



Van Buren Bridge Project:

Outreach Summary

Prepared for:

Oregon Department of Transportation

Prepared by:

JLA Public Involvement

October 2019

Project Outreach Overview

Outreach and public information efforts have been a critical part of the Van Buren Bridge project process, particularly in fulfilling Section 106 of the National Historic Preservation Act (NHPA) and Section 4(f) Federal Highway Administration (FHWA) regulation process.

Following federal guidance, the outreach strategy has focused on two primary stakeholder groups: jurisdictional decision-makers (City of Corvallis Historic Resources Commission and City Councilmembers) as well as the general public, particularly businesses and residents who will be most immediately impacted by the project.

This Outreach Summary will review the efforts and events that have been completed by the project team since March 2019.

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Historic Resources Commission & City Council Joint Briefing Overview (June 2019)

On June 18, 2019, the project team presented the project during a special joint meeting of the City of Corvallis Historic Resources Commission (HRC) and the City Council. Five Historic Resource Commissioners, six City Council members, and the Mayor were present for this meeting.

The purpose of the special meeting was to:

- Provide the HRC and City Council a briefing on the alternatives analysis as part of Federal Highway Administration (FHWA) Section 4(f) regulations.
- Invite the HRC and City council to respond and pose questions and concerns about the Bridge Repurposing Study to facilitate the final decision-making process.

After a brief presentation of the Bridge Repurposing study, HRC and City Council members responded with questions about the project. Questions were mostly focused on the parameters of funding mechanisms and request for more detailed information on what costs and processes the City of Corvallis could expect if they assumed ownership of the bridge.

The meeting adjourned with tasks for both ODOT and the City to respond to in future meetings- the City Council work session on July 18, 2019 and the City Council meeting on August 5, 2019.

Open House Overview

On June 27, 2019, Oregon Department of Transportation (ODOT) hosted an open house at Fire Station #4 in Corvallis, between 4:30 - 6:30p.m. In addition, a corresponding *virtual open house* was open for the public to visit and provide comment between June 27 – July 11, 2019. The purpose of the open house was:

- For area residents to meet and get to know ODOT and the project team staff.
- Share information the Van Buren Bridge project purpose, need, and timeline.
- Share important information about the Historic Resources planning, which will determine the future of the existing bridge.

A total of 58 people participated in either the in-person or online open house event. Among community members who shared their social and demographic information, majority of participants were white, spoke English, and were between 60-74 years old. Of those who responded, majority of residents skewed toward higher annual household incomes; the median of respondents earning between \$75,000 - \$99,999.

Open House Engagement Format

The format of the in-person open house was a meet and greet, self-guided event with informational displays for the public to review. In addition to four ODOT project staff, two consultants from OBEC (engineering) and one consultant from JLA Public Involvement (public involvement) were present.

During the in-person event, project staff made themselves available to address specific questions and concerns. Light refreshments and coffee were provided to community members who attended.

Outreach and Notification

Project outreach was conducted for both the open house event as well as to project-specific decision-making bodies in order to fulfill Section 106 of the National Historic Preservation Act (NHPA) and Section 4(f) Federal Highway Administration (FHWA) regulation process.

In regard to the June 27, 2019 open house, stakeholder groups including City of Corvallis staff, local businesses, and nearby residents were notified through the following methods:

- **Email invitations to stakeholder list:** The project team emailed an open house invitation to 52 project-specific government and community stakeholders one week before the event. The email invitation contained the same content as the project mailer.
- **Project website:** ODOT developed a dedicated webpage for the project, searchable through the main ODOT website. The page included an announcement about the open house, project description and details as well as current and related project documents.
- **Project factsheet:** A two-sided project factsheet containing high level project information and project timeline was developed. The project timeline encompassed past project efforts through the current-day process. The factsheet was made available on the project website as well as at the in-person open house.
- **Postcard mailer:** A postcard announcing both the in-person and online open house was developed and mailed to 1007 residents and businesses within a one-half mile radius of the Van Buren Bridge.
- **Press release:** A press release, announcing the in-person open house was circulated in the Corvallis Gazette-Times two weeks before the open house.

A copy of the project factsheet, postcard mailer, and press release can be found in **Appendix A: Outreach and Notification Materials**.

