	Proposed VC (ft)	End of MCP
Reduction in Vertical (same as Feb 2023 MAC)	-3'3"	-3'7"	-18'3"	-20'2"	RVC	Same as approved on Feb 9, 2023
Northbound M.P 301.86 (Entrance from I-84 WB)	21'6"	21'2	NA	NA	Existing VC (ft)	300' S of proposed
	18'2"	18'2"	18'2"	NA	Proposed VC (ft)	End of Phase 1A
	18'2"	18'2"	18'2"	18'2"	Proposed VC (ft)	End of MCP
Reduction in Vertical	-3'4"	-3'0"	-18'2"	-18'2"	RVC	

Notes:

All clearances are reported as buffered heights (applies to all tables).

Changes from 2/9/23 MAC Approved Heights shown in red.

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Summary of Changes - Continued

Location	Left Lane	Lane 2	Lane 3	Lane 4		Note
Southbound MP 301.70 (US26 E, OR99E, OMSI, Oregon City Exit (300B))	37'10"	37'8"	NA	NA	Existing VC (ft)	Existing flyover bridge (MP 301.66)
	18'2"	18'2"	NA	NA	Proposed VC (ft)	Same for Ph 1A and MCP
Reduction in Vertical	-19'8"	-19'6"	-	-	RVC	

Notes:

All clearances are reported as buffered heights (applies to all tables).

Changes from 2/9/23 MAC Approved Heights shown in red.

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Next Steps Phase 1a

- Questions or concerns with proposed ORS 366.215 impacts?
- Seeking Mobility Services Team Record of Support
- Will return for future construction packages

Thank You

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