

Bundle 401: OR 38 – Elk Creek to Hardscrabble Creek
SUMMARY OF OPEN HOUSES AND PUBLIC COMMENTS
April 2006

OVERVIEW

Two public open houses were held in April 2006 for the OR 38: Elk Creek to Hardscrabble Creek project. The first was held on Wednesday, April 19 from 3 PM to 6 PM at the Elkton Masonic Lodge, 247 1st Street, in Elkton. The second was held on Wednesday, April 26, 2006 from 3 PM to 6 PM at the Reedsport City Council Chamber, 451 Winchester Avenue, in Reedsport. The purpose of the open houses was to introduce the project to the public and to present and gather public feedback on the proposed construction options.

ATTENDANCE

The sign-in sheets recorded 42 attendees from the public at the Elkton open house, and 20 at the Reedsport open house. Members of the project team attending the meetings included:

- Brenda Marcus, ODOT Design-Build Project Manager (ODOT, Office of Project Delivery, Design Unit)
- Ron Reisdorf, Consultant Project Manager (ODOT, Bridge Delivery Unit)
- Steve Vestal, Design-Build Coordinator (Oregon Bridge Delivery Partners)
- Mike Murphy, Contractor's Project Manager (Parsons Brinckerhoff Quade and Douglas)
- Randa Gahin, Public Involvement Coordinator (JLA)
- Kalin Schmoldt, Public Involvement Assistant (JLA)

NOTIFICATION AND PUBLICITY

The open houses were advertised by the following methods:

- A four-page newsletter was mailed to approximately 3,120 addressees, including: 1) all postal carrier routes and PO Boxes in Scottsburg, Drain, Elkton, Curtin, and Yoncalla; 2) a selected stakeholder list of agencies, organizations, and individuals; and 3) all businesses registered with the Reedsport Chamber of Commerce.
- Newspaper display ads were published in the *Cottage Grove Sentinel* on 4/12 and 4/19, the *Drain Enterprise* on 4/13, the *Umpqua Post* (Reedsport) on 4/12 and 4/19, the *News-Review* (Roseburg) on 4/12 and 4/16, and the *North County News* (Sutherlin) on 4/12 and 4/19.
- A press release was issued on 4/6, including the newspapers listed above, plus *The World* (Coos Bay).
- An article was published in *Coffee Break Daily News*, a local business publication in Reedsport.
- An announcement was posted on the project website.

MEETING FORMAT

The format of the open house was drop-in style, with no formal presentation. Several stations were set up around the room (listed below). Project team members were available throughout the meeting to explain the display boards, listen to comments, and answer questions. Copies of the display boards are included as Attachment 1. Copies of the handouts are included as Attachment 2.

Displays

1. **Sign-in Table** – including a welcome sign display board, sign-in sheet, comment box, and hand-outs.
2. **Project Overview** – a map of the project area with basic descriptive information, the project need, and a timeline.
3. **Aerial Photos** – a display board showing the project area, with pull-out photos of each bridge site.
4. **Traffic Impacts** – a description of the anticipated traffic impacts at each location.
5. **What is Design-Build?** – an overview explanation of what a design-build project is.
6. **Historic Plaques** – a series of photos depicting the historic plaques on the existing bridges.
7. **OTIA Program Information** – fold-out displays of the OTIA program goals, and a map of the bridge projects around the state.

Handouts

- Newsletter
- Comment Form
- OTIA Program Fact Sheet

COMMENTS

In addition to the comment forms available at the open house, feedback was solicited through a comment card enclosed with the newsletter mailed prior to the open houses. A web survey was also developed and advertised through the newsletter to provide an alternate means for members of the public to submit feedback.

A total of 248 completed comment forms were received, including 168 mail-in comment cards, 35 comment forms at the open houses, and 45 web surveys. The key question on the comment forms was a request to rate the acceptability (on a scale of 1 to 5) of the two construction options at the Elk Creek Tunnel. Option A was a complete road closure for up to 25 days, and Option B was a single lane of alternating one-way traffic for a period of six months.

The results for this question are summarized in the table below. Respondents indicated an overall preference for Option B, with 65% of respondents indicating Option B is acceptable, and only 35% of respondents indicating Option A is acceptable. The average rating of Option B was 4.0 (Somewhat Acceptable). The average rating of Option A was 2.5 (between Somewhat Unacceptable and Neutral).

Summary of Public Preferences on Construction Options

| Response Method | Number of Responses | Number of Respondents Selecting as Acceptable (Rating of 4 or 5) | | Average Score (1 = Not Acceptable; 5 = Acceptable) | |
|----------------------------|---------------------|---|------------|--|------------|
| | | Option A | Option B | Option A | Option B |
| Comment Cards (mail-in) | 168 | 55 | 109 | 2.5 | 4.0 |
| Comment Forms (open house) | 35 | 12 | 24 | 2.5 | 4.2 |
| Web Survey | 45 | 18 | 28 | 2.6 | 3.8 |
| TOTAL: | 248 | 85 | 161 | 2.5 | 4.0 |

Percent of Total Respondents: 34% 65%

Reasons for preferring Option B included:

- Access for emergency services and law enforcement
- Impact on tourist-dependent businesses on the coast and along Oregon 38.
- Need to reach medical care in Eugene and Drain
- Need to commute to work
- Cost of fuel for lengthy detour

Reasons for preferring Option A included:

- Shorter time period means less disruption
- The detour is not onerous
- It is easier to plan around the closure than the delay (more predictable)
- Construction would be more cost-effective
- Construction would be safer

The text of the comments submitted is included in Attachment 3.

LIST OF ATTACHMENTS

Attachment 1 – Open House Displays

Attachment 2 – Open House Handouts

Attachment 3 – Comments Submitted

ATTACHMENT 1

Open House Displays

Welcome!

