

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2015-18 ) RESOLUTION NO. 16-4691  
METROPOLITAN TRANSPORTATION )  
IMPROVEMENT PROGRAM (MTIP) TO ) Introduced by: “Chief Operating Officer  
INCLUDE THE NEW INTERSTATE 84 AT ) Martha Bennett in concurrence with  
GRAHAM ROAD BRIDGE REPLACEMENTS ) Council President Tom Hughes”  
PROJECT )

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2015-18 MTIP on July 31, 2014; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the westbound bridge deck on I-84 at the Graham Road is considered to be “thin” and the rigid overlay applied in 2001 is now worn; and

WHEREAS, the eastbound bridge requires a width expansion to be compatible with the nearby Sandy River bridge; and

WHEREAS, due to the safety concerns for both the westbound and eastbound I-84 bridges over Graham Rd, both bridges will be replaced as part of the project; and

WHEREAS, the average daily traffic of 29,000 vehicles across these bridges further exemplifies the need to address safety concerns; and

WHEREAS, the proposed funding for this total \$15 million project will be a combination of State Surface Transportation Program funds, State general funds, Job and Transportation Act - HB2001B Bond Funds, plus National Highway Preservation Program funds; and

WHEREAS, the Oregon Transportation Commission approved the funding for the I-84 Graham Road Bridge Replacements project at their February 18, 2016 meeting; and

WHEREAS, the new I-84 Graham Rd Bridge Replacements Project qualifies as an exempt project as cited in 40 CFR 93.126, Table 2, within the category of “Widening narrow pavement or reconstructing bridges”, and therefore is exempt from needing to demonstrate conformity with the air quality emissions budget; and

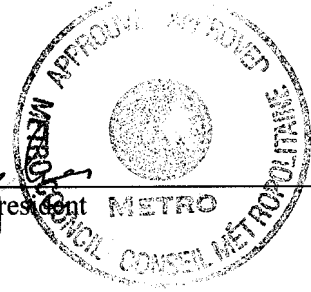
WHEREAS, the MTIP’s financial constraint finding will not be impacted as a result of adding the new I-84 Graham Road Bridge Replacements project as the project is being funded with approved funds; and

WHEREAS, Metro’s Joint Policy Advisory Committee on Transportation (JPACT) approved Resolution 16-4691 on April 21, 2016 to amend the MTIP to add the I-84 Graham Road Bridge Replacements project, and recommended approval by the Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to formally amend the 2015-18 MTIP to include the new I-84 Graham Road Bridge Replacements project.

ADOPTED by the Metro Council this 28th day of April 2016.

  
\_\_\_\_\_  
Tom Hughes, Council President



Approved as to Form:



\_\_\_\_\_  
Alison R. Kean, Metro Attorney

for

**Exhibit A to Resolution No. 16-4691**

**2015-18 Metropolitan Transportation Improvement Plan Chapter 5 Tables Amendment**

**Action:** Amend MTIP to include the new I-84 Graham Rd Bridge Replacements project.

**Existing programming:** None – New project

**Amended programming:**

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local (State) Match	Other Funds	Total Funding
I-84 Graham Rd Bridge Replacements Project	Replace bridges #07046 and 07046A on I-84 across Graham Rd (Troutdale IC)	19763	ODOT	\$15,000,000	PE	NHPP	2016	\$2,766,600	\$233,400	\$400,000	\$3,400,000
						JTA	2016				
					Cons	STP-Flex (State STP)	2018	\$7,178,400	\$821,600	\$3,600,000	\$11,600,000
						JTA	2018				
							Totals:	\$9,945,000	\$1,055,000	\$4,000,000	\$15,000,000

**Notes:**

1. Fund code Notes:
  - a. NHPP = federal National Highway Preservation Program funds.
  - b. STP-Flex = federal Surface Transportation Program Funds (allocated to ODOT)
  - c. JTA = state Job and Transportation Act - HB2001B Bond Funds
2. Phase Notes:
  - a. PE phase = Preliminary Engineering (NEPA + PS&E, plans specifications & estimates).
  - b. Cons phase = Construction phase

