

I-5 Boone Bridge Replacement Project

Welcome to the Open House!

In this open house, you can:

- Learn about the planning phase.
- Review the project's purpose, needs and goals.
- Learn about the options we're studying to replace the Boone Bridge.
- Learn how to attend our in-person open house on Sept. 18.
- Share your thoughts through our comment form.

Project Overview

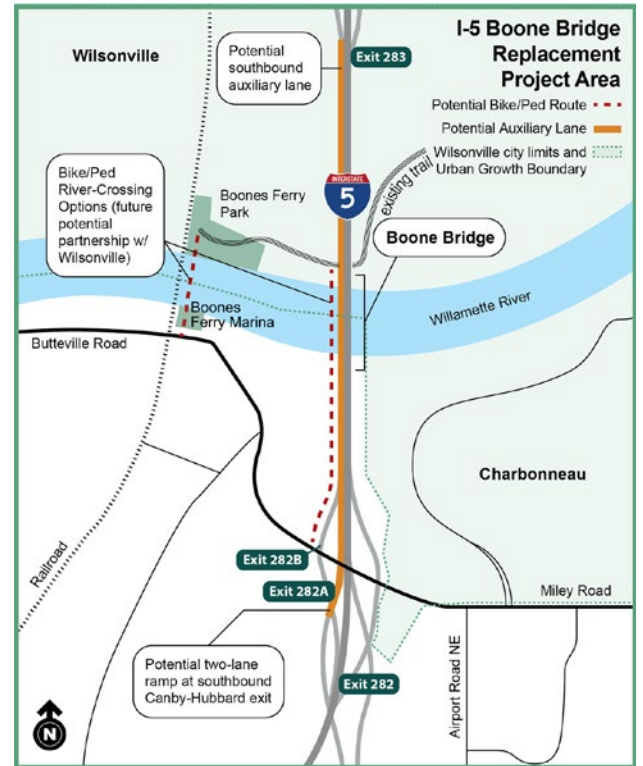
What is the problem we are trying to solve?

The I-5 Boone Bridge, which goes over the Willamette River, has the following problems:

- It will not withstand a major earthquake.
- Traffic congestion makes travel unsafe and slower for vehicles, including transit and freight.
- Entrance and exit ramp locations cause drivers to change lanes in traffic, leading to crashes and congestion.
- Walking and biking options across the river are limited.

We are evaluating:

- Replacing the Boone Bridge with one that can handle major earthquakes.
- Adding a southbound I-5 auxiliary lane between the Wilsonville Road entrance and the OR 551 exit ramps.
- Adding a new separated path for walkers and bikers crossing the Willamette River.



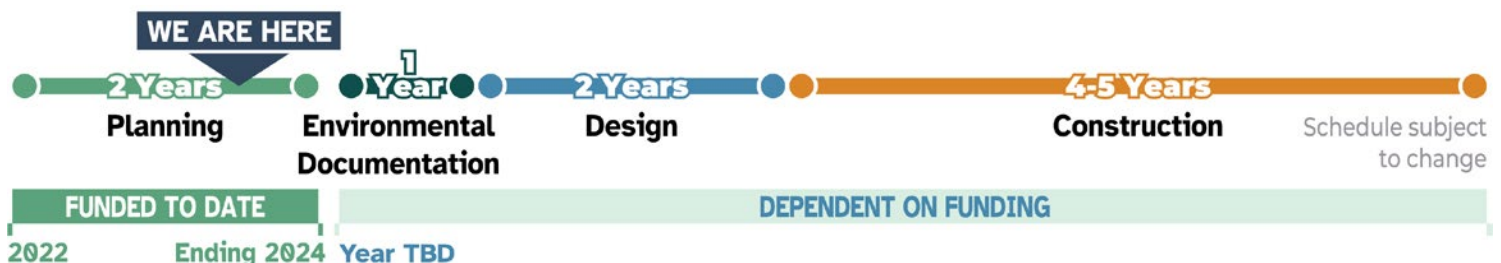
Project history and schedule

Project History

The I-5 Boone Bridge in Wilsonville was built in 1954 and expanded in the 1960s. Since then, earthquake design standards have changed for bridges. In 2017-2018, we worked with the City of Wilsonville on the Southbound I-5 Boone Bridge Congestion Study, which led to the I-5 Wilsonville Facility Plan. In 2019, we completed a study showing that replacing the bridge was more cost-effective than retrofitting it.

