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Ten Mile Road Interchange and Bridge Design

Brian Portugais  
*Department of Civil Engineering, Boise State University*

Joshua Lee  
*Department of Civil Engineering, Boise State University*

Darryl Joinol  
*Department of Civil Engineering, Boise State University*

Shelby Bittner  
*Department of Civil Engineering, Boise State University*

Alex Dow  
*Department of Civil Engineering, Boise State University*

*See next page for additional authors*
Authors
Brian Portugais, Joshua Lee, Darryl Joinol, Shelby Bittner, Alex Dow, Nicolette Villagomez, and Jonathan Solano

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ABSTRACT
The Ten Mile Road Bridge crossing I-84 in Meridian, Idaho was determined to be inadequate. A new interchange capable of accommodating traffic volumes through 2030 has been proposed. We will demonstrate through computer modeling that a Single Point Urban Interchange (SPUI) configuration is a safe and effective interchange option for managing the Ten Mile Road configuration.

Design of the Single Point Urban Interchange (SPUI) will include a new six lane, composite, simple span bridge with four ramps converging on a single traffic control point. The bridge design is composed of two simple spans supported by a pier and abutments. Reinforced concrete supported by steel girders will comprise the bridge deck. The foundations, retaining walls, and embankments will be designed. A stormwater management system will be incorporated with retention ponds for handling site runoff. All design will be completed in accordance with proper codes and requisite permits.

TRANSPORTATION
The SPUI was chosen as the best configuration to efficiently operate at current and 2030 traffic demands.
- A single set of traffic lights allows for simultaneous left turns from both directions of the intersection.
- Free flowing right turn movements reduce number of collisions and provide wider turns for large vehicles.
- The traffic flow was modeled using HCS, a computer traffic simulation, to achieve the highest level of service.

ENVIRONMENTAL PLANNING
The Federal Highway Administration (FHWA) has determined that the project will have no significant impact on the human or natural environment.
- A Finding of No Significant Impact (FONSI) and A Notice of Intent (NOI) certifying eligibility conditions shall be submitted.
- The NOI will be filed with the U.S. Environmental Protection Agency (EPA).

GEOTECHNICAL
The geotechnical design included:
- Two 195 ft. Mechanically Stabilized Earthen (MSE) retaining walls integrated with abutment foundations supported by driven piles.
- Analysis of soil bore logs to determine allowable bearing capacity.

STORMWATER MANAGEMENT
Analysis of the stormwater hydrology is required for estimating flow peaks, volumes, and time distributions of stormwater runoff.
- The project area was divided into four catchments.
- The required storage was calculated by analyzing 6-hour, 50-year, and 100-year return events.

LOCATION OF PROJECT
Ten Mile Bridge Interchange in Meridian, Idaho.

3D Model – Rendering of Ten Mile Bridge Interchange.

Bridge Profile – Layout of clearances and scope for the new bridge.

Bridge Cross Section – Layout at Piers and Abutments.

Traffic System – SPUI configuration with traffic patterns.

Catchments/Retention Ponds – Location and layout of the four catchments and four retention ponds.

Abutment/Retaining Wall – Layout of abutment/retaining wall, steel reinforcements, and driven piles.