I-84 N Huntington Interchange Bridge
K20536 - MP 345.83
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Scope
Improve overall safety and mobility for freight, recreational, and local traffic by extending the life of the bridge at MP 345.83 near Huntington Oregon.

Proposed Improvements
Repair bridge deck and approach panels with 1.5” concrete overlay.
Construction Work Zone Impacts:

- Bidding let August 2019
- Anticipated construction – Spring 2020
- Construction duration 4 to 6 weeks
- Staged construction
- Traffic will be controlled with crossovers - one lane in each direction
Stage 1:

- Overlay in eastbound lanes
- 16 feet clear in each travel lane
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Stage 2:

- Overlay in westbound lanes
- 16 feet clear in each travel lane
I-84 N Huntington Interchange Bridge
Detour – Single Use Permit Oversized Loads

Eastbound:
• Off ramp – on ramp

Westbound:
• Off ramp – US30 for 1500 feet - on ramp
**I-84 N Huntington Interchange Bridge Detour – Eastbound**

**WB-67 Maintain Lane**

*WB-67:* Assumed to carry wide load of 22 feet. Assumes that axle would be normal width, but load would overhang trailer. Initial evaluation of route indicates vehicle will be on pavement at all times except at Off-Ramp initial turn. Load may overhang shoulder, but there is clear zone along alignment that can accommodate load.
I-84 N Huntington Interchange Bridge
Detour – Eastbound

**WB-67**: Assumed to carry wide load of 22 feet. Assumes that axle would be normal width, but load would overhang trailer. Initial evaluation of route indicates vehicle will be on pavement at all times by encroaching on adjacent travel lane. SW corner of US-30 intersection is the pinch point where shoulder drops off, but loads can be accommodated through this area. Load may overhang shoulder, but there is clear zone along alignment that can accommodate load.
I-84 N Huntington Interchange Bridge
Detour – Eastbound

**WB-109:** Assumed to be one of the longer loads to be accommodated. The southwest corner of the US-30 intersection is the pinch point where pavement drops off. Vehicle can traverse this location as shown. Initial evaluation of route indicates vehicle will be on pavement at all times except at first turn from Off-Ramp. Shoulder at this location is flat and can be traversed.
Questions ?

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