

BRONZE BEACON AWARDS



2012 Beacon Entry Form

Please type or print clearly. All communications regarding the entry and awards will be sent to the contact listed here.

Category Name, Number and Subcategory: Communication Programs, 7a. External one time program

Entry Title: Preventing Gridlock

Entrant's Name: Kate Parker

Entry Type (Professional or Student): Professional

Company, Organization or School: Mason, Bruce & Girard, Inc.

Address: 707 SW Washington Street, Suite 1300

City, State, ZIP: Portland, OR 97205

Contact's Telephone: 503-224-3445 Fax: 503-224-6524 E-mail: kparker@masonbruce.com

Total fees enclosed (refer to fees on website), payable to OCIABC

Name (s) will be inscribed on the award, but information on ordering duplicate awards will be distributed to all winners. Name (s) as it should appear on the award: 50 characters or less

City of Oregon City, Oregon Department of Transportation, and Mason, Bruce & Girard, Inc.

Organization name as it should appear on award (one name only):

City of Oregon City, Oregon Department of Transportation, and Mason, Bruce & Girard, Inc.

Deadlines and Details

- IABC member fee: \$45
- Non-member fee : \$65
- Student fee: \$30
- Late fee: \$30 + entry fee

Entries are due by 5 p.m. PDT on Friday, April 6, 2012.

Late entries are due by 5 p.m. April 13 and must include a \$30 late fee in addition to the entry fee.

No entries can be accepted after 5 p.m. on April 13.

Where to Submit Entries

Email: kendallspeten@gmail.com

Mail: Oregon/Columbia IABC, PO Box 9206, Portland, OR 97207-9206

Drop off location: 1919 NW Lovejoy St. Portland, OR 97209, Attn: Chris Wain

2012 Beacon Award Entry Form – Category Information

Judges reserve the right to change the category or subcategory as designated by the entrant if they feel the entry is better suited to another category or subcategory.

Locate the appropriate category for your entry and place an “X” in the appropriate subcategory box.

1. Writing

- a. News (including news features)
- b. Feature (including personality or in-depth profiles)
- c. News Release
- d. Promotional writing (including ad copy, direct mail and brochures)
- e. Speech writing/Script writing
- f. Writing portfolio (submit three samples to show range or experience, i.e., news writing, features, etc.)
- g. Opinion/Bylined article
- h. Business or technical writing (report, white paper, technical documentation, etc.)

2. External Publication

All elements of a publication are evaluated in this category.

One Color Publications

- a. Magazine
- b. Newspaper, newsletter or tabloid
- c. Special Purpose: annual report, brochure, direct mail, etc.

Two or More Color Publications

- d. Magazine
- e. Newspaper, newsletter or tabloid
- f. Special Purpose: annual report, brochure, direct mail, etc.

3. Internal Publication

All elements of a publication are evaluated in this category.

One Color Publications

- a. Magazine
- b. Newspaper, newsletter or tabloid
- c. Other: special purpose publications, brochures, etc.

Two or More Color Publications

- d. Magazine
- e. Newspaper, newsletter or tabloid
- f. Other: special purpose publications, brochures, etc.

4. Photography/Illustration

- a. Black and white photo or color photo – single photo or series
- b. Hand drawn or computer generated illustration or enhanced photo illustration – single illustration or series

5. Video/Multimedia/Electronic

Submit entries regardless of format on CD ROM (PC and Mac) or DVD. Electronic and interactive work samples should be viewable on Windows and Mac equipment and/or software. Summarize your CD-ROM, DVD or other electronic medium (a screen shot with caption, a storyboard of select scenes, etc.) in your Work Plan.

NOTE: Electronic entries will be disqualified if judges cannot view or install work samples using instructions provided by entrant.

