

## I-84: Hood River to Rowena

Last updated: October 4, 2016

### Project overview

- Repave approximately 12 miles of Interstate 84 between Hood River (MP 64.4) and Rowena (MP 76.5).
- Construct new culverts and inlets or adjust existing storm drainage facilities to address problems such as standing water on the roadway.

### Why is this project needed?

I-84 is a critical part of the State's transportation system and is a major east-west corridor for the Western United States. Keeping the roads in good condition and providing a safe, efficient transportation system that supports economic opportunity are critical aspects of the mission for the Oregon Department of Transportation.

The existing roadway is showing signs of significant rutting and raveling. The last time this highway was paved was in 2001 for the Mosier to Rowena portion and 2004 for the Hood River to Mosier section. The 2014 Pavement Condition Rating for this section is Fair but is beginning to show accelerated deterioration, requiring increased maintenance repair costs. Some of the existing storm drainage features such as inlets in the median or scuppers (drainage openings in the bottom of median barriers) do not collect or convey all of the rainfall from the roadway surface during storm events, leaving standing water on the roadway in some locations.



**The highway needs to be repaved and some locations require storm drainage improvements.**

### How does ODOT propose to solve these problems?

ODOT plans to grind out the top 2" of pavement and replace it with new asphalt concrete in the travel lanes. Interchange ramps and highway shoulders will be evaluated during project design and included for repaving if necessary. Storm drainage devices will be added and/or expanded to address documented locations of standing water on the roadway surface.

#### *Traffic impacts*

Paving of the slow lanes and outside shoulders will be performed at night while traffic is restricted to the narrower fast lanes and median shoulders. Paving of the fast lanes may be performed during daylight hours while traffic is shifted over into the slow lanes and shoulders. Inlet and storm drainage pipe work will be constructed in stages similar to the paving. Minimal traffic delays are expected as a result of the slower travel speeds through the project.

#### *Timeline*

Final Design – Summer 2017

Bid Let – Fall 2017

Construction – Spring and Summer 2018

#### *Estimated Project Cost*

\$7 Million

## Contacts

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If you would like to learn more about this and other projects please visit  
<http://www.oregon.gov/ODOT/HWY/REGION4/Pages/RoadworkImprovements.aspx>.

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