Project Schedule

We are now in the planning phase to replace the bridge, called the Planning and Environmental Linkages (PEL) Study. The design, environmental review and construction of the project won't start for several years and will depend on funding availability. We are also working with the City of Wilsonville to complete the Climate-Friendly and Equitable Communities analysis required by state legislation.



Earthquake Resiliency Need

The I-5 Boone Bridge will not withstand a major earthquake, and there is no other earthquake-ready bridge over the Willamette River nearby.

After an earthquake, we need the Boone Bridge to be usable quickly to support emergency response and recovery.

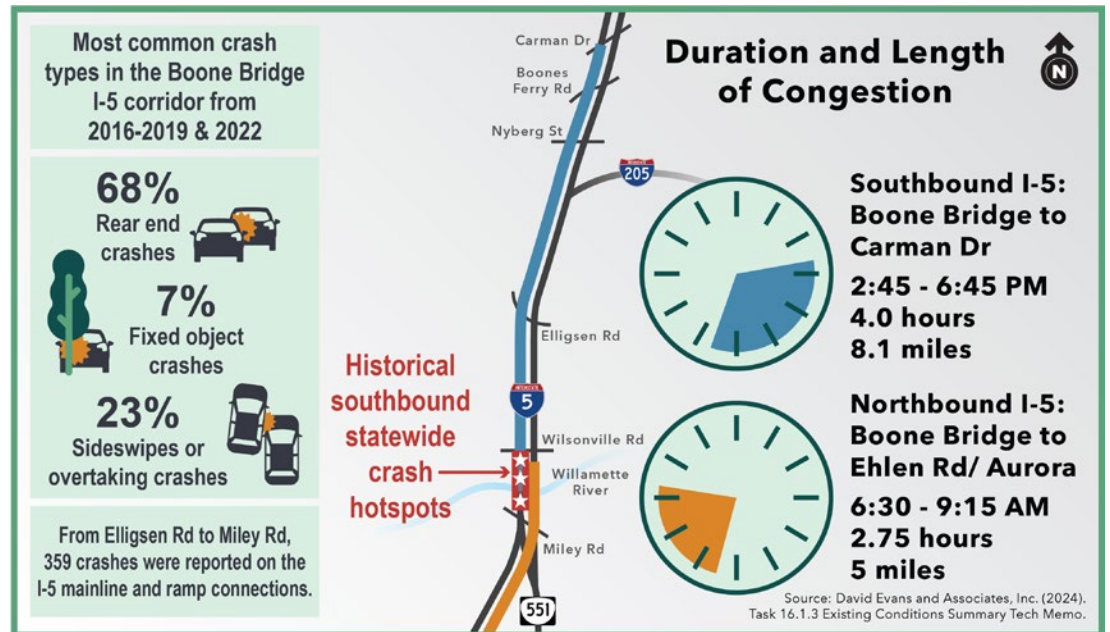


The Boone Bridge would not hold up in a major earthquake. The nearby St Paul Bridge and the Oregon City Bridge are not earthquake ready. We are currently constructing upgrades to the Abernethy Bridge on I-205 to make it earthquake ready and improving the Boone Bridge will create a reliable continuous north-south route.

Congestion and Safety Needs

Traffic congestion on and approaching Boone Bridge negatively affects traveler safety, freight movement and the economy.

Vehicles changing lanes at the entrance and exit ramps closely together cause congestion and crashes, making travel slower and less reliable for auto drivers/passengers and public transit users, as well as for trucks carrying freight.



