

Construction Overview

- Construction is scheduled to begin Summer of 2009.
- The existing bridge will be replaced with a wider and longer structure.
- Traffic will be routed around the construction zone by using staged construction: build the first two lanes of the four lane bridge, and then route traffic on to the new lanes.
- Height, weight and/or length restrictions are not expected.
- Motorists can expect short term lane closures during construction, mainly at night.
- Due to the sensitive habitat, development and construction will be coordinated with numerous State, Federal, and Tribal environmental agencies.

Project Web site:

www.oregon.gov/ODOT/HWY/REGION2/Millport_Slough.shtml

3700 SW Philomath Blvd.
Corvallis, Oregon 97333



US 101: Millport Slough Bridge Project

Join the Oregon Department of
Transportation for a

COMMUNITY OPEN HOUSE

Wednesday, May 21

from 5:00 to 7:00 p.m.

at the *Gleneden Beach*

Community Center

ODOT Contact

Jerry Wolcott (541) 757-4164

Project Information

The purpose of this project is to replace the bridge over Millport Slough, located on US 101, just south of Lincoln City. The bridge is constructed of wood piles that are rotting. Also, it is too narrow for modern traffic.

The bridge spans an important tidal estuary, the Siletz Bay. The Siletz Bay is a Federally-protected National Wildlife Refuge, home to many species of fish, plants, and wildlife. The new bridge will improve the estuary habitat.

Why now?

ODOT is responsible for the safety of the bridge. If nothing is done, the bridge will continue to weaken, and could eventually fail.

What has happened so far with the project?

A traffic study of US 101 at Millport Slough showed that the highway will need to be four lanes wide within 20 years to meet the growth of traffic. Therefore, the new bridge will be a four lane structure. The rest of the highway will be expanded to four lanes as funds become available.



Current view of Millport Slough Bridge

Estuary Improvements:

- Channel deepening to improve fish passage
- Longer bridge restores channel to historical banks
- Wetland restoration

Earthquake Protection:

A recent geotechnical study showed that the soil beneath the bridge will not support the structure or abutments during a large earthquake. So ground improvements will be made to improve the stability of the soil. These ground improvements are also known as stone columns. Columns of gravel are installed deep into the soil using large cranes, water, and air pressure. The photos below are from a nearby project at Spencer Creek. Note that sheet pile is used to contain the work area.



Example of stone Column installation at Spencer Creek Bridge

What else was considered?

The project team also considered a two lane bridge, which would be expanded to four lanes at a later date. The team found that the two lane structure would be more expensive, and have more impact to the estuary, in the long run. Some of the reasons include:

- Less Impact: With the two lane bridge, a detour bridge would need to be built. This is an added impact to the estuary. A four lane bridge does not

need a detour structure.

- Less cost: With a two lane bridge, the detour bridge is discarded when the new bridge is built.
- Less impact: With a two lane bridge that is later expanded, the ground improvements would happen twice. With a four lane bridge, the ground improvements would only happen once.
- The cost of the four lane bridge will be millions of dollars **less** than a two lane bridge that is later expanded to four lanes.

Will area utilities be affected?

There are utilities located very close to the existing bridge, and within ODOT right of way, that will need to be relocated.

All utilities that are placed within ODOT right of way are granted a permit to locate there. The permit says that the utilities may have to relocate in the future at their own expense. This follows State laws.

The utilities will need to be relocated regardless of whether the bridge is two or four lanes.

ODOT Contact

Jerry Wolcott, Project Leader
(541) 757-4164 or Jerry.o.wolcott@odot.state.or.us

Jyll Smith, Community Affairs
(503) 986-5845 or Jyll.e.smith@odot.state.or.us