



**Rock hound heaven**  
Gem and mineral show this weekend in Newport  
See Entertainment & Arts, Page B1

**Straight shooters**  
Eddyville students take third at state championship  
See Sports, Page C2



Wednesday  
June 14, 2013  
28 Pages  
75¢

# NEWS TIMES

131 Years  
Number 48  
Newport  
Oregon

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## CALM SEAS



**Friday**  
Mostly cloudy, high near 59, NW wind 5 to 10 knots. Friday night, mostly cloudy, with a low near 47, N wind 10 to 15 knots.

**Saturday-Sunday**  
Saturday, partly sunny, with a high near 59, N wind 5 to 10 knots. Saturday night, a 20 percent chance of showers, low near 50, NW wind 5 to 10 knots. Sunday, a 20 percent chance of showers, high near 62, SW wind 5 to 10 knots. Sunday night, chance of showers, low near 52.

(knots x 1.15 = mph)

## SUNRISE/SUNSET

	Sunrise	Sunset
June 13	5:30am	9:02pm
June 14	5:30am	9:02pm
June 15	5:30am	9:03pm
June 16	5:30am	9:03pm
First Quarter	10:23am	
June 17	5:30am	9:04pm
June 18	5:31am	9:04pm
June 19	5:31am	9:04pm

## TIDES

OSU Hatfield Marine Science Center Dock

	High Water	Low Water
June 13	5:22am / 7:26	10:02am / 0:56
June 14	4:52pm / 6:44	10:23pm / 3:04
June 15	4:05am / 6:37	10:40am / 0:11
June 16	5:32pm / 8:06	11:16pm / 2:48
June 17	4:56am / 6:28	11:21am / 0:56
June 18	6:14pm / 7:06	
June 19	5:59pm / 5:36	12:18am / 2:56
June 20	6:59pm / 5:36	12:09pm / 1:11
June 21	7:12am / 5:41	12:41am / 1:56
June 22	7:40pm / 7:06	1:01pm / 1:46
June 23	8:31am / 5:36	2:29pm / 1:24
June 24	8:37pm / 8:06	2:03pm / 2:04
June 25	9:47am / 5:68	3:24am / 0:26
June 26	9:29pm / 8:58	3:01pm / 2:56

## WEATHER

On the Coast

	High	Low	Rain
June 12	62.8	48.1	0.00
June 11	62.2	48.1	0.01
June 10	61.8	49.7	0.00

Rainfall to date from Jan. 1 - 23.75

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## Newport's Yaquina Bay Bridge termed 'structurally deficient' in ODOT report

By Dennis Anstine  
For the News-Times

Iconic. Venerable. Architecturally stunning. A signature bridge. Such descriptions are often used to describe the Yaquina Bay Bridge, one of the most photographed spans in the world. And as the bridge nears its 77th birthday, another term is applicable: structurally deficient.

Interestingly, the life expectancy of bridges is generally similar to those of the people who created them, which means increased inspections and maintenance as age advances.

Newport's favorite bridge had the worst structural condition rating (8.2 out of 100) of the 87 bridges listed in the Oregon Department of Transportation's District 4 condition report in 2012.

That doesn't mean the bridge will fall into the bay any day now, nor does it equate to the bridge being unsafe. However, it's a warning to local, state and federal officials that it's time to begin replacement discussions.

"The condition report is essentially a federal funding sufficiency rating," said Rick Little, ODOT's public information officer for District 4. "Bridges with a rating of 50 or less are eligible for replacement, giving the federal government a clear message that there's a problem."

McKinney Slough Bridge east of Waldport also has a structurally deficient rating, according to the state.

Accordingly, two planning meetings have been held in recent months with the goal of replacing the Yaquina Bay Bridge during the next 20 or 30 years.



The Yaquina Bay Bridge in Newport, although not in imminent danger of failure, has been listed as "structurally deficient" in a 2012 condition report prepared by the Oregon Department of Transportation's District 4. It had the worst rating of the 87 bridges listed. (Photo by Steve Card)

"We usually do inspections of bridges every two years," said Little, "but in this case we're doing one every year. It's old and wasn't built for the modern loads it takes on. Plus, it's located in the harshest environment Oregon offers. Its steel is exposed and often corroded."

A 2011 inspection revealed corrosion in the steel longitudinal beams that run beneath and support the deck part of the superstructure. The \$3-million project, which concluded in March, involved structural repairs and replacement of deteriorated steel members.

