



I-84 Columbia River Gorge Bridges

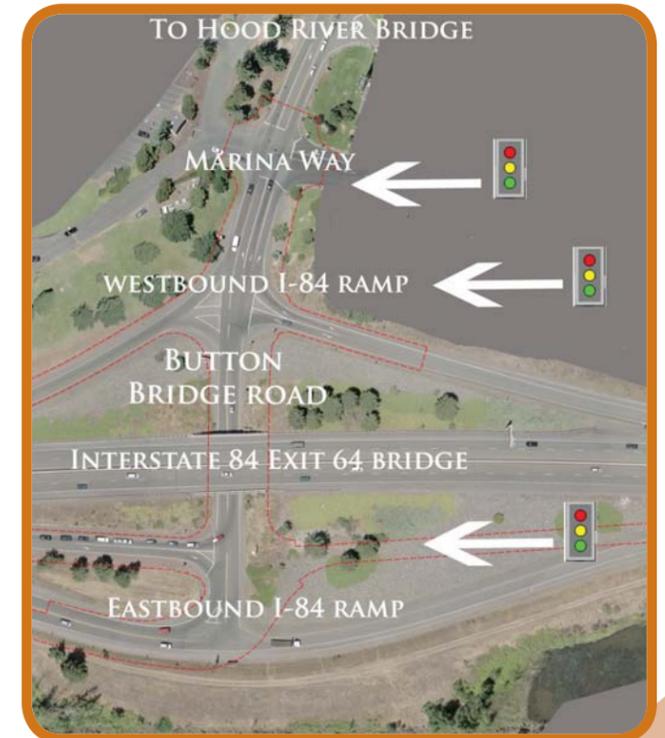
February 2009



Hood River exit 64 interchange project moves forward

Design for ODOT's I-84 bridge and exit 64 project is under way. Started in the spring of 2007, the design phase of this project began in earnest last fall with a new scheduled construction completion date of November 2011. ODOT proposes to replace the I-84 bridge at exit 64 and rebuild the road under the bridge. The bridge and interchange are located in the east end of Hood River, where the freeway passes over Button Bridge Road, which connects to Highway 35 and the Hood River Bridge over the Columbia River.

Built in 1953, the Hood River interchange bridge is being replaced to safely carry heavy commercial trucks and keep traffic moving along the I-84 corridor. Replacing this outdated bridge will help reduce congestion and increase safety. Button Bridge Road will be widened to five lanes between Marina Way and the eastbound I-84 ramps. This work includes bike lanes and a sidewalk on the east side of roadway. ODOT will also install traffic signals at the intersections of Button Bridge Road and Marina Way and at the eastbound and westbound I-84 ramps.



Improving the I-84 bridge and exit 64 is important to local residents, businesses and freight traffic. Since the start of design work last fall, ODOT has reached out to businesses in the project vicinity, and to business associations such as the Hood River Chamber of Commerce and the Fruit Loop. On Nov. 13, ODOT hosted a public open house for this project at the Hood River Middle School library. At this outreach event, the project team presented information about the proposed improvements. The design team also presented a special program about this project to three classes at Hood River Middle School.

Look inside for more details on the Hood River interchange improvements and anticipated construction information.

Modified Contemporary design chosen for new I-84 Sandy River bridges

The Interstate 84 replacement bridges over the Sandy River near Troutdale will feature both Contemporary and Cascadian design elements. The new bridges will feature rock façade treatments on the bridge piers, abutments and decorative pylons. The bridge spans will be dark gray and the trim will be dark brown. The pylons at the gateways to the bridge will be 12 feet high, 9 feet wide and 4 feet deep at the top. The eastbound bridge will include a 16-foot wide combined bicycle and pedestrian crossing over the Sandy River. *(Continued inside.)*



Contemporary design of new I-84 Sandy River bridges

I-84 Columbia River Gorge Bridges Newsletter
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WATCH FOR UPDATES

in upcoming newsletters as construction begins on the Columbia River Gorge bridges on I-84.

