



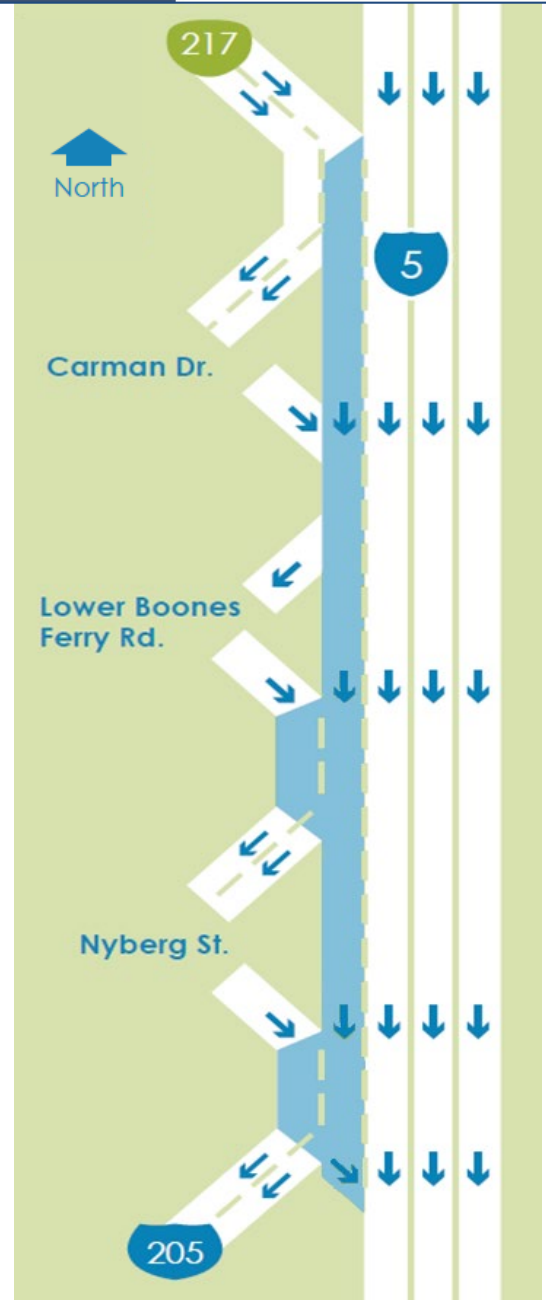
# I-5 SB Auxiliary Lane: Lower Boones Ferry Road to I-205