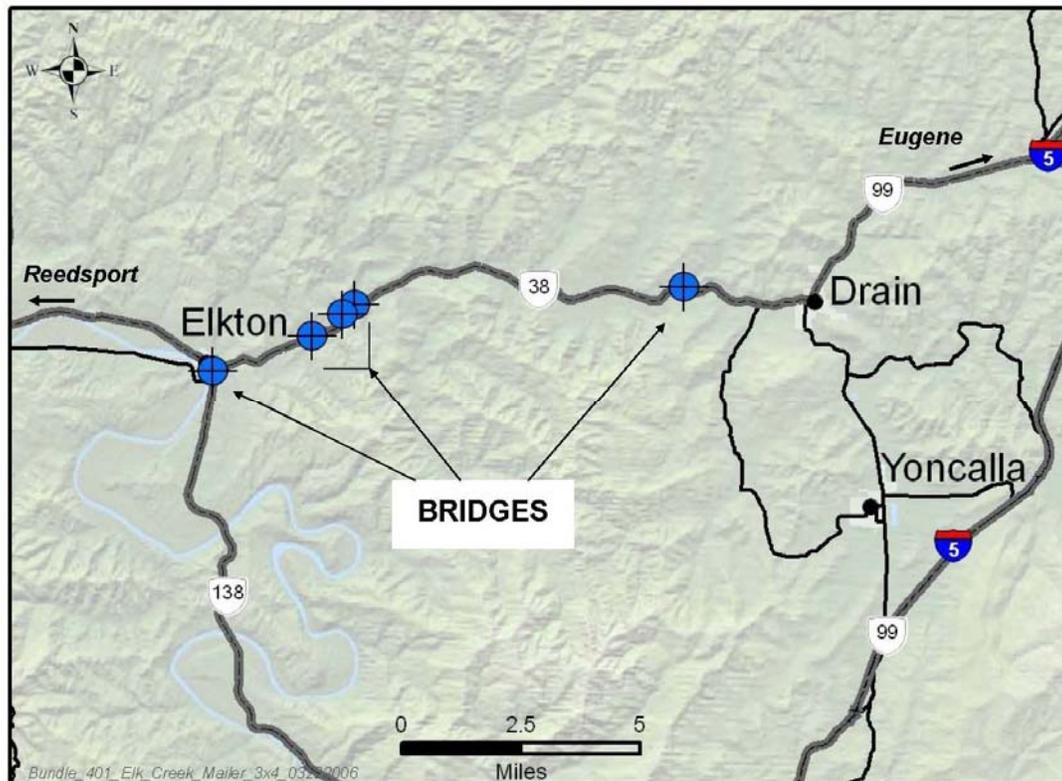
OPEN HOUSE

- **Learn about the project and talk to staff**
- **Give us your feedback on road closure options and other aspects of the project**

(Please fill out a comment form and drop it in the box before you leave)

OR 38: Elk Creek to Hardscrabble Creek (Bridge Replacements)

PROJECT OVERVIEW



- The project will replace five bridges located on the 14-mile section of Oregon 38 between Drain and Elkton.
- The project will also improve the intersection of Oregon 38 at Oregon 138.

PROJECT OVERVIEW

Why is the project needed?

- The work is needed to address structural and functional deficiencies in the existing bridges.
- The replacement bridges will meet current design standards and have increased capacity for heavy loads and wider shoulders.

Timeline

| | |
|---|----------------------|
| Public Open House No. 1 | April 19 & 26, 2006 |
| Public Open House No. 2 <i>(tentative)</i> | <i>To be decided</i> |
| Request for Proposal Released | July 2006 |
| Notice to Proceed / Contract Awarded | December 2006 |
| Construction Period | 2007-2009 |



We are here

OR 38: Elk Creek to Hardscrabble Creek (Bridge Replacements)



TRAFFIC IMPACTS

Overview:

Construction on the five bridges will be phased in order to keep *average* traffic delays on the 14-mile stretch of Oregon 38 to a total of no more than 20 minutes when the road is open. Construction will take place from 2007 to 2009.



Elk Creek 3rd and 4th Crossings:

Traffic control plans will be combined for replacement of the bridges at the east and west ends of Elk Creek Tunnel (3rd and 4th crossings).

It is not possible to construct a two-lane detour at the 4th crossing. Two road closure options are being considered (**we would like your feedback on these options**):

Option A: Complete closure of Oregon 38 at the Elk Creek Tunnel for up to 25 days occurring sometime during July or August.

Option B: Single lane open, with alternating one-way traffic for six months from May to October. The *average* delay at the signals is estimated at 20 minutes during peak times.



Elk Creek 3rd Crossing (top) and 4th Crossing (bottom)

OR 38: Elk Creek to Hardscrabble Creek (Bridge Replacements)



TRAFFIC IMPACTS

Elk Creek 1st and 2nd Crossing:

Two lanes on Oregon 38 will be open at all times except for short periods when traffic will be reduced to one-lane, with flaggers controlling alternating one-way traffic. The average delay would not exceed 20 minutes.



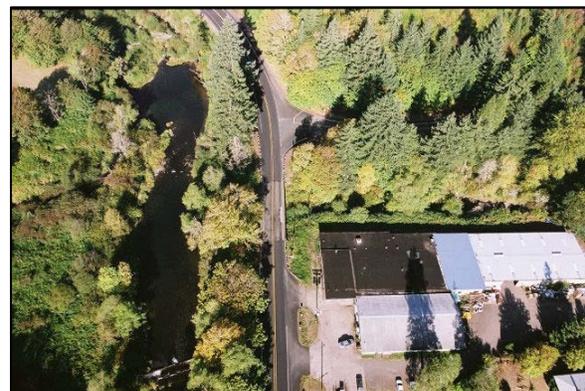
Elk Creek 1st Crossing



Elk Creek 2nd Crossing

Hardscrabble Creek:

Traffic will be reduced to one lane on Oregon 38 for a six-month period of time, with a temporary signal controlling alternating one-way traffic. The average delay would be approximately 10 minutes. In addition, complete road closure for one weekend might also be necessary.