## STAFF REPORT

### FOR THE PURPOSE OF AMENDING THE 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCLUDE THE NEW INTERSTATE 84 AT GRAHAM RD BRIDGE REPLACEMENTS PROJECT

Date: April 21, 2016

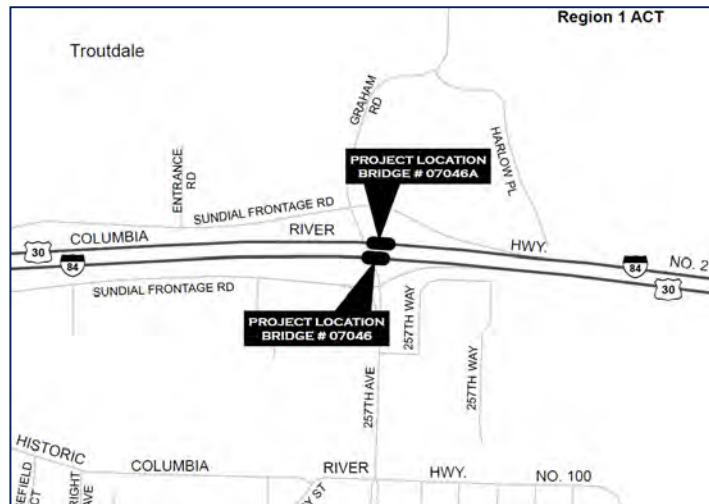
Prepared by: Ken Lobeck, 503-797-1785

#### BACKGROUND:

##### Interstate 84 Graham Rd Bridge Replacements Project

The Oregon Department of Transportation's (ODOT) State Bridge Program is responsible for the development, implementation, operation, and maintenance of Oregon's highway bridge system. The State Bridge Program utilizes a bridge management system to track conditions of all state bridges and utilizes this information to help prioritize bridge maintenance work. Projects are originally identified for funding dedicated to bridge projects during the regular Statewide Transportation Improvement Program (STIP) cycle. If more money than forecasted or cost savings from existing projects becomes available between funding cycles, the State Bridge Program may identify new priority projects to ensure available funds are obligated and not subject to rescission by the Federal Highway Administration for redistribution to projects in other states.

During the February 18, 2016 meeting, the Oregon Transportation Commission (OTC) received a request to amend the 2015-18 STIP to include or amend several bridge improvement projects. One project is in Region 1 within the Metropolitan Planning Organization (MPO) planning boundaries. The project is the Interstate 84 Graham Rd Bridge Replacements project. As the project is regionally significant (on the Interstate system), is located in the MPO's planning boundary, and will use federal funds, adding the project to the MTIP also is required. The project is located in the eastern Metro region in Troutdale.



ODOT has identified savings from other bridge program projects as the basis to support scope changes to two bridge projects, adding the construction phase funding to one project, and to include the two new projects. The I-84 Graham Rd Bridge Replacements project is one of the two new projects. A key cost savings originates from the South Yamhill River Bridge project that will reallocate \$7 million presently committed for the construction phase. The construction phase is being cancelled until there is sufficient progress on the recommended design to produce a more accurate construction estimate.

This -allows the \$7 million to be applied to the I-84 Graham Rd Bridge Replacements project. Another \$4 million of state Jobs and Transportation Act (JTA) funds are being committed to the project with the remaining \$4 million coming from the State Bridge Program. The estimated cost for the I-84 Graham Rd Bridge Replacements project is \$15 million. On February 18, 2016, the OTC approved the STIP amendment request for all five identified projects.

With approval by the OTC, Metro will complete the federal requirements under 23 CFR 450.300-336 to amend the MTIP and add the new I-84 Graham Rd Bridge Replacements project. The MTIP is the federally-mandated four year schedule of expenditures of federal transportation funds that also includes significant state and local funds in the Portland metropolitan region. The MTIP represents the first four year implementation document of the long range Regional Transportation Plan (RTP). Development, management, updates, and amendments to the MTIP are the responsibility of the MPO.