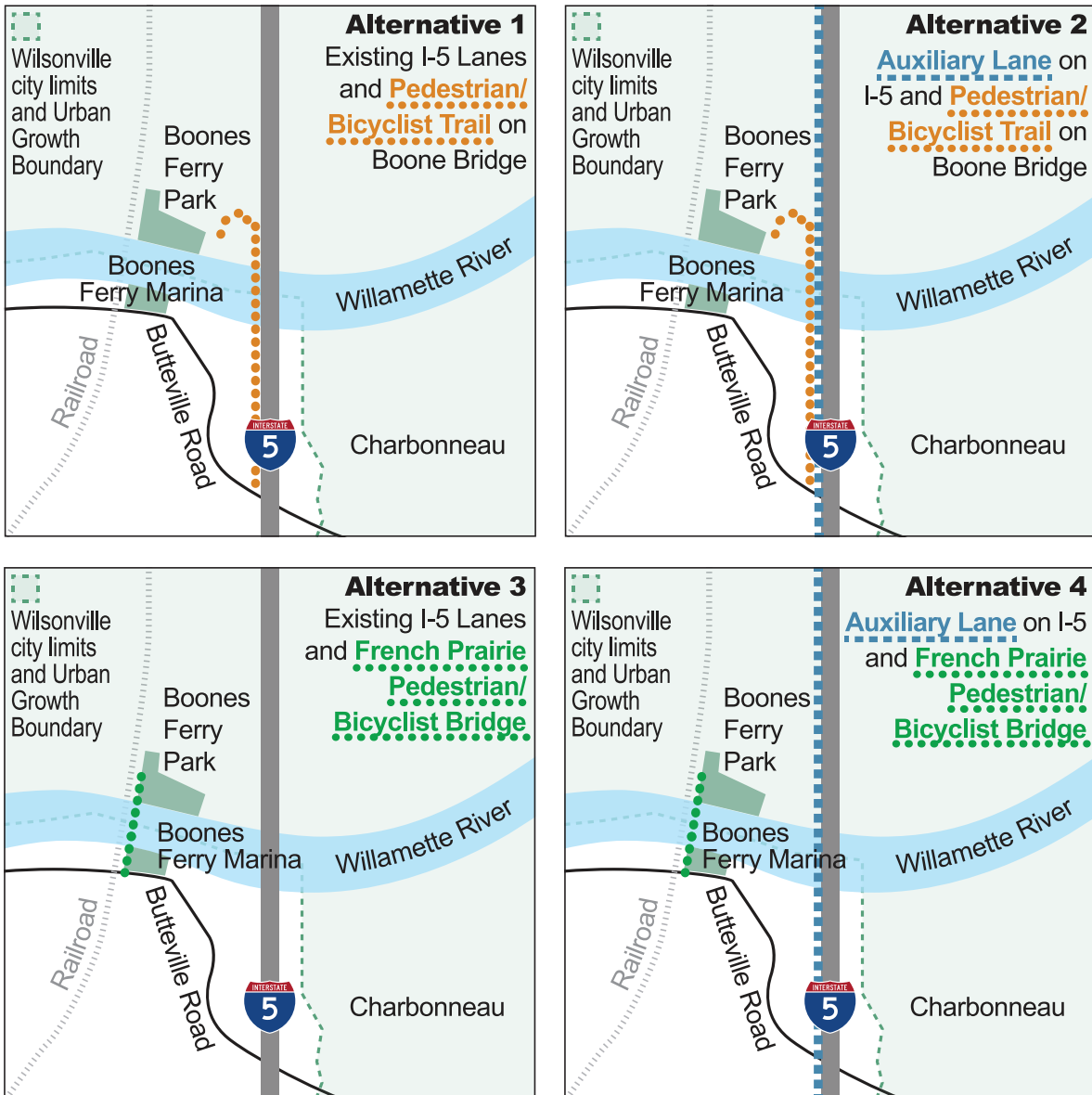
Pedestrian and Bicyclist Travel Needs

Currently, there are not good options for pedestrians and bicyclists to cross the Willamette River in the project area. People walking and biking on the Boone Bridge are next to fast-moving traffic. State law requires us to provide a path for pedestrians and bicyclists as part of this project. We are currently considering two options to improve access for pedestrians and bicyclists in the area. One option is a new bridge separate from I-5, called the French Prairie Bridge. The other is a protected path on the new I-5 Boone Bridge.

Project Alternatives Evaluation Process

At the last open house, you shared your concerns about the project area and why this project is important. Your input helped us set the Purpose, Needs and Goals. Since then, we've worked with several agencies to develop four possible alternatives to address these issues. We also created criteria to compare each of the alternatives and see which one meets the project's needs best. Now, we're sharing the draft results and asking for your feedback.