Hardscrabble Creek

ATTACHMENT 2

Open House Handouts

COMMENT FORM

OR 38: Elk Creek to Hardscrabble Creek (Bridge Replacements)

April 2006



Tell us what you think... Please return this comment form before you leave today, or go to www.oregon.gov/ODOT/HWY/REGION3/ElkCreek.shtml and take the on-line survey before **April 30, 2006**. Thank you!

1. The bridges are located on the section of Oregon 38 between Drain and Elkton. How do you use this section of highway? (check all that apply)

- I use the road to travel to and from my residence.
- I use the road to travel to and from my job or business.
- Customers use the road to reach the business that I own or where I work.
- I own or work at a business that uses the road to transport materials or services.
- I use the road to reach recreation destinations.
- I drive through the study area.
- Other (please specify): _____

2. What is the zip code where you live? _____

3. What is the zip code where you work? _____

4. Rate the acceptability of each of the proposed construction options* below by checking a box, and then explaining your choice...

Option A – Complete road closure at the Elk Creek Tunnel for 21 to 25 days occurring sometime in July or August.

Not
Acceptable

Somewhat
Unacceptable

Neutral/
Don't Know

Somewhat
Acceptable

Acceptable

Why? _____

**Note: For either option, construction would take place in 2008 or 2009*

Option B – A single lane open, alternating one-way traffic, for six months from May to Oct. (average delay of 20 minutes during peak times).

Not
Acceptable

Somewhat
Unacceptable

Neutral/
Don't Know

Somewhat
Acceptable

Acceptable

Why? _____

5. **Some of the bridges that will be replaced are marked with unique historic commemorative plaques. Do you have any ideas or suggestions for what to do with these plaques as part of the replacement project?**

6. **Other suggestions or comments:**

To be added to the mailing list and ensure that you receive project updates, please fill in your information below.

| | |
|----------|------------------------|
| Name: | Organization (if any): |
| Address: | City and Zip: |
| Email: | Phone: |

Thank You!

Contact for more information

Brenda Marcus, Project Manager, ODOT Design-Build Unit (503) 986-6638 Brenda.S.Marcus@odot.state.or.us
Pam Frank, Project Information Specialist, ODOT Region 3 (541) 957-3601 Pamela.D.Frank@odot.state.or.us

ATTACHMENT 3

Comments Submitted – April 2006

Comment Cards (Mail-In)

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| From the law enforcement perspective, option B is by far the best. |
| July-August are prime tourist travel times between I-5 and Reedsport. A complete closure would create a serious, if not fatal, decline for business in Drain and Elkton which depend on the tourist trade. For Option B work should be done in off-peak hours. |
| Couldn't you put the old plaques on the new bridges? |
| My wife and myself go to Eugene on a regular basis for medical care. This would be a hardship for us. (Signed) |
| West bridge is very dangerous - especially at night East bridge is straight line - Bridge at Elkton at bottom of hill on curve at night very dangerous. 138 enters 38 at same area - makes for very busy and dangerous. |
| I just returned from 6 weeks in the Philippines and I was amazed at how efficiently traffic moved without lights signs and work crews. A one lane 1000' section (one lane being rebuilt) with traffic many times the amount on 38 had delays less than 1 minute. 20 minutes is ridiculous and unacceptable. |
| A - This would be a hardship for workers or vacationers for several weeks. B - Would allow people to get through for work or any activities if they just plan for the time delays. |
| I live in Yoncalla and like the drive to the coast on 38. I would rather wait at signal 20 min rather than drive up to Eugene or out 42 to get to the coast. I also like to camp on the coast in July or Aug. |
| You need to live here to understand. People are 45 minutes from hospitals, Drain ambulance is our transportation. Jobs in Eugene would mean longer distance, Reedsport would lose major business along with Winchester Bay and Dunes - that includes Dune Fest. Most major, straightest Route to I-5 - too major ambulance. |
| We live in Elkton and work in Drain - this would be very costly and timely to travel 1 hour around this work. We also travel 6-8 times a day between shops of business at Beaver State plastics across Hardscrabble Bridge. Please leave one lane open. |
| That is a peak tourist season. You can not close the road that long. It would hurt Oregon financially. |
| Please do not close Hwy 38 completely thank you for fixing the bridges particularly the Hardscrabble bridge. |
| What about ER services to Elkton? Too hard to conduct business in Drain with the road closed, people would have double back on 138 to I-5, what ER services in Elkton with total road closure |
| We need to be able to reach Portland, Eugene and the Eugene airport with some frequency. |
| Many people live west of the bridge and work eastside. A detour to Metz Hill would be longer than 20 minutes. |
| Will there be other closures at the same dates? |
| I go to a rheumatoid doc. In Eugene every other week. So I need to get through. (Signed) |
| Total closure would be very hard on local businesses dependent on tourist traffic during peak travel months! However partial closure would also have a large impact also! I guess it would be the lesser of two evils. |
| I live in Drain and work in Elkton. I would have to drive to Sutherlin and around to Elkton. And at the price of gas I could not afford the fuel. Thank you. |
| Very good bet(?) - And the plaques should be somewhere for everyone to see - and place I don't. Also do both Elk Creek tunnel bridges at the (same time). |
| Option A - Impact too great at this time of year on businesses/vacationers. Consider late Sept/ early October. |
| A - It would effect emerging service in Elkton and nearby areas - That would kill business in Drain. Can work be done during early AM hours? And late night hours? What about fire and police on the Westside of the |

