Oregon Department of Transportation

January 2007

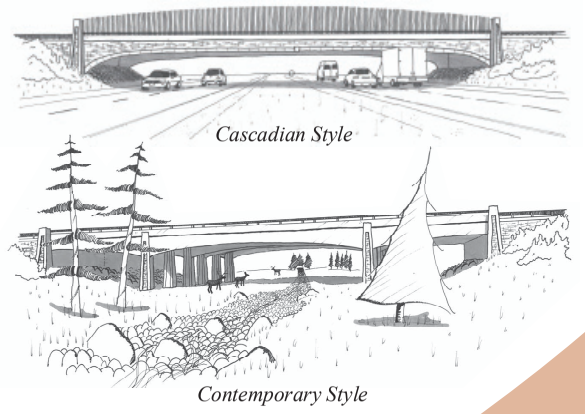
OTIA III State Bridge Delivery Program • Regions 1 and 4

The Columbia River Gorge National Scenic Area is one of the most visually spectacular and frequently visited areas in the nation, hosting more than 2 million visitors each year. Twenty-six I-84 bridges cross the formidable geographic obstacles in the Gorge and create a seamless corridor for recreation and commerce.

Today, a new generation of bridges is being built by repairing and replacing all 26 bridges on I-84. Modern construction techniques will bring greater safety, and new bridge designs will remind drivers of their elegant predecessors on the Historic Columbia River Highway.

ODOT has completed an I-84 Corridor Strategy that is serving as a guide for transportation projects in the Gorge. The vision, goals, objectives, and design guidelines for the I-84 corridor have been developed with ideas and suggestions gathered from a wide range of agencies, stakeholder groups, and citizens.

The corridor strategy includes design guidelines that cover elements ranging from abutments and railings to landscaping and wildlife crossings. Design objectives emphasize visual continuity throughout the corridor, context-sensitive color and design schemes, the use of natural materials and textures, and designs that optimize views of natural and historic resources while minimizing the visual impact of the bridges themselves. The design guidelines also emphasize flexibility, recognizing the diverse communities that exist throughout the Gorge.



Two conceptual bridge styles emerged from the I-84 Corridor Strategy. The *Cascadian* style echoes design elements of historic bridges in the area. The style is intended to provide contextual richness while blending into the landscape when viewed from a distance. The *Contemporary* bridge style will be used in less visible settings or in areas with a more contemporary character so as to match the setting and context. The style tends toward a modern highway bridge appearance. Both styles employ architectural facades and detailed abutments that give the appearance of natural materials.

The overall model for construction has been the Historic Columbia River Highway, with its handsome stone facades and graceful arched bridges reflecting the basalt rock features in the Gorge. The planned architecture for new bridges along the corridor is intended to complement—not rival or distract from—the unique visual richness of the Columbia Gorge National Scenic Area.

Watch for an Open House coming soon near your community!

Your ideas and suggestions are a key part of ODOT projects to replace and repair I-84 bridges in the Columbia River Gorge. So please watch your mailbox for more information on bridge project open houses near you.

The Sandy River to Jordan Road Open House

Jan. 17, 4 p.m. to 7:30 p.m.
Sam Cox Building - Glen Otto Park
1106 E. Columbia River Hwy
Troutdale

The I-84 Sandy River and Jordan Road bridges open house will be held in Troutdale to discuss improvements to these two bridges in the Columbia River Gorge.

Please contact Alex Cousins for more information: (503) 235-5881 or alex@jlainvolve.com

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

I-84 Columbia River Gorge Bridges Newsletter
c/o Jeanne Lawson Associates
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Portland, OR 97214

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Project Open House

for I-84 Sandy River-Jordan Road bridge projects

Jan. 17, 2006
4 p.m. to 7:30 p.m.
Sam Cox Building - Glen Otto Park
1106 E. Columbia River Hwy
Troutdale, Oregon

You're Invited!

Public Open House for I-84 Sandy River to Jordan Road bridges in the Gorge

Drop in any time during this informal open house to meet the project team, and to review and discuss potential bridge designs and traffic control plans. We welcome any comments and suggestions that will help us build projects that complement the Gorge landscape and serve the unique needs of your community as well as through travelers.

Persons with disabilities requiring accommodations, please contact Kalin Schmoldt at (503) 235-5881 or kschmoldt@jlainvolve.com at least seven days before the open house.

The project is part of the Oregon Department of Transportation's 10-year, $3 billion Oregon Transportation Investment Act program. OTIA funds will repair or replace hundreds of bridges, pave and maintain city and county roads, improve and expand interchanges, add new capacity to Oregon's highway system, and remove freight bottlenecks statewide. About 17 family-wage jobs are sustained for every $1 million spent on transportation construction in Oregon. Each year during the OTIA program, construction projects will sustain about 5,000 family-wage jobs.