The options we are comparing include the No Build Alternative and four Build Alternatives:



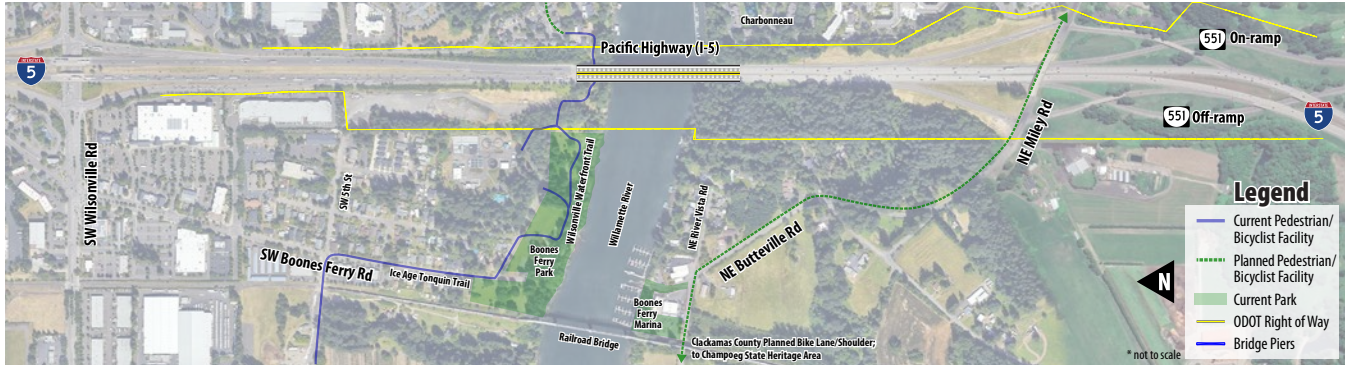
We evaluated the alternatives with criteria covering:

- Operations and Safety
- Environmental Resources
- Multimodal Connectivity
- Project Implementation
- Community Resources

For each alternative, we used the symbols below to show how well it meets each of our criteria.

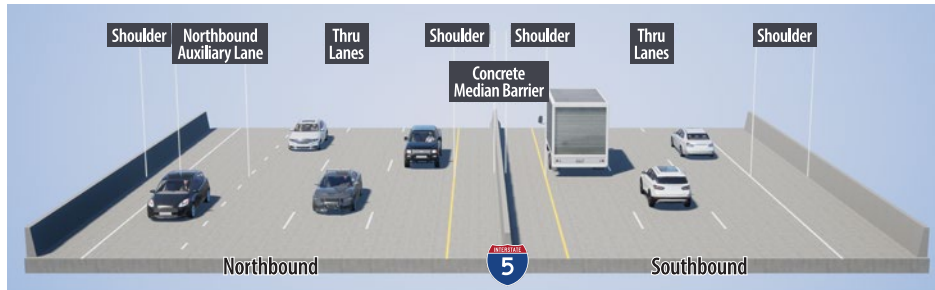
 Good - Comparatively positive, moderate or major benefits with minor impacts	 Poor - Comparatively negative and/or moderate or major impacts
 Fair/Neutral- Comparatively neutral, minor benefits and/or impacts	 Does not meet project Purpose and Need established with this study

No Build Alternative - Future Conditions without the Project



Preliminary - Subject to Change - 9/18/24

I-5 Boone Bridge - Typical Section



How this alternative measures up:

We need to study the No Build Alternative more as part of the environmental process to compare it with the benefits and impacts of build alternatives.

