



I-84 Columbia River Gorge Bridges



Fall 2010

CONSTRUCTION CHANGES I-84 TRAFFIC PATTERNS IN HOOD RIVER

ODOT adds safety measures to Hood River bridge construction project

Construction work to replace the Interstate 84 bridge at exit 64 will affect some Hood River-area traffic routes through next summer.

To maintain the safe flow of traffic, ODOT is limiting freeway traffic to one lane in each direction between exits 63 and 64 and separating freeway through-traffic from local traffic. Merging and exiting between exits 63 and 64 is not allowed. During construction:

- Eastbound access to exit 64 will be via exit 63.
- Westbound access to exit 63 will be via exit 64.
- All business access in and near the work zone remains open.

The new configuration is scheduled to be in effect until the project is complete in September 2011. Travel lanes will shift as the old freeway bridge is demolished and the new one is built. To manage traffic flow, ODOT has installed traffic signals at three Oregon 35 intersections: at the exit 64 eastbound and westbound ramps and at Marina Way.

See page 3 for a construction route map. The construction route map and descriptions are also available at www.ODOTGorgeProjects.org.

COMPLEX BRIDGE REPLACEMENT PROJECT REQUIRES BALANCING ENVIRONMENTAL AND RIVER USER NEEDS

The Sandy River near Interstate 84 in Troutdale — the western edge of the Columbia River Gorge National Scenic Area — is a popular summer destination for swimmers and rafters. In the spring and fall, steelhead fishing brings people to the river. Year round, travelers visit Lewis and Clark State Recreation Site to picnic and walk their dogs. Nearby, hikers enjoy a



Construction on the Interstate 84 Sandy River bridges began earlier this year. The project is scheduled to be complete in 2013. More information is available at www.sandyriverbridge.org.

GORGE TRAFFIC UPDATE

I-84 at Sandy River: Watch for eastbound lanes shifting to a temporary alignment while the existing bridge is replaced.

I-84 at Moffett Creek: Work is complete.

I-84 at Cascade Locks: Work is complete.

I-84 at Hood River exit 64: Expect single-lane traffic and lanes shifting to a temporary alignment. See adjacent story for more information.

I-84 at Mosier Creek: Ongoing work is not expected to affect traffic.

I-84 at Fifteen Mile Creek (east of The Dalles): Expect single-lane traffic in both directions.

HOW ARE WE DOING?

Tell us what you think about information you've received about freeway bridge construction in the Gorge. Look for the online survey link at www.ODOTGorgeProjects.org.

network of trails maintained by the U.S. Forest Service.

For the next several years the Oregon Department of Transportation will be there, too, working in the water and on work bridges above the river to replace the east- and westbound I-84 bridges over the Sandy River and add a pedestrian and bicycle path to the eastbound bridge. Crews also are repairing and widening the east- and westbound bridges over Jordan Road and adding a tunnel parallel to Jordan Road for pedestrians and bicyclists.

(See Sandy River bridges construction on page 2)



Stay up to date AND sustainable

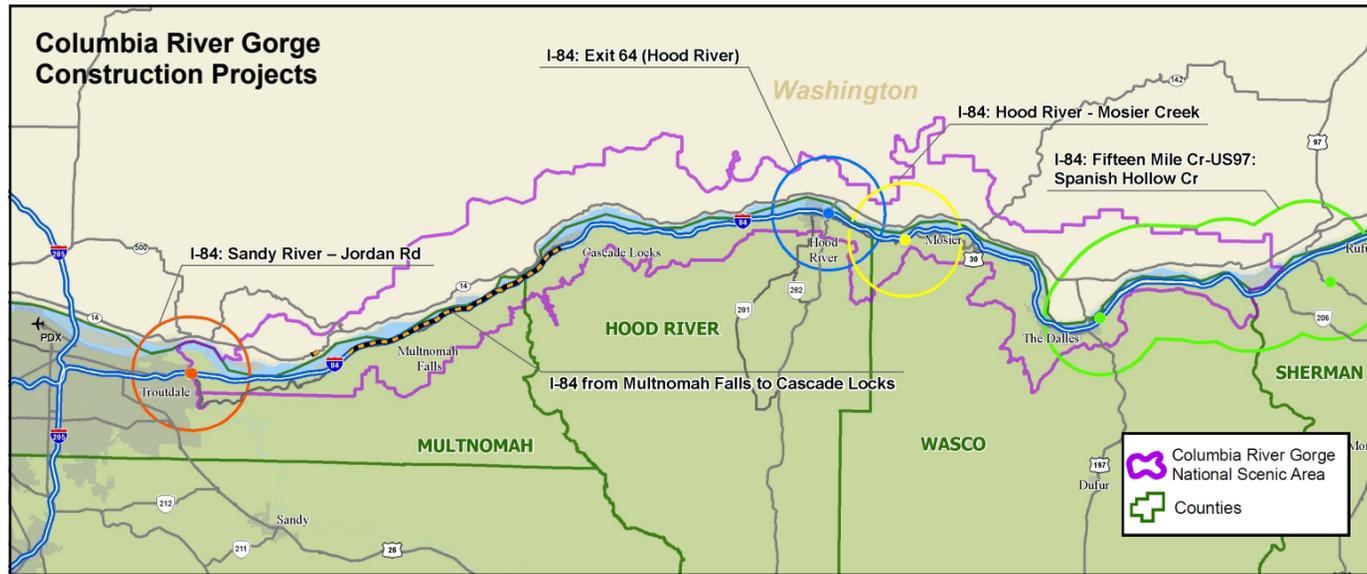
The OTIA III State Bridge Delivery Program is committed to sustainability. Stay informed while helping us keep our commitment to the environment by signing up to receive this newsletter electronically. To be added to our I-84 Columbia River Gorge Bridges mailing list, send your e-mail address to i84crgbridges@gmail.com; please also include your mailing address.

