



PUBLIC INVOLVEMENT SUMMARY NOVEMBER 2014

Introduction

The Oregon Department of Transportation is restoring and improving the safety of the Historic Siuslaw Bridge on Highway 101 in Florence. ODOT will maintain the historic architecture of the bridge and:

- Repair damaged concrete.
- Replace bridge railings.
- Upgrade the structure with earthquake retrofits.
- Construct sidewalk features at the bridge ends to make the structure more accessible to people with disabilities.
- Install a zinc surface coating on the structure to protect it from the harsh coastal climate (cathodic protection).

Publicizing the Project and Public Open House

ODOT developed a list of over 100 individuals and organizations with a stake in the outcome of the project and contacted them via email, phone and in-person to invite them to the open house. A few weeks before the open house, ODOT hosted a meeting of 14 agency staff to share the draft informational materials, ask for feedback, and request that agencies share information about the Open House with others. Individuals attended from the City of Florence, the Port of Siuslaw, the Chamber of Commerce, Confederated Tribes of Coos, Lower Umpqua and Siuslaw, Siuslaw Valley Fire and Rescue, and Western Lane Ambulance District. In addition to email and phone invitations, ODOT stopped by several businesses in Old Town Florence to invite them to the open house. Finally, ODOT placed 2 advertisements for the Open House in the Siuslaw News.

Siuslaw Open House Summary

Wednesday, November 19th from 4:30 pm to 6:00 pm at Florence City Hall

Purpose

Share information with the general public, local businesses, and residents about the upcoming project. Listen to their concerns and answer questions.

Presenters

Jeff Lange, Project Leader
Rick Little, Public Information Officer
Chuck Lemos, Project Manager
Ray Bottenberg, Bridge Preservation Managing Engineer

Frannie Brindle, Area 5 Manager
Julie Fischer, Public Involvement

Attendees

Thirty-one people attended the event, representing a variety of organizations and interests, including Old Town businesses, property owners, and residents, City Council, Port of Siuslaw, Three Rivers Casino, Rotary, and the Pioneer Museum.

Presentation

The informal presentation provided a high-level overview of the project, including project goals, impacts, timeframe, and outcome. View presentation boards at the end of this document.

Questions from Participants

Q: Is this the same kind of project as in Reedsport and North Bend? A: Yes, North Bend. No, Reedsport. It is pretty similar to the Cape Creek and Big Creek bridges near the Sea Lion Caves, done in 1991.

Q: How long will the cathodic protection coating last? A: 20 years, but hopefully longer.
Q: Who should I call about noise, especially if it is at night? A: You will have our contact information. However, noise will be muffled when possible.

Q: How many people will come to town to work on this bridge? A: It will fluctuate, but about 40. Q: What about ODOT staff? A: Some ODOT people will be in town, at least two or more.

Q: Is there a possibility that the project will be extended beyond the expected 3 years? A: ODOT has done this process many times, so we don't expect it to change. There will be penalties to the contractor for not completing on time and we expect to be working with experienced firms.

Q: Will the contractors be from Oregon, or do they come from outside states? A: All are Oregon contractors. It is an Oregon process, so you are pretty much going to Oregon companies, but there is a certification process. It is a 30 million dollar project, so they will likely be large companies.

Q: When will construction begin? A: Bid opening will begin on January 15th and the contractor will probably be hired by March. Once they get notice to proceed, then work can start. We will connect back with you in March or April to provide you with a more detailed timeframe. Construction could start in May (probably on the bridge rail), however, construction on the work bridge cannot begin until November, or off-tourist time.

Q: Will the bridge have earthquake retrofits? Or Tsunami retrofits? A: ODOT will add reinforcements to each column to prevent the bridge deck from separating from the columns in the event of an earthquake. Overall, the bridge preservation project is both for historic preservation and safety. Some new sidewalk will be built to more easily access the bridge on the West side. All four corners of the bridge will have ADA pedestrian ramp improvements.

Q: What does “containment” mean in relation to the “containment structure”? Will it prevent outside spraying of zinc? A: Sandblasting needs to be contained because the sand can’t go into the water. We also have to keep conditions right for the zinc spray. We want to make sure zinc is adhering to the bridge and will last for at least 20 years.

Q: How long will this project go for? A: It is expected to end in March 2019.

Q: Will this project go on for 24 hours a day, every month? A: We will know more when the contractor is hired.

Q: What about noise generation? How much noise will there be and will it be 24 hours a day? A: Pile driving is the largest noise-generator during the day in the winter. Also, chipping of concrete inside the containment structure. Sandblasting will also occur, but it is not very noisy. Compressors also pose a noise issue, but our goal is to locate them near the middle of the bridge. We will attempt to minimize noise, and construction will occur far away from buildings.

Q: Will we ever experience a complete closure of the bridge? Or will it be periodic? A: No full closures foreseen at the moment. But, if it were to close, we would coordinate with all emergency services and notify the public.