- a. External video
- b. Internal video
- c. Intranet Web site (submit color hard copies of key pages)
- d. Internet Web site (submit color hard copies of key pages)
- e. Power Point presentation
- f. Social Media
- g. Webcast/Blog/Podcast (submit CD ROM or DVD -Mac and PC)

6. Special Events – One Time Events

- a. Internal
- b. External

7. Communication Programs

- a. External one time program
- b. External ongoing program
- c. Internal one time program
- d. Internal ongoing program
- e. Benefits/investor/shareholder communications

8 Marketing Communication

(Submit electronic entries on CD ROM (Mac and PC) or DVD) Electronic and interactive work samples should be viewable on Windows and Mac equipment and/or software. Summarize your CD-ROM, DVD or other electronic medium (a screen shot with caption, a storyboard of select scenes, etc.) in your Work Plan.

NOTE: Electronic entries will be disqualified if judges cannot view or install work samples using instructions provided by entrant.

- a. Print
- b. Direct mail
- c. Radio spot
- d. Television
- e. External Web (submit color hard copies of key Pages)
- f. Webcast/Blog/Podcast
- g. Social Media

“Preventing Gridlock” Work Plan

Category: Communication Programs- External one time program

What could happen when one of the busiest highways in Oregon is closed for four days? A possible “car-tastrophe” with gridlock keeping travelers trapped on the roadways for hours and limiting the mobility of emergency services. This situation could mean delaying life saving services to the people who needed them most. This possible situation is exactly what the City of Oregon City and the Oregon Department of Transportation (ODOT) wanted to avoid and embarked on a public outreach campaign asking motorists to help prevent the gridlock.

Introduction

The City of Oregon City, in partnership with ODOT, began construction of the Highway 213 Jughandle Project in the spring of 2011. This transportation improvement project is designed to reduce congestion and enhance safety on Highway 213, one of Interstate 205’s most heavily traveled interchanges. The signature component of the project is construction of a “jug handle” shaped roadway configuration that requires realigning a local road underneath the highway. To construct a new overpass bridge, a four-day/five-night closure of the highway near I-205 was scheduled to allow for rapid bridge construction.

The detour route for the closure utilized city streets that were not designed to handle the 65,000 trips taken on Highway 213 on an average weekday. Project engineers predicted that if typical numbers of motorists attempted to travel through the area during the full closure of the highway, traffic gridlock would ensue in and around Oregon City. This would not only mean long delays for travelers, but also an increased risk of accidents. It was, the City’s Project Manager quipped, a potential “car-tastrophe.” A public outreach campaign was launched to inform the region’s motorists about the scheduled closure and the likely impacts to travel. Motorists were asked to change their behavior to prevent a gridlock scenario. It worked. Motorists steered clear of the area and prevented widespread gridlock.

Goals and Objectives

The goal of the outreach campaign was to prompt changes in travel behavior to prevent gridlock by raising awareness of the closure and the anticipated traffic congestion. A secondary goal was to communicate the benefits of rapid bridge construction to the Oregon City residents and business owners who would be most impacted by the closure.

The objectives of the outreach program included:

- Producing accurate information materials about the closure.
- Alerting the public using a variety of communication outlets, including earned media and collaboration with established organizations and agencies.
- Increasing the public’s use of the project website as an information resource.

Intended Audience

Oregon City is the Clackamas County seat and is located in the southern part of the Portland metropolitan region. Highway 213 is a designated expressway that connects Clackamas County communities to I-205, a loop route around the east side of the Portland-Vancouver metropolitan region. The intended audience for the outreach program were the individuals and organizations impacted by the highway closure. This included residents, businesses, truckers, and motorists from around the region who use Highway 213 and nearby Highway 99E for travel to and from communities south of Oregon City.

Communication Planning

The contractor was required to provide three months' notice of the closure schedule. To meet the unique outreach challenge and maximize the time afforded for communications by the three-month notice, the City of Oregon City, ODOT, and public involvement consultant Mason, Bruce & Girard, Inc. began holding communications planning meetings several months in advance. As a result, the multi-agency communications team was able to begin implementing the outreach campaign as soon as the contractor announced that the closure would begin on March 22.