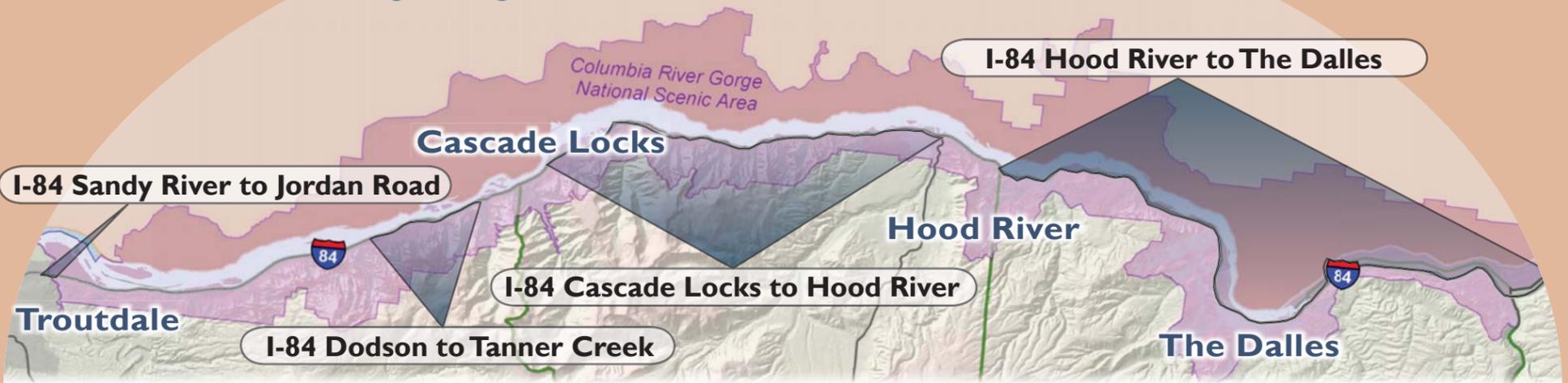
For construction updates and other general information, visit the project Web site at www.oregon.gov/ODOT/HWY/REGION1/ColumbiaGorge and www.TripCheck.com.

To be added to our Columbia River Gorge Bridges mailing list, please send an e-mail message with your contact information to: i84crgbridges@gmail.com.



The OTIA III State Bridge Delivery Program is part of the Oregon Department of Transportation's 10-year, \$3 billion Oregon Transportation Investment Act. OTIA funds are repairing or replacing hundreds of bridges, paving and maintaining city and county roads, improving and expanding interchanges, adding new capacity to Oregon's highway system and removing freight bottlenecks statewide. Based on 2008 dollars, about 14 family-wage jobs are sustained for every \$1 million spent on transportation construction in Oregon. Each year during the remainder of the OTIA program, we estimate that construction projects will sustain an average of 4,100 family-wage jobs.

I-84 Columbia River Gorge Bridges



I-84 Sandy River to Jordan Road

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Situated on Interstate 84 east of Troutdale, the new Sandy River bridges will provide a gateway to the Columbia River Gorge and the Portland metropolitan area.

During the past several years, ODOT has reached out to the public to help guide the look and feel of transportation facilities within the Gorge. To help ODOT manage I-84 improvements in a way that meets public safety and transportation needs while also meeting Columbia River Gorge National Scenic Area provisions, the agency developed the I-84 Corridor Strategy. This strategy provides guidelines for design elements ranging from abutments and railings to landscaping and wildlife crossings. More than 200 people participated in developing the guidelines, providing input that helped shape the design of the Sandy River bridges.

“We have been thrilled with the level of public participation in the decision process for the Gorge bridges,” said Charlie Sciscione, ODOT interim scenic area coordinator. “The importance of these bridges has required a very thorough review process, and local residents and business owners have been avid participants all along the way.”

In a special August work session with key stakeholders, ODOT discussed three design options outlined in the I-84 Corridor Strategy. The preferred alternative is a modified Contemporary bridge design—a mix of the Contemporary and Cascadian styles—with rock texture on the bridge piers and pylons. The modified style reflects the bridge’s role as a transition gateway between Portland and the Gorge.



Sandy River Pedestrian crossing.

The Sandy River bridge work is part of a larger project in which ODOT will also repair the eastbound and westbound I-84 bridges over Jordan Road. The project team plans to complete design work this spring. Construction is scheduled to begin this summer.

I-84: Sandy River modified Contemporary bridge profile.

I-84 Dodson to Tanner Creek

The final design phase is nearing completion, and construction is scheduled to begin in May 2009. Contractors will replace the eastbound Interstate 84 bridge over Moffett Creek, repair eastbound I-84 at the Dodson overpass and the I-84 bridges in each direction over Tanner Creek.