As a result of its advanced age, ODOT placed a 98,000-pound load restriction on trucks, which requires the shipper to provide flaggers and for the vehicle to cross the center line of the bridge by itself. About 200 such permits are expected annually on the bridge, which has some

17,000 vehicles cross it daily. "It's not that the total weight would cause the bridge to collapse," said Little, "but we don't want to damage it. It's just a precaution so we can extend the life of the bridge."

Bridge on Page A7

## Urban forest to feel chainsaws Monday

By Rick Beasley  
Of the News-Times

LINCOLN CITY — A 55-acre urban forest hidden in the middle of Lincoln City will feel the bite of chainsaws starting Monday as loggers begin thinning the municipal open space that many neighbors cherish as a secret wilderness.

Corvallis-based Trout Mt. Forestry was selected in 2011 to stage a "demonstration project" on 17.1 acres of the undeveloped park, purchased in 2009 with money from a \$3-million open space bond measure approved by voters. But the logging was delayed when timber prices fell. This week, City Manager David Hawker announced the project would resume on the heels of higher market prices, which could leave the city with a tidy profit of \$10,000.

"We do expect to clear a few bucks, but this is mainly a demonstration project to show how we can improve the forest's health," Hawker told city councilors Monday. "This is a 'light touch' project. Every tree that will be cut has been marked by the forester."

The goal, he said, is to enhance "tree vigor" by providing more space to grow. As it stands, the forest averages about 250 to 300 trees per acre.

The site is located on Southwest Bard Ave., west of Highway 101 in the Nelsoct area along a gravel road lined with hemlock and spruce trees reaching 100 feet in height. In a letter



The Agnes Creek Open Space, a 55-acre island of hemlock and spruce trees located in the middle of Lincoln City, will feel the bite of chainsaws beginning Monday when a contractor begins thinning part of the site in a demonstration of "light touch" logging practices. (Photo by Rick Beasley)

sent to neighborhood residents last week, Hawker said the logging would begin Monday, June 17, at 6:30 a.m., with operations running no later than 5 p.m. through July 1.

"I just don't want them to screw it up," reflected Russell Wilson, who jogs along Bard Avenue and claimed the area is highly regarded by residents for its natural splendor. "I wouldn't mind if they just left it alone."

Mayor Dick Anderson, worried that the project would spark a hullabaloo over log trucks similar to the debate in Newport over log-shipping operations at the international terminal, questioned Hawker about the details of the thinning.

"There's enough controversial stuff going on there that we don't want to play into," said Anderson. "We don't want this to become a Newport log truck issue."

Hawker said that only three or four truckloads per day would exit the site for mills in Tillamook and Toledo. The project is expected to yield about 150,000 board feet of timber, with a value of about \$60,000. Hawker added that the public would be barred from the site during operations.

Hawker said mop-up work at the Agnes Creek Open Space will include trail construction, erosion control and the addition of an informational kiosk.

## Chamber cancels Depoe Bay Salmon Bake

By Rick Beasley  
Of the News-Times

DEPOE BAY — Organizers have canceled the annual Depoe Bay Salmon Bake, a fixture in that town for more than 70 years that has been as regular as a heartbeat on the third Saturday of each September.

The announcement was made Thursday by Carole Barkhurst, office manager for the struggling Depoe Bay Chamber of Commerce, which has seen its ranks wither and volunteers grow old without replacement. The cancellation came on the heels of other blows for the group, whose longtime leader resigned just weeks before a decision by the Depoe Bay City Council on May 21 to withhold a \$5,000 contract for tourism promotion over concerns that the chamber is faltering.

The event was the primary moneymaker for the chamber, drawing thousands of local residents and caravans of buses

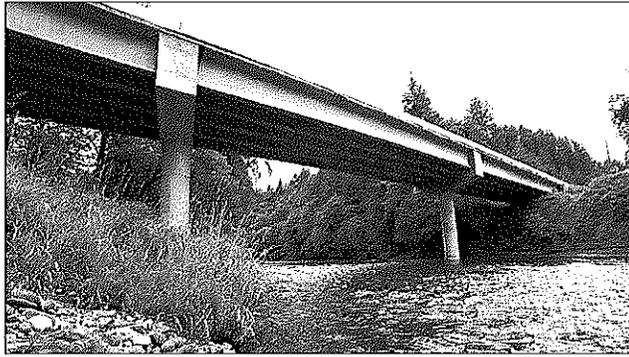
Salmon Bake on Page A5

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Lincoln County replaced a 1957 bridge over the Siletz River at Logsden in 2009 with this modern structure at a cost of almost \$4 million. The old Logsden Bridge was closed to heavy truck traffic at the end of its life because of structural deficiencies. (Photo by Rockne Roll)



**BRIDGE** *Continued from page A1*

It became clear, he said, that it was time to begin the replacement planning process while the bridge is still viable because planning needs to be extensive, and finding the necessary funding to build a new bridge will be difficult.