# I-5 SB Auxiliary Lane

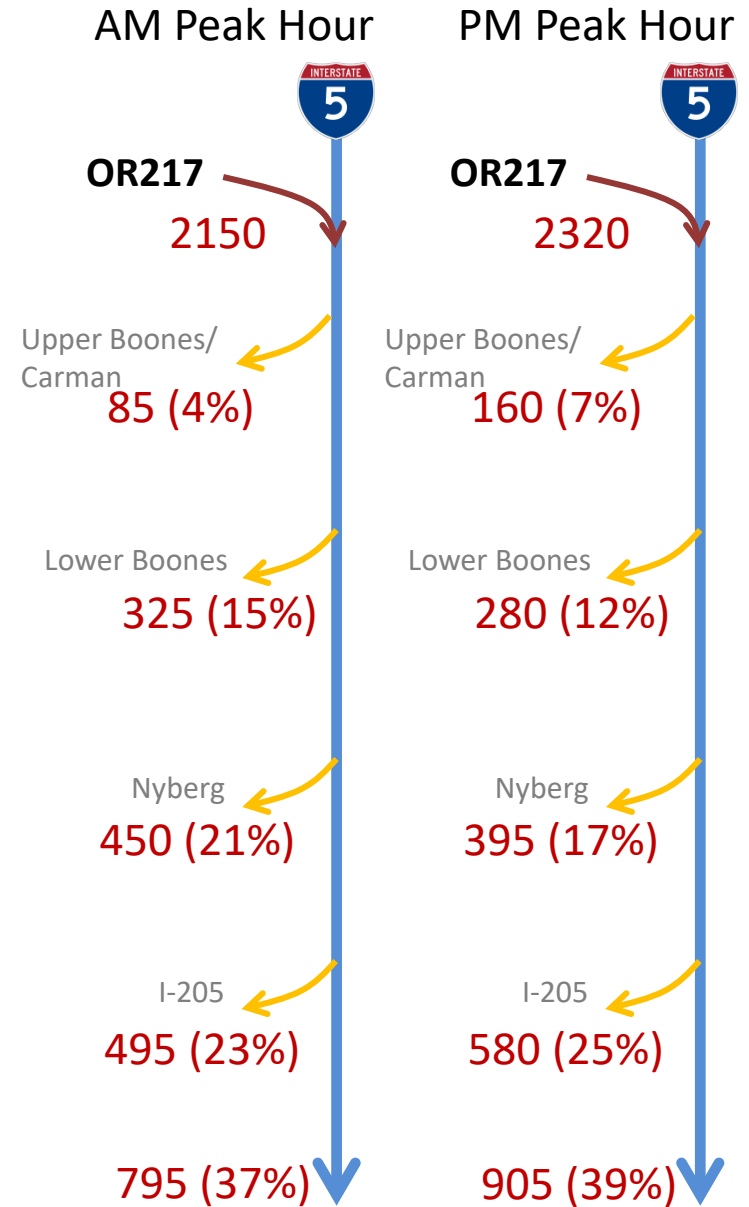
- Combined with I-5 paving project from OR 99W to I-205 in both directions
  - Total Cost: \$28.3 million
  - Construction: Feb 2018 – Fall 2019
  - Extend service life 10-15 years
- New auxiliary lane extension provides new system-to-system connectivity between OR 217 SB and I-205 NB





# Origin-Destination Data

63% in the AM and 61% in the PM of traffic entering from OR217 are destined to the four downstream exits.