Q: Will there be traffic lights controlling traffic? A: No, it will be flagging.

Q: Will there be Bay Street closures? A: There may be one-way closures, however, we do not anticipate closing roads.

Q: Will there be sidewalk closures on Bay Street? And what about impacts to landscaping? In the past, a construction project that was marking utilities sprayed landscape rocks. A: Regarding sidewalks: just one side of the sidewalk will be closed at a time. Regarding impacts to landscaping: we don’t expect any impacts from this project, and if something does happen, we will make it right. We don’t mark landscape rocks when locating utilities.

Q: Will it be possible to schedule construction during off-season for tourists? A: The contract will allow for year-round construction in order to complete the project in the 3-year timeframe. We will work hard to choose the path of least impact.

Q: We are concerned about the noise from generators. How do you plan to mitigate this issue? A: We will work with the contractors to make as minimal noise as possible. Communication is key.

Q: Where will staging occur? Where will people park? A: Contractors will not park downtown outside of the staging area. The staging areas are shown on the handout map.

Q: What about issues with traffic control? A: We will work closely with the City to temporarily detour people and make sure signs are available. We will do best to minimize impacts.

Q: If we present ideas for lighting the bridge, will they be considered? There is a real opportunity to light up this beautiful structure. A: If you write a proposal and send it in, with funding ideas, we will consider it.

SIUSLAW BRIDGE PROTECTION PROJECT

WHAT'S HAPPENING

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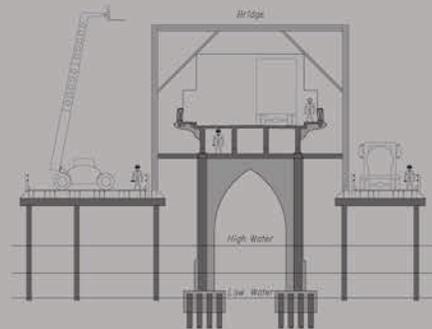
- Repair damaged concrete.
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Completed in 1936 to replace ferry service across the Siuslaw River, this historic structure was designed by renowned State Bridge Engineer, Conde McCullough in the Art Deco style and is listed on the National Register of Historic Places. In 2010 ODOT upgraded the mechanical and electrical elements of the drawbridge.



WHAT TO EXPECT

- Work begins in 2015, will take about 3 years, and will include sounds consistent with major construction.
- Temporary work bridges will be built alongside the structure to stage construction activities.
- The appearance of the bridge will change due to temporary containment structures used for the application of the cathodic protection.
- No work will be done within the center navigation channel and the drawbridge will remain operable for boats.
- Impacts to traffic on the bridge deck will be minor.



CONTACT INFORMATION

For more information or to receive project updates, contact:



Julie Fischer, Public Involvement, (541) 556-6654, julie@cogitopartners.com

Rick Little, Public Information Officer, (541) 726-2442, richard.little@odot.state.or.us

Oregon Department of Transportation - 644 A Street - Springfield, OR 97477

Website - www.siuslawbridge.com

SIUSLAW BRIDGE PROTECTION PROJECT

What to Expect with a Cathodic Protection Project



1

Build a temporary work bridge alongside and under the bridge.



2

To support the bridge, drive piles into the river.



3

Build a containment structure. The air circulation system is the loudest part of this activity.



4

Inside the containment structure, remove damaged concrete with drills, jackhammers, grinders, and other tools.



5

Inside the containment structure, apply hot zinc under pressure.



6

Cut the deck rail and replace with new rail.

