

Report on the OTC – Matt Garrett, Director, Oregon Dept of Transportation – Dec 2006

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From: CARLISLE Jacque L **On Behalf Of** GARRETT Matthew L * ODOT
Sent: Wednesday, January 03, 2007 12:06 PM
Subject: OTC Report - December 2006

The Oregon Transportation Commission held its monthly meeting on December 12 in Portland. It adopted three very important commission policies that will bear on future discussions should the state build tolled facilities. The first is that Oregon will adopt a system of electronic tolling that is compatible and interoperable with the State of Washington. Second, there will be one tolling support facility regardless of how many tolled projects end up becoming reality. Third, the Oregon Transportation Commission will be the final decision authority for all matters regarding implementation, operation and rate-setting for any tolling on the state highway system.

Equally important was the report from the Oregon Transportation Investment Group on the feasibility of proceeding with the Newberg-Dundee Bypass as a public-private partnership. The report lays out the possible combinations of revenue generation based on who is tolled, what is tolled and how much is tolled. Now, the department will move forward with analysis of this report to see what is doable.

The commission approved an Immediate Opportunity Fund grant to improve Highway 331 and to construct a road on the Confederated Tribes of the Umatilla Reservation to support a new Cayuse Technologies facility. It also approved a re-bundling and re-scheduling of some of the OTIA III bridges to better line up with the contracting community's capacity to deliver.

The next commission meeting will be in Salem on January 24, 2007, and will include reports on the public-private feasibility for the I-205 widening project and the Sunrise Corridor project.

Matt



Oregon Department of Transportation



BRIDGE NEWSLETTER

OTIA III STATE BRIDGE DELIVERY PROGRAM

ODOT Region 2, Springfield

December 2006

I-5: McKenzie River Bridges replacement

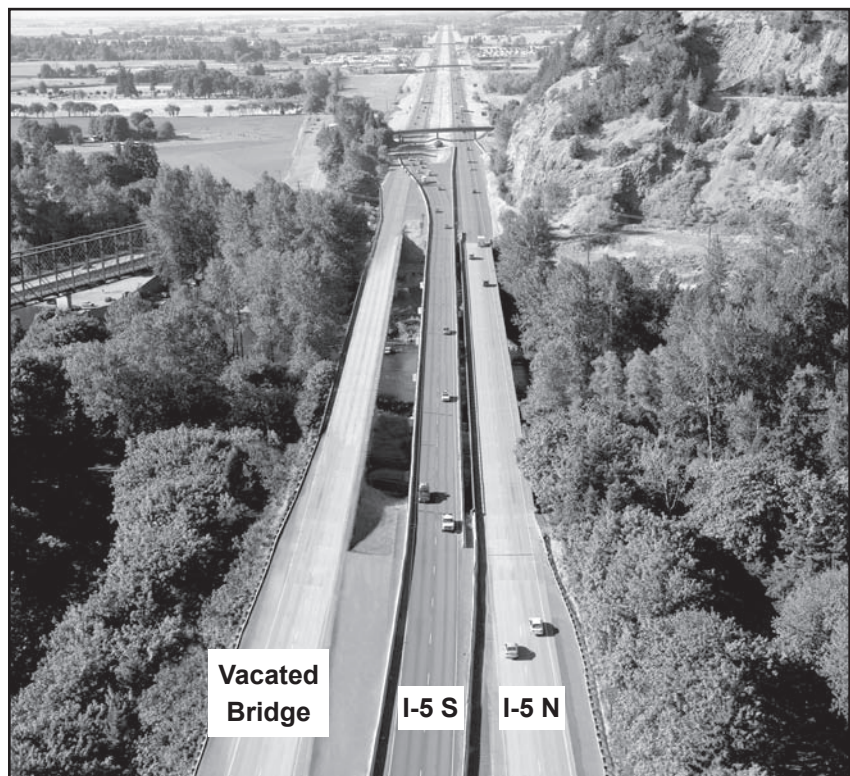
The two existing bridges on Interstate 5 crossing the McKenzie River (about three miles north of Eugene-Springfield) must be replaced to ensure the safe and free flow of traffic along Oregon's main north-south corridor.