A detailed outreach plan identified the materials and media that would be used, who the target audience was for each piece, and the schedule for implementation. Given the sizable and diverse audience, strategic resource allocation was essential. For example, 15-second radio advertisements were one of the tools used to reach the tens of thousands of affected motorists throughout the region with basic information about the closure. Door-to-door canvassing with detailed fact sheets and maps, on the other hand, was conducted to reach the much smaller number of residents and businesses located on Oregon City streets directly impacted by the detour route and traffic management plan.

Outreach tools used to raise awareness about the closure included:

- Roadway signage
- Project website
- ODOT TripCheck website and City of Oregon City website
- Websites, newsletters, and email lists of established organizations and agencies
- Twitter and Facebook
- Direct mail
- Utility bill inserts
- Project email list with ~700 stakeholders
- Presentations at business group meetings, neighborhood association meetings, and meetings of elected officials in Oregon City and neighboring jurisdictions
- Flyers
- Tabling at the Home Depot adjacent to the construction zone
- Canvassing
- Phone calls to key institutional stakeholders
- Radio advertisements
- Newspaper display advertisements

The plan also outlined a strategy for attracting media coverage that leveraged both the significance of the expected traffic congestion and the unique bridge construction method.

A project website (enclosed sample material #1) was designed to serve as a one-stop shop for information about the project and the closure. A project website was chosen to support the goals of the outreach program because it was accessible to the regional audience and allowed users to obtain varying levels of information about the closure and impacts. The website included downloadable maps of the detour route, alternate route maps to avoid the area, and both text and an embedded video that described why a construction method that required a full highway closure was selected. The website also featured a live construction camera that allowed visitors to see the contractor's work in progress throughout the closure. The website address was included in nearly all of the other communication vehicles and the availability of the website camera was frequently noted as a draw to attract visitors.

A fact sheet (enclosed sample material #2) was developed for distribution during canvassing, tabling events, presentations, and through direct mail. The fact sheet was sent to all addresses served by the Oregon City post office (21,044), an area that includes small hamlets and villages that use Highway 213 to access the rest of the metropolitan region. The fact sheet provided a first notice to local stakeholders of the closure dates so that advance planning could commence (i.e., arrangements to telecommute for work, take vacations, etc.). In the form of a Frequently Asked Questions section, the fact sheet also facilitated the goal of educating local stakeholders about the benefits of the rapid bridge construction made possible by the highway closure. In addition, the fact sheet helped steer readers to the project website for more information by including an article about the unique construction method and highlighting the website's construction camera.

Budget

The City of Oregon City budgeted \$56,500 for paid advertising and consultant services during the three-month closure outreach campaign. ODOT contributed \$6,000 in staff time. The outreach campaign was completed within budget.

Measurement/Results

The results of the outreach campaign can be measured by the traffic congestion that occurred during the closure, the comments received from affected parties, the amount of coverage by the media and other established organizations, and the use of the project website.

Traffic congestion

At the time of this application submittal, traffic counts were still being compiled to quantitatively assess traffic volumes during the closure. However, it was anecdotally observed that the severe traffic situation predicted to occur if typical numbers of motorists traveled through the area was not realized. Traffic delays were experienced in Oregon City, but to a lesser degree than feared, and I-205 was largely unaffected. This indicates that the goal of prompting changes in travel behavior was achieved.

Public comments

Positive comments from stakeholders around the region support the conclusion that the objectives of producing accurate information materials about the closure and alerting the public through a diversity of media were met. A few of the comments received follow as illustrations:

"I have been impressed with the high level of communication before and during the bridge installation. For many months I have received updates. A job well done! Thank you!" -Nancy Muller, Canby

"I'm not sure what kind of feedback you received regarding the closure of hwy. 213 between March 22nd to March 27th, but I want to congratulate you on a job well done. ODOT did an outstanding job with getting the word out, carefully preparing for the event and providing a number of traffic controllers to direct traffic. Thank you!" -Wendy Kuba, Beavercreek

"Great job. Kudos to all for selecting a responsive and responsible contractor, great communications, and congratulations on a well managed, successful O.C. / ODOT joint project." -Warren Jones, Mulino

"I am impressed with the good job done in information/warnings and signage prior to the project start. Thank you!" -Elaine Warner, West Linn