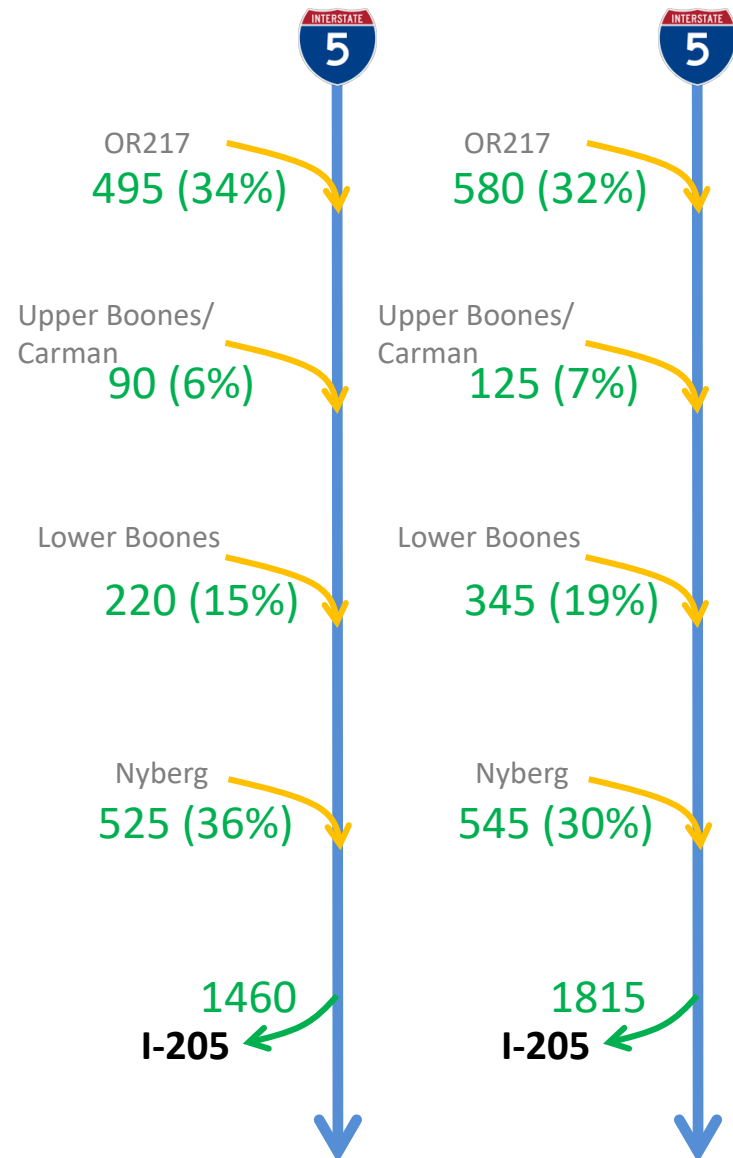
## Origin-Destination Data

91% in the AM and 88% in the PM of traffic exiting from I-5 to I-205 originate from the four upstream entrance-ramps.

In addition, 88% in the AM and 86% in the PM of traffic from the Nyberg entrance ramp exit to I-205.

AM Peak Hour

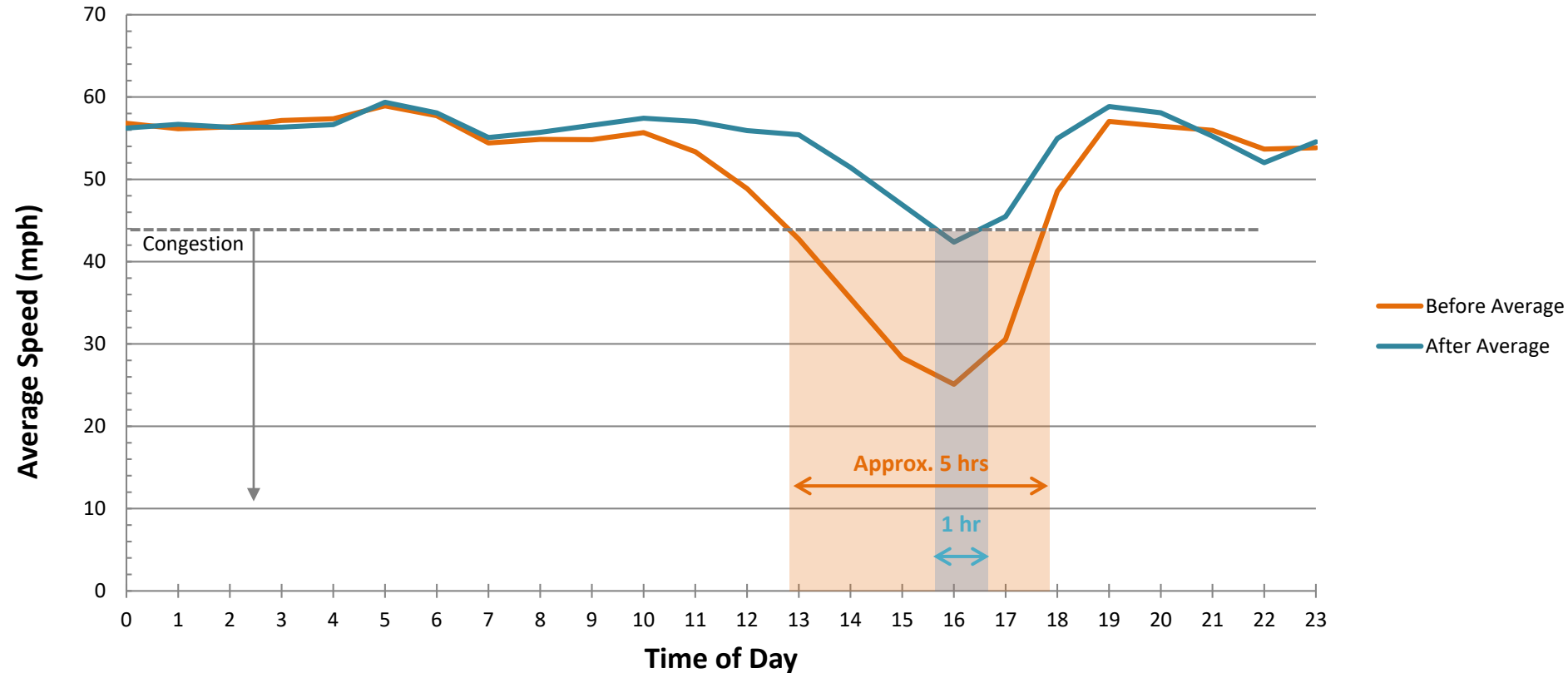
PM Peak Hour





# Before/After Comparison

## I-5 S: OR217 to I-205



Congestion = 75% of free-flow speed (about 44 mph)