Amending the MTIP to add a new project can be accomplished via an Administrative or Formal Amendment. Administrative amendments involve minor “administrative-type” changes to projects that clearly demonstrate that no impact to financial constraint or the conformity finding is occurring as a result of the programming change. Formal amendments require Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council formal resolution, plus U.S. Department of Transportation (USDOT) approval. Formal amendments may propose eligible changes that show no financial constraint or conformity impact. However, as a condition of approval, any impact to RTP policy and compliance with federal & state regulations must be addressed.. Formal amendments must demonstrate through the documentation and approval process that the conformity finding and financial constraint are maintained correctly. Table 6.1 in the MTIP outlines examples and exceptions between Administrative and Formal amendments.

#### Review for MTIP Inclusion:

The MTIP is a federal document and must comply with programming guidelines identified in 23 CFR 450.300-336. Adding a new project to the MTIP involves an initial review process that includes the following seven steps:

1. Project Funding Justification, Eligibility, and Verification. Yes:
  - a. The I-84 Graham Rd Bridge Replacements project completed a formal review and approval process through the OTC.
  - b. The OTC has provided formal approval supporting the commitment of the federal National Highway Performance Program (NHPP) and State Surface Transportation Program (STP), plus State JTA funds for the project totaling \$15 million.
  - c. These funds are under the management of ODOT.
  - d. A total \$3.4 million consisting of (NHPP), State General funds, and JTA HB2001 Bond funds will be programmed in 2016 in support of Preliminary Engineering (PE) activities.

- e. A total of \$11.6 million consisting of state STP funds, State JTA funds, and State General funds will be programmed in 2018 for the construction phase requirements.
2. RTP Verification. Yes:
- a. New projects proposed for submission in the MTIP must be included in the current long range RTP.
  - b. The I-84 Graham Rd Bridge Replacements project is considered a component of the larger RTP project “Troutdale Interchange (Exit 17) Improvements” (RTP ID 10863).
3. Consistency with RTP Goals and Strategies Verification. Yes:
- a. As part of the federal and state performance measurements compliance, projects in the RTP and MTIP must be consistent with the RTP’s approved strategies and goals.
  - b. The I-84 Graham Rd Bridge Replacements project meets two RTP goals:
    - i. Goal 5: Enhance Safety and Security, Objective 5.1, Operational and Public Safety – Reduce fatal and severe injuries and crashes for all modes of travel.
    - ii. Goal 9: Ensure Fiscal Stewardship, Objective 9.1 Asset Management – Adequately update, repair, and maintain transportation facilities and services to preserve their function, maintain their useful life, and eliminate maintenance backlogs.
4. MTIP Formal or Administrative Amendment Verification – A Formal Amendment is Required:
- a. The I-84 Graham Rd Bridge Replacements project is a new project. The complete project is being added to the MTIP through this amendment. The total project cost is estimated at \$15 million.
  - b. Per Table 6.1 in Chapter 6 of the 2015-18 MTIP, the creation of a new project for MTIP inclusion requires a Formal MTIP Amendment, plus JPACT and Metro Council approval. The I-84 Graham Rd Bridge Replacements project exceeds the \$5 million total project cost exception limit for bridge replacement projects to be added via an Administrative amendment.
  - c. Once approved by Metro Council, the Formal amendment will require final approval from USDOT.
5. Conformity Verification. Yes:
- a. Federal air conformity exemption requirements are outlined in 40 CFR 93.126, Exempt Projects, Tables 2 and 3. The I-84 Graham Rd Bridge Replacements project does not include capacity enhancing elements which would require an air quality conformity analysis and is considered an exempt project.
  - b. The new I-84 Graham Rd Bridge Replacements project qualifies as an exempt project as cited in 40 CFR 93.126, Table 2, within the category of “Widening narrow pavement or reconstructing bridges.”

6. Financial Constraint Verification. Yes:
  - a. The federal and state funds committed to the project are under the management of ODOT. The OTC has reviewed and approved the funding request. Therefore, the funds are considered available and may be considered part of the FY 2016 financial constraint finding.
  - b. There is not a negative impact to the financial constraint finding as a result of adding the I-84 Graham Rd Bridge Replacements project.
  