Open House Key Themes & Takeaways

A total of 27 responses were provided to the open-ended question, “Do you have comments to share with the project team as we evaluate these alternatives? Let us know what you think.” These comments were coded and organized into six broad themes, summarized below. Transcriptions of public comments can be found in **Appendix B: Comment Card Responses**.

Key Themes:

Decision-Making / Project Management

The public voiced concerns about the availability and quality of information, as well as the estimations steering project assumptions and alternatives. Others asked for a more explicit breakdown of costs and brought up concerns of how the project will be paid for. Some expressed concern for the short timeframe and the risk the timeframe put project partners in making hasty or “unhealthy” decision-making.

General Support of Project / Alternatives

Comments expressing general support mostly described a combination of repurposing, relocating, and/or dismantling the Van Buren Bridge. Community members urged the importance of maintaining fiscal responsibility with any option as well as commenting on ensuring that traffic flow will be maintained with a new bridge.

Historic Preservation

A few community members highlighted the bridge as a historic resource that should be preserved; many of the ideas related to preservation suggested that it continue to be used as a bike and pedestrian bridge.

Park / Riverfront Access

Access to the waterfront was important to some community members. There was concern that the new bridge would not allow the same access to the riverfront parks (on either side of the bridge) especially in comparison to the current Van Buren Bridge.

Pedestrian & Bike Concerns

Majority of public comments related to the impacts to bike and pedestrian use and access. Many community members expressed the value and frequent use of the bridge but not all felt that it was essential for the bridge to stay in its current location. There were some questions of whether a new bridge would have the same quality bike and pedestrian facilities as the current bridge.

Seismic Concerns / Emergency Management

Some community members questioned the project’s goal and whether the proposed alternatives would really improve or move toward seismic-resiliency. Some offered thoughts on how to address seismic concerns related to the bridge and river, generally. One community member suggested emergency management should be consulted and asked whether a new bridge would be able to serve as a major evacuation route in case of an emergency.

In addition, some community members prepared information sheets about the Van Buren Bridge project history and a list of specific questions about the project/proposed alternatives. These community-authored information and question sheets were left with project staff and can be found in ***Appendix C: Supplemental Community Feedback.***



Van Buren Bridge Project

Appendix A: Outreach and Notification Materials

Project Factsheet (front)



OR 34: Van Buren Street Bridge Design Phase

May 2019

SUMMARY

The Van Buren Bridge Project will design and construct a seismically-resilient eastbound bridge on Highway 34 over the Willamette River.

The bridge will include two lanes for motor vehicle traffic and a multi-use path for separated bicycle and pedestrian use across the bridge.

WHEN WILL CONSTRUCTION BEGIN?

No construction will take place during design phase, which is scheduled to be done by September 2021. Bridge construction is expected to begin in 2022. We'll let you know what is happening as plans and work move forward, and want to hear your thoughts and concerns.

FIELD WORK HAPPENING NOW

Over the next few months you may see crews surveying, collecting information on existing roads and structures, and locating utilities. Crews may need to access some properties west of the river (near the bridge in downtown Corvallis) and will reach out to property owners.

WHAT WILL HAPPEN TO THE EXISTING BRIDGE?

Through summer 2019 the project will build upon past studies and conduct federally required historic resource processes to determine what will happen to the existing bridge. There will be opportunities for you to share your thoughts during the process and information will be regularly updated on the project website.