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| tunnel if you had total road closure? Would they use medevac by air for ER service? |
| A complete closure would leave Elkton without medical coverage and limit fire response. |
| I drive truck from Drain to Scottsburg. This is my only income. Complete closure would ruin me. |
| Can the work be done more quickly by working day and night shifts? |
| Because the ambulance come to Elkton from Drain it would take a long time for them to get to Elkton. |
| There could be two detours. One up Tom Folly and back down Little Tom Folly, admittedly quite a way and curvy. The other detour would be up Hancock, shorter and less rock to lay or turns to straighten out. With these options you could work at your leisure on three bridges w/o interruption. Besides, it was the Hwy. Rt. |
| Closing the tunnel would create a problem for the US Mail carrier and others. |
| I'm a former bridge builder (Local 34 Oakland, CA) and have yet to see a bridge completed on schedule. Closing the tunnel in peak season is suicide for local economy. |
| Having the tunnel closed for 21-25 days would put a great hardship on people who live in Elkton and work in Drain, Cottage Grove, Eugene, etc. |
| We work in Roseburg and also go to Elkton frequently, so it will affect us a lot because we live in between all three bridges. Also, go to Drain twice a week for physical therapy. |
| A complete closure would put major distress on companies and families that depend on OR 38 for daily travel. 6 months is a long time for delays, but at least the Hwy could be traveled. Thank you. |
| Thank you for informing us about your plans and for asking our opinions. We do use this area of highway quite often during summer months for work purposes. These bridges do need to be remodeled. It would be helpful to have an Open House in Drain, also. (Address) |
| Have to be to work in Drain by 7:00 AM. |
| My husband and I both have to go through the tunnel to get to work in Elkton every day. |
| We live in Yoncalla, but I work in Elkton and we go to church in Elkton - it would certainly be a burden to do these if the road were closed. Also it would be a tremendous burden on the businesses in Elkton, Scottsburg, and even Reedsport. They are barely surviving in the winter and need summer tourists to help out. |
| Is there any way you could shorten up Option B by being open only days or only mornings and evenings, etc? The detour around makes option A unattractive. |
| I would rather not see complete closure. |
| Closing the road completely during the high peak season would be destructive to the coastal economy. People need to learn to wait and be patient - maybe they could use this time to communicate with the people traveling with them. |
| This is at the height of tourist season and would interrupt commerce flow of traffic. |
| If you do option A it will hurt the tourists that come through - they wouldn't know of the closure and make it inconvenient for them. I would rather have the delay than people lose business. |
| A complete closure would hurt summer business for the coastal towns. Must have some travel 24/7 with detour options using 138. |
| For people in the small communities like Drain and Elkton, the alternate route is through Sutherlin. For people who work and travel through the tunnel, it will make a significant inconvenience for a complete closure. |
| Small towns like Drain and Elkton need the tourist traffic. Short delays are acceptable, but total closure could be a disaster for businesses. |
| A complete closure of Hwy 38 would be too great of an impact on the communities, both economically and physically. |
| Our emergency service comes from Drain. |
| Closure on Hwy 38 at the Elk Creek Tunnel would mean a hardship on many people. Those commuting for healthcare, business, pleasure, would have to route at Coos Bay or Florence, not a good option. Also, July, August is the peak tourist season and Western Douglas County (all the coast) needs all the help it can get. Please, when holding traffic, let <u>all</u> in line go when moving. |

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| Go for it! |
| If you close Hwy 38 down you take Ambulance service away from entire communities which is NOT acceptable at all. |
| Option A would take too long to get to Hospital in Eugene by Coast and Hwy 126 route. Option B would just be a 20 minute wait which is acceptable. |
| You have a problem. I have a problem if choose to try to go this way. Good luck. |
| As a native Oregonian born at Elkton, and living along Hwy #38 area most of my life the historic plaques from the bridges should be preserved and put on the replacement bridges. Additional data should give when the original bridge was built and when the replacement was made. |
| Can work be done at night? This will hurt tourism! |
| Closure would hurt our business at that peak months. |
| Closing Hwy 38 completely for 21-25 days during July or August would be devastating to the communities of Reedsport and Winchester Bay. July and August are our busiest visitor months. A large number of those visitors travel Hwy. 38 from I-5. |
| I am the Fire Chief of North Douglas County Fire and EMS. Emergency medical services for the Elkton area respond from Drain. If the tunnel is closed staff and ambulance will need to be located in Elkton. (Signed) |
| While a short full closure could be workable, we all know how stuff happens to extend work. One way traffic for a longer period, while aggravating, is preferable to no passage at all. |
| I know many people the closure would create hardships for. A lot of people commute to and from work locally. And personally I travel that stretch of Hwy for recreation with family and friends. Thank you for asking. |
| Why is it you feel we need change: it has worked for years. The last road project the state did (downtown Drain) was and is a mess. |
| There is too much daily traffic from Elkton to Drain to close the road for 21-25 days. As there isn't an alternate route. |
| Single lane traffic seemed to work quite well when the new bridge was built in Drain this year. |
| 20 minute delay is less disrupting than having to go clear to Sutherlin and then north to Eugene if you're coming from Scottsburg or Reedsport or Elkton. |
| Option A would isolate people along Hwy 38 and also be detrimental to Reedsport. |
| In emergency for Elkton residents needing to go to Eugene-complete closure is not acceptable! Glad to see bridges being replaced. |
| There needs to be a compromise, so please consider these hours: Option A from 8pm to 8am. |
| Total closure for any period of time would be a hardship on Elkton businesses. |
| Cut off or do something with Bunch's corner. Way too many pile ups there. (and) Scottsburg bridge opened in 1931 for horse drawn wagons and model Ts. When it falls, what's the point in this other? Spend some of the Portland money on it. |
| No way should the highway be closed for 3 to 4 weeks - especially in summer months. The fiscal impact on the small communities would be terrible. We had delays during paving and managed to survive. |
| If road closed for 21-25 days during peak summer traffic Elkton would dry up! |
| Why does this work have to be done during the summer months when traffic to the coast is heaviest? Surely the "wait time" involved in Option B would be shorter Nov-April than in the other half of the year. If major repairs like the one at Yellow Creek on 138 can be done in inclement weather, surely bridge construction can too. |
| I'd rather wait a while than detour so far around. |
| Option A: complete closure difficult for people to communicate (commute?) to and from work. Option B: Helpful for the working people who travel Hwy 38. |
| What are the other routes to Reedsport if the tunnel is closed? |
| Save all historic aspects. Open the old road over the hill. |