7. Metro Programming Responsibilities: As the MPO, Metro is completing the required MTIP programming actions for ODOT. The project's proposed funding does not impact any appropriated funding Metro receives.

Summary:

Staff will complete the MTIP programming action upon final approval from the Metro Council and monitor subsequent required approvals up to and through USDOT for final inclusion in the MTIP/STIP. The programming summary is shown in Exhibit A to Resolution 16-4691.

**ANALYSIS/INFORMATION**

1. **Known Opposition:** None known at this time.
  
2. **Legal Antecedents:** Amends the 2015-2018 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 14-4532 on July 31, 2014 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
  
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
  
4. **Budget Impacts:** None

**RECOMMENDED ACTION:**

JPACT recommends the approval of Resolution 16-4691 (approval date 4/21/2016).

Attachments:

1. OTC Staff Report Bridge STIP Amendment Request
2. I-84 Graham Rd Bridge Replacements Project Location Map

**OREGON TRANSPORTATION COMMISSION**  
**AGENDA**  
**February 18, 2016**  
**Salem, Oregon**

**Thursday, February 18**

**FORMAL MEETING**

*Gail L. Achterman Conference Room 103*  
*355 Capitol Street NE*  
*Salem, Oregon 97301-3871*  
*(503) 986-3450*

**9:00 AM** Agenda review, legislative update and briefing session with ODOT staff in the Stuart Foster conf. room 240.

*Note: The Commission may choose to take agenda items out of order, pull, defer or shorten presentation time of agenda item(s) to accommodate unscheduled business needs. Anyone wishing to be present for a particular item should arrive when the meeting begins to avoid missing an item of interest.*

**Website address to view agendas/minutes on the Internet:** [http://www.oregon.gov/ODOT/COMM/otc\\_main.shtml](http://www.oregon.gov/ODOT/COMM/otc_main.shtml)

*The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to Jacque Carlisle, Commission Assistant, at (503) 986-3450.*

**10:00 AM** A) Oregon Transportation Commission Members' remarks. **Informational. (5 min., OTC Members)**

**10:05 AM** B) Director's Report. **Informational. (5 min., ODOT Director Matthew Garrett)**

**10:10 AM** C) Public Comments. **(Up to 15 min.)**  
*(The Commission values public testimony. **Please note:** This part of the agenda is for comments on topics not scheduled elsewhere on the agenda. General guidelines: provide 10 copies of your written summary or other materials to the Commission Assistant prior to your testimony; and limit your comments to three minutes.) Please sign up on the public comment sheet provided at the meeting handout table.*

**10:25 AM** D1) Receive an informational presentation on safety, transit, rail and other programs and policies in the recently passed federal surface transportation authorization.

D2) Receive a presentation about the enhancements to the existing Oregon Freight Plan to comply with the freight planning requirements under the Fixing America's Surface Transportation Act (FAST Act).

**Informational. (75 min., ODOT Transportation Safety Division Administrator **Troy Costales**, ODOT Rail and Public Transit Division Administrator **Hal Gard**, ODOT Senior Federal Affairs Advisory **Trevor Sleeman**, ODOT Transportation Development Division Administrator **Jerri Bohard**, and ODOT Planning Section Manager **Erik Havig**)**