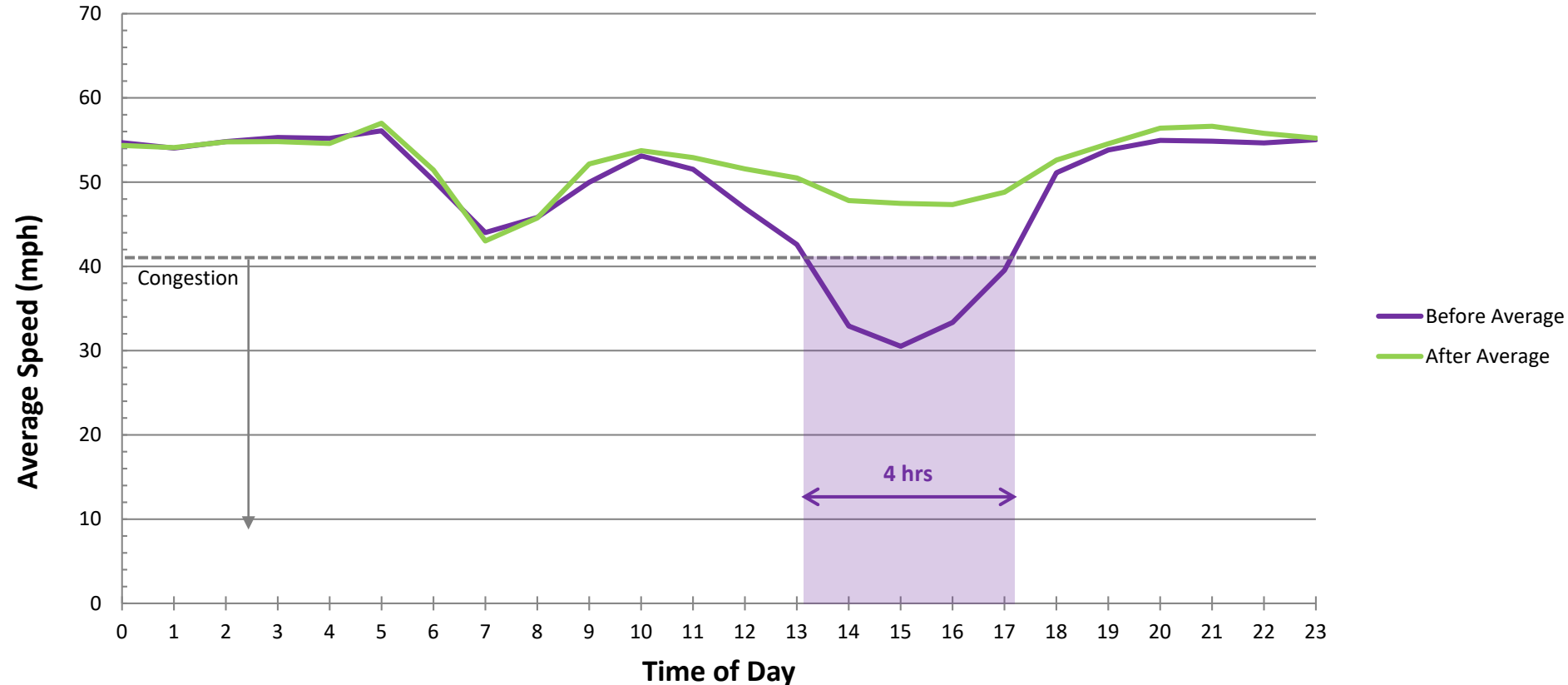
Average Hours of Congestion: Before = 5 hours After = 1 hour