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| <p>There are three of us senior citizens living together on School road here in Elkton. In the last six months we have had to use the ambulance services from Drain. A road closure would not be acceptable should a need arise again.</p> |
| <p>I can appreciate the new engineering and load bearing technologies of today - but at the same time, dislike the remove of 'bridge architecture' so prevalent in the 30s-40s-50s, like the McCullough wanders along the Oregon Coast can the replacement bridges incorporate the bridge building technology of today and the grace and beauty of the 'old bridges' and overhead bearing supports and guard rails the same as the highway - one does not even 'know' they are crossing anything and we lose the marvel and adventure of travel and the appreciation of what our pioneers had to endure as they traversed these same routes without all our nice bridges. - Thanks (Signed)</p> |
| <p>Using 126 for 30 days is small price for quick construction.</p> |
| <p>As long as Route F or 138 - (Elkton - Sutherlin) is available.</p> |
| <p>6 months of delays averaging 20 minutes is a much worse solution than finding an alternate route for one month.</p> |
| <p>Since we live on Highway 38 we would like to see this project over with as quickly as possible. (No jamming-up the Hwy.) A "design build" means you can spend any amount of our tax dollars as you want to.</p> |
| <p>Plaques should be posted at the site.</p> |
| <p>I think it would be best for Option A, shut it down so they can get done. Faster and cheaper, to shut it down.</p> |
| <p>Student transportation delays for local school district.</p> |
| <p>Next, Scottsburg bridge.</p> |
| <p>People drive to fast on Hwy 38. Measures must be taken to post and enforce the 55 mph speed limit. Jason Boe corridor passing lanes help, but people drive 70 mph+, it's very dangerous, especially at bridges. (Recently two men were cited for driving 90 and 100 mph!)</p> |
| <p>Complete closure in July. Get it over with and done.</p> |
| <p>Weyerhaeuser Company in Coos Bay prefers "Option A". This option is easier for us to plan around and gets the job done and over with sooner. (Signed, Phone #)</p> |
| <p>I feel "A" would be the most cost efficient and an obvious time saver. 25 days versus 180+ days. It's not like there's no other way to the coast on I-5. The time and the cost outweigh the inconveniences.</p> |
| <p>Replace bridges as quickly as possible. The less traffic the better I'm sure. Other routes for traffic is available. Close the highway and get the bridges replaced.</p> |
| <p>I would think this would enable construction workers to complete project faster and would be better cost effective going this route. Instead of hindering project and traffic for 6 months, 1 month sounds better. People will just go other way.</p> |
| <p>It really wouldn't make any difference to me as I don't travel except when go to coast in summer but bridges should be safe. (Signed)</p> |
| <p>I think it is better to get it done fast.</p> |
| <p>Get it over with.</p> |
| <p>Option A would be a much better plan for our household. We do our monthly shopping in Cottage Grove. Thank you. (Signed)</p> |
| <p>Logistically would be simpler, safer, and probably less expensive to do it all at once. (Signed) Elkton</p> |
| <p>I believe a few days of having to seek an alternate route to the valley is preferable to months and months of frustrating delays from unpredictable waits.</p> |
| <p>Can the complete closure be earlier or later in the year?</p> |
| <p>Both times are in the construction season when we haul liquid asphalt to customers in Coos and Curry counties. The shorter time period is better.</p> |
| <p>We use the road (Hwy 38) to access the coast and would prefer option A because it's a shorter time period.</p> |
| <p>Option A represents less overall disruption (i.e. get it over with).</p> |

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| It will be lovely to have all of these improvements, and our sight-seeing trips will be enhanced and more enjoyment. Thank you! |
| Get the job done in shortest time. |
| I'd like to see it done quickly in the 21-25 days while weather is good in the summer. To close the road will save tax payers money as there would be no need of flag men on the job. |
| Thank you for wanting our input. We selected the closure because we feel it is more cost effective. (Signed) |
| Tunnel a bottleneck! |
| Shortest period of time. |
| Hope you have good luck. |
| Not a problem. |
| The improvements are for the sake of increased truck traffic which I disapprove of. Now they will be able to go faster. There will be an increase of highway fatalities - too many trucks now. I am for (TRAINS) not trucks. |
| I assume whatever you do, emergency vehicles will always be able to get through. (Signed) |
| Surely you'll do one bridge completely at a time on 38 except at tunnel where you'll combine into one job as much as possible. Just do it and get it over with – not a fiasco like widening the tunnel - that had to be very expensive and time consuming - dumb! No matter what - it's better than me and the bridge going into Elk Creek! Thanks and good luck. |
| It would be unsafe to have traffic backed up at that location. Also, the project would go faster and cheaper not having to hire flaggers. A better road to go around through 138 for semi's and travel trailers and motor homes. |
| It needs fixing to get it done. (Signed) |

Comment Forms (Open Houses) and Web Surveys

Option A:

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|--|
| Diminished down time. May impact business, but less so than a 6 month delay in traffic flow. |
| Trapped. |
| Since I work in Eugene and am on a low-budget, the time and gas \$ additionally needed would be a hardship. |
| If the committed time table is met. |
| Emergency vehicles need to have access at all times to Eugene and Cottage Grove. Mercy Hospital in Roseburg is not where some people (via 138) can go. |
| Access to I-5 North. |
| Would hurt business' recreational travel is necessary for our business in Wells Creek, mp. 19. |
| I feel we don't want to have travel any further than is necessary. |
| See above checked boxes. Also the town can't take the lack of business it needs in the summer. |
| That is a long time to be cut off from I5 North to Eugene. |
| People can't put their jobs/life on hold for this period of time - everyone can't get 2 weeks paid vacation from jobs to suit the closure schedule - local business would suffer from full closure during peak summer travel traffic season! Detouring around could turn 1 hour 15 minute drive into 3 + gas \$. |
| Major negative effect on local businesses. |
| Only route to I-5, except through Sutherlin on 138 - Considering the cost of fuel and how much it is projected to rise, the additional cost is unacceptable. |
| Gas prices. |

