

# TRAFFIC MANAGEMENT PLAN

I84: Snake River Bridges Deck Repair  
Old Oregon Trail Highway MP 377.91 – 378.11; Malheur County  
Key Number 19660



## 1.0 Introduction

### **Boundaries:**

- The main body of project construction is located along the Old Oregon Trail Highway (I84) at the Snake River bridges from MP 377.91, to the Idaho Border at MP 378.11.

### **Improvements:**

- The project scope consists of deck and joint repair on the existing Snake River bridges. Detailed bridge repair work can be provided by the bridge designer as needed.

### **TMP Goals:**

- To communicate the subject project construction footprint within the limits of a well-traveled rural freeway area.
- To communicate the subject project freight mobility delay factors.
- Aid in creating a project development team decision making environment that looks at every option available to limit and mitigate for anticipated construction delay. (Always designing for a zero or near zero delay impact factor)
- To effectively illustrate the planned Temporary Pedestrian Accessibility Route (TPAR) throughout project development and through the construction process.

## 2.0 Project Area Characteristics

### **Other Area Projects:**

- No other highway projects in the area known at this time.

### **Project Length:**

- The main body of the project on the Old Oregon Trail Highway (I84), from MP 377.91 to MP 378.11, a total of 0.2 miles. The work zone will extend approximately 0.5 miles on each end of the project, extending the work area to a total of 1.2 miles.

### **Vehicle Volume and Functional Classification:**

- The Old Oregon Trail Highway (I84), within the limits indicated has an ADT = 15,001 – 20,000 vehicles with truck volumes making up 29% of travel or 5,000 – 7,500 trucks, with 18% of the total ADT being 5 axle trucks.

### **Local Roadway Network:**

- The Old Oregon Trail Highway (I84), within the project limits, is an access controlled divided freeway with one-way travel in the eastbound and westbound directions with two lanes in each direction and a speed limit of 70 mph for cars and 65 mph for trucks.

**Land Use:**

- This section of the Old Oregon Trail Highway (184) is located just outside of an urban area and bordering the state line. There are two vital interchanges that are located in the expanded project limits (affected by traffic control) which are access controlled.

**Project Stakeholders:**

- The City of Ontario is a key stakeholder due to local traffic use of the highway and surrounding streets that will be impacted by the project. They have been active participants in the Project Team design development process.
- ODOT Region 5 and ODOT District 14 as owner, has a vested interest in the long term success of this high profile Ontario area project.
- The freight mobility council and the trucking industry are key stakeholders as the bridges crossing the Snake River are a vital freight route connecting Oregon and Idaho.

**3.0 Factors Impacting Construction Staging:****Vehicle Volumes:**

- This rural portion of the Old Oregon Trail Highway has fluctuating traffic volumes higher than the surrounding area due the proximity to local events and has seasonal lane capacity needs due to the harvest of potatoes and onions in the area.

**Freight Mobility**

- Assure consistent travel by retaining a single open lane in the each direction. Vehicle capacity will be reduced.
- The current narrow point is located at the Snake River bridges themselves, with a 32 foot width between bridge rails.
- The Old Oregon Trail Highway (184) is currently approved for 12 and 14 foot wide annual freight permits.
- Single trip permits of 16 foot wide loads and greater are frequently approved and use this route for travel.
- Maintain 16 foot width for freight mobility on the state highway throughout the project.
- Design to have no vertical and minimize horizontal impacts to over-dimensional load passage.