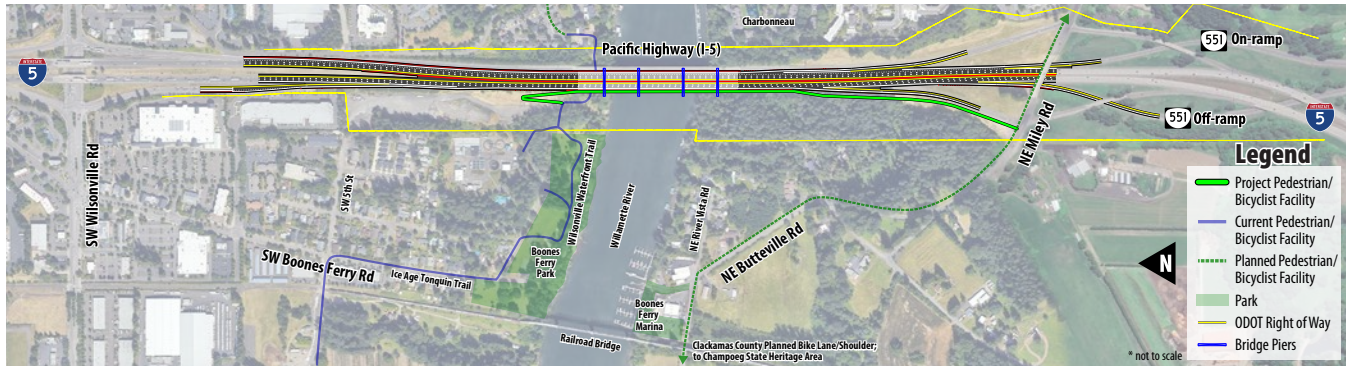
It does not meet the purpose and need of the project because it does not improve operations and safety or multimodal connectivity. But we still need to study it as a baseline to compare it with the benefits and impacts of the build alternatives.

Category	Criteria	No Build
Operations and Safety	Improved vehicular safety on I-5 at Boone Bridge	⊗
	Reduced areas of multimodal conflict	⊗
	Improved vehicular operations on southbound I-5 between Wilsonville and Canby-Hubbard interchanges	⊗
Multimodal Connectivity	Improved vehicular travel time between I-205 and Aurora-Donald interchanges	⊗
	Improved walking, biking and rolling connections across the Willamette River	⊗
	Improved access for people walking, biking and rolling across the Willamette River	⊗
Community	Improved walking, biking, and rolling comfort across the Willamette River	⊗
	Right-of-way (ROW) impacts	⬆
	Consistency with local and regional planning efforts	⬇
	Changes in traffic demands on I-5	⬇
Environmental	Socioeconomic resource impacts	⬇
	Water and biological resource impacts	⬆
	Cultural resource impacts	⬆
	Parks/recreation resource impacts	⬆
Implementation	Ease of implementation	⬇

Recommended to carry forward into environmental process? REQUIRED*

* We need to study the No Build Alternative more as part of the environmental process to compare it with the build alternatives.

Alternative 1 - Existing Lane Configuration & Separated Ped/Bike Facility



Preliminary - Subject to Change - 9/18/24

I-5 Boone Bridge - Typical Section



How this alternative measures up: Not recommended to carry forward for further analysis as part of the environmental process.

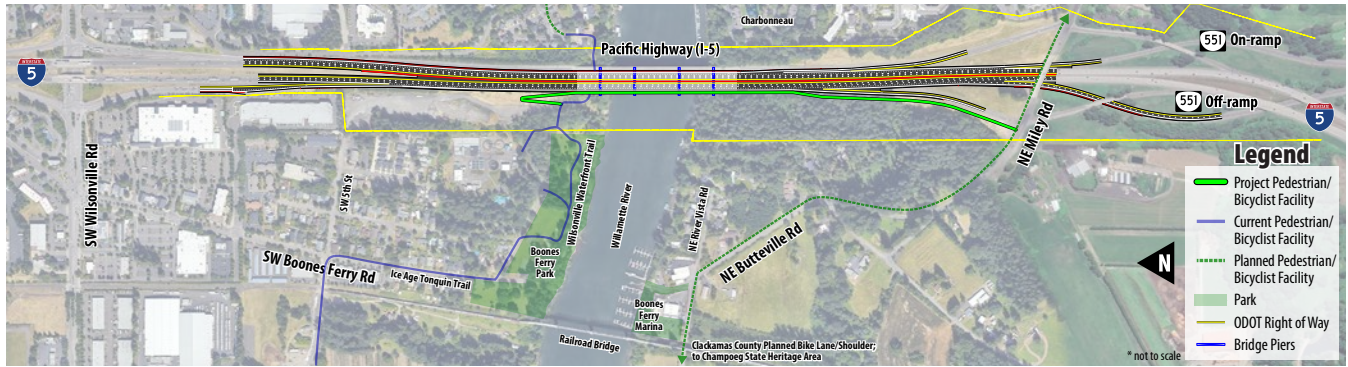
It does not meet the purpose and need of the project because it does not improve vehicular safety, operations or travel time. We do not recommend carrying it forward to analyze more as part of the environmental process.

