

# PROJECT OF THE YEAR

TRANSPORTATION

\$25 MILLION—\$75 MILLION



## OR 213/I-205 to Redland Road Crossing

**Managing Agency:** City of Oregon City, Oregon

**Primary Contractor:** Mowat Construction Co.

**Primary Consultant:** Kittelson & Associates, Inc.

**Nominated By:** APWA Oregon Chapter

The OR 213/I-205 to Redland Road Crossing project—also known as the Highway 213 (OR 213) Jughandle Improvement—is a set of constructed improvements commissioned by the City of Oregon City that result in a grade separation of Washington Street and Clackamas River Drive from OR 213. These facilities are connected via a realigned local roadway (Washington Street) crossing under OR 213 and are equipped to serve pedestrian, bicycle, transit, vehicular, and freight goods movement. The at-grade intersection of OR 213 with Washington Street and Clackamas River Drive has been reconfigured to operate as separate, signalized right-in/right-out connections. OR 213 has been improved to a six-lane divided facility that includes raised median control for the entire segment.

The project had a fill area of approximately 39,000 cubic yards in the floodplain. In order to meet City code requirements that balance cut and fill, an additional 27,000 cubic yards was necessary to meet the code requirements. The site was previously a lumber mill and was converted to wetlands populated with native species to address the City's floodplain and natural resource protection requirements. The tree stumps from the excavation were used onsite to create habitat, and sawdust that was over-excavated from the site to improve growing conditions was processed and reused by local landscape companies.

The project contractor—Mowat Construction Company—built the new 130-foot bridge superstructure next to OR 213 starting in the fall of 2011. On March 22, 2012 at 8:00 p.m., OR 213 between Washington Street and the northbound I-205 on/off-ramps was closed for five nights and four days. Extensive public involvement, including a newsletter and webpage featuring a live construction camera, was implemented prior to and during the closure to ensure that all roadway users were

aware of the closure. The entire process—which included excavating approximately 433 cubic yards of asphalt and between 8,000-10,000 cubic yards of material under the existing roadway and moving approximately 3.2-million-pound bridge into place—was completed on time by the afternoon of March 27, 2012.

The accelerated bridge construction allowed Mowat to maintain unrestricted daytime traffic on OR 213 during all but four days of the nearly two-year construction timeline; it also shortened the project construction by approximately six months. Traditional bridge construction methods such as staged construction would have required unacceptable traffic impacts that would have closed at least two travel lanes on OR 213 all day and night for 12 to 16 months. This was especially important because this segment of highway has an average daily traffic (ADT) count of 65,000. A traditional detour structure was also prohibitive due to the close proximity to both Union Pacific Railroad and ODOT's I-205 interchange bridges at exit 10.



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