BUDGET

Design Process: \$9 million
Construction: \$60 million

How to get involved

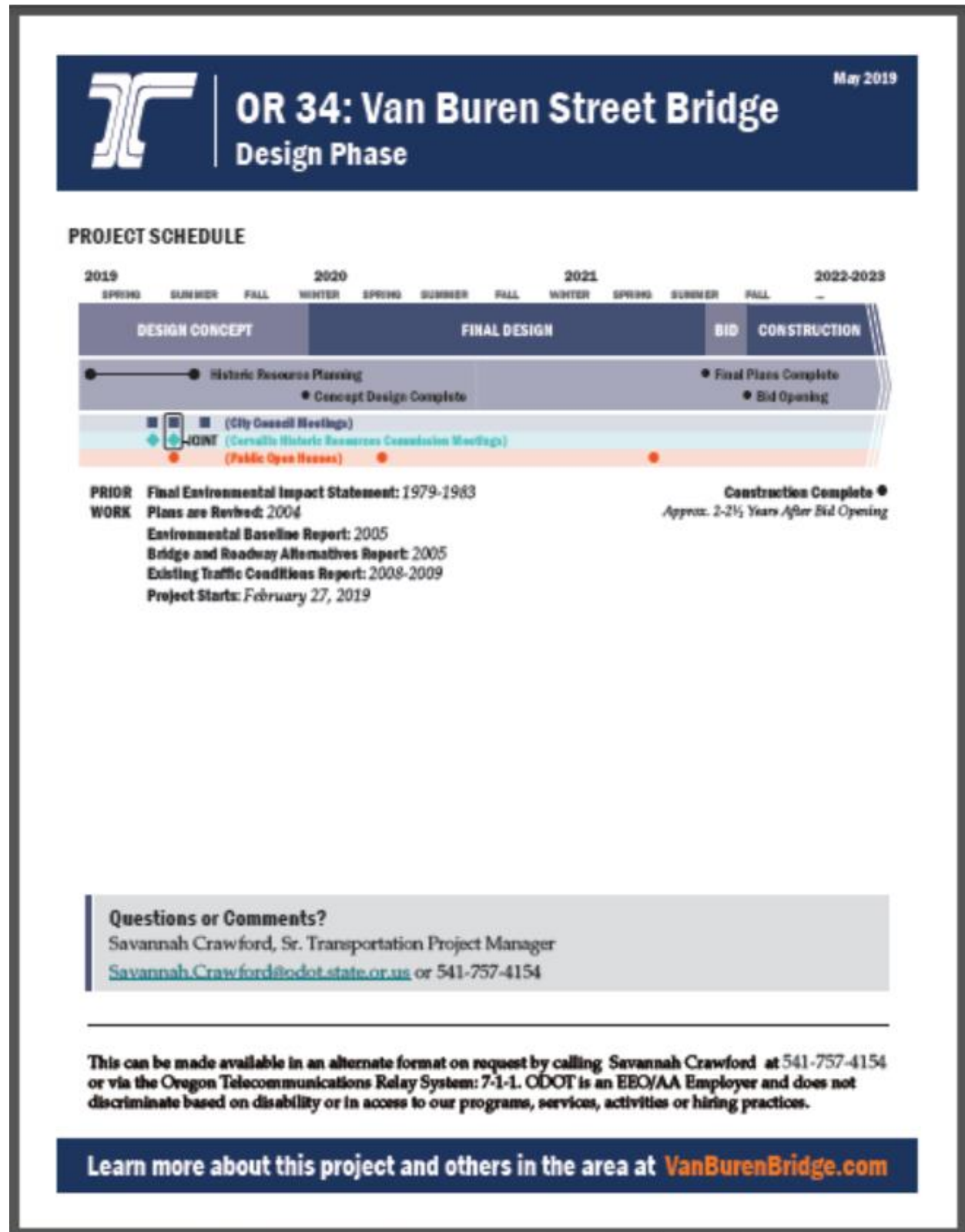
- Visit the project website to get the latest information and sign up for email updates: VanBurenBridge.com.
- Watch for open-house events, presentations to community groups and officials, and outreach to business/property owners.

PROJECT AREA MAP



Learn more about this project and others in the area at VanBurenBridge.com

Project Factsheet (back)



Postcard Mailer



VAN BUREN BRIDGE OPEN HOUSE



Join us on June 27 to learn about the Van Buren Bridge and provide input on the existing bridge's future.

DATE: Thursday, June 27, 2019

TIME: 4:30 – 6:30 p.m.

LOCATION: Fire Station #4, 365 SW Tunison Ave., Corvallis

This project will design and construct a seismically resilient two-lane eastbound bridge over the Willamette River. The bridge will include a multi-use path for pedestrians and bicyclists.

The role of the existing bridge will be determined this summer through historic resource planning. Your input is important to us! Come make your voice heard at our open house.

Visit our project website to get the latest information and sign up for email updates. Share feedback through our online open house, available now until July 5th, at:
www.VanBurenBridge.com

For more information, contact Savannah Crawford, Sr. Transportation Project Manager, at 541-757-4154 or Savannah.Crawford@odot.state.or.us.