Alt 1 - Existing I-5 lanes with ped/bike path on Boone Bridge

Category	Criteria	
Operations and Safety	Improved vehicular safety on I-5 at Boone Bridge	✗
	Reduced areas of multimodal conflict	✓
	Improved vehicular operations on southbound I-5 between Wilsonville and Canby-Hubbard interchanges	✗
Multimodal Connectivity	Improved vehicular travel time between I-205 and Aurora-Donald interchanges	✗
	Improved walking, biking and rolling connections across the Willamette River	—
	Improved access for people walking, biking and rolling across the Willamette River	✓
Community	Improved walking, biking, and rolling comfort across the Willamette River	—
	Right-of-way (ROW) impacts	✓
	Consistency with local and regional planning efforts	✗
	Changes in traffic demands on I-5	—
Environmental	Socioeconomic resource impacts	✓
	Water and biological resource impacts	—
	Cultural resource impacts	✓
	Parks/recreation resource impacts	—
Implementation	Ease of implementation	—

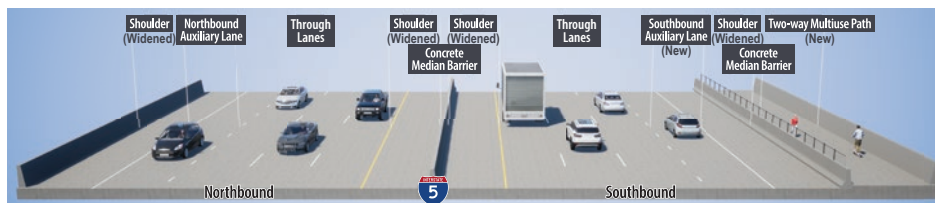
Recommended to carry forward into environmental process? No

Alternative 2 - Added SB Auxiliary Lane & Separated Ped/Bike Facility



Preliminary - Subject to Change - 9/18/24

I-5 Boone Bridge - Typical Section



How this alternative measures up:

Recommended to carry forward for further analysis as part of the environmental process.

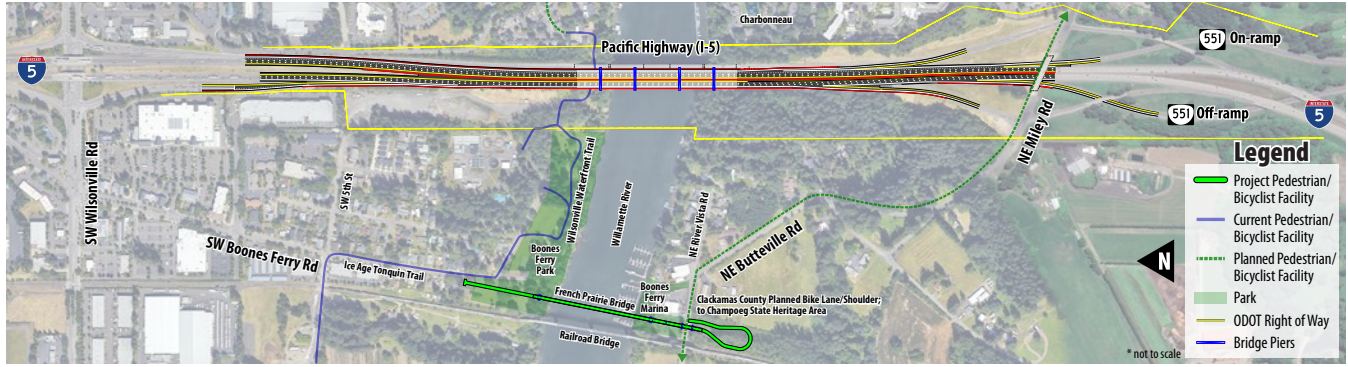
It meets the purpose and need of the project. We recommend carrying it forward to analyze more as part of the environmental process.