Learn more about construction projects in the Gorge by visiting www.ODOTGorgeProjects.org.

For updated information on freeway work and current travel information throughout Oregon, visit www.tripcheck.com or call the Oregon road report at 511 or (800) 977-6368. Follow ODOT on Twitter @OregonDOT.



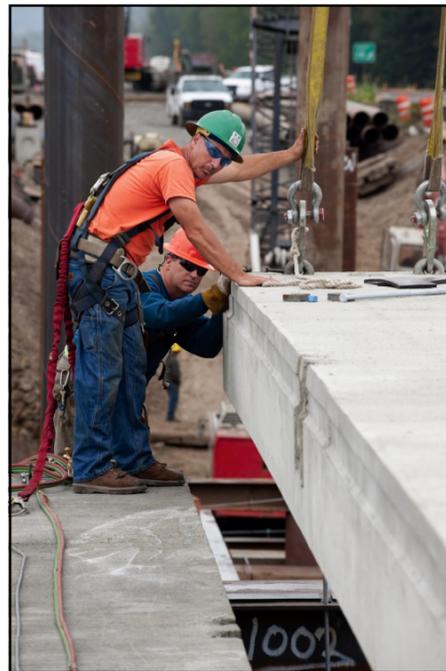
The OTIA III State Bridge Delivery Program is part of the Oregon Department of Transportation's 10-year, \$3 billion Oregon Transportation Investment Act. OTIA funds are repairing or replacing hundreds of bridges, paving and maintaining city and county roads, improving and expanding interchanges, adding new capacity to Oregon's highway system and removing freight bottlenecks statewide. Based on recent estimates, about 14 family-wage jobs are sustained for every \$1 million spent on transportation construction in Oregon. Through 2009, the bridge program has sustained more than 16,000 jobs. Overall, the 10-year program will sustain an annual average of approximately 2,300 jobs.



Sandy River bridges construction

(Continued from page 1)

“Once the bridge work is complete, folks driving over the bridges or using the river beneath will appreciate the rock façade treatments on the bridge piers, abutments and decorative pylons. And for those on foot or on bicycles, this area will be more accessible than ever,” said Brad Wurfel, ODOT public information



Workers place deck slabs for the I-84 freeway detour bridge over Jordan Road, near the Sandy River.

officer. “But until then, recreation and construction will have to find a way to coexist.”

During construction, a gravel area typically used for parking along Jordan Road serves as a staging area for equipment and materials. A detour bridge built in the median will carry traffic while the bridges over the Sandy River are demolished and replaced. Depending on current construction

activities, drivers passing under the freeway on Jordan Road may find traffic controlled by flaggers or even alternating one-way traffic controlled by temporary signals.

“It’s a busy area and a complex construction project,” Wurfel said. “We really need motorists and recreational users to watch for work crews, obey parking restrictions and drive carefully through the work zone.”

Bridge Program Profile: Meet the people behind the scenes

My name is: Ladd Edmiston

My job: Project Foreman, J.L. Brandt Electric, Inc.; with the company since 1996. Brandt specializes in state and federal highway, hydroelectric and other infrastructure.

