Ingenuity and hustle on London Road Bridge bring project in on time

In construction, one thing leads to another — the forms have to be erected before the cement can be poured; the cement has to be cured before the pavement can be laid. Timing is everything.

When one step in the process doesn't proceed as planned, a can-do attitude can make up for lost time.

That's the situation ODOT and Capital Concrete Construction faced near Cottage Grove in replacing London Road Bridge. The project team had promised local stakeholders — city officials, state legislators, county commissioners and business owners — that it would limit the closure of nearby London Road Bridge and have the structure and roadway reopened in time for the summer travel season.

That commitment was jeopardized when utility work on the project fell seven weeks behind schedule. So ODOT approached the contractor, Capital Concrete Construction, about picking up the slack.

"Capital worked with us by putting in overtime, bringing in additional workers and equipment at critical junctures, and using higher strength concrete, which allows simultaneous pours, to speed up the schedule," said Russ Olson, project manager at ODOT.

"We accelerated our pace, working six days a week, 12 hours a day," said owner Ken Garcia. "Nights aren't productive, or we would have put a crew on then, too. Most of my employees have been with me 10 or 20 years, and we know we can count on each other."

Garcia is no stranger to hard work. He started his construction career as an apprentice to a cement mason; when unemployment was high in 1987 and Garcia was laid off, he simply founded his own firm and began with small jobs such as curbs and sidewalks.

Twenty-one years and more than 30 additional employees later, Capital, headquartered in Aumsville, is an increasing presence in the construction industry, excavating, laying pipe and pouring concrete on projects up and down the Willamette Valley. Recently, the company completed one of many jobs it has performed as a prime contractor for ODOT, replacing three bridges and repairing two others, also in Cottage Grove.

Ken Garcia and Capital Concrete Construction helped ODOT meet a tight project deadline.

To keep to the accelerated schedule on the London Road Bridge, Garcia and his crews canceled vacations and worked through the winter.

"We did what we had to do — wore lots of clothes, added warming fires to the job site," Garcia said.

"They did a seven-month job in five months and enabled us to keep our promise to Cottage Grove," Olson said. "That above-and-beyond attitude, especially in an Oregon firm, is exactly what we look for in a construction partner."

Pavement data will expand asset management efforts

ODOT's Pavement Services Unit is exploring new technologies to make collecting pavement data faster, easier and more reliable. John Coplantz, Pavement Management engineer, has contracted with Pathway Services Inc. for automated data collection services, which includes:

- Highway location and mile point data
- GPS data
- Event data
- Roughness (International Roughness Index) and rut depth
- Joint faulting on concrete pavement
- Forward images
- Downward images
- Distress

Pathway Services has been in the automated pavement condition data collection market for more than 16 years and has worked with many state transportation agencies. Its data collection vehicle is a state-of-the-art survey tool equipped with the latest computer, sensor and video equipment designed to efficiently collect data and video images of the roadway and pavement surface.

Roughness, rutting, faulting and texture are collected using non-contact laser sensors connected to a computer. Signals from all sensors are captured, conditioned and stored. IRI roughness is calculated on each wheel path, and rutting is calculated using a 1028-point laser-based transverse profile. Faulting is calculated using a 3-point laser-based height measurement system to calculate the differences on the left wheel path, right wheel path, and center of the lane. Texture is measured as the variance of the individual laser height measurements. This texture data is used to assist with identifying areas of heavy wear or weathering.

In addition to pavement data, Pathway can collect other types of data. As a trial, ODOT has asked Pathway to collect the following along U.S. 97:

- Highway asset inventory
- Geometric data
- Immersive 360° images

Highway asset inventory allows the user to make measurements on the surface of the image, based on pixel count as assigned to a known width or height. Items of interest such as shoulders, lane markings, signs and guardrail can be measured with precision from the workstation environment. Geometric data includes grade, cross slope and both vertical and horizontal curvature of a road segment. The immersive imaging is a 360° "dome-like" view which will be collected at intersections along the entire route.

One reason transportation agencies are looking at collecting data this way is to provide transportation engineers and users a way to see the roadway directly from their workstations. This minimizes trips to the field and maximizes the use of the agency's resources. It also improves safety by removing the exposure of personnel and equipment from the side of the road.

Pathway will be collecting 3,500 miles in the 2008 collection season and 4,500 miles in each of the 2010 and 2012 collection seasons. If you have any questions or would like to find out more about the Automated Pavement Data Collection, contact John at (503) 986-3119.

To learn more about ODOT's Asset Management initiative, visit www.oregon.gov/ODOT/TD/asset_mgmt/.

Commission approves new Public Involvement Policy

At its July meeting, the Oregon Transportation Commission adopted a revised Public Involvement Policy, an overarching guide that updates the Public Involvement Polices and Procedures last adopted by the OTC in 1994.

The updated policy now meets federal and state public participation requirements for carrying out statewide transportation planning processes and the Statewide Transportation Improvement Program development. The policy and its implementation actions are intended to provide the public with opportunities to provide input to the development of plans and possible projects. It will also help to implement the 2006 Oregon Transportation Plan's Goal 7: Coordination, Cooperation, and Communication.

ODOT practices extensive public involvement throughout the state. Many divisions, sections, and units within ODOT such as Safety, Motor Carrier, Public Transit, Rail, and Highway Sections such as Project Delivery, Enhancement, and Scenic Byways, conduct public involvement and public outreach using processes unique to their needs. These divisions, sections and units will continue to refine their practices building on the core requirements set forth in the adopted policy.

The next steps include identifying possible improvements in our public involvement practices while implementing the new policy. A public involvement policy guidebook for the agency's statewide planning and STIP development efforts is currently being developed and will incorporate best practices from other states along with links to resources.

To view the adopted policy, visit www.oregon.gov/ODOT/COMM/docs/OTCpolicy11_PIP.pdf. If you have any questions regarding the adoption or implementation of the policy, please contact Robert Maestre at (503) 986-4165 or via e-mail at Robert.A.Maestre@odot.state.or.us.

For a written or specially formatted copy of the policy, please contact Vanitha Murthy via e-mail at Vanitha.Murthy@odot.state.or.us. or at the address below.

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A big "thank you" goes to all who provided input and helped Planning staff get the word out during the review of the draft and the proposed policy.