Repairs at the Dodson overpass will involve limited lane closures and flagging on the Historic Columbia River Highway. Bridge construction at Moffett Creek eastbound will involve flagging and I-84 lane closures in order to switch traffic onto the new freeway bridge. Construction and equipment staging may also require limited shoulder closures on I-84. More details will be available in upcoming newsletters.

Replacing the I-84 eastbound bridge at Moffett Creek will require shifting the permanent freeway alignment to the south by about 18 feet to accommodate staged construction of the new bridge. The shift will require cutting into a hillside and building a retaining wall. The retaining wall will provide space for a future extension of the Historic Columbia River Highway State Trail. A retaining wall avoids cutting farther into the hillside and reduces the number of trees that will be removed.

Temporary trail closure

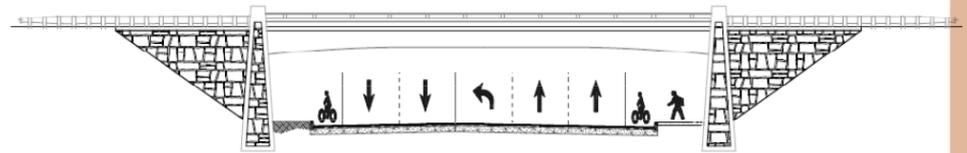
Repairs to the Tanner Creek bridges will require closing the Historic Columbia River Highway State Trail west of Tanner Creek from June to December 2009. The decision to close the trail passing under the bridges was approved by Oregon Parks and Recreation Department as the safest option for trail users and workers. Signs will be posted to provide notice of the closure. The closure will affect only the westernmost end of the trail segment and will not interfere with the trail between Bonneville Dam and the Tanner Creek Crossing.

I-84 Exit 64 (Hood River)

Continued from page 1.

The Interstate 84 bridge and exit 64 project will reduce congestion and increase safety at key intersections in Hood River. To achieve this, ODOT will:

- Replace the I-84 exit 64 bridge to sustain heavy freight and keep traffic moving along the I-84 corridor.
- Widen Button Bridge Road to five lanes between Marina Way, near the Hood River Bridge, and the eastbound ramps to I-84. ODOT will also add bike lanes in both directions and a sidewalk to the east side of the roadway as shown in the image below.



I-84 exit 64: Button Bridge Road cross section.

- Add traffic signals at the intersections of Button Bridge Road and I-84 eastbound and westbound ramps and Marina Way, to improve traffic flow.
- Realign the I-84 eastbound onramp to create an easier connection to the freeway.

ODOT will finish the design phase for this project this fall. Construction is scheduled to begin in early 2010 and be finished by late 2011. During construction, ODOT plans to keep I-84 exit 63, exit 64 and Button Bridge Road open, except for temporary work closures.

For more information about the I-84 bridge projects between the Sandy River and Hood River, please contact Mike Mason, ODOT Region 1 Community Affairs Coordinator, (503) 731-8246, or e-mail Michael.W.Mason@odot.state.or.us.

I-84 Cascade Locks to Hood River

Construction is under way on seven bridges between Cascade Locks and Hood River. Crews have demolished the old southbound Interstate 84 bridge over the connector to U.S. 30 and have started building the new bridge. Replacement of the northbound bridge will follow. Traffic will stay in a two-lane configuration until spring on I-84 over the Herman Creek connector road (Wyeth Road) while crews repair this bridge. Other bridge work will have minimal impacts to traffic. Construction will be complete in fall 2010.

I-84 Hood River to Mosier Creek

Contractors are currently replacing the I-84 bridge over the mouth of Mosier Creek. They are also replacing the median barrier between Hood River and Mosier to bring it up to current safety and scenic area standards. Work on this project will be finished in fall 2010.

For more information about I-84 Hood River to Mosier Creek, please contact Peter Murphy, ODOT Public Information Representative, (541) 388-6224, or e-mail Peter.W.Murphy@odot.state.or.us.

I-84 The Dalles to Fifteen Mile Creek

Construction may start this spring to replace the Fifteen Mile Creek bridge and repave I-84 in The Dalles, and to repair the Spanish Hollow bridge on U.S. 97 south of Biggs. Crews will detour traffic around the work zones with minimal impacts through the project. Construction is expected to finish in fall 2011.

For more information about I-84 The Dalles to Fifteen Mile Creek, please contact Peter Murphy, ODOT Public Information Representative, (541) 388-6224, or e-mail Peter.W.Murphy@odot.state.or.us.

