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## Look out for traffic changes with the opening of the bridge

### Downtown Oregon City

The City of Oregon City has made changes to traffic patterns and improvements to downtown streets and sidewalks over the past year. One of the significant traffic changes is that even though Main Street is now two-way, no left turns will be allowed from the Bridge onto Main Street. Traffic must turn right or go straight ahead. Also, you will find that 7th Street is now two-way between Railroad Avenue and Main Street.

### Here are some of the improvements you will find in downtown Oregon City on Main Street between 5th and 10th Streets.

- New sidewalks, curbs and ramps that are ADA accessible.
- New bicycle parking, benches and street trees.
- Enhanced pedestrian crossing at 7th Street and Railroad Avenue.
- Energy efficient parking meters and lighting.

### Circulation improvements and traffic changes:

- A new signal at the end of the bridge (7th and Main). The intersection will allow left and right turns and straight through with the exception of no left turns off the Arch Bridge onto Main Street.
- Two-way traffic on Main Street from 5th to 10th. The blocks of Main Street that changed from one-way to two-way were between 6th and 9th Streets.
- 7th Street changed from one-way to two-way.
- Railroad Avenue between Sixth and Seventh changed from one-way to two-way traffic.
- The direction of one-way traffic on Sixth Street reversed between Railroad Avenue and Main Street.

To view a video on the traffic circulation changes, take a look at this YouTube video: <http://youtu.be/TI-SabTBeJI>

### West Linn

Once the bridge reopens, ODOT will remove the three-way stop where Willamette Falls Drive intersects with OR Highway 43.

### TriMet

TriMet routes #35 and #154 will continue their current routes over the I-205 Abernethy Bridge and will not be returning to the Oregon City/West Linn Bridge.

### Share the Road

Given the narrow sidewalks on the bridge, motorists and bicyclists may need to share the road on the bridge. Bicyclists may also choose to use the sidewalk. Be aware of people biking as you drive across the bridge. It will increase safety for all users.

### Want more information?

**VISIT** the Project web site:  
[www.archrehab.com](http://www.archrehab.com)  
**CONTACT** Susan C. Hanson,  
Community Affairs Coordinator, 503.731.3490  
[susan.c.hanson@odot.state.or.us](mailto:susan.c.hanson@odot.state.or.us)

## Arch Bridge opens to traffic

On **Monday, October 15**, the Oregon City/West Linn Bridge will reopen to traffic by 5 am. After being closed for 22 months, the project is bringing the bridge back to its original condition, strength and beauty.

You will see a new roadway, sidewalks, railings, pylons and replica historic lights, as well as the new Shotcrete coating and a coat of light grey paint. What you are not able to see are all the repairs made to the steel that was under the original Gunitite coating. These repairs give the bridge its strength and extends its life span so it can serve the community for years to come.

ODOT made a commitment to the community to re-open the bridge after 22 months and we are meeting that promise. Although the bridge is open to traffic, the contractor will continue working on the bridge and has until March 31, 2013 to complete all work.



Photo by Mark Toal Photography

Remaining work will occur under the bridge deck and require intermittent lane closures to complete the work. These closures will usually take place at night but an occasional daytime lane closure may occur.

### Museum of the Oregon Territory Features 1922 Arch Bridge Construction Photos

Stop by the Museum to take a look at some of the fascinating photos taken by Oregon City photographer, Ralph Eddy of the original bridge construction. The exhibit **"A Man and His Camera: The Photography of Ralph Eddy"** includes images of Oregon City, scenic views of Oregon and southern California and photographs of people at work and play.

### Museum of the Oregon Territory

211 Tumwater Drive,  
Oregon City, OR 97045  
503.655.5574  
**Hours:** Wed., Fri., Sat.  
11 am - 4 pm  
Free admission



*Preserving the past,  
Securing the future*

### Ribbon Reopening Celebration

Join us on Sunday, October 14 to celebrate the reopening of the Oregon City/West Linn Bridge. This event is part of the weekend long celebration – The Willamette Falls Festival.

