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### McKenzie River Bridge

by [alison.klaes](#)

While replacing one of the 365 bridges in the Oregon Department of Transportation's OTIA III State Bridge Delivery Program, crew members drill piling shafts for this McKenzie River bridge. Minimizing the impact of construction on the environment is a primary goal of ODOT's bridge program. To avoid disturbing fish and other creatures that live in the McKenzie River, the crew used a "bubble curtain" to mitigate the sound waves caused by the drilling. This highway bridge is part of Bundle 215. I-5: McKenzie River (Spores) to Goshen Grade in Eugene, Ore. Construction on this \$69,831,000 project is scheduled to be complete in November 2009. David Evans & Associates Inc. is the primary architect, and Hamilton Construction Co. is the primary general contractor.

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**Salem, Ore. I-5 bridge**

by [alison.klaes](#)

Specialized hydraulic cranes demolish an Interstate 5 bridge in Salem, Ore., on a Bundle 212: I-5: North Santiam to Keubler Boulevard project site. This construction is part of the Oregon Department of Transportation's OTIA III State Bridge Delivery Program, which is repairing or replacing 365 highway bridges throughout Oregon over a 10-year period. Hamilton Construction Co. is the primary general contractor of this \$70,028,000 project that is expected to be complete in July 2008.



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Reprinted with permission from *Engineering News-Record*.

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Workers on a Bundle 101: Mt. Hood to Chemult project site prepare a large prestressed, precast concrete beam for placement on a U.S. 26 highway bridge. This construction is part of the Oregon Department of Transportation's OTIA III State Bridge Delivery Program's efforts to repair or replace 365 bridges across the state. Several of these huge beams were used on the project; each is 162.5 feet long and 7 feet tall and weighs 135,000 pounds. These beams were the longest precast concrete beams ever constructed and used in Oregon. A single beam contains more than a mile of rebar and two miles of prestressing strand. Completed in June 2006, this \$34,952 project's primary architect was David Evans & Associates Inc., and the primary general contractor was Wildish Standard Paving.

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#### River Drive overpass

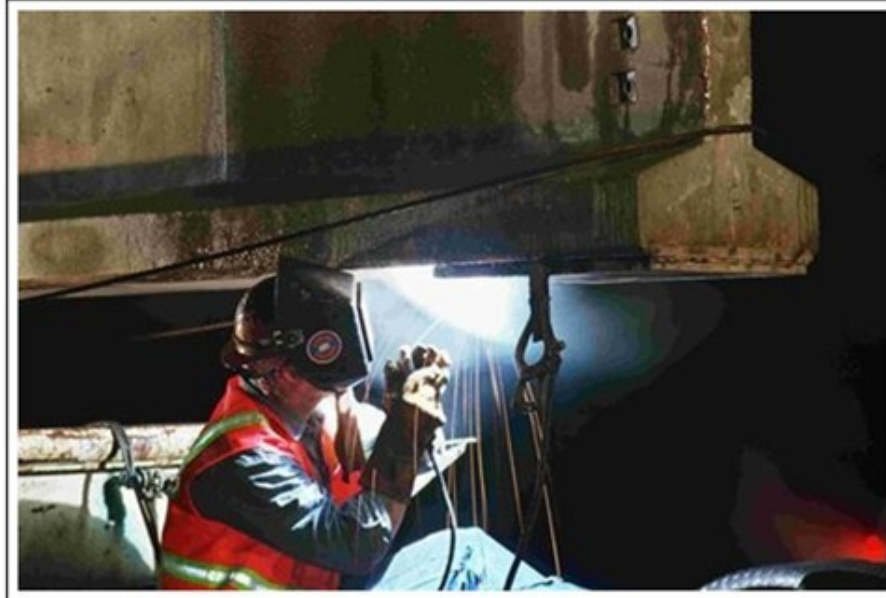
by [alison klaes](#)

Crews demolish the River Drive overpass on Interstate 5 in Cottage Grove, Ore., on a Bundle A02: I-5: Clarks Branch to Tunnel Mill Race project site. Afterward, crew members cleaned and crushed the concrete and stripped the rebar with an excavator. Rubble from the project was transported for reuse to another project site of the Oregon Department of Transportation's OTIA III State Bridge Delivery Program. By working with other independent contractors to exchange the aggregate free of charge, ODOT contractor CH2M Hill saved approximately \$360,000 by avoiding the cost of transporting the rubble to a third-party facility for recycling. This exchange is an example of how ODOT is meeting its goal to deliver projects cost effectively and efficiently. The total cost for this project was \$43,658,000, and the construction was completed in May 2007.

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Chemult, Ore. U.S. 26 bridge

by [alison.klaes](#)

A worker prepares a beam to be set on a U.S. 26 highway bridge in Chemult, Ore., on a Bundle 101: Mt. Hood to Chemult project site, as part of the Oregon Department of Transportation's OTIA III State Bridge Delivery Program. Launched in 2003, the 10-year bridge program will sustain approximately 2,500 jobs annually during its duration and to date has generated more than \$423 million in income. David Evans & Associates Inc. was the primary architect for this \$34,952 construction project that finished in June 2006. Wildish Standard Paving was the project's primary general contractor.



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