Alt 2 - Added SB auxiliary lanes with ped/bike path on Boone Bridge

Category	Criteria	
Operations and Safety	Improved vehicular safety on I-5 at Boone Bridge	⬆️
	Reduced areas of multimodal conflict	⬆️
	Improved vehicular operations on southbound I-5 between Wilsonville and Canby-Hubbard interchanges	⬆️
	Improved vehicular travel time between I-205 and Aurora-Donald interchanges	⬆️
Multimodal Connectivity	Improved walking, biking and rolling connections across the Willamette River	⬇️
	Improved access for people walking, biking and rolling across the Willamette River	⬆️
	Improved walking, biking, and rolling comfort across the Willamette River	⬇️
Community	Right-of-way (ROW) impacts	⬆️
	Consistency with local and regional planning efforts	⬆️
	Changes in traffic demands on I-5	⬇️
	Socioeconomic resource impacts	⬆️
Environmental	Water and biological resource impacts	⬇️
	Cultural resource impacts	⬆️
	Parks/recreation resource impacts	⬇️
Implementation	Ease of implementation	⬇️

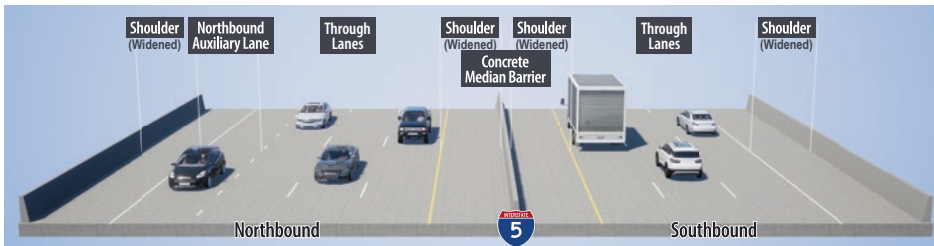
Recommended to carry forward into environmental process? Yes

Alternative 3 - Existing Lane Configuration & French Prairie Ped/Bike Bridge



Preliminary - Subject to Change - 9/18/24

I-5 Boone Bridge - Typical Section



French Prairie Bridge - Typical Section



How this alternative measures up:

Not recommended to carry forward for further analysis as part of the environmental process.

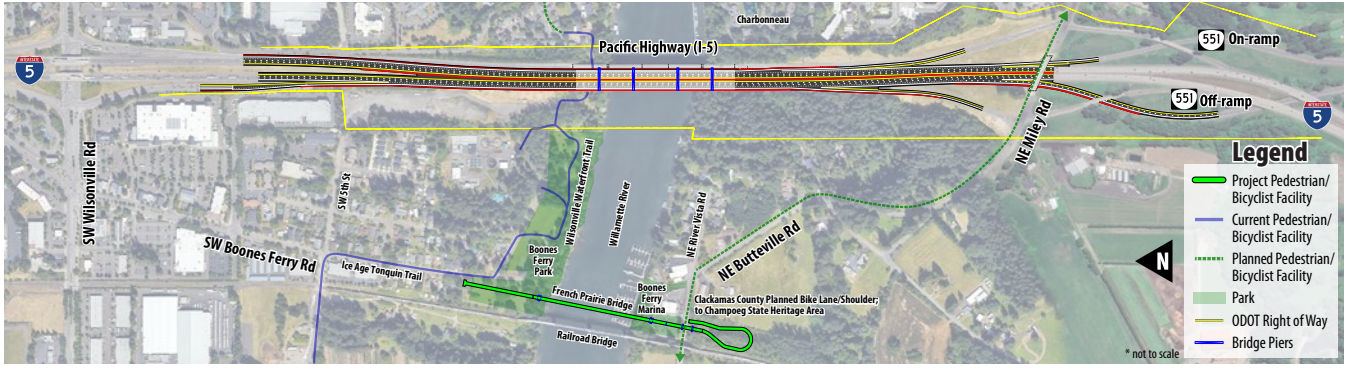
It does not meet the purpose and need of the project because it does not improve vehicular safety, operations or travel time. We do not recommend carrying it forward to analyze more as part of the environmental process.