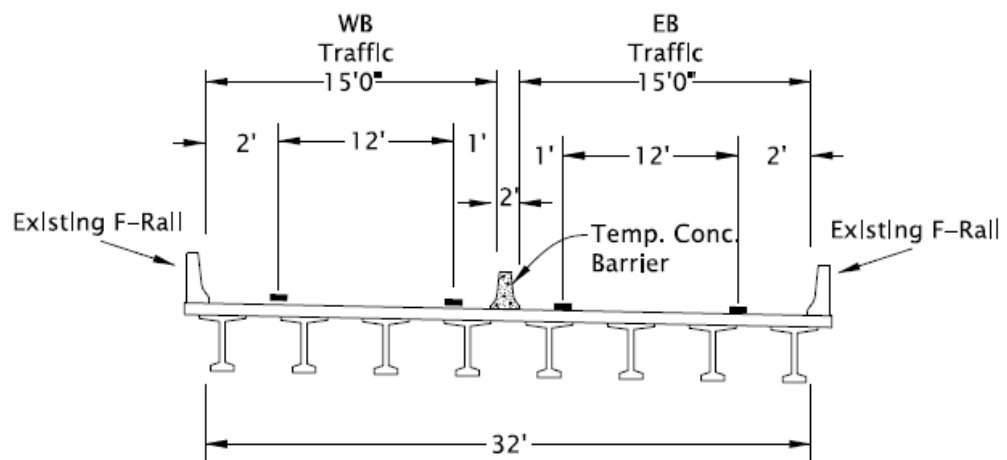
**Bicycle/Pedestrian/ADA**

- Due to the narrow width of the Snake River bridges, pedestrian and bicycle facilities available are minimal through the project area.
- Design to provide ADA access throughout the project duration, based on the existing level of accessibility on the facility.

## 4.0 Project TMP Strategies

### Construction Strategy:

- Due to the scheduled improvements for the bridge deck surface, staging construction on the bridge while maintaining traffic flows was deemed a poor solution. A standard crossover design was approved to move traffic from two lanes in each direction to one lane in both directions on the opposite side of the divided freeway.
- To increase safety in the work zone, a work zone speed reduction will be utilized reducing the speed to 50 mph and concrete barrier will be used to separate traffic in the 2-way configuration. During crossover traffic, the lane widths at the Snake River Bridge will be as follows:



### Lane Restrictions (Specifications):

**00220.40(e)(1) Closed Lanes** - Replace this subsection, except for the subsection number and title, with the following:

One or more Traffic Lanes may be closed on the Old Oregon Trail Highway (I84) when allowed, shown, or directed during the following periods of time except as indicated in 00220.40(e)(2):

- Lane closures allowed during the period of April 1<sup>st</sup> to October 31<sup>st</sup>. Maintain at least 15 feet of clear lane width for both directions of travel.

### Vehicle Volumes

- Lane capacity needs on this rural section of the Old Oregon Trail Highway (I84) have been analyzed and was determined that lane restrictions are necessary within the project limits.

- At no time during the course of planned construction are both open traffic lanes in either direction of travel fully closed at the same time.

### **Freight Mobility**

- The existing vehicle capacity on the Old Oregon Trail Highway (184) will be maintained by utilizing a single lane open to traffic, as needed by the traveling public, throughout staging.
- No vertical or to over-dimensional load passage exist in the staging plans to date.
- Horizontal impacts will consist of a width restriction of 15 feet of horizontal width. This width restriction will affect 13' and 14' annual permit holders, but provide sufficient width to allow for 12' annual permit holders.
- A detour will be in place for all loads over 12' wide. This detour will

### **Construction Delay Mitigation**

- From the beginning of project development design toward zero delay. (acknowledging all construction is visible and causes some delay)
- The main body of project construction on the Pendleton – John Day Highway (US395) will have no reduction in current posted speed.
- Lane width will be maintained at 12' at all times on the highway system.

### **Pedestrian/ADA accommodation**

- Pedestrian traffic needs on this urban section of the Pendleton – John Day Highway (US395) have been analyzed and was determined to have need of pedestrian detours to allow for an equal level of ADA accessibility throughout the construction process.
- The areas without ADA compliant structures will provide existing or better facilities throughout the planned construction.

### **Emergency Services**

- The current contract Special Provisions contain language requiring the Contractor to give all local emergency agencies advance notification of each road and ramp full closure with duration.