What I do: On the freeway bridge project in Hood River, I work with and supervise the crews installing underground and surface-mounted wiring for signals and lighting.

Best part of my job: I love being outdoors. I get to see different places, and I’m not too long in any one spot. The Columbia River Gorge is certainly among the most scenic.

My first job: I repaired appliances. That taught me that I wanted to be outdoors.

Tough duty: In the days before cordless power tools, I had to string a telemetry line along the top of a 48-inch pipe canal under a state highway. It was dark, wet and uncomfortable.



Ladd and employer J.L. Brandt Electric both call Hermiston home.

GORGE BRIDGE REPLACEMENT FUNDS HELP HIKERS AND BIKERS

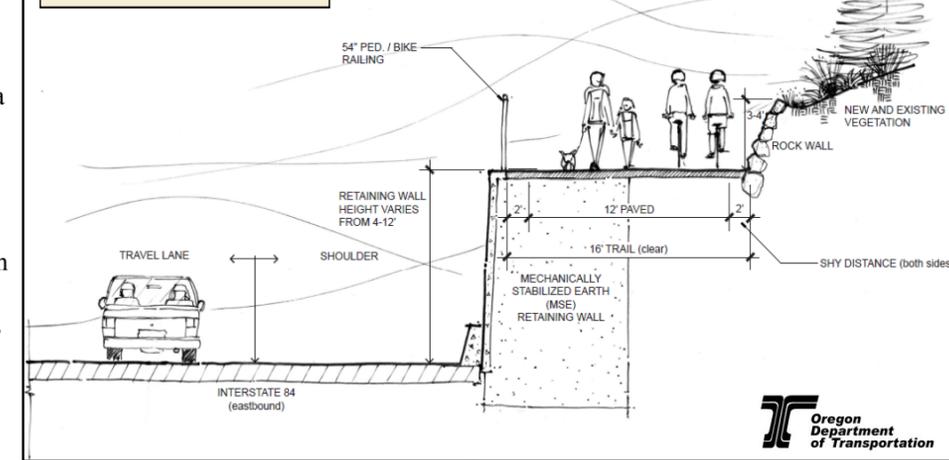
“Slow but steady wins the race” was a winning strategy for the tortoise in the Aesop fable. Like the tortoise, the Oregon Department of Transportation has steadily worked for more than 20 years to re-establish the Historic Columbia River Highway State Trail through the Columbia River Gorge for cyclists and hikers.

Work toward this goal continued as ODOT replaced the Interstate 84 eastbound Moffett Creek Bridge near Bonneville Dam. Thanks to \$718,019 from Oregon’s Transportation Enhancement fund, in the course of replacing the bridge, ODOT also constructed a long retaining wall. This wall will buttress a 12-foot-wide bed that will accommodate 1.25 miles of the future trail.

The new segment will provide a missing link in the HCRH State Trail, allowing bicyclists to ride safely from the Sandy River connection in Troutdale to Cascade Locks. Cyclists traveling this section currently have to ride on the shoulder of I-84 or take a long, circuitous detour.

“The trail improvement is a natural fit with the agency’s long-term, sustainable vision,” said Ray Mabey, manager of the OTIA III Bridge Delivery Unit. “Preparing the ground now as part of the Moffett Creek project will reduce the overall

This architect’s rendering shows how a section of the trail will appear upon completion.



construction cost.”

The new segment is part of a larger vision, Milepost 2016 Reconnection, which identifies specific improvements that will be required to allow total reconnection of the Historic Columbia River Highway and a continuous picturesque trail for cyclists from the Portland International Airport to The Dalles.

The completed trail will provide a separate path that is appropriate for

cyclists and hikers of all ages and abilities. Other sections of the trail are visited by 262,000 users per year.

Transportation Enhancement funds provide Federal Highway Administration money for projects that strengthen the cultural, aesthetic or environmental value of the transportation system. The funds are provided through reimbursement, not grants; ODOT’s bridge program will provide the required matching funds for the trail.

SAFETY DETERMINES TEMPORARY TRAFFIC PATTERNS IN HOOD RIVER

Construction work replacing the Interstate 84 bridge over Oregon 35 is reducing through traffic on the freeway to one lane in each direction. Traffic engineers have determined that allowing motorists to merge between exit 63 and exit 64 would create a safety issue.

Until approximately September 2011, eastbound exit 64 traffic uses exit 63, and westbound exit 63 traffic uses exit 64. Local traffic will also use the freeway ramps as shown below. Detailed route descriptions are available at www.ODOTGorgeProjects.org.

