



I-84 PAVING PROJECT

I-84 Paving Facts

In the summer of 2013, ODOT is paving Interstate 84, the Banfield Freeway, between Interstate 205 and Interstate 5. Here are some facts and figures about the project and about Interstate 84.

The Project

- The project will grind and pave 5.5 miles of Interstate 84 and its ramps between I-5 and I-205, making the drive smoother and quieter.
- Paving will take place on one mile of ramps and 31.5 freeway lane-miles.
- The project requires about 33,500 tons of asphalt, 31,500 tons for the freeway and 2,000 tons for the ramps. Pavement removed from the road will be recycled into later paving projects.
- The asphalt will come from a portable asphalt plant set up in Beaverton for the project. The plant is capable of producing 375 tons of asphalt an hour.
- The freeway will be paved with two inches of asphalt using 20 percent recycled pavement in the mix.
- Each hour, 20 trucks haul in the new asphalt and remove the old.
- Cost of the project is about \$6 million, the money coming from a combination of state and federal sources. That includes planning, design, permits and construction.
- Using full weekend closures instead of night closures only will save the state about \$1 million. Paving large sections at once produces a smoother result than piecemeal paving. Working nights and opening the road during the day would require 32 nights of dry weather, cause delays and lane closures over an extended time and pose a safety risk to travelers and highway workers.
- Eastbound ramps to be paved are the Grand Avenue on-ramp; the 16th Avenue on-ramp; the 33rd Avenue off-ramp; the 39th Avenue on and off-ramps; the 59th Avenue off-ramp; the 60th Avenue on-ramp; and the 68th Avenue off-ramp.
- Westbound ramps to be paved are the Halsey Street on-ramp; the 58th Avenue on-ramp; the Hollywood/42 Avenue off-ramp; the Sandy Boulevard on-ramp; the 33rd Avenue on-ramp; and the Lloyd Center off-ramp.

Interstate 84 History and Facts

- This section of I-84 was last paved in 2002.

- In 2011, the average daily traffic on I-84 at Northeast 33rd Avenue was 171,700, making it the busiest stretch of road in Oregon.
- The Banfield opened Oct. 1, 1955. It was the first freeway in Oregon, pre-dating congressional creation of the interstate highway system.
- The freeway was named for Thomas H. Banfield, chairman of the Oregon State Highway Commission from 1943 to 1950.
- The highway extends for 375 miles in Oregon, ending 769 miles from Portland at Echo, Utah.
- I-84 was known as Interstate 80N until 1980 when the federal government discouraged the use of letters in interstate highway designations.
- A major rebuilding project was completed in 1986 when light rail was added to the highway's north side.
- There is another Interstate 84. It extends for 374 miles from southern Massachusetts, across Connecticut and Upstate New York into Eastern Pennsylvania.

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##ODOT##