Delay Reduction Savings = \$4.2 million annually



# Before/After Comparison

## OR217 S: OR99W to I-5 S



Congestion = 75% of free-flow speed (about 41 mph)

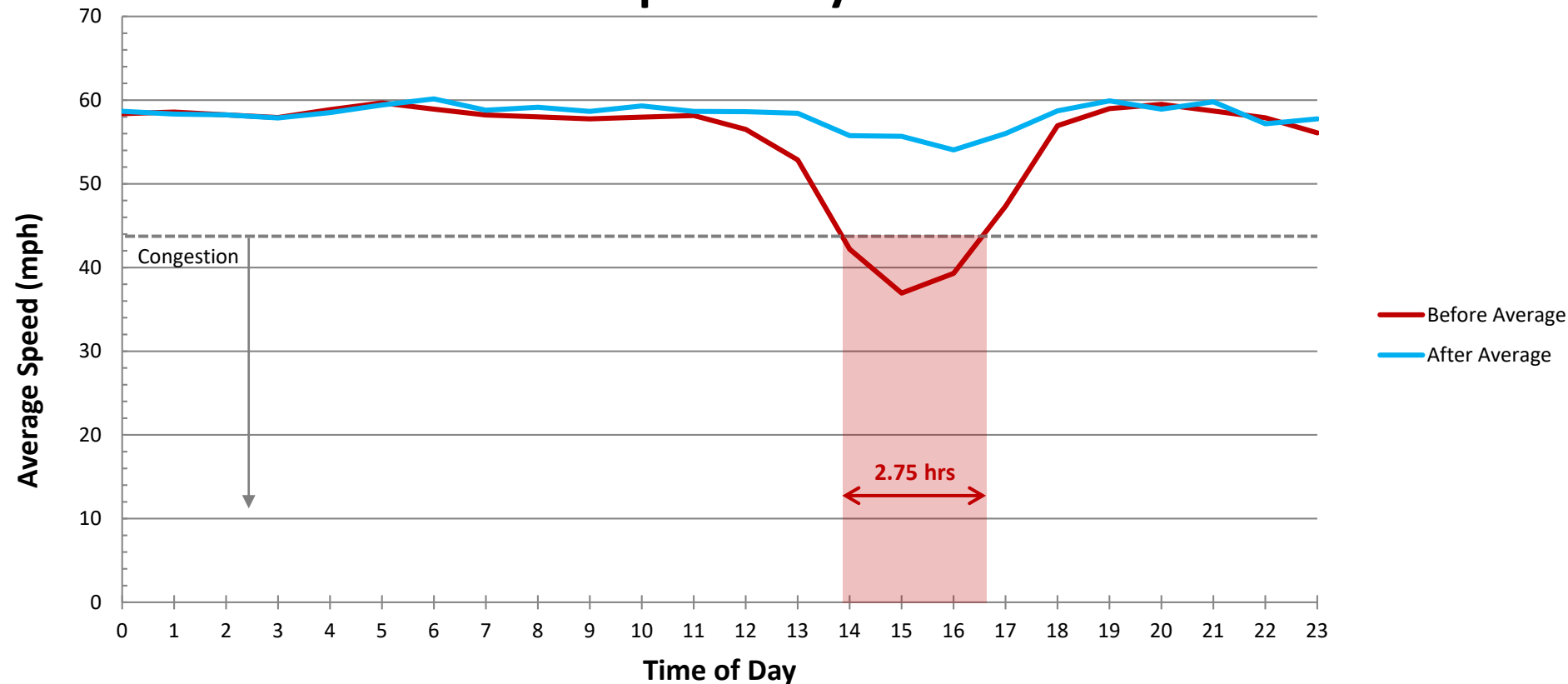
Average Hours of Congestion: Before = 4 hours After = 0 hours

Delay Reduction Savings = \$1.1 million annually



# Before/After Comparison

## I-5 S: Capitol Hwy to OR217



Congestion = 75% of free-flow speed (about 44 mph)