This can be made available in an alternate format on request by calling Savannah Crawford at 541-757-4154 or via the Oregon Telecommunications Relay System: 7-1-1. ODOT is an EEO/AA Employer and does not discriminate based on disability or in access to our programs, services, activities or hiring practices.



ODOT Region 2
3700 SW Philomath Blvd
Corvallis, OR 97333

VAN BUREN BRIDGE OPEN HOUSE

For more information, contact:
Savannah Crawford, Sr. Transportation
Project Manager, at 541-757-4154 or
Savannah.Crawford@odot.state.or.us.

Press Release

June 10, 2019

Van Buren Bridge Project open house on June 27

CORVALLIS – The Van Buren Bridge Project will design and construct a new seismically resilient two-lane eastbound bridge over the Willamette River. The new bridge will include a multi-use path for pedestrians and bicyclists.

To learn about the new bridge and provide input on the future of the existing bridge, attend an open house from 4:30 to 6:30 p.m. Thursday, June 27, at Fire Station #4, 365 SW ~~Tunison~~ Avenue, Corvallis.

Your input is important to us! The role of the existing bridge will be determined this summer through historic resource planning and public engagement. Come make your voice heard at our open house.

Visit the project website to get the latest information, make comments and sign up for email updates: www.VanBurenBridge.com

Meetings are open to everyone. Accommodations will be provided to people with disabilities. To request an accommodation to participate in this meeting, please call Savannah Crawford at 503-373-7093 or via the Oregon Telecommunications Relay System: 7-1-1 at least 48 hours prior to the meeting.

##ODOT##



Van Buren Bridge Project

Appendix B: Comment Card Responses

Comment Card Responses from the Public

The following comments from the public, have been coded and organized into six broad themes: *Decision-Making/Project Management, General Support of Project/Alternatives, Historic Preservation, Park/Riverfront Access, Pedestrian & Bike Concerns, and Seismic Concerns/Emergency Management*. The comments were in response to the open-ended question: "Do you have comments to share with the project team as we evaluate these alternatives? Let us know what you think."

Decision-Making Process / Project Management

On the vanburenbridge.com website (curated by ODOT) why were there many blank pages where information (often figures explaining concepts) was missing? After looking at a hard copy provided by a citizen today, the missing pages discuss the south bypass option and no build option? ODOT doesn't have a great reputation for straight dealing. David Bragdon, former Metro president.

I think the Council needs to be provided with a breakdown of costs making up the \$12m upgrade cost, so it can identify potential funding sources- how much is seismic upgrade, how much for weight-bearing standards for different levels of ped traffic (which can be reduced by narrowing the pedestrian "lane" on the bridge).

The time-frame (August 2019) is inappropriate for such a complex financial decision for the City of Corvallis. Please advocate (and don't cave in) to allow a functional healthy decision-making process with the Van Buren Bridge. I wish to empower ODOT to stand its ground and not allow arbitrary funding time-frames. As a citizen, I speak. Thanks.

"The existing bridge would need to be carefully analyzed to verify its capacity to carry pedestrian loads." "Daily vehicle trips 10,800." Really?

It's clear that a number of independent parties (ODOT, coast guard, preservationists, citizens) are involved in planning for a new bridge. Efficient and effective leadership need to form first. Public input is important but far from the only factor. I fear that "pressure groups" will form and tilt this project but these motivated people do not represent the larger community in many cases. I would be open to volunteering if opportunities arise.

Through the discussions and decision-making to come, it is paramount that we not jeopardise this project and the budget dollars. I fully support private dollars found toward current bridge preservation and/or relocation, but it should not be done at taxpayer expense of the projected \$4-12 million dollars.

General Support of Project / Alternatives

Corvallis is fortunate to have a second chance at a new, structurally safe, functionally adequate bridge. We can't afford to lose this opportunity. The City can't afford restoration or relocation of the old bridge. If someone else has funds, great!

The current structure should be demolished and "put to bid." Set up some sort of kiosk with nice photos etc. and call it good. The new bridge should go in the same place if at all possible. This

will not require new right-of-way. Will a new bridge require the incline to start prior to 1st Street, which may impact the Van Buren St businesses (D & B and hotel).

I would like the old bridge dismantlement and the old steel recycled. If the people wanting to retain the bridge they should raise the money a year prior to the project start.