The bridge opening event starts at 2 pm at the Oregon City end of the bridge. It will include remarks by ODOT Director Matt Garrett, the mayors of Oregon City and West Linn, representatives from the Federal Highway Administration and from Wildish Standard Paving, the construction firm. Join us as we dedicate two time capsules containing items of local interest. Music will be provided by the Willamette Falls Symphony Brass Ensemble.

A parade of historic cars from 1915 to 1932 will be the first vehicles to travel across the restored bridge carrying the dignitaries. The parade will also include bicyclists and pedestrians who have been riders on the Bridge Shuttle.

**Sunday,  
Oct. 14  
Starts at  
2 pm**

# Willamette Falls Festival Celebrates the Arch Bridge Reopening

The Willamette Falls Heritage Area Coalition is excited to celebrate the Historic Oregon City/West Linn Arch Bridge Reopening with a fun-filled, three-day festival Oct. 12 to 14. Activities will center on the bridge and surrounding areas.

The Willamette Falls Festival will highlight the area's heritage, culture and outdoor recreational opportunities through featured activities. Friday, "An Evening of Arts and Culture" kicks off with the Oregon City and West Linn High School bands marching across the bridge, after which the public is free to walk and picnic on it. And for another unique view of the Falls, one can sign up to attend the Willamette Locks benefit dinner that evening. Other activities

include the Willamette Falls Festival Geocache Challenge and a Ripples Effect Art Walk, both of which run all three days of the festival.

Saturday is "Family Fun Day" and will include events for all ages, from an artisan farmers market, trolley heritage tour that runs Saturday and Sunday, a Plein Air painting demonstration and poetry workshop to a speaker series, lighted boat flotilla and sunset drumming, interactive public sculpture project and a Grand Ronde tribal encampment with Native American drumming, dancing and craft demonstrations at Clackamette Park. Music lovers of all kinds are sure to enjoy performances by Grammy-nominated blues singer Ellen Whyte, classic soul band Deep Blue Soul Revue and Cascade Blues Association's



Hall of Famer Lisa Mann performing with award-winning guitarist Sonny Hess. The evening will climax with a fireworks show over the Willamette River.

Sunday, "Get Active Day" will highlight outdoor recreation with a Fun-athlon (run/paddle/bike), as well as a 5K Fun Run. Activities will then move onto the bridge for a public wedding vow renewal commemorating the 1922 ceremony on the bridge, as well as the bridge reopening celebration and parade of antique cars over the bridge.

For complete details about the Willamette Falls Festival, visit [www.willamettefallsfestival.com](http://www.willamettefallsfestival.com).

<b>WHEN:</b> October 12 - 14 2 - 4 pm	<b>WHERE:</b> On and around the bridge
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## Bridge Shuttle Service ends Oct. 14

With the opening of the Oregon City/West Linn Arch Bridge in the early morning hours of Oct. 15, the need for the Bridge Shuttle ends. The last trips on Sunday, Oct. 14 leave West Linn at 10:30 pm and leave Oregon City at 10:45 pm.

When ODOT announced the Arch Bridge would close for up to two years, people were concerned. About 200-300 pedestrians and bicyclists a day crossed the bridge before the closure. Many of them had no other way to get across the river and riding a bicycle on the nearby I-205 Abernethy Bridge is illegal. People needed to get to work, to attend Clackamas Community College, to do personal business, and to use local services.

Shuttle service was the most feasible option. It was a unique solution for ODOT since the agency is not a transit provider. Through a competitive bid process, ODOT contracted with First Student of West Linn to provide service seven days a week. Due to the convenience and success of the service, riders asked for the original schedule to be expanded in both the early morning hours and late at night. So service has operated from 5 am to 11 pm on weekdays and from 7 am to 11 pm on weekends.

When the service ends it will have carried 70,000 riders including over 12,400 bicyclists.

First Student of West Linn and its drivers have done an excellent job. Their drivers provide superior customer service, and ODOT has received many, many compliments from riders. ODOT extends a sincere thank you to First Student for a job well done.



## Partnerships & Cooperation

ODOT worked closely with the cities of Oregon City and West Linn, Clackamas County and Historic Downtown Oregon City throughout the development of this project.