The relatively limited number of calls to register complaints is also a measure of the outreach campaign's success. Clackamas County expected to receive calls from motorists who had complaints—they received none. The City of Oregon City fielded approximately 30 calls during the four-day closure, but none of the callers reported not knowing about the closure in advance. The staff person that manages the ODOT public hotline, who has extensive experience responding to calls from motorists, also wrote to the project communications team to report:

"...a big effort must have been made to communicate with drivers. I was surprised we didn't hear more comments here in the Citizen Representative's Office of ODOT." -Tori Hickerson, ODOT

Media and partner coverage

The coverage of the closure by the media and organizations and agencies throughout the region speaks to the success of the objective of alerting the public through diverse communication outlets. All of the local television news stations and area newspapers provided extensive coverage of the closure. Oregon Public Broadcasting and several other radio stations also produced stories leading up to the closure. The major newspaper in the state, the Oregonian, also worked with the project communications team to develop a detailed info-graphic explaining rapid bridge construction that ran on two days. During the closure, local television, radio, and newspaper reporters conducted site visits and continued to report on the progress of the project and associated travel impacts.

The following organizations and agencies also communicated closure information through their websites, email distribution lists, and/or newsletters to their stakeholders:

Amtrak	Clackamas County
City of Canby	Main Street Oregon City
City of Gladstone	Metro South Transfer Station
City of Lake Oswego	North Clackamas School District
City of Milwaukie	North Clackamas Chamber of Commerce
City of Mt. Angel	Oregon State University Extension Service
City of West Linn	Oregon City School District
Clackamas Community College	Oregon City Chamber of Commerce
Clackamas Communications (911)	Port of Portland Airport

Website traffic

The objective of increasing use of the project website was met. Website traffic jumped from an average of 540 unique visitors a month in 2011, to 2,664 the month before the closure, to 16,745 unique visitors during the month of the closure. Moreover, multiple comments such as the ones below demonstrated that the project website turned a period that was predicted to be nothing but a traffic headache for Oregon City into an event that generated community interest and appreciation.

"I LOVE the construction cam. It was so cool to see the whole bridge construction & zoom & move. I loved being able to go back & forth through the time also...Good work!" – Angela Klein, Oregon City

"Thank you very much for letting the public watch this amazing feat that the construction crew has done. I looked at it on my computer every hour that I could. Thank you for sharing." – Robert Anderson

"Preventing Gridlock" Sample Material #1: Website – Home Page



Highway 213 Jughandle Project

Home
News
Project Details
Schedule
Designs & Photos
Construction Cam
Detour Info
Funding
Meet the Team
FAQ
Comments/Contact
E-mailing List



NEWS:

Highway 213 open 4 hours ahead of schedule. Traffic started rolling on the new bridge at 11:40 p.m. on Monday, March 26, 2012.

Welcome to the City of Oregon City's Jughandle Project website - your source for news and information about the **construction of improvements to Highway 213, Washington Street, Clackamas River Drive, and Redland Road.**

The Jughandle Project improvements are designed to reduce congestion and enhance safety on Highway 213 near the Interstate 205 interchange. Construction of the project began in spring 2011 and will conclude by spring 2013. The City, in partnership with the Oregon Department of Transportation (ODOT), is using night work and a **rapid bridge construction** method to ensure that during the vast majority of the project's construction, all travel lanes on Highway 213 will be open to traffic in the daytime.

Please explore this website to learn more about the project's **purpose, design,** and how it will modify some local **routes of travel.** You can also check back to this page throughout construction for updates on the project's current and upcoming work (posted below).

Follow the action with live pictures of Highway 213 from the Jughandle Project Construction Cam.

CONSTRUCTION UPDATES

View the current Project Construction Work Zones Map.

Thurs, April 5 – Fri, April 13, 2012

Highway 213

- Daytime work on Highway 213 adjacent to northbound and southbound travel lanes between Redland Road and the I-205 Bridge. Work will be behind concrete barriers and guardrails with no travel lane closures expected.
 - Note: Trucks entering and exiting construction work zone.
 - Note: Saturday work expected.