Please prioritize traffic flow and fiscal responsibility when considering options for the existing bridge and the new bridge. Please eliminate the alternatives that will place hardship on project engineering or traffic flow. Thank you for your work on this important project.

i like the dismantle alternative and the repurpose alternative.

Historic Preservation

I believe the bridge MUST be preserved. It is an historic resource-- one of the oldest bridges in the state. The topic has been raised several times and each time, the community says, keep the bridge and turn it into a bike and ped walkway.

Park / Riverfront Access

Maintain through-access on 1st Street under new bridge (similar to Harrison Bridge) to preserve functioning on Riverfront Park, which was a huge community investment.

I would like to see the existing bridge moved over a waterbody - preferably upstream on the Willamette to walk to Orleans Park from downtown waterfront park. Since this doesn't seem possible due to \$, I think option 1 is my preferred alternative.

Pedestrian & Bike Concerns

The Van Buren Bridge is a superior pedestrian/bike/etc design because of its low gradient - level design. It should be kept as a part of the State Highway system for this river crossing location. Its historic function is important as well, so in keeping the bridge in its current location serves two functions. Also, I was on the committee to develop the master plan for the Orleans/Berg Park, and we recognized how effective the Van Buren Bridge is for non-vehicle uses.

I support following through with the community's preferred option of 1993 & 2005-6 to maintain the existing bridge for pedestrian or bike/ped use, and build the new bridge just downstream. Although the grade on the new bridge may be to ADA ped standards, it will not be as functional for less abled individuals as the current flat bridge. Removing the current bridge will make ped travel, especially, to City parks on the east side much less inviting. From the 2005-06 process, ODOT at that time was going to bring the old bridge up to standard, and take responsibility for ongoing maintenance.

It is essential to leave the existing bridge where it is. I know I am home when I see the bridge. I bike over there several times a week and will not bike on the Harrison Bridge which has totally inadequate bike facilities. Moving the bridge is a cruel joke, a waste of money. I can accept that a new bridge would prevent the existing bridge from swinging.

I am a Corvallis resident. I would like to have the old bridge demolished. It is the cheapest alternative and the new bridge could be built on the location of the old bridge. Please line up the

next bridge's multi-use path to the current multi-use paths- Riverfront Path and the path on the east side of the old bridge to the next bridge multi-use path. Thank you! A lot of pedestrians and bicyclist use the current multi-path.

I would appreciate more thought put into the bicycle interaction with the West approach. How will bikes gain access to the bridge from Northbound, Southbound, and riverfront path? Will there be bike lane striping to avoid conflict with pedestrians? Will bridge expansion joints be selected/designed with bicycles in mind?

Please, preserve physically protected bicycle and pedestrian facilities. Ideally, repurposing the existing span in addition to physically protected bicycle and pedestrian elements of the new span will ensure that remains a viable an attractive option to users.

Creating a new two lane bridge is very important for Corvallis. The current bridge should be repurposed as a pedestrian bridge or relocated to some other place. However, if relocation option is selected, a new two lane bridge must have pedestrian/bike lane.

What would it cost to move part to the Marys River, create a more pleasant connection away from traffic?

I am very interested in seeing the existing bridge remain useful for pedestrians and other non-gas-motorized users (bikes, wheelchairs, electric scooters). Perhaps the bridge could move to another locations. It seems wrong to dismantle/destroy it if it can be useful.

Repurposing as a functional bridge actually crossing a river would make more sense than as an ornament in a park. We need a bridge across the Mary's River further south than the Avery Park Bridge. Why not use the materials to build a pedestrian / bike bridge west of the Tunison Street area, for example.

Seismic Concerns / Emergency Management

If the reason to demolish the historic Van Buren Bridge is that it is not seismically upgraded, is the Harrison Bridge seismically sound? Will it also "risk ODOT's investment"?

If this is a seismic concern, fix the dams upriver first or building a new bridge in Corvallis is pointless. Is there data that indicates the Harrison Bridge is more seismically stable than the VB bridge? If its about seismic stability, it would cost less to make retrofits to the existing bridge than to replace it. If its really about traffic, a wider bridge won't help without the North bypass which should be built first.

