FARMINGTON ROAD IMPROVEMENTS
COUNTY: WASHINGTON COUNTY   LOCATION: BEAVERTON, OREGON

Farmington Road between Murray Boulevard and Hickman Avenue was a heavily-used four-lane section of roadway lacking continuous bicycle and pedestrian facilities. This project provided safety and traffic capacity improvements to this section of Farmington Road for all modes of transportation. The Farmington Road project was a long term vision of the City of Beaverton beginning in 2005 and finally becoming a reality in 2017 thanks to the support of Washington County. The success of the project was built on flexibility to adjust the design and construction methods to meet the evolving needs, and best serve the community. With the newly constructed multi-modal roadway combined with full upgrades to the utility systems, Farmington Road is truly a complete street to allow the City of Beaverton and the greater Washington County community to thrive.

“Great method to put in culvert without disrupting services (internet).”

--Judges’ comment
“Once-in-a-lifetime project. Plus it was a challenging site and has unique safety considerations.”

“Extremely complex problems with efficient solutions that are a great value to the owner.”

--Judges’ comments
“Unique use of different pavements to show transportation and natural systems can work together.”

--Judges’ comment
“Helped dramatically reduce future costs and spur development with low SDC (system development charges) costs.”

“Anderson Perry worked on various aspects to deliver a low cost, effective and innovative solution that is a benefit to numerous customers.”

--Judges’ comments
"The reservoir replacement applied complex geotechnical methods to resolve the necessary design requirements."

--Judges’ comment
The Deschutes River Trail allows hikers and bikers to enjoy the scenic Deschutes River. Near Tumalo State Park, the trail traverses a canyon with high cliffs and abruptly runs into a large boulder field. This new boardwalk system allows visitors to safely traverse the boulder field, greatly improving accessibility.

A flexible design team developed creative solutions that turned obstacles – large boulders – into the foundation of the structural system. Designers identified general alignment and specific boulders stable enough to be used as anchors. Intricate details were resolved in the field, as the team adapted the design to the needs of the project and its terrain.

FRP (fiberglass reinforced plastic) decking and beams, which were hauled in by motorized carts and manual labor, were the primary components used at the remote site. Oregon Parks and Recreation Department served as the contractor and is excited to use this system to solve access problems at other challenging locations.

“An innovative and elegant solution to an interesting problem for the boardwalk trail system.”

--Judges’ comment
“Detailed and accurate model, good predictability and value to owner for a complex stormwater system.”

--Judges’ comment
I-5/La Center Road Interchange Project

Unique public-private partnership constructs new freeway interchange in just 10 months

Public agencies join forces with the Cowlitz Tribe to bring SW Washington its first multi-lane roundabout interchange

New development on Cowlitz Tribal lands was expected to render the old I-5/La Center Road Interchange with its seismically deficient overpass unsafe, under capacity, and inefficient. Delays in the Tribal property's planning and development left a very narrow window for design and construction of the new interchange. A project that would typically take two years to construct needed to be finished in 10 months.

Safer, faster construction, fewer delays
Just minutes north of Portland, this section of I-5 is a main commuter and freight route. Temporary loop ramps kept traffic flowing while also keeping it out of the way, allowing accelerated construction and creating a safer environment for workers.

Flexibility is the watchword
Right-of-way acquisition to address WSDOT's operational and safety needs would usually have been ensured through eminent domain, but the project's private funding meant all acquisitions had to be voluntary. The design team shifted the project footprint based on the emerging picture of which properties could be acquired.

Client/Owner: City of La Center, Mohican Gaming Advisors, LLC

Private funding, public amenity
This interchange marks a unique chapter in public-private partnership for freeway design projects in this region. The new interchange is a public asset, but all funding was provided by the Tribe.

Roundabouts: the safe, sustainable choice
Roundabouts were selected over signalized intersections for their superior operations and safety performance and environmental benefits. The roundabouts' more pedestrian-friendly atmosphere was enhanced by multi-use paths on the overpass.

“A huge project to complete in 10 months.”

“An efficient solution to meet owner requirements.”

--Judges’ comments
“The solution provided was efficient and natural which resulted in a significant restoration effort to meet mitigation requirements.”

--Judge’s comment
“A difficult site, and an important project.”

“The solution is a direct benefit to current users.”

--Judges’ comments
“First of its kind in Oregon, likely paving the way for others.”

“Efficient solution and long-term benefit to the Crooked River Ranch Community.”

--Judges’ comments
“Sustainable solutions to difficult problems created a usable long-term product.”

--Judges’ comment
"Beautiful project with sustainability in the design; challenging with so many considerations (data center, pets, etc).”

“The resulting structure used sustainable measures to create an efficient structure that reflects corporate ideals.”

--Judges’ comments
“One of the only new highways built in the last 30 years.”

“Excellent sustainable solutions to a long-standing problem.”

“Re-use of beams—good.”

--Judges’ comments
“The design is so striking it helped get the community interested in the project. That’s tough to do with infrastructure.”

“Dramatic aesthetic and efficient solution.”

--Judges’ comments
This project is a key component in connecting a community and allows users to commute, recreate, and learn in an ecologically diverse and rich setting.
“The detail in the modeling is impressive, plus I love the inclusion of sustainability in the aesthetic. The Zoo is a great role model for our region.”

--Judges’ comments
“Great idea to relocate materials on-site to save significant time and money.”

“Efficient solution with sustainable methods produced a successful project.”

--Judges’ comments

2018 Engineering Excellence Awards
American Council of Engineering Companies of Oregon
“Three million under budget.”

“Effective use of existing technologies to reform a valuable product.”

--Judges’ comments
“The use of analysis to balance various project needs resulted in an efficient and significant benefit to the Tillamook area.”

--Judges’ comment
“Landmark project on a difficult site both due to terrain and importance of the habitat.”

“Complex site and owner limitations required innovative and sustainable solutions resulting in a great value to the owner and Portland visitors.”

--Judges’ comments
“An efficient solution to extend an environmentally effective system.”

--Judges’ comment
“Complex analysis is a good value to Multnomah County and a benefit to the numerous businesses and people who use this critical transportation element.”

--Judges’ comment
Precedent-setting project for roundabouts on a highway."

“An efficient solution to solve transportation problems in Sisters.”

--Judges’ comments