

**Oregon Highway 213 Safety & Bridge Project (Mulino)**  
**Open House – January 26, 2010**  
**Summary of Questions & Answers**

- Once the eastern side of the new bridge is built, will it be able to handle two lanes of traffic during the remainder of construction?
  - Yes, the new eastern half of the bridge will be able to accommodate two lanes of traffic while the western side of the bridge is being constructed. The width of the eastern side will include an extra four feet of space where we will later put in sidewalks.
  
- Will Highway 213 remain open during construction?
  - Yes, the highway will remain open during construction. During the week, drivers can expect single lane closures with flaggers directing traffic between the hours of 9:15 a.m. and 3:15 p.m. and between 7 p.m. and 5:30 a.m. ODOT will provide advance notice of night work. On weekends, NO lane closures will take place during the hours of 9 a.m. and 6 p.m.
  
- What kind of earthquake design was taken into account when planning for the new bridge?
  - Seismic design of all ODOT bridges is done in accordance with the AASHTO “LFRD Bridge Design Specifications.”
  - These specifications do not translate into the bridge being designed to withhold a certain magnitude earthquake.
  - The bridge is designed using 500 and 1000-year criteria. This means that the bridge will remain serviceable based on the highest probable seismic event in 500 years, but it may require repair work. Based on an even higher probable seismic event in the next 1000 years, the bridge will not collapse, but will require serious repairs and probable replacement.
  - Both events are based on probability and are directly correlated to soil type (subsurface), depth and distance of the earthquake’s epicenter, etc.
  
- When the project is complete will there be a traffic light near the grade school?
  - No. ODOT has done an extensive amount of research into this option and found that a traffic light near the school is not justified. We are confident that the improvements we’re making will enhance safety and decrease congestion without adding a traffic light.
  - In general, traffic signals are commonly believed to eliminate collisions and congestion, reduce vehicle speeds and make every intersection a safe place for pedestrians to cross the street and motorists to drive. In many cases this is true; however, traffic signals that are poorly located can adversely affect the safety and efficiency of pedestrian, bicycle and vehicle traffic and can actually contribute to collisions, congestion, delay and speeding.

- Will the new curbing allow for rolloff?
  - No, we are installing standard curb throughout the project area. We generally only install low profile roll-over curbs on high speed facilities where the standard curb could pose a hazard, and in industrial areas with large paved lots where our primary concern is providing access for trucks.
  - In addition, most of the curbed area will have sidewalks behind the curb and we don't want drivers to park on the sidewalks.
  
- Will crosswalks be added as part of the project?
  - No, crosswalks will not be added as part of the project. Crosswalks sometimes make pedestrians unsafe because they give pedestrians a false sense of security. In addition, all intersections are legal crosswalks whether they are marked or not.
  
- Are we removing the crosswalk at Mulino Road (the old school crossing)?
  - Yes, we are removing this crosswalk because of safety reasons.
  
- Are we raising the speed limit on the highway?
  - No.
  
- The 35 mph zone is too close to the 20 mph school zone. Can ODOT move the sign back or put in a "Reduced Speed Ahead" sign?
  - New 35 mph speed zone and 20 mph school zone signs will be installed as part of the project, but the spacing between them will remain relatively the same based on ODOT's current sign design standard for a 35 mph highway. A "Reduced Speed Ahead" sign is not appropriate since the 20 mph school zone is applicable and enforceable only when the flashing beacon is activated.
  - Please note that the existing 20 mph school zone sign indicates the 20 mph speed zone is enforceable during the hours of 7 a.m. - 5 p.m. on school days. It will be replaced with a flashing beacon to be installed on top of the new 20 mph school zone sign, which will include a "When Flashing" legend on the bottom indicating the school zone is enforceable only when the beacon is flashing.
  
- Will the new bridge be able to accommodate four lanes in the future when Highway 213 is widened?
  - No. There are currently no plans to widen Highway 213 in the future.
  
- What are the hours of night work going to be?
  - The contractor is allowed to perform night work (with single lane closures directed by flaggers) during the hours of 7:00 p.m. and 5:30 a.m.
  
- When will the utility companies be done with their part of the work?
  - The utility companies are projected out another month.

- Why will the project take two years to complete?
  - When working on the new bridge, we are restricted to the in-water work period (an environmental regulation), which runs from July 1 to September 30. Additionally, because we are not closing the highway, we have to manage traffic as we build. Weather is also a factor.
  
- What measures are ODOT taking to ensure there is no increase in the amount of debris flow in the creek?
  - When working in and near the water, we will put up isolation barriers and a fence to capture any debris.
  
- How many cars will the new turn lane accommodate?
  - Between Passmore and Mulino Road we are restricted to the existing length of roadway. At Graves Road, the turn lane is built for expected turning volumes.
  
- Are there any provisions for emergency vehicles to be able to get through the area during construction?
  - As soon as the contractor hears sirens, they will have their flaggers stop traffic and give right of way to any emergency vehicle.