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| Time, element, extra mileage, gas prices |
| A complete road closure will impact my winery tasting room least if it does not fall in the period last weeks - July to 4th week Aug. |
| Shorter work time, all of Elkton can use 138 to go to Drain. |
| Shorter work time all of Elkton can use 138 to I-5 to go to Drain. |
| Get it done in the least amount of time. |
| Inconvenient |
| Devastating to businesses that depend on visitor traffic. This is our busiest season!! |
| Major route to the coast that would have negative impact on an already weak economy prime tourist time - fishing and sand dune users. |
| We need to have access to Eugene and Roseburg I live 6 miles east of Reedsport on 38. |
| Emergency |
| I believe closing the highway for a solid 21-25 days would impact recreation and commerce leaving only Hwy 126 or Hwy 42 as alternate routes to the coast. |
| I travel through weekly to produce markets and farms to bring in produce for Fri/Sat Farmers' markets in Reedsport. |
| summer traffic |
| Tourism is a main industry in Winchester Bay and this would effectively eliminate a main corridor on which the |
| Not at all acceptable for the following reasons: Commute distance and fuel costs along with the loss of revenue for the merchants of Drain. |
| Peak summer time on beautiful road. Detours from Reedsport to Eugene via Florence somewhat more cumbersome than a possible construction delay. |
| i have to work down around the coast and have to be able to get there everyday. |
| Drain and outlying areas rely on tourism greatly during the proposed dates. |
| We need at least one good road to get from the coast. |
| The Kellogg route via Sutherlin to Elkton would be very acceptable. |
| Would just cause undue hardships for people to have to travel so far out of their way to get from I-5 to the coast and from the coast to I-5, especially with the cost of fuel. It would take longer for Drain to respond to incidents on the east side of the |
| Option A offers only one way to reach Drain or Northbound I-5 during the closure, St Hwy 138, plus the closure is during peak tourist season and the time of year when the most people and freight are being transported on Hwy 38. |
| I travel between Elkton and Eugene and could not afford the extra time and fuel to drive around. |
| Working at night and on weekends to lessen the impact on working commuters makes more sense to me. |
| Living near Elkton, I would have to travel through Grass Valley to Rice Hill to get to Drain or Cottage Grove where we buy food and visit our kids (and they visit us). |
| We live just west of the tunnel; about 90% of the time I must travel the tunnel to work. But I would rather travel around for one month than put up with a one lane hassle for 6 months. |
| We could loose a lot of business during that time. Other business would loose business also. If a client can't reach you 'conveniently' they go somewhere else. Thanks for your consideration. |
| I feel that a short term complete closure is preferable to the one lane, with delays for up to 20 minutes each for a period of 6 months. I would use the Florence/Mapleton Route F or Highway 42 during the closure. Generally not the 138 route. |
| shortest duration, best use of funds, work efficiency and quality will be better due to no traffic. Also due to no traffic will be a greater safety factor for all workers |

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| We can go 138 and over Metz Hill to I5 headed north or south. (Gasoline price situation may force us to walk which is hardly an option) |
| With enough notice and accurate dates of closure, I can plan around that time frame and still meet my needs. However, if I owned a tourist or travel related business between Drain and Coos Bay or Florence, I would only consider Option B acceptable. |
| Optimum use of time and resources to accomplish the job and have it completed. |
| A complete road closure would finish the project in less time but it would force residence/visitors to take lengthy detours. This would harm the local economy of the area and possibly discourage visitors traveling to the coast. |
| get it done fast is the best way |
| I believe that a shorter closure, though permanent, would be preferable to a much longer closure. Get in and get it done!!!! |
| I do believe that closing the road and getting the job done ASAP is a better idea than dragging it out and why couldn't it be as late as SEPT to OCT ?? Our weather is still good and most kids are back into school..... |
| I can easily work around a one-time shutdown. |
| Delays for emergency vehicles. A constant flow of vehicle traffic is preferred to a detour of up to 45 minutes. Hwy 38 to 138 to I 5. minimal interruption to all traffic, emergency, work commute, pleasure and business. |
| Get it over with as fast as possible. |
| Need to keep traffic flowing. Tourists need to use this route to see elk, butterfly farm, trout farm and other attractions. Tourism is BIG BUSINESS on Oregon coast. We need to keep all access open that we can. |
| I like the short duration of this option. However I think that a May or Sept/Oct time frame would be better. The weather is still good in these months, but with considerably less traffic. this would impact business much less than at the peak of the tourist season |
| CLOSE THE ROAD, WORK AROUND THE CLOCK AND 'GETER' |
| July & August are my busiest months. Many of my customers travel from I5 to hwy101 via HWY 38. If the hwy is closed they will probably go to Hwy 42 or Hwy 126 instead and completely miss my business. |
| Tourist business will deteriorate because people won't be able to travel as easily from the valley. My own travel to the valley will be curtailed. Ambulance service from Hwy. 38 will have to go to Florence and inland to get to the Eugene Hospitals. |
| A complete road closure is not acceptable as we have switchgear and facilities just outside the West entrance to the Tunnel that need to be readily accessible by our crews from either direction during normal and abnormal circumstances such as storms. |
| A complete closure forces our trucking company to detour many miles. With the price of fuel, we would not be able to provide service to customers in the Coos Bay area. I am assuming they don't want to shut down for three weeks. |
| Get it done faster |
| Complete closure gets the job completed in the shortest amount of time. |
| It would be too hard on local businesses...too many people would skip coming to Reedsport. |
| Complete closure could be life-threatening if I should require emergency medical attention. I had an organ transplant and sometimes must reach the hospital in Eugene or Salem ASAP. |
| I work in Portland several days a week, and an entire closure would be unacceptable. |
| I think it would be better to just close the road for a month & get everything done in a timely manner. I think it would be easier to find an alternative route for 25 days than to wait in the road construction line for several minutes for several months. |
| Potentially significant loss of travelers during peak recreation period. |

Option B:

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| There will already be delays from the other bridges impacting traffic flow. |
| Providing the delays are very short in time - it's our gas you are wasting not yours. |
| If there's only 2 options, this is preferred by me. If the 3rd option that's being researched currently is considered, I have great concerns that the creek is not distributed with heavy equipment and earth-moving. |
| Still can travel thru especially for emergencies! |
| Lesser of two evils! I am opposed to signals. The flaggers are better. The timing of signals get off. Also power outage occur. |
| We need recreational travel to come through on a regular basis - it is vital to our business. |
| We don't want it closed but wouldn't mind the delay. |
| We won't be cut off in a 25 mile long cul-de-sac in the summer business months with gas at \$3.50 a gallon! |
| It would provide access to Eugene and north and have much less impact on our local businesses that would really suffer from a complete closure in a summer month. |
| We've dealt w/ many construction delays on this route yearly. As long as one knows to account for them in travel time, this would be acceptable. |
| Allows continuation of traffic. |
| Perhaps inconvenient, but far superior to the alternative. |
| People need to pass. |
| Local folks need to get to work and home on that route. |
| If construction cannot avoid complete closure in July/Aug period, then single lane open is preferable. |
| Still a huge impact on visitors. |
| Would still allow coast users access. |
| I prefer this option. I always travel to Eugene, Sutherlin, Drain, and Roseburg on Hwy 38. |
| I believe that most travelers are willing to wait 20 minutes or so, knowing the highway is at least open to flagged pass-thru. |
| summer traffic |
| Since you have given only two option (there are others (time of the year that construction can be undertaken, night time work a combination of a very short duration of the route with a longer slowdown period |
| This option is very acceptable and will create the least impact on everyone involved. |
| This is similar to the arrangement when the Elkton tunnel was under construction 8-9 years ago. At that time, the road was closed completely at night, as well, which may be an additional option. |
| This option would allow me to get to my job site so i can keep my job. |
| we can always schedule extra time for delays and get by with minor inconvenience rather than have entire road shut down. |
| We can certainly get by with one-way traffic, We have a lot of retired people in this area and we need the road to Eugene to the hospital. |
| The extra time could be planned into travel time and would allow people to travel the usual route if they chose, or go around. Less disruption to the normal |
| Option B offers 2 alternatives to complete closure. Number 1 to wait 20 minutes or so to use Hwy 38. Number 2, to use hwy 138 to I-5, if they do not wish to wait. If traffic ultimately to be northbound on I-5, or whose destination is Drain could be dire |
| 20 minute delays are far more acceptable than the economic hardship of such a lengthy detour. |

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| It keeps the road operational |
| I can deal with a delay instead of having to drive extra miles. |
| We have clients coming off Interstate Hwy I5 even though they have to wait at least they will come to Reedsport for us to service them. Also a lot closer to get to Roseburg and Eugene. July and August are our busiest months. Thanks for your consideration. |
| As about, the delays for the long period of 6 months are less acceptable than the full closure for 2-3 weeks. |
| By using this option there will be a markedly increase in the money spent while there will be a severe slow down of work performed. The movement of traffic will generate the need for extra safety measures for all construction personnel and motorists. |
| Taking too time. Best to have it done in 21-25 days. |
| I am patient and retired, so the delays won't bother me... much. |
| Would prefer to have job completed all at once as to prolong it. |
| A partial closure would at least allow traffic to travel on the highway without lengthy detours. |
| too long of a time to get the job done |
| See explanation above. |
| much too long..... |
| I'll detour for half a year using 126 but if that is what it takes, that is what it takes! |
| Minimal impact vehicle traffic, emergency, work commute, pleasure and business. There is no way to avoid a delay. The most viable detour is thru Sutherland, which will add 40 -45 minutes to reach the I 5 hwy 38 connection. |
| This helps keep traffic flowing. |
| I am uncomfortable with the length of the time frame in this option. Especially when it covers the complete tourist season. The delay is acceptable but why through June,July,& August? |
| IT WILL SLOW DOW PEOPLE TOO LONG |
| Takes longer, but allows a more normal semblance of travel and business. |
| This would provide the access we need. |
| Not ideal, but better under the circumstances. |
| Takes too long. |
| Travelers will tolerate short delays, even though they will encounter them for a 6 month period. |
| Same as above. I am an organ transplant patient, and a 20 minute delay is preferable to an entire closure requiring a longer detour to Eugene or Salem. |
| If that is what is decided I could live with that. I still think it would be easier to find a different route for 25 days than to wait in line every time you went that was for 6 months. |
| There will be delays anyway, because of the construction on the other bridges. Closing Hwy 38 completely just for this one bridge doesn't make sense. |

Historic Plaques:

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| Replace the plaques on the new bridges. |
| Place in Elkton City park. |
| Have design-incorporate the old plaques inside the new bridge - across from the newer ones. The design team could give the modern-day plaque cohesive and complementary to the old. Then 60 years from now, their design would still be admirable. |