Average Hours of Congestion: Before = 2.75 hours After = 0 hours

Delay Reduction Savings = \$3.1 million annually



# I-5 Rose Quarter: Auxiliary lane extensions





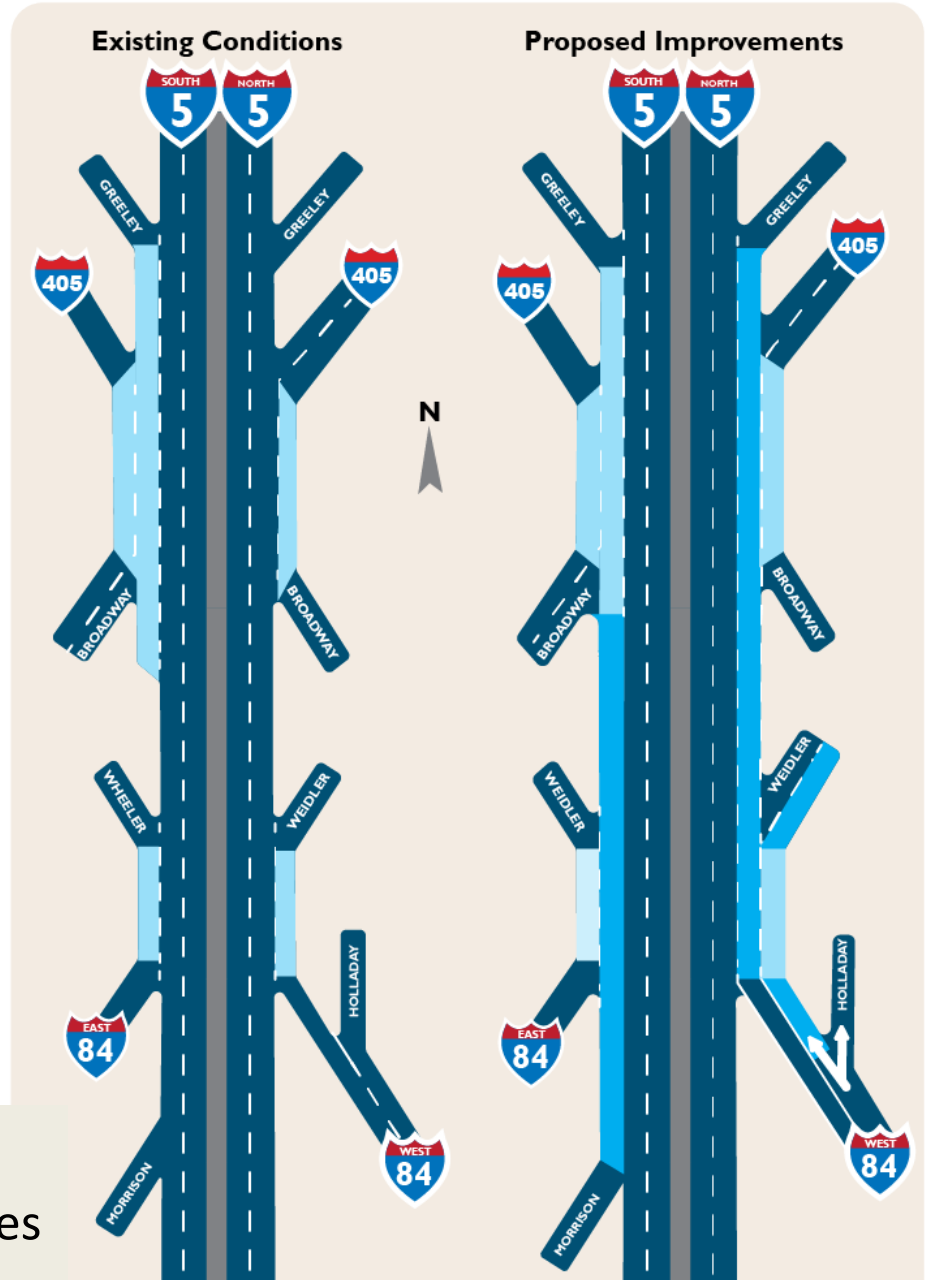
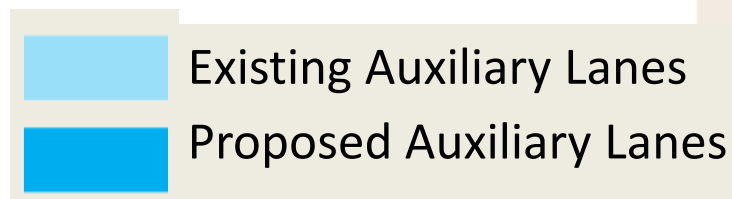