"Having the conversation with the community is critical because we need to know what it wants," said Little. That includes whether a new bridge should be built generally in the same area or relocated, its size and architecture, and how it would fit in to the transportation system of the future.

Derrick Tokos, Newport's community development director, said early discussions have involved baseline modeling on how the transportation system will function in 20 or 30 years.

"The council has made it clear that we should take baby steps because any conversations about location and other details will be held at a later date with the public," Tokos said. "But we do need to develop a plan because the bridge has a finite life."

Little guessed that a new bridge would cost somewhere between \$200 million and \$400 million, depending on its footprint, size and when and where it is built.

"You wouldn't want to waste the beautiful Art Deco architecture of the bridge," he said, "so whatever replaces it you'd hope that it should, for the sake of history, preserve some of the original design."

He cautioned, however, "that the greater the signature of a structure, the greater the cost. So preserving the iconic nature of the structure will be expensive."

Tokos said he considers the bridge an important historic asset worth saving.

"We should take a long, hard look at making sure we keep that resource," he said. "There's a lot to consider because it is a critical piece of our transportation network for the city, county, state and even federal."

The Logsden Bridge over the Siletz River, once listed as structurally deficient by ODOT, was rebuilt in 2009 at a cost of almost \$4 million. Most of the funding came from an Oregon Transportation Investment Act III grant, which authorized the state to issue bonds to cover the

cost of bridge and highway repairs.

The bridge spans the Siletz River near the Logsden Store just before the turnoff to Moonshine Park. Built along with several hundred similar concrete deck girder bridges in the 1930s and 1960s, the old Logsden Bridge, like many from that era, ultimately developed shear cracking that limited traffic. Log trucks and others weighing more than 210,000 pounds couldn't use the old bridge at the end of its lifespan.

**Yaquina Bay Bridge Basics**

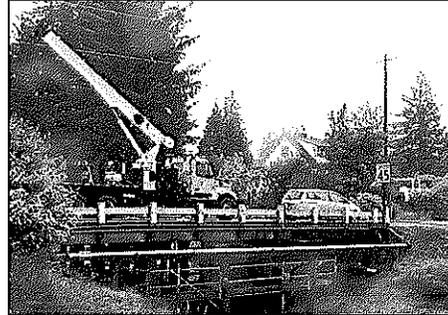
**Location** - U.S. 101 (Oregon Coast Highway) in Newport at mile post 141.37

**History** - One of five major coastal bridges complete in 1936 by famed bridge architect Conde B. McCullough; built by 220 Civilian Conservation Corps workers over a two-year period.

**Design** - Art Deco and Art Moderne design motifs as well as some Gothic architecture, including in the balustrade and arches; materials used include steel and concrete.

**Cost** - \$1.3 million, which is an estimated \$22 million in today's dollars.

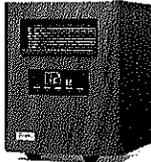
**More numbers** - 3,260-foot roadway, including a series of 150-foot concrete deck arches and two 350-foot steel deck arches flanking a 500-foot parabolic arch; main arch is 246 feet above sea level at its crown; two-lane road is 27 feet wide.



A construction crew does routine maintenance work on the McKinney Slough bridge east of Waldport on Highway 94 this week. Built in 1957, the Oregon Department of Transportation rates the bridge as structurally deficient. (Photo by Larry Coonrod)

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Our special in-kind sponsors were: Embarcadero Resort, Newport News Times, and Yaquina Bay Communications. The staff, board, and volunteers of CASA of Lincoln County recognizes that local businesses are frequently called upon to support our community's charitable organizations, so we feel truly fortunate to have had all the local support - especially in such trying times.

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- 12:30 Vulture Chat ((Daily)
- 1:30 Touch Pool Feed (Tues. & Thurs)
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