Project stages include:

- Replace the old southbound I-5 bridge, which is currently bypassed by a temporary detour span, with a wider bridge.
- Move southbound and northbound I-5 traffic onto the new southbound bridge.
- Replace the existing northbound bridge with a wider bridge and demolish the southbound detour bridge.
- Move northbound I-5 traffic onto the new bridge.

Construction impacts

- Environmental restrictions and regulations for the river and birds will restrict the construction schedule, confining work in the river from June 1 to Oct. 1.
- I-5 will have two lanes open in each direction during daytime and peak travel hours, with no changes to speed limits or weight restrictions.
- Drivers should watch for work around the clock, including weekends, with occasional nighttime lane restrictions.
- Construction access will be mainly from underneath the bridges, with little impact on freeway traffic.
- Traffic on McKenzie View Drive will be affected during part of the construction. Signs will be posted in advance of planned construction delays.
- Traffic on Coburg Road will not be affected by this project.



Overview of Open House

During an informal Open House at Coburg Elementary School on Oct. 11, attendees reviewed aerial views of the project, a rendering showing the bridges from the river, and other bridge drawings. No written comments were received. A presentation was also made to the McKenzie Watershed Council.

Affects on McKenzie River recreational use

Notices at “put in points” for McKenzie River users will be posted to inform users of construction scheduling. Organized user groups will be regularly informed by mail, and news releases will be sent to the media about construction work and its potential affect on river users. In addition, posters will be distributed to businesses that serve recreational river users.

Project Timeline

Public Open House	October 2006
Design Approval	March 2007
Begin construction	April 2007
End construction	August 2009

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Funding

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, constructions projects will sustain about 5,000 family-wage jobs.



Oregon Department of Transportation
 I-5: McKenzie River Bridges Replacement
 c/o CAWOOD
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Oregon Department of Transportation



BRIDGE NEWSLETTER

OTIA III STATE BRIDGE DELIVERY PROGRAM

ODOT Region 2, Springfield

December 2006

I-5: Goshen Grade Bridges replacement

The three existing freeway bridges at the junction of Interstate 5 and Oregon 58 in Goshen, Ore. must be replaced to ensure the safe and free flow of traffic along the I-5 corridor.

Project stages include:

- Replace the single I-5 bridge over Franklin Boulevard and Central Oregon & Pacific Railroad with two parallel bridges.
- Replace the two I-5 bridges over Oregon 58 with new spans.
- Accommodate the bridge replacements with related I-5 work and ramp rebuilding.

Project Timeline

Public Open House	October 2006
Design Approval	January 2007
Begin construction	March 2007
End construction	August 2009

Construction impacts

- Maintain two lanes in each direction on I-5 using staged construction with lane shifts.
- Rebuild Oregon 58 under I-5 with lane closures.
- Build new, wider bridges to accommodate future traffic growth.
- Improve commercial truck clearances on Oregon 58 and Franklin Boulevard by building the new bridges higher than the existing bridges.
- Minimize travel delays by doing paving and other work that requires temporary lane closures at night, and the remainder of construction during the day.



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Overview of Open House

An informal Open House was held at the Goshen Fire Station on Oct. 12. Attendees reviewed aerial photographs of the project and bridge drawings. The contract project manager and design leader were available to explain the plans and answer questions. Comments in four areas were received and considered by the design-build team. Responses follow each comment:

“Currently, the existing bridge limits sight distance when turning from the northbound Franklin ramp onto Franklin southbound.”

Though the ramp configuration will not change, this project will improve the sight distance for drivers looking south. The current bridge blocks the view to the south. The new bridge will have a larger opening of about 25 feet from the edge of the existing pavement to the new bridge abutment.

“Parts of Franklin Blvd. under the bridge ice up and are unsafe.” Currently that section is posted at 45 mph. The project team will recommend to ODOT that the 35 mph posted in Goshen be extended to the north past the ramp.

“There are conflicts between vehicles merging from Hwy 58 to I-5 and those that

want to go from Hwy 58 to the Franklin exit.”

The northbound merge lane will be extended from 500 feet to about 1/2 mile, allowing vehicles bound for the Franklin exit to avoid merging with traffic. This additional distance provides more time for vehicles to get up to speed before merging into I-5 traffic.

“Goshen Fire Department asked about an emergency vehicle crossover between south- and northbound I-5 lanes just south of the Goshen Grade bridges.” This requires adequate room between the two directions of traffic; the design team is studying this possibility.

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