# I-5 Rose Quarter

## Auxiliary lane extensions

Expect substantial benefit during peak shoulder hours similar to I-5 SB Auxiliary Lane project:

- Reduce hours of congestion
- Increase average speeds
- Benefit both northbound and southbound directions



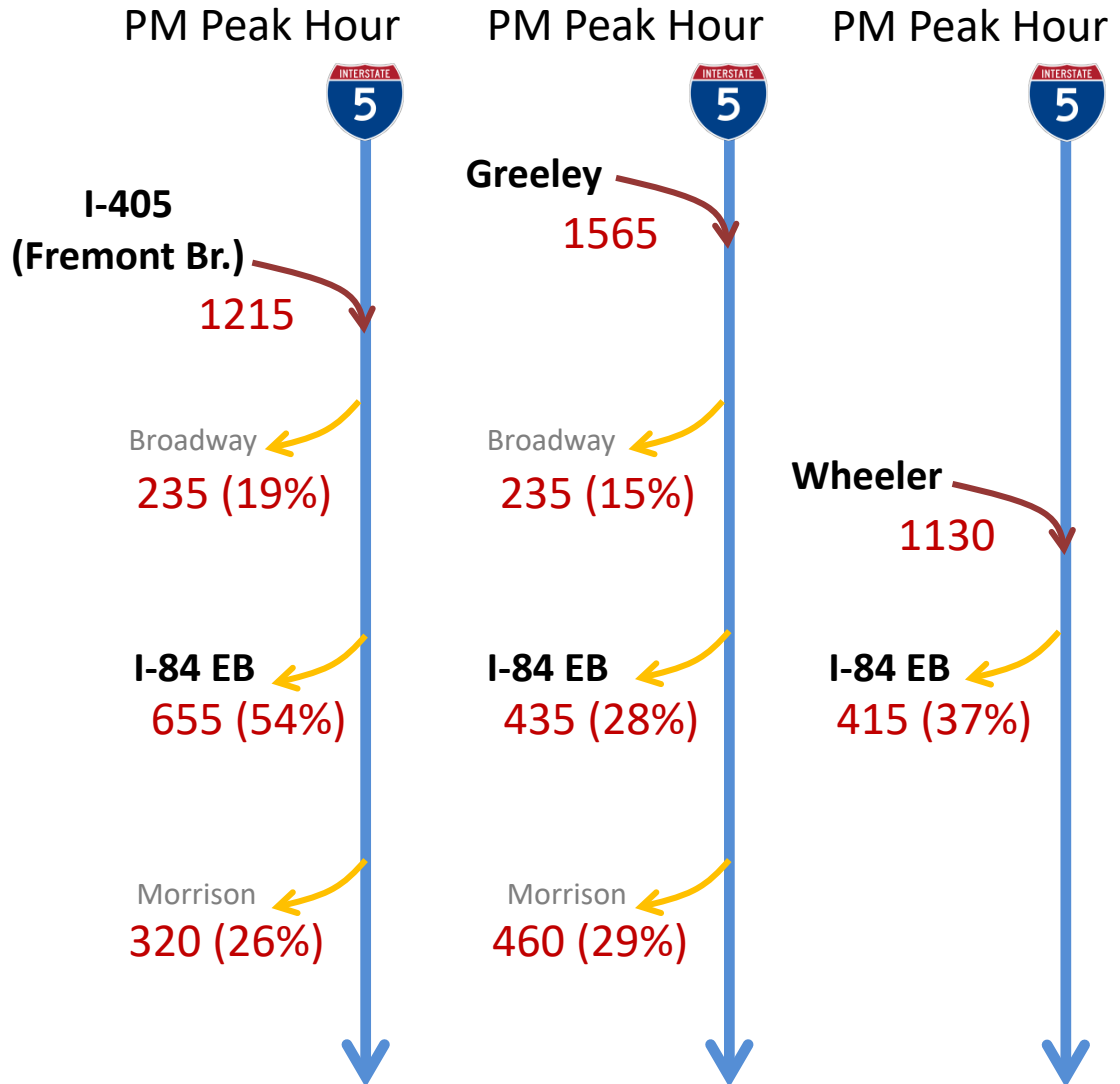


## Origin-Destination Data

99% of traffic in the PM peak hour entering I-5 SB from I-405 are destined to the three downstream exits.

