

Project Components

- Repave 3.8 miles of Interstate 84 from MP 84.3 (near the Union Pacific railroad overcrossing) to MP 88.1 (Fifteenmile Creek Bridge) with reinforced concrete.
- Construct a bridge over Threemile Creek near MP 86.8.

Why is this project needed?

Interstate 84 is a critical part of the State's transportation system and is a major east-west corridor for the Western United States and a statewide freight route. Keeping the roads in good condition and providing a safe, efficient transportation system that supports economic opportunity is a critical aspect of the Oregon Department of Transportation's (ODOT) mission.

The existing concrete pavement was constructed in 1966. The 2012 Pavement Condition Rating for this section of highway is "fair" and the existing Portland cement concrete roadway has severe rutting and provides a very poor ride quality.

The flow line of the Threemile Creek box culvert has raised over the years since it was initially installed, likely due to sedimentation of the outfall area into the Columbia River. The box culvert fills with sediment thus restricting the creek during high flows and impeding fish passage.



Interstate 84 at the City Center exit looking west. This is part of repaving project.

How does ODOT propose to solve these problems?

ODOT plans to remove the existing concrete pavement and some of the base materials beneath to a total removal depth of 14 inches. The remaining aggregate base material will be cement treated to a depth of 12 inches to increase its strength before placing 2 inches of asphalt concrete on top of the base and then 12 inches of continuously reinforced concrete within the travel lanes. The shoulders will also be repaved with 6 inches of new asphalt concrete. The new surface is expected to last 40-60 years.

At Threemile Creek, a new bridge will be built over the creek which currently passes through a concrete box culvert. The box culvert will be removed from under the new bridge as part of a future project that is currently planned for construction in 2017. ODOT felt it was prudent to install the bridge now, as part of the larger roadway project, to take advantage of the staging of the construction, save money and avoid future traffic impacts.

Traffic control during construction

Traffic will be restricted to one lane in each direction during most of the various stages of construction. Interchange ramps are to remain open during much of the construction, except it is anticipated that there could be some incidental closures for tying in the paving around the ramps with the new roadway surface. These incidental closures would be for several hours at a time and performed at night to reduce the impact to the traveling public.

Timeline

Final Design – summer 2014
Bid Opening – Not yet established
Targeted Construction Year - 2015

Estimated Project Cost

Approximately \$ 18-20 Million

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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>.