Alt 3 - Existing I-5 lanes with ped/bike path on French Prairie Bridge

Category	Criteria	
Operations and Safety	Improved vehicular safety on I-5 at Boone Bridge	⊗
	Reduced areas of multimodal conflict	⬆
	Improved vehicular operations on southbound I-5 between Wilsonville and Canby-Hubbard interchanges	⊗
	Improved vehicular travel time between I-205 and Aurora-Donald interchanges	⊗
Multimodal Connectivity	Improved walking, biking and rolling connections across the Willamette River	⊖
	Improved access for people walking, biking and rolling across the Willamette River	⬆
	Improved walking, biking, and rolling comfort across the Willamette River	⬆
Community	Right-of-way (ROW) impacts	⊖
	Consistency with local and regional planning efforts	⊗
	Changes in traffic demands on I-5	⊖
	Socioeconomic resource impacts	⬆
Environmental	Water and biological resource impacts	⊖
	Cultural resource impacts	⊗
	Parks/recreation resource impacts	⊗
Implementation	Ease of implementation	⊗

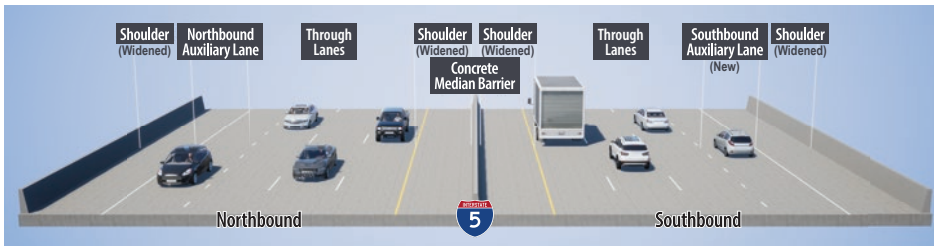
Recommended to carry forward into environmental process? No

Alternative 4 - Added SB Auxiliary Lane & French Prairie Ped/Bike Bridge



Preliminary - Subject to Change - 9/18/24

I-5 Boone Bridge - Typical Section



French Prairie Bridge - Typical Section



How this alternative measures up:

Recommended to carry forward for further analysis as part of the environmental process.

It meets the purpose and need of the project. We recommend carrying it forward to analyze more as part of the environmental process.

Alt 4 - Added SB auxiliary lanes with ped/bike path on French Prairie Bridge

Category	Criteria	
Operations and Safety	Improved vehicular safety on I-5 at Boone Bridge	⬆️
	Reduced areas of multimodal conflict	⬆️
	Improved vehicular operations on southbound I-5 between Wilsonville and Canby-Hubbard interchanges	⬆️
	Improved vehicular travel time between I-205 and Aurora-Donald interchanges	⬆️
Multimodal Connectivity	Improved walking, biking and rolling connections across the Willamette River	⬇️
	Improved access for people walking, biking and rolling across the Willamette River	⬆️
	Improved walking, biking, and rolling comfort across the Willamette River	⬆️
Community	Right-of-way (ROW) impacts	⬇️
	Consistency with local and regional planning efforts	⬆️
	Changes in traffic demands on I-5	⬇️
	Socioeconomic resource impacts	⬆️
Environmental	Water and biological resource impacts	⬇️
	Cultural resource impacts	⬇️
	Parks/recreation resource impacts	⬇️
Implementation	Ease of implementation	⬇️

Recommended to carry forward into environmental process? Yes

Climate-Friendly & Equitable Communities (CFEC)



The CFEC program:

- Applies to this project because two options include a new southbound auxiliary lane over 1/2 mile.
- Focuses on sustainability, inclusivity and community involvement.
- Requires local agencies to develop and review alternatives to certain roadway projects to inform decision-making.

On this project, we will evaluate if adding any different types of improvements will negate the need to add a southbound auxiliary lane.

The following types of improvements must be considered per state law:

- Bicycle and pedestrian
- Taking the bus
- Transportation options programs (such as carpooling)
- System pricing (such as tolling)

CFEC requires the City of Wilsonville to consider alternatives and determine if the project should be adopted into its transportation system plan.

Get Involved

Join us at the public open house on September 18, 2024, between 5:30 and 7:30 p.m. at Wilsonville City Hall. Learn more about the project and talk to project staff. There will be a brief presentation starting at 6 p.m. followed by a group Q&A. The same information presented in this online open house will be shared at the in-person meeting.



Tell us what you think! Fill out a comment form:  <https://tinyurl.com/BB-comment>

To learn more and sign up for our mailing list, scan this QR code with your phone or visit: <https://tinyurl.com/BooneBridge>

You can also contact us by email at i5boonebridge@odot.oregon.gov or phone at 503-779-6927.

Comment Form

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