74% of traffic in the PM peak hour entering I-5 SB from Greeley are destined to the three downstream exits.

Data based on Regional Travel Demand Model

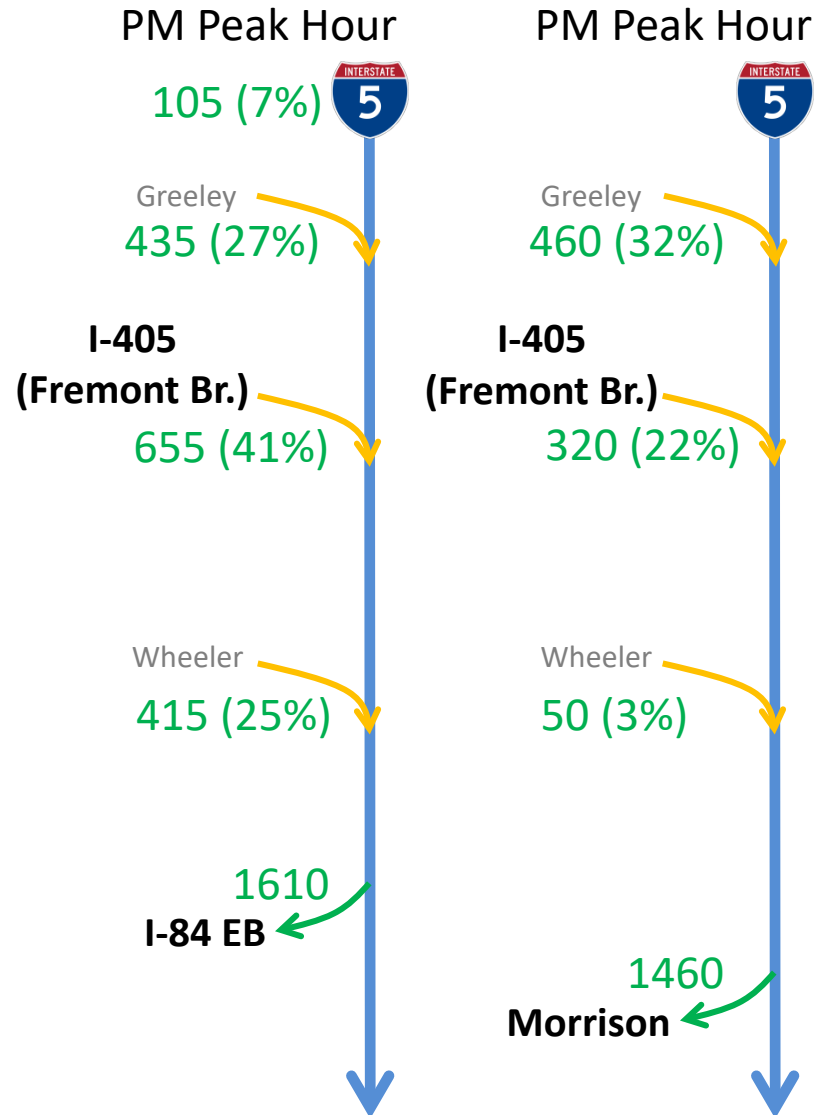




# Origin-Destination Data

93% of traffic in the PM peak hour exiting from I-5 to I-84 EB originates from the three upstream entrance-ramps.

57% of traffic in the PM peak hour exiting I-5 to Morrison Street originates from the three upstream entrance ramps.



Data based on Regional Travel Demand Model