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| If the design of the new bridge is somewhat the same, remove the plaques and re-install on the new bridge along with the new plaque. |
| Since the bridges aren't being repaired and maintaining original design (such as Gold Beach Bridge over Rogue River (101)), it doesn't matter. |
| They should be placed on the new bridges. History and nostalgia need to be preserved |
| Make special signage(?) area for them. |
| Place a historical marker on the new bridge. |
| Put them on new bridges. |
| Create tasteful wooden stands (similar to but smaller than historical markers) that contain the old plaques and a new one detailing the new work and year. |
| Umpqua historical museum? |
| Maintain and put in place side/guard rail with historic design. |
| Doesn't matter. |
| Give to local museums. |
| Find out who wants them and then pick. |
| Maybe combine in one location with safe pullout and overlook maybe combined with info about hiway and failed RR route. |
| who cares? |
| place them in an appropriate other location or on the 'new' bridge when it is completed |
| Put them in a display case somewhere in the county. |
| Put the plaque on the new bridge, of course. Alternatively, have a roadside display at some turnout along 38 that has the map of the bridges and displays all the plaques with an explanation. |
| add plaques to separate marker in a safe location |
| Put up a permanent marker when the new bridge is done. |
| The plaques should be restored and added to a new plaque that says something like this bridge was built in 2007 to replace the original bridge that this plaque commemorates. |
| The plaques from all the bridges could be placed could be placed at a central roadside location with pictures of the old bridges and a short history of their significance. |
| ODOT's warehouse |
| Put the plaques in the new bridges. |
| Re-install on the new bridges. |
| Put them back along with the new plaques. People that are interested would still have an interest as to when the original bridge was built and when it was replace with a new one. |
| If they can be moved to the new bridges, without too much expense, do it, if too expensive, that's the price of progress!! |
| The two bridges on either end of the tunnel spans a narrow stream. Both areas encompass some very scenic areas. The history of the tunnel, from it's inception and the changes made through the years (especially the machine-gun nest on the West end of the t |
| Depends on the wording on the plaque, but put it back on the new bridge with wording about the old bridge and the new bridge. |
| Mount them near the bridge on a cement pedestal that that says: 'This plaque was placed on the bridge that stood on this location from ____ through ____.' |
| Put them in the capital on display. |

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| Use them in the new bridges and say when the new bridge was built to replace them. |
| I would say to remount the old plaques on the new bridges, but the dates would be wrong. Perhaps the best thing would be to document the old bridge by photo/video and donate the old plaques to the county museum if they want it. A roadside commemorative di |
| Remove them from the existing structures and install them on a wall or something with a picture of the original so that people could stop and read about what used to be. |
| pass them into museums in the area.... |
| Place the plaques on the new bridges to commemorate the spot where the historical bridge once stood. |
| local historic museum |
| I think they should be attached to the new bridge with perhaps a second plaque explaining the new construction. |
| PLACE THEM ON THE NEW BRIDGE WITH INFO. AND DATE. WHEN THE NEW BRIDGE WAS COMPLETED. |
| Historic, Commemorative plaques should be reinstalled in the new bridges, with appropriate explanations regarding their importance and origin. |
| put them on the new bridge |
| Sorry, but does anybody really stop and read those plaques? |
| Try to find a way to incorporate them into the structure or place them at a nearby wayside. |
| Highlight the plaques at a turnout or other safe pull-off at the location at each bridge. Perhaps have a display with more historical information for people who wish to stop |
| I think the plaques should be put in the new bridges somehow. |

Other Comments:

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| Option "C" - put in a new 4 lane tunnel and 2 new 4 lane bridges for future growth. |
| I live in Elkton, in spite of working in Eugene, because of the natural scenic beauty of the Umpqua corridor. I also love the feeling of the old historic bridge railings that allow the unobstructed views of the Elk Creek and Umpqua below. I want the new railings to be similar to the old ones. There's a good example of the design used in Eugene, over the Ferry Street Bridge going towards Coburg. It's near the Alton-Baker Park. It's quite pleasing visually and allows views through the railings. |
| Do you plan to work 24/7? Are you going to work on all bridges at the same time, or consecutively? |
| Have new bridges side rails have a historical look to them. Be respectful to the business community in making your decisions. |
| Would like to have the bridge replace like a historical bridge. |
| Do construction in Fall or winter to minimize impact. Spread over two years. |
| It will substantially mitigate the closure effects if signage concerning the bridge work that might be placed on Hwy 138, or on I-5 south, makes clear that 138 and 38 west of Elkton are free of delays. |
| build a temporary bridge |
| Just get the job completed on time with a reputable contractor who can dedicate themselves to the project. |
| Please make the bridges have some style, not just depressing concrete barriers. It's nice to have a view of the water through the siderails for passengers as you cross these waterways. |
| these projects are in great need, I personally have almost been killed several times on Hardscrabble creek bridge |
| Can't you get started earlier?? |
| I would hope that the bridge construction could be timed to take advantage of the off season for the closure period. |

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| Please build the bridges with the decor of the ones being replaced. Don't build such utilitarian bridges like we see between Elkton and Reedsport. How much more can it cost to be a little artistic??? |
| It will be nice to have new bridges, I must assume you will be widening them all?! Meeting vehicles on the bridges at the tunnel is worse than in the tunnel. |
| We need the new bridges for the commerce that uses them. They provide jobs for families. They need to be safer. I've lived in the area for over forty years and have seen a lot of accidents on the bridge as they are too narrow for the new vehicles that use them. |
| As a former truck driver, the approaches to all bridges concerned have instilled in me a sense-of-dread due to their narrowness while either in a curve or exiting from one. I have seen many blown tires from trucks hitting the side rail abutments, cars too. |
| Need to repair the entire stretch of road and new striping. (Striping is very important at night) |
| None |
| I can see several of the bridges are crumbling away and think it is a good idea to replace them. Traffic has increased greatly in volume and weight since the bridges were first built. Wider updated bridges would definitely be safer. Thanks for your efforts. |
| I would recommend doing both Elk Creek bridges on both sides of the tunnel. Get it done and over with now. One big interruption is enough. Don't drag us through this again. |
| Thank you for the opportunity to allow for the public to give their thoughts on this matter. |
| When are you going to replace the Scottsburg bridge. It is getting more and more dangerous. |
| Keep tourist traffic flowing. Fishing has been cut again on the coast and we need other sources of income. The business on the South coast of Oregon has been hurt badly by decrease in lumber and fishing. We need tourism to boost it up again. |
| I support this project. I just want you to consider in your decision the impact of the tourist industry on the coast during construction. My main question is: Are you sure some of this project can not be done in the middle of winter to shorten the downtime? |
| Keep up the good work. |
| Please feel free to contact me about the above comments as I serve as the Operations Superintendent here at Douglas Electric Cooperative. Mark Doty Douglas Electric Cooperative 1981 NE Stephens St Roseburg, Oregon 97470 541.673.6616 |
| It would be wonderful if the bridges had some character...not just solid concrete sides. |