How it Looks: Before and After of the Rogue River Bridge



Project Information



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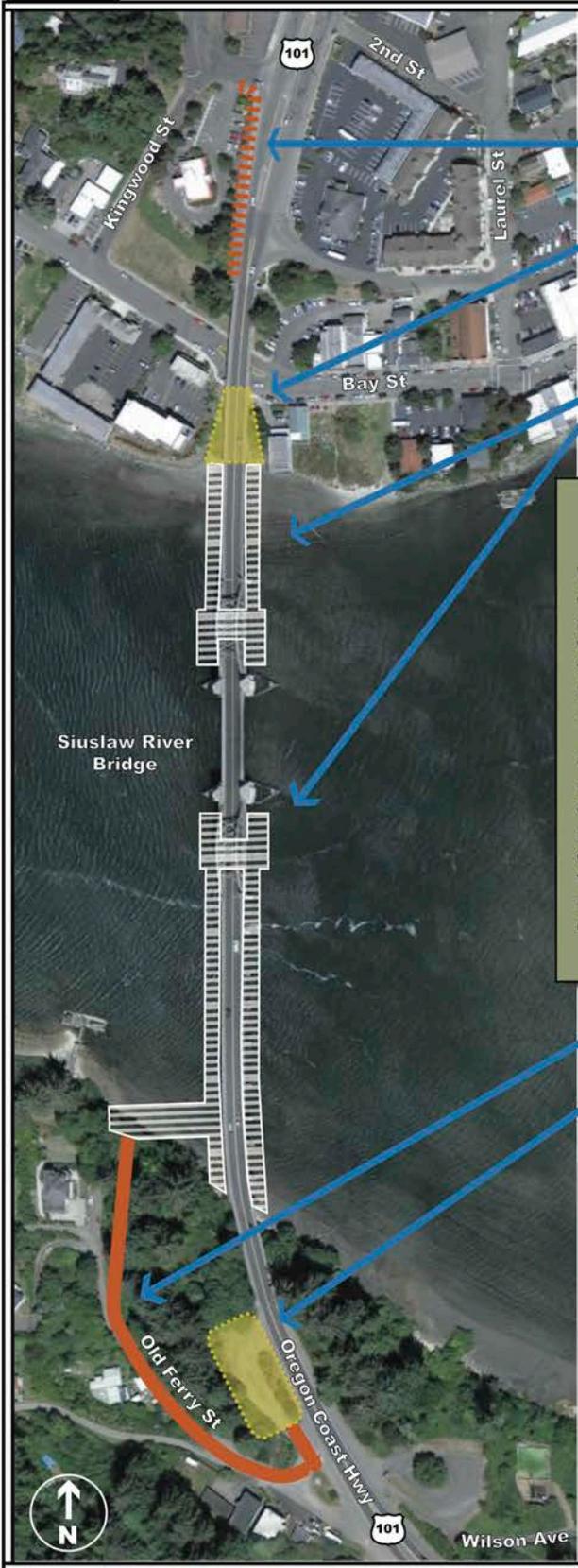
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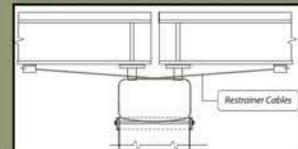
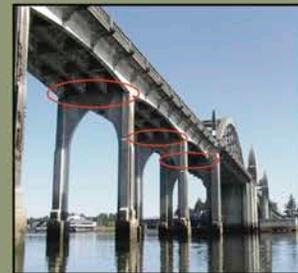
CONSTRUCTION FOOTPRINT

- New Sidewalk
- North Construction Staging Area (under bridge)
- Temporary Work Bridges & Containment Structure

Seismic Retrofit on Columns

While the bridge deck expands and contracts with changes and temperature, the bridge columns remain stationary.

ODOT will add reinforcements to each column to prevent the bridge deck from separating from the columns in the event of an earthquake.



- Access Road to Work Bridge
- South Construction Staging Area

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SIUSLAW BRIDGE A PIECE OF HISTORY



THE NEW DEAL - 5 BRIDGES FOR OREGON

When Franklin D. Roosevelt took office as president of the United States in 1933, the stars began to line up for the Oregon Coast, which became a showcase for economic recovery through the New Deal. Oregon received a \$5.1 million financial package from the federal Public Works Administration to construct five major bridges along the Oregon Coast Highway (US 101). The bridges opened in 1936 and US 101 was forever free from slow, overcrowded ferries at Newport, Waldport, Florence, Reedsport, and North Bend/Coos Bay.

● Bridge built during New Deal ● Bridge designed by Conde B. McCullough

CONDE B. McCULLOUGH [1887-1946]



Conde B. McCullough was a pioneer of the movement to create a well-planned American highway system. He believed that engineers should design bridges that are efficient, economical, and aesthetically pleasing. McCullough became Oregon's state bridge engineer in 1919 and had a blank canvas in Oregon; where possible and when the location justified it, he designed bridges that afforded elegant architectural presentations. McCullough preferred the arch form for its practicality and grace.

ART DECO STYLE

McCullough's five PWA-sponsored bridges on US 101 illustrate his maturity as an engineer at the pinnacle of his career. His use of the Art Deco and Streamline Moderne styles, alongside classical, Gothic, and Tudor elements, helped make these structures some of the most architecturally significant bridges in the nation completed before World War II. Art Deco emphasizes symmetrical patterns, geometric forms, and sunburst motifs, as seen here on the Siuslaw River Bridge.



CATHODIC PROTECTION

The harsh coastal climate presents a challenging environment for large reinforced-concrete structures. Engineers discovered that installing a zinc surface coating on coastal bridges forces that metal to corrode instead of the reinforcing steel within the concrete—thus extending the lives of these wonderful spans.



To learn more about bridge history, visit the Siuslaw Pioneer Museum at 278 Maple Street in Florence, 541-997-7884, www.siuslawpioneermuseum.com.
To learn more about the ODOT project to protect and improve the Siuslaw Bridge, visit www.siuslawbridge.com.

- 1 Yaquina Bay Bridge
Newport
- 2 Alsea Bay Bridge
Waldport
- 3 Siuslaw River Bridge
Florence
- 4 Umpqua River Bridge
Reedsport
- 5 McCullough Bridge
North Bend / Coos Bay