

In the Heart of the Douglas Fir Region — Gateway to Pacific Coast

THE DRAIN ENTERPRISE

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Local ODOT projects honored as “Public Works Project of the Year”

Washington, DC—The Oregon 38: Elk Creek – Hardscrabble Creek, —Bundle 401 project was recently named a Public Works Project of the Year by the American Public Works Association (APWA). The Oregon Department of Transportation, managing agency, along with primary contractor Slayden Construction Group, Inc. and primary consultant T.Y. Lin International, will be presented with the award during APWA’s International Public Works Congress & Exposition held in September in Columbus, Ohio.

APWA Projects of the Year awards are presented annually to promote management and administration excellence of public works projects by recognizing alliances between managing agencies, contractors, consultants and their cooperative achievements. This year APWA selected 19 projects in five categories: Disaster or Emergency Construction/Repair, Environ-

ment, Historical Restoration/Preservation, Structures and Transportation. The Oregon 38: Elk Creek – Hardscrabble Creek, —Bundle 401 project received the award in the Transportation category, \$25 million–\$75 million range.

The Oregon Department of Transportation (ODOT) is repairing or replacing hundreds of bridges statewide as part of the Oregon Transportation Investment Act III State Bridge Delivery Program. In the course of this 10-year, \$1.3 billion program, ODOT has faced many challenging mobility situations, not the least of which presented itself in the town of Elkton, Ore.

As part of the \$52 million Bundle 401 project, Oregon 38: Elk Creek – Hardscrabble Creek, ODOT replaced five bridges on Oregon 38 between Elkton and Drain. Oregon 38, a key route connecting Interstate 5 with Reedsport, runs through downtown Elkton and past several businesses before continuing its winding path towards the

Oregon coast. It is a vital transportation corridor for agriculture, livestock, lumber, and many basic goods and services. It also serves as a scenic and convenient route for recreational vehicles, as well as local traffic.

This project was a demanding and complex undertaking from a number of perspectives. Many of the project’s challenges arose from the terrain surrounding the bridge replacement sites.

The five replacement bridges lie in a 14-mile corridor of winding, narrow highway. Along much of that section, the roadway is flanked by large rock slopes and Elk Creek, as it winds its way to the Pacific Ocean. The rock slopes are typically covered with soil, which makes them very unstable during the winter months; contractors must exercise extra caution when performing work during that season.