Washington Street

- Daytime work adjacent to Washington Street. No travel lane closures expected.
 - Note: Trucks entering and exiting construction work zone.



4 DAY (104-Hr) CLOSURE HIGHWAY 213 NEAR I-205

4:30 p.m. to 6:30 a.m. Monday, April 16, 2012

many traffic congestion and long delays are likely to exist around Oregon City

Steer clear of this area to prevent GRIDLOCK!

www.jughandleproject.com
(CLICK TO ENLARGE)

"Preventing Gridlock" Sample Material #1: Website – Construction Cam Page

The screenshot shows a website for the "Highway 213 Jughandle Project" in Oregon City. The page features a navigation menu on the left with links to Home, News, Project Details, Schedule, Designs & Photos, Construction Cam, Detour Info, Funding, Meet the Team, FAQ, Comments/Contact, and E-mailing List. The main content area is titled "CONSTRUCTION CAM" and includes the logo for OBEC Consulting Engineers. Text on the page states that construction cam images are updated every 15 minutes and can be zoomed in, panned, and viewed in a time-lapse movie. It also mentions that in early 2012, a new bridge will be moved into place during a 4-day closure of Highway 213. A live video feed shows a highway construction site with a large bridge structure. The video player includes a calendar for April 2012, a time-lapse movie button, and the EarthCam Webcam Technology logo.

OREGON CITY Highway 213 Jughandle Project

Home
News
Project Details
Schedule
Designs & Photos
Construction Cam
Detour Info
Funding
Meet the Team
FAQ
Comments/Contact
E-mailing List

OREGON CITY
Oregon Department of Transportation
Oregon Department of Transportation
Federal Highway Administration

CONSTRUCTION CAM
OBEC CONSULTING ENGINEERS

The Construction Cam images are updated every 15 minutes. You can zoom in, pan around the image, and view older images by using the controls at the left.

In early 2012, you will be able to view the new bridge being moved into place during the 4-day closure of Highway 213. Upon completion of the project, the images will be compiled to show a time-lapse movie of the construction.

This Construction Camera is provided by [OBEC Consulting Engineers](#).

April 3, 2012 1:41 pm

April 2012
M T W T F S S
1 2 3 4 5 6 7
8 9 10 11 12 13 14
15 16 17 18 19 20 21
22 23 24 25 26 27 28
29 30

11:41
Time-Lapse Movie

EarthCam Webcam Technology

"Preventing Gridlock" Sample Material #1: Website – Detour Info Page



Highway 213 Jughandle Project

Home
News
Project Details
Schedule
Designs & Photos
Construction Cam
Detour Info
Funding
Meet the Team
FAQ
Comments/Contact
E-mailing List



DETOUR INFORMATION

Travel on Highway 213

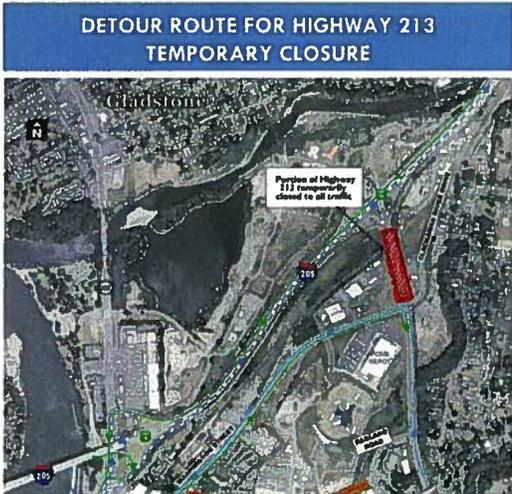
All travel lanes on Hwy 213 are expected to remain open every weekday during construction from 5:30 AM to 8:00 PM, with the exception of two weekdays in a 104-hour period.

A 4-day/5-night (104-hour) full closure will be in effect on Hwy 213 between the I-205 northbound on/off ramps and the Washington Street/Clackamas River Drive intersection to install a new bridge. **The full closure is scheduled to begin at 8:00 p.m. on Thursday, March 22, 2012 and end by 4:00 a.m. on Tuesday, March 27, 2012.** A signed detour route and two signed alternate routes to I-205 (shown below) will be in place during the temporary closure.

PLAN A DIFFERENT ROUTE

Motorists should expect long traffic delays in and around Oregon City starting on the evening of Thursday, March 22nd and continuing through the evening of Monday, March 26th. Travel on Hwy 213, I-205, and Hwy 99E/McLoughlin Boulevard will likely be affected.

Steer clear of this area to prevent gridlock!



DETOUR ROUTE FOR HIGHWAY 213 TEMPORARY CLOSURE

The map shows the temporary closure of a portion of Highway 213 in Gladstone, Oregon. A red bar indicates the closed section. Green arrows show the detour route around the closure. A callout box states: "Portion of Highway 213 temporarily closed to all traffic".

PRSRJT STD
US POSTAGE PD
OREGON CITY OR
PERMIT #23

Postal Customer
97045

To learn more, visit
the project website:
www.jughandleproject.com

**FOUR-DAY (104-HOUR)
CLOSURE OF HIGHWAY 213
BETWEEN WASHINGTON
STREET & NORTHBOUND
I-205 ON/OFF RAMP**



City of Oregon City
625 Center Street
PO Box 3840
Oregon City, OR 97045

What is the Jughandle Project?

The City of Oregon City, in partnership with ODOT, is constructing improvements to Highway 213, Washington Street, Clackamas River Drive, and Redland Road. The improvements are designed to reduce congestion, enhance safety, and increase capacity to accommodate current traffic demands and future growth.

The signature component of the project is construction of a "jug handle" shaped roadway configuration. The intersection of Highway 213, Washington Street, and Clackamas River Drive will be reconstructed and Washington Street realigned to pass under Highway 213 immediately south of the existing railroad bridge.



This new looping roadway configuration will enable motorists to travel to and from Highway 213, Washington Street, and Clackamas River Drive without making left turns across the highway that stop the flow of traffic. The new underpass will also provide a significantly safer east-west crossing for bicyclists and pedestrians.

Other features of the Jughandle Project include the addition of a third northbound travel lane on Highway 213 from just north of Redland Road to the northbound I-205 ramps, a dedicated right turn lane from Redland Road to Highway 213, and sidewalks on Washington Street.

The Jughandle Project will provide 20-30% excess traffic capacity on Highway 213 south of the I-205 interchange for immediate congestion relief and at least 20 years of expected growth.

82% of the funding for the \$26.8 million project is from the Oregon Jobs and Transportation Act. The remaining budget comes from Federal and City funds. Construction is scheduled to be complete by spring 2013.



Highway 213 NEWS

Jughandle Project



FOUR-DAY (104-HOUR) CLOSURE SCHEDULED

Closure of Highway 213 between Washington Street and northbound I-205 on/off-ramps expected to begin at 8:00 p.m. on Thursday, March 22, 2012 and end by 4:00 a.m. on Tuesday, March 27, 2012

The City of Oregon City's Jughandle Project will reach a major construction milestone in late March when the contractor will install a new bridge on Highway 213. The contractor will slide the bridge into place over a four day, five night period using a rapid bridge construction technique. To complete the bridge installation safely, the Oregon Department of Transportation (ODOT) will temporarily close Highway 213 between the Washington Street/Clackamas River Drive intersection and the northbound



I-205 on/off ramps. This portion of the highway is scheduled to be closed to all traffic, including bicyclists and pedestrians, from 8:00 p.m. on Thursday, March 22, 2012 through 4:00 a.m. on Tuesday, March 27, 2012. A signed detour route (shown at left) will be in place during the temporary closure.

Motorists are strongly encouraged to plan ahead and avoid traveling through the area during the temporary closure if possible. Heavy traffic congestion on the designated detour route, as well as local alternate routes, is expected. Long traffic delays are also likely on I-205, Highway 99E/McLoughlin Boulevard, and local roadways in Oregon City.

Rapid Bridge Construction

Innovative technique reduces traffic delays

The contractor began building the new Highway 213 bridge superstructure next to the highway last fall where its construction has had little to no impact on traffic. By late March, the bridge will be ready to move into its permanent position, and the contractor will work around the clock to complete its installation.

The four-day/five-night process will begin by removing an approximately 130-foot long section of roadway on Highway 213. This includes excavating approximately 433 cubic yards of asphalt and between 8,000 and 10,000 cubic yards of material underneath the existing roadway.

Next, a system of rollers, roller guides, and winches will be used to slide the bridge superstructure into position over the new permanent foundations. The contractor will then use hydraulic jacks to uniformly lift and lower the bridge into place. The connection between the bridge and its supports will be secured and the roadway paved, allowing vehicles to cross the new bridge by 4:00 a.m. on Tuesday, March 27th.

Once the bridge is in place and the highway is reopened, the contractor will work on completing the realignment of Washington Street under the new bridge.



The new bridge, currently under construction on the west side of the highway, will slide into its permanent position.

Watch the rapid bridge construction online!
Live pictures from the construction site are uploaded every 15 minutes and you can watch time-lapse videos of the progress.
www.jughandleproject.com/constructioncam



A realigned Washington Street, shown at right and in the artist's rendition above, will pass under the bridge.



About the Contractor

The contractor for this project is Mowat Construction Company. Mowat's Jughandle Project team, based in Clackamas County, includes 34 employees and more than 10 specialty subcontractor firms. The City awarded the construction contract to Mowat based on the company's expertise with complex bridge projects, past success completing extensive right-work projects on time, and competitive bid price.

Learn more about Mowat and other members of the project team at www.jughandleproject.com/meettheteam.

Q&A

Why use rapid bridge construction?

The rapid bridge construction process enables the contractor to keep every Highway 213 travel lane open in the daytime during all but four days of the nearly two-year construction project. It also shortens the total duration of project construction by approximately six months.

Traditional bridge construction methods would have required unacceptable traffic impacts—closing at least two travel lanes on Highway 213 all day and night for 12 to 16 months. This would have resulted in severe traffic backups every day for more than a year!

Why is this work happening while the Arch Bridge is closed?

Construction of the Jughandle Project began after the state provided funding through the Jobs and Transportation Act (JTA). JTA funding was provided for immediate use on projects that would put Oregonians back to work.

The new bridge on Highway 213 must be in place before other Jughandle Project improvements can be constructed, including the realignment of Washington Street under the new bridge. This construction sequence means that installation of the new bridge, and the accompanying four-day closure, must occur while the Arch Bridge is still closed.

Could the dates of the temporary closure change?

There is a possibility that extreme winter weather could prevent the rapid bridge con-

struction from occurring in late March. If the work and temporary closure need to be rescheduled, the media will be alerted and updates will be posted on www.jughandleproject.com.

If the work must be rescheduled, the temporary closure will still occur over a Friday-Saturday-Sunday-Monday time period to minimize traffic impacts.

Can trucks use the detour route?

Standard sized trucks (WB-67s that are 65 feet long from the front to the rear axle) will be able to follow the designated detour route. Flagger stationed at the Washington Street/14th Street Intersection will stop other traffic to allow trucks to use all travel lanes at the intersection to safely complete turns.

Businesses are strongly encouraged to plan ahead so that travel through the area is not necessary during the temporary closure.

For More Information

www.jughandleproject.com
The City's project website features maps, a live construction camera, and regular construction updates. You can also send questions to the project team and sign up to receive project updates by email.

www.tripcheck.com
ODOT's TripCheck provides incident and alert information for state highways, including Highway 213.

www.twitter.com/TripCheckPDX
To receive closure updates and other incident information from ODOT on your mobile device, sign up for the TripCheck Twitter feed that covers Highway 213: TripCheckPDX.

Is there a place to watch the rapid bridge construction?

There is no safe place on site for the public to view the rapid bridge construction. The best way to see the bridge slide is to use the time-lapse video option for the online construction camera at www.jughandleproject.com/constructioncam.

More than 100 jobs are estimated to result or directly benefit from this project's construction, thanks to funding from the 2009 Oregon Jobs and Transportation Act