Many thanks from ODOT to the local businesses, especially in downtown Oregon City for their feedback, patience and cooperation during the bridge construction.

A Bicycle/Pedestrian Task Force advised ODOT on how to accommodate cyclists and walkers during the closure of the bridge.



**FINANCIAL INFORMATION**  
**Construction cost:** \$14.6 million  
**Sources:** Federal funds 89.7%  
 State funds 10.3%

## THE OREGON CITY/WEST LINN ARCH BRIDGE – Then and Now

In the early 1920s, Conde McCullough, State Bridge Engineer undertook the challenge of building a permanent bridge across the Willamette River from West Linn to Oregon City. This new structure would replace the wooden suspension bridge that was built in 1888.

The new bridge was the last link in the Pacific Highway connecting Canada and Mexico through Washington, Oregon and California. At that time, cars were still a relatively new phenomenon and Oregon had fewer than 840 miles of paved highway.

The new Arch Bridge became more than just a bridge. McCullough didn't create structures to only carry vehicles. He believed that bridges should be visually appealing and he recognized that they were gateways to communities. This bridge represents a connection to that heritage.

The construction site presented challenges. McCullough's solution was a bridge with a roadway nestled between two steel arch ribs. He used the old suspension bridge to construct the new bridge. The ribs are anchored by the piers and covered in a concrete called Gunite. Its thick coating protected the steel from the corrosive fumes, at the time, from nearby mills. When the bridge was complete, McCullough was "foolishly proud" of the positive press the project received in trade journals.

### Bridge Repairs

Ninety years later, McCullough's steel bridge was in need of repair. The Gunite that had protected the bridge for years was failing. Water had seeped between the steel and Gunite of the arches. The extent of damage could not be known until the Gunite was removed. This lengthy process required full closure of the bridge. All those years had also taken their toll on the railings, roadway and sidewalks. The damage could easily be seen by anyone crossing the bridge.

This was not a typical project for ODOT. Like remodeling your house, bridge rehabilitation is full of unknowns and surprises. Replacement was not an option due to cost as well as the bridge's listing on the National Register of Historic Places.

ODOT contracted with the Oregon engineering firm, OBEC to design the repairs to the bridge. They are the top engineering firm in Oregon for rehabilitating our historic bridges. Wildish Standard Paving of Eugene, Oregon was contracted to make



The original railing.



This new railing is structural steel encased in concrete, bringing it up to current safety standards.

*The overall goals were to restore the original beauty of the bridge and bring it up to modern safety standards.*



The new lights look just like those on the original bridge.

the repairs. They were selected due to their extensive experience in working on Oregon's historic bridges including several designed by McCullough.

### A Challenging Project

The project had many challenges. The first was removing 18,000 square feet of Gunite from the arch ribs using a hydro blasting machine. This process uses a high pressure water jet to pulverize the concrete coating. The machine is like your standard pressure washer but 20 times more powerful, making it an extremely dangerous process.

Barges in the river were used to access parts of the bridge below the deck. They were also used to contain the Gunite debris from the hydroblasting so nothing entered the river.

As crews removed the Gunite, engineers had the opportunity to inspect bare steel throughout the bridge for damage. Once repaired, the arches, columns and hangers wore a new concrete covering.

The project also removed over 1,500 feet of concrete railing and replacing it with a stronger precast rail. This new railing is structural steel encased in concrete bringing it up to current safety standards. It looks like the original ornamental railing.

The original decorative lights on the bridge were lost over the years. ODOT made attempts to recreate the lights based on historic photos. Fortunately, the same lights were found on a nearby church and replicas were made. The new lights look just like those on the bridge in 1922.

This entire project was especially dangerous. The contractor faced challenges working high above a fast flowing river, inside the confined spaces of the arch ribs, and working in areas with limited access.

The overall goals were to restore the original beauty of the bridge and bring it up to modern safety standards. This had to be done in a limited time frame so that the bridge could be opened to traffic as quickly as possible. These goals have been achieved. We thank you for your patience and understanding during this long closure.

**ODOT is proud to restore this community icon for the citizens of Oregon City, West Linn and the State of Oregon.**