All options feel like loss. Don't let history get in the way of safety. We need to let go of the past and build smarter for long term resilience. Are we losing a major emergency evac route? Can the option 1 bridge still be a viable option in mass exodus? Does option 2 still provide the necessary route out of town? How are we supplementing this route loss? WHAT DOES EMERGENCY MANAGEMENT think???



Van Buren Bridge Project

Appendix C: Supplemental Community Feedback

VAN BUREN BRIDGE

For more than 100 years, the Van Buren Bridge continues to carry traffic across the Willamette River. Designed by the Coast Bridge Company, Benton County commissioned the Bridge in 1913. The Van Buren Bridge embodies Corvallis' settlement and transportation history and testifies to its growth as a technological leader and river-sited, agriculture-based community. The Bridge is the doorway to Corvallis and the living arterial of our economic and community growth.

The historic 1913 Van Buren Bridge is the **first bridge to span the Willamette River at Corvallis** and the third oldest bridge remaining over the Willamette River, after the Hawthorne and Steel Bridges in Portland.

The Bridge is not only **Oregon's only remaining example of a movable bridge built with rare pin-connection technology**, but also the only example west of the Mississippi. The Van Buren Bridge is an engineering marvel that is protected by Section 106 of the National Historic Preservation Act and Section 4F of the National Transportation Act.

To open the bridge, six men – three on a side – rotated a 17 foot long wooden “turning key” that engaged a gear mechanism under the road deck. The Bridge turned on a 24 foot diameter gear with 300 teeth mounted on the central concrete pier. The entire swing span balanced on 42 steel rollers as it rotated. It took approximately one hour to open the Bridge. **Once open, 102 feet of clear passage between Bridge piers allowed for passing boats.**

The November **1912 bridge bond vote was a notable first for Corvallis women** following the successful passage of the state initiative that enfranchised Oregon women.

Public outreach timeline:

- 1993 – ODOT initiated a public process resulting in community consensus to keep the Van Buren Bridge
- 1994 – Corvallis Riverfront Enhancement Task Force recommended *“the existing historic Van Buren Bridge should be maintained for pedestrian and bicycle access travel to Berg/MLK Jr. Park, OSU Crew, and the golf course.”*
- 1996 – City Council adopted the Corvallis Transportation Plan that calls for *“Use of the historic bridge for pedestrian and bicycle access to the east side of the Willamette River.”*
- 2004 – ODOT sponsored a public open house to gather input regarding the bridge that
- produced the same result: Keep the Bridge.

In each of these dialogues the people of Corvallis overwhelmingly endorsed keeping the Van Buren Bridge, and keeping it in place on its original site. The public record is clear – **Keep the Bridge.**

The 2006-07 ODOT process report calls for **keeping the Van Buren Bridge** and its approaches on it's original site and construction of a new span in between the Van Buren and Harrison crossings.

Structural repairs in 2007 included:

- Removal of excess asphalt to lighten the dead load
- Removal deteriorated steel plate
- Some steel repair
- High pressure water blasting of all pin connections – the first time the procedure was implemented in Oregon and likely the western US
- Design, fabrication, and installation ODOT replacement counter eye bars unique to the Van Buren Bridge
- Lead paint abatement
- Paint application expected to last 30 years.
- Application of a coal tar urethane second primer to increase corrosion protection, a new process developed by ODOT.

The 1987 Federal Surface Transportation Act tells us:

... it is in the national interest to encourage the rehabilitation, reuse, and preservation of bridges significant in American history, architecture, engineering, and culture. Historic bridges are important links to our past, serve as safe and vital transportation routes to the present, and can represent significant resources for the future.

Corvallis prides itself on **innovation, cutting edge technology, and engineering**. The iconic Van Buren Bridge is the **vanguard of our creativity and hallmark of our ingenuity**. Treating it well, honors the best in ourselves.

Questions

Overall Project

- Why is there no consideration of a new bridge on the **north** side of the existing Harrison Street bridge?
- Are other **bridges upriver seismically retrofitted**? If not, don't they pose a serious catastrophic threat to all downriver bridges?
- Why is the **original sidewalk** on the south side being removed?
- How will the proposed new bridge satisfy **ADA** requirements for user-friendly rise and run?
- The 2005 report states that ODOT would bring the Van Buren Bridge "**up-to-standard.**" Did the 2008 upgrade accomplish this as pledged?
- Page 4 of the Repurposing study states that the 1912 bridge was *designