

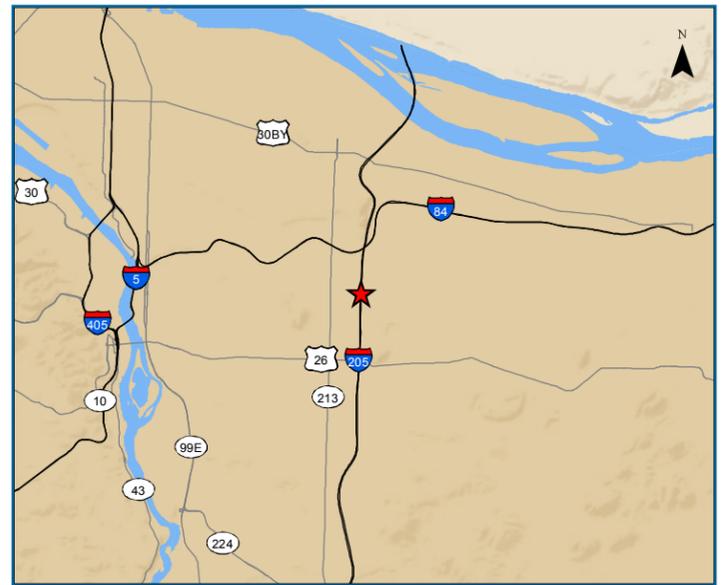


**SCOPED PROJECT COSTS**

Preliminary Engineering	\$ 1,333,815
Environmental	\$ -
Right-of-Way	\$ -
Construction Engineering	\$ 978,131
Construction	\$ 6,571,927
Contingency	\$ 2,300,174
<b>TOTAL COST</b>	<b>\$11,204,048</b>
<b>REQUESTED FUNDS</b>	<b>\$ 10,053,392</b>
<b>MATCH %</b>	<b>10.27%</b>

**PROJECT DESCRIPTION:**

Construct extension of the existing acceleration lane from the I-84 Eastbound (EB) to the I-205 Southbound (SB) entrance-ramp to tie into the existing auxiliary lane from Stark/Washington St to Division St/Powell Blvd with widening along the west side of the freeway from Glisan St to the Washington St SB entrance ramp



**PURPOSE/NEED:**

The project will reduce the weaving conflicts and congestion between the I-84 EB to I-205 SB entrance ramp and the US26/Division/Powell exit-ramp by providing motorists additional time/distance to safely maneuver across lanes.

**BENEFITS:**

- Addresses a bottleneck on I-205 with a reasonably low cost approach that avoids any major reconstruction costs
- Reduces mainline crashes by 30% during peak periods, based on comparable auxiliary lane improvements
- Allows motorists additional time/distance to maneuver across lanes
- Facilitates economic development by improving access to commercial centers and medical facilities, such as the Portland Adventist Medical Center
- Helps manage growing demand and congestion to minimize any increase delay, costs and uncertainty for businesses that rely on this corridor for freight movement

**ASSUMPTIONS:**

- Re-grade the lower entrance ramps at Glisan and Washington Streets
- Realign 1,300 feet of the C-D road between Glisan and Stark
- Install 2-8 foot cut wall along the C-D road
- Remove/replace ramp meters, as necessary
- Water quality treatment
- No utility, right-of-way, wetland, or environmental impacts anticipated

**RISKS:**

- None identified at this time

**LEGEND**

- Work Areas
- Existing Lanes
- Realign Ramp