

BUILDING PROJECTS SENSITIVE TO THEIR COMMUNITIES AND LANDSCAPE

ODOT's innovative decision-making framework brings all stakeholders to the table as essential partners.

The OTIA III State Bridge Delivery Program is part of the Oregon Department of Transportation's 10-year, \$3 billion Oregon Transportation Investment Act. OTIA funds will repair or replace hundreds of bridges, pave and maintain city and county roads, improve and expand interchanges, add new capacity to Oregon's highway system, and remove freight bottlenecks statewide. About 17 family-wage jobs are sustained for every \$1 million spent on transportation construction in Oregon. Each year during the OTIA program, construction projects will sustain about 5,000 family-wage jobs.

Embracing Oregon's values

- An innovative decision-making framework is guiding the OTIA III State Bridge Delivery Program. All stakeholders—businesses, communities and special-interest groups—are an integral part of the process, and all opinions are carefully considered in determining how the bridges will be designed and built.
- The Oregon Department of Transportation's new delivery approach—known as Context Sensitive and Sustainable Solutions, or CS³—addresses the preservation of scenic, aesthetic, historical, environmental, economic and other community values while building safe and enduring projects. This comprehensive strategy fosters accountability to the state's taxpayers, communities, motorists and stakeholders.

Achieving sustainable outcomes

- CS³ enhances ODOT's standards of project safety and reliability. To that foundation, CS³ adds attention to socially and environmentally sustainable outcomes.
- The goal of the sustainability component is to get the job done—to repair or replace hundreds of aging state highway bridges—in ways that not only reduce negative impacts on the environment and communities, but also extend the economic, social and environmental benefits of the program into Oregon's future.

Building CS³ bridges

- ODOT is building bridges designed to limit their impact on the natural environment. For example, using precast concrete beams to create single-span structures eliminates footings in streams and thereby enhances habitat.
- ODOT is monitoring construction waste and equipment emissions, materials selection, and the life cycle and durability of the bridges. Recycling nearly 25,000 tons of materials from a single demolished bridge saved more than \$200,000.



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- ODOT is tackling critical environmental stewardship issues such as watershed health, habitat connectivity and life-cycle impacts. For example, installing a wildlife crossing bench—a graded area that ties into flat areas above and below a bridge—helps wildlife cross underneath the Crescent Creek bridge.
- To comply with 14 separate environmental statutes and permits, ODOT and 11 federal and state regulatory agencies developed program-wide performance standards and streamlined the time-consuming permitting process.
- For bridge bundles in the Columbia River Gorge National Scenic Area, ODOT worked with stakeholders to identify corridor design themes to reflect aesthetic values.