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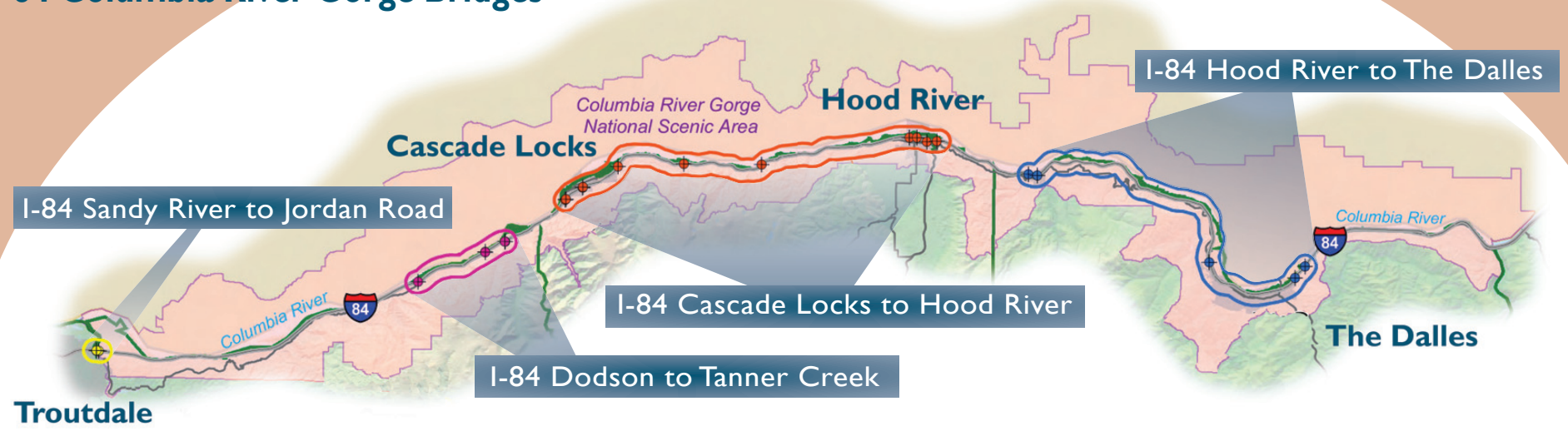
I-84 Columbia River Gorge Bridges



I-84 Sandy River to Jordan Road - public open house set for Jan. 17

On Jan. 17 from 4 p.m. to 7:30 p.m. a public open house will be held at the Sam Cox Building at Glen Otto Park, 1106 E. Columbia River Hwy, in Troutdale. Anyone interested in the project is invited to attend and share their thoughts on draft design ideas for replacing both westbound and eastbound Interstate-84 bridges over the Sandy River. These bridges form a gateway between the Gorge and the Portland metropolitan area and are clearly visible from the nearby Lewis & Clark State Park and downtown Troutdale.

At the Jan. 17 meeting, the project team will present preliminary design concepts for replacing the I-84 Sandy River Bridges. Information also will be available about the repair of the westbound and eastbound bridges over Jordan Road and access to Lewis & Clark State Park at exit 18.

The project design team has considered a range of bridge replacement and repair options. Bridge design will follow the I-84 Corridor Strategy guidelines adopted last year (see front page article).

Open house participants will be able to discuss the design concepts for these bridges with project staff. In addition, the meetings will provide an opportunity for public feedback on how to maintain I-84 traffic flows and interstate on- and off-ramp access during construction.

The Sandy River-Jordan Road project is necessary to ensure the prolonged safety and stability of the I-84 corridor as well as efficient traffic flow in the area.

Pedestrian and bicycle connections

In November, project team members met with city of Troutdale staff and representatives of area parks and trails initiatives to discuss the project. Officials representing Lewis & Clark State Park, the 40-Mile Loop, the Confluence Project, the Port of Portland, and the U.S. Forest Service met to share their plans for proposed trails in the project area and discuss how to coordinate with the project. The results of that meeting were promising.

"We appreciated having the opportunity to meet with the trails groups at an early stage in our planning process," said Doug Johnson, project manager with the consulting firm David Evans and Associates. "Our scope of work includes adding a dedicated bike and pedestrian path over the Sandy River on I-84. We also will accommodate future planned access needs under the bridges on both sides of the river to allow north-south passage and connections to existing and planned trail networks."

For more information about *I-84 Sandy River to Jordan Road* or *I-84 Dodson to Tanner Creek*, please contact Alex Cousins at (503)235-5881 or alex@jlainvolve.com

I-84 Dodson to Tanner Creek - fixing Bridges and keeping traffic moving

Bridge and roadway engineers are working on designs to repair and replace bridges in the Dodson overpass to Tanner Creek stretch of I-84 without disrupting traffic. Beside carrying through traffic on the interstate, these bridges provide access to Ainsworth and John B. Yeon state parks and the Bonneville Dam. To complicate matters a bit more, the Historic Columbia River Highway winds its way around and under some of the I-84 bridges. Keeping it safe and open during construction adds another challenge to this interesting project.

Draft designs for replacing the eastbound I-84 bridge over Moffett Creek and repairing three other bridges – eastbound I-84 at Dodson overpass and both eastbound and westbound I-84 at Tanner Creek – are under way. The replacement bridge over Moffett Creek, two miles west of Bonneville Dam, will be designed according to the guidelines in the I-84 Corridor Strategy. In addition to the traffic mobility challenges, the Moffett Creek Bridge is located on steep terrain and its reconstruction will need to be designed to protect the natural environment surrounding the bridge. The bridges being repaired at Dodson overpass and Tanner Creek will incorporate the design guidelines to the extent possible.

Watch for information about a public open house in early 2007 to learn more about the proposed solutions to this project's many challenges. Final design is expected to be complete in late 2007 with construction taking place from 2009 through 2011. Estimated cost for design and construction is $17.5 million.

I-84 Cascade Locks to Hood River

Design concepts for three replacement bridges and eight bridge repairs between Cascade Locks and Hood River also are under way. In addition, improvements are planned for the intersection that provides access to Highway 35 from I-84 in Hood River. An open house will be held in early March to discuss these designs, as well as options for detours during construction. Construction is expected to begin in the summer of 2008. Please watch future newsletters for more details about the open house.

For more information about *I-84 Cascade Locks to Hood River*, contact Suzanne Roberts at (503) 225-0192 or suzanne.roberts@coganowens.com

I-84 Hood River to The Dalles - October open house a success

The first open house for the I-84 Gorge bridges was held Oct. 25 at the Gorge Discovery Center to discuss work planned between The Dalles and Hood River.

The informal, drop-in meeting was at the Gorge Discovery Center in Hood River. Display boards and handouts featured lots of information for participants to review and discuss with the project design team. The project will replace two bridges, repair two other bridges, repave I-84 from The Dalles to Fifteen Mile Creek and replace median barriers between Hood River and Mosier Creek.

The open house displays featured:

- Location maps showing each project, plus a vicinity map showing all four Gorge bridge bundles.
- Displays detailing the bridge repairs, replacements and interstate maintenance work being done along I-84 from The Dalles to Hood River.
- General information about the OTIA III State Bridge Delivery Program.

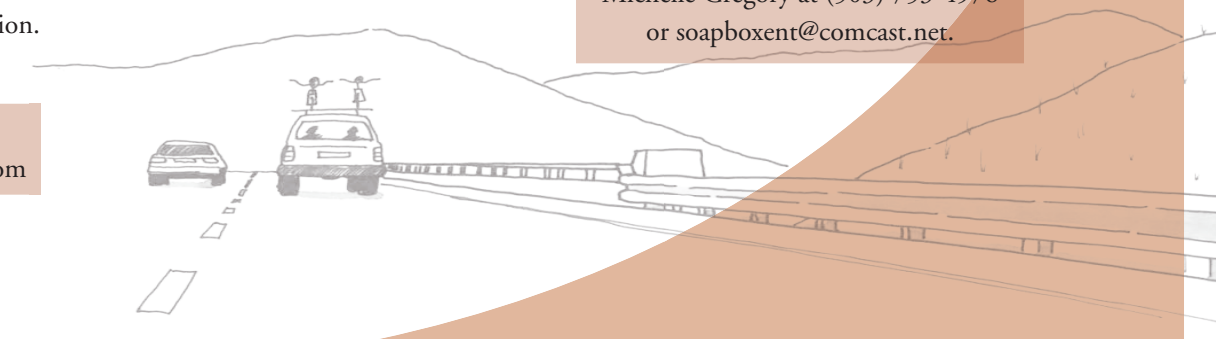
What we learned at the Open House:

- People like the Cascadian style design for the bridges in this area.
- Concerns about public access and enhancement of natural areas near Rock Creek and Mosier Creek are being well-addressed by the project team.
- Users of the Rock Creek windsurfing area and parking lot helped project staff identify an area for future construction crew parking. They also told the team about how and when windsurfers use this unique recreation area.
- Neighbors near Hostettler Way in Hood River were happy to learn that no utility service disruptions are planned during construction.

What happens now?

Repairs at the I-84 Hostettler Way and Rock Creek bridges are scheduled to start in spring 2007, ahead of the replacement bridges in the rest of the project.

Meanwhile, the designs for the replacement bridges are now being refined by the project team for a revised package of plans due in spring 2007.

A second open house to review the design work for the replacement bridges is planned this summer. Construction on those bridges is scheduled to start in spring 2008.

For more information *about I-84 Hood River to The Dalles,* contact Michelle Gregory at (503) 753-4976 or soapboxent@comcast.net.