**OREGON TRANSPORTATION COMMISSION**  
**AGENDA**  
**February 18, 2016**  
**Salem, Oregon**

**Thursday, February 18, (continued)**

- 11:40 AM** E) Provide input about allocating unanticipated federal funds received under the Fixing America's Surface Transportation Act (FAST Act). The discussion will include amending additional projects into the approved 2015-2018 Statewide Transportation Improvement Program and additional allocations to programs in the 2018-2021 STIP currently under development. **Action.** (45 min., ODOT Assistant Director **Travis Brouwer**, ODOT Highway Division Administrator **Paul Mather**, and ODOT Transportation Development Division Administrator **Jerri Bohard**)
- 12:25 PM** **Lunch with staff** (60 mins.)
- 1:25 PM** F) Receive an informational presentation and hold a public hearing on the draft Oregon Bicycle and Pedestrian Plan and close the public review period effective close of business on February 18, 2016. **Public Hearing.** (30 mins., ODOT Transportation Planning Unit Manager **Amanda Pietz**)
- 1:55 PM** G) Receive an informational presentation on the status of increasing speed limits in Eastern Oregon (House Bill 3402) and use of innovative technologies to implement the bill. **Informational.** (30 min., ODOT Highway Division Administrator **Paul Mather** ODOT Technical Services Branch Manager **Tom Lauer**, and ODOT Communications Section Manager **Tom Fuller**)
- 2:25 PM** H) Receive an informational presentation about the recent Employee Engagement survey results and initial findings. **Informational.** (30 min., ODOT Chief Human Resources Officer **Jane Lee** and ODOT Organizational Development Manager **Diana Koppes**)
- 2:55 PM** I) Consider approving items on the Consent Calendar. **Action.** (5 min., ODOT Director **Matthew Garrett**)
- 3:00 PM** J) **ADJOURN**

**OREGON TRANSPORTATION COMMISSION**  
**AGENDA**  
**February 18, 2016**  
**Salem, Oregon**

**Thursday, February 18, (continued)**

**CONSENT CALENDAR**

1. Approve the minutes of the January 21, 2016, Commission meeting in Salem.
2. Confirm the next two Commission meeting dates:
  - Thursday, March 17, 2016, meeting in Salem.
  - Wednesday and Thursday, April 20-21, 2016, meeting in Redmond.
3. Request approval to adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Request approval to amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to change the scope of two projects, add two new projects and add construction for one project. Funding will come from cost savings on various projects. The net cost of these changes is \$17,060,910.

The projects are:

- Oregon 18 Spur: South Yamhill River Bridge, Region 2 (scope change)
  - U.S.101: Cathodic Protection and Concrete Repairs Bridges, in Region 2 (scope change)
  - Interstate 84: Graham Road Bridge Replacements, in Region 1 (new project)
  - Interstate 82: Bridge End Panel Replacements, in Region 5 (new project)
  - Interstate 84: Hood River Bridge Deck Replacement, In Region 1 (adding construction)
5. Request approval to amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to add the U.S. 95: Jordan Valley-Jordan Creek project near Jordan Valley in Region 5. The funding will come from the Region 5 Financial Plan. The total estimated cost of this project is \$1,550,000.



# Oregon

Kate Brown, Governor

## Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** February 4, 2016

**TO:** Oregon Transportation Commission

*[Original signature on file]*

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** **Consent 4** – Amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to change the scope of two projects, add construction for one project and add three new projects.

### Requested Action:

Request approval to amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to change the scope of two projects, add two new projects and add construction for one project. Funding will come from cost savings on various projects. The net cost of these changes is \$17,060,910.

The projects are:

- Oregon 18 Spur: South Yamhill River Bridge, Region 2 (scope change)
- U.S.101: Cathodic Protection and Concrete Repairs Bridges, in Region 2 (scope change)
- Interstate 84: Graham Road Bridge Replacements, in Region 1 (new project)
- Interstate 82: Bridge End Panel Replacements, in Region 5 (new project)
- Interstate 84: Hood River Bridge Deck Replacement, In Region 1 (adding construction)

### Scope Changes:

#### **Region 2:**

The construction phase for Oregon 18 Spur: South Yamhill River Bridge project was added to the 2015-2018 STIP at the October 2015 OTC meeting as part of the design to construction item, with \$7,000,000 allocated to the construction phase. Since this bridge is 990 feet long and has a deteriorated timber substructure, the available funding would have only allowed for rehabilitation of the substructure and left in place a bridge that is 64 years old, with a roadway width of only 26 feet.

Both the Oregon Department of Transportation(ODOT) and the City of McMinnville agree that the best plan to address the bridge needs on the McMinnville Spur is to design a new bridge that meets modern design standards, including roadway width, and does not include timber elements. The \$7,000,000 currently allocated for construction will not be sufficient to fund a new bridge. Until there is sufficient progress on the recommended design to produce a more accurate construction estimate, the construction phase should be cancelled so the funds can be used to meet other bridge needs. This change will make available \$7,000,000 to be used for the Interstate 84: Graham Road Bridge Replacements Project.

<b>Project Name</b>	<b>Oregon 18 Spur: South Yamhill River Bridge #06758, Key 19389</b>	
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>
Preliminary Engineering	2015	\$1,100,000
Right of Way	None	\$ 0
Utility Relocation	None	\$0
Construction	None	\$0
<b>TOTAL</b>		<b>\$1,100,000</b>

The construction phase for the U.S.101: Cathodic Protection and Concrete Repairs Bridges project was added to the 2015-2018 STIP at the October 2015 OTC meeting as part of the design to construction item, with \$22,600,000 allocated to the construction phase. A fourth bridge, China Creek, U.S. 101 at MP 175.68, bridge number 01114 was included in the design to construction item. While the China Creek Bridge is 85 years old, it is in satisfactory condition, with only minor deterioration of the concrete. Based on the condition of this bridge, it is not necessary to apply cathodic protection at this time and should be removed from the project.

The Yaquina Bay Bridge, Bridge 01820, has an existing cathodic protection system. This system is near the end of its useful life and should be removed so that a new coating and the associated impressed current power supply and control system can be installed. The Yaquina Bay Bridge has concrete approach spans on both the North and South ends. The North approach spans will be added to this project. This scope change reduces the construction estimate by \$1,000,000. Total estimated cost for this project is \$23,400,000.

<b>Project Name</b>	<b>US101: Cathodic Protection and Concrete Repairs Bridges #01113, 01175, 01820, 02723, Key 19457</b>	
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>
Preliminary Engineering	2015	\$1,800,000
Right of Way	None	\$0
Utility Relocation	None	\$0
Construction	2017	\$21,600,000
<b>TOTAL</b>		<b>\$23,400,000</b>

**New Projects:**

**Region 1:**

The Interstate 84 westbound bridge over Graham Road at Mile Point 17.37, Bridge Number 07046A, is a 116 foot long three-span bridge built in 1958. This bridge has an average daily traffic of 29,000 vehicles. The deck is considered to be “thin”, with a structural depth of just six inches. The rigid overlay that was applied to this bridge in 2001 is worn, with ruts up to one inch deep in the travel lanes. On May 13, 2015, there was a three-foot square full depth failure of the deck. This 45-foot wide bridge is a third of a mile west of the new Sandy River Bridge that is 60-feet wide. Due to the thin deck, mobility concerns associated with a rigid overlay, and the narrow width when compared to the new Sandy River Bridge, the best solution to address the needs at this location is to replace this bridge.

The Interstate 84 eastbound bridge over Graham Road at Mile Point 17.37, Bridge Number 07046, is a 106-foot long three-span bridge built in 1948. While this bridge is 10 years older than the westbound bridge, it has a thicker deck and is in satisfactory condition. To minimize future construction at this location, take advantage of the traffic control measures required for the replacement of the westbound bridge, and provide a bridge width that is compatible with the nearby Sandy River Bridge, the eastbound bridge should also be replaced as part of this project. Funding for this project will include \$4,000,000 Jobs and Transportation Act (JTA) funds, \$7 million from the Oregon 18 Spur: South Yamhill River Bridge project, with the remainder coming from the State Bridge Program. Total cost of this project is \$15,000,000.

<b>Project Name</b>	<b>Interstate 84: Graham Road Bridge Replacements, Key number to be determined</b>	
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>
Preliminary Engineering	2016	\$3,400,000
Right of Way	None	\$0
Utility Relocation	None	\$0
Construction	2018	\$11,600,000
<b>TOTAL</b>		<b>\$15,000,000</b>

**Region 5:**

The Umatilla River, Interstate 82 bridges at Mile Point 1.77, eastbound bridge 16444 and westbound bridge 16443, were built in 1985. The roadway on both ends of these bridges is concrete. While the original design included provision for the concrete roadway to expand and contract due to temperature change, it appears that the design is no longer performing as intended. The top of the abutments for both of these bridges rotate inward two inches from vertical. There is heavy cracking in the abutments, and spalling with exposed reinforcement. There are longitudinal and transverse cracks in the approach slabs.

The UPRR, Interstate 82 bridges at Mile Point 10.21, eastbound bridge 16451 and westbound bridge 16450, were built in 1987. These bridges have the same conditions regarding the concrete pavement as noted above. However, the damage to these two bridges is considerably less, with minor cracks in the abutments, and settlement and cracking in the approach slabs.

This project will replace or upgrade the concrete paving terminal expansion joints, bridge end panels, and bridge joints. Bridge 16444 will also receive an overlay, since the current thin overlay is worn in the slow lane wheel tracks, has several patches that are close together in the fast lane, and there is deck cracking that is coming through the overlay in several places.

This project will be jointly funded by the Bridge and Pavement Programs. The total cost for this project is \$4,089,005.

<b>Project Name</b>	<b>Interstate 82: Bridge End Panel Replacements, Key to be determined</b>	
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>
Preliminary Engineering	2016	\$681,335
Right of Way	None	\$0
Utility Relocation	None	\$0
Construction	2018	\$3,407,670
<b>TOTAL</b>		<b>\$4,089,005</b>

**Add Construction:**

**Region 1:**

The Hood River, Interstate 84 eastbound bridge at Mile Point 64.15, bridge 02444, was built in 1953. This bridge has a main steel girder at each edge, with three smaller steel girders in the middle supporting the deck. The bridge inspection report notes that there is above average deflection in all spans as trucks pass over the bridge. The deck is only six inches thick, and had six full depth patches placed by the bridge crews in 2010. In 2013 an additional full depth patch was added to address a two foot by three foot spall. There are six more areas with dense cracking and rust staining that indicates that more full depth patches will be necessary in the future.

The Hood River, Interstate 84 westbound bridge at Mile Point 64.15, bridge 02444A was built in 1962. This bridge has five equally sized steel girders, and a deck that is seven inches thick. When this bridge was widened in 1995, a structural overlay was placed on the deck. There are approximately twelve patches that are one foot square in the fast lane, which appear to be sound. In addition to the patches, there is dense transverse cracking in the overlay and in the widened section.

This project will replace the six inch deck on the eastbound bridge 02444 with a thicker deck, and also strengthen the smaller steel girders to reduce the deflection due to trucks. The overlay on the westbound Bridge 02444A will be replaced due to extensive patching and cracking.

The preliminary engineering for this project was approved at the August 2015 OTC meeting. This request will add \$5,971,905 for the construction phase. The total cost for this project is \$6,464,905.

<b>Project Name</b>	<b>Interstate 84: Hood River Bridge Deck Replacement, Key 19653</b>	
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>
Preliminary Engineering	2016	\$493,000
Right of Way	None	\$0
Utility Relocation	None	\$0
Construction	2018	\$5,971,905
<b>TOTAL</b>		<b>\$6,464,905</b>

Attachments:

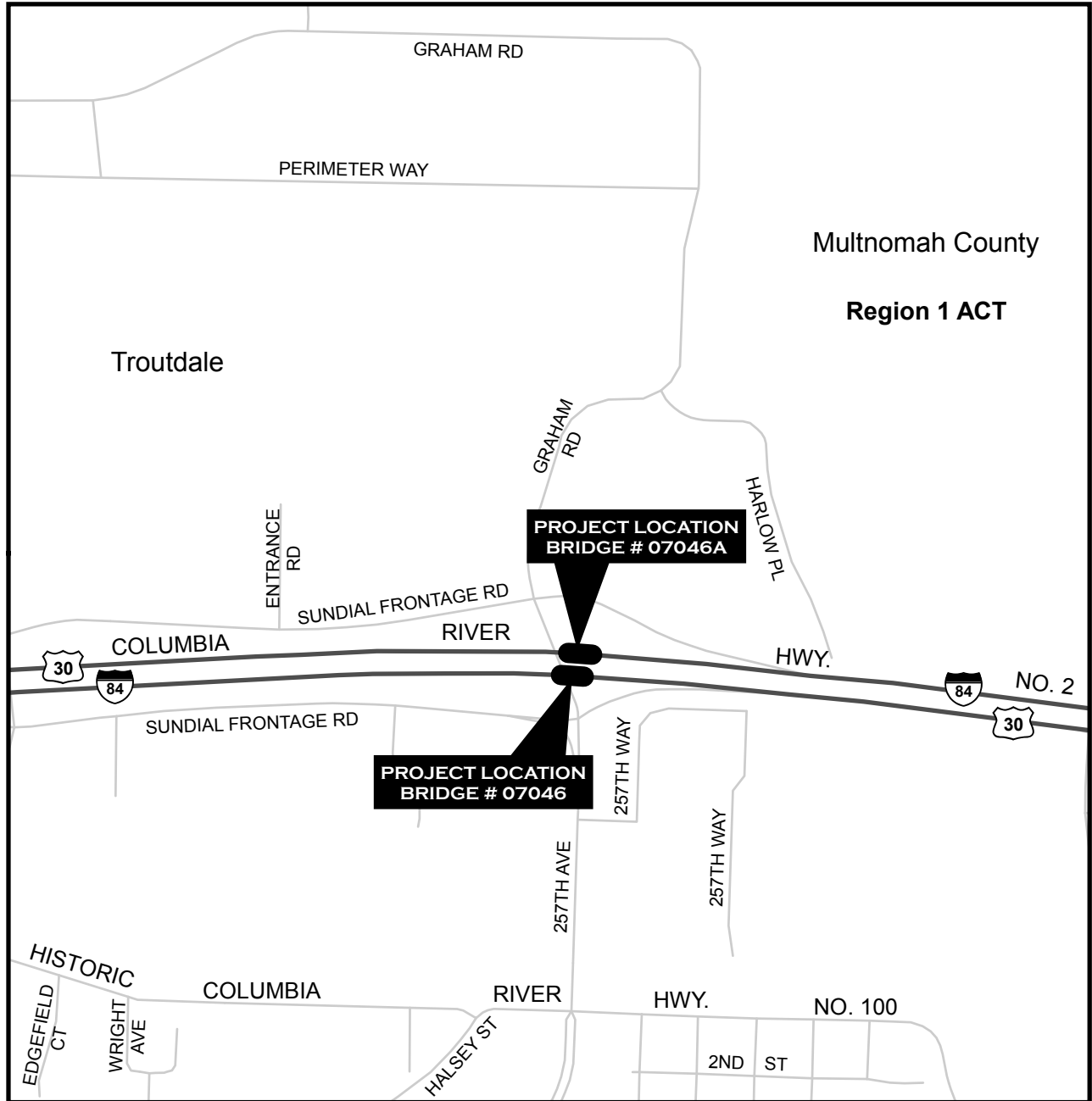
- Location and Vicinity Maps

Copies (w/attachment) to:








Jerri Bohard	Travis Brouwer	Tom Fuller	Kurtis Danka
Paul Mather	McGregor Lynde	Rian Windsheimer	Vaughan Rademeyer
Sonny Chickering	John Maher	Monte Grove	Jane Goode
Kelly Jacobsen	Anna Dunlap		

# STIP PROJECT LOCATION

## ODOT REGION 1



**LEGEND**

-  **PROJECT LOCATION**
- STATE HIGHWAY CLASSIFICATION**
-  INTERSTATE
-  STATEWIDE
-  REGIONAL / DISTRICT
-  REGIONAL BOUNDARY
-  COUNTY BOUNDARY
-  ACT BOUNDARY

### I-84 GRAHAM ROAD BRIDGE REPLACEMENTS KEY NO. TBD

"This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information."



0 0.055 Miles  
 PRODUCED BY ODOT - GIS UNIT  
 (503) 986-3154 - JANUARY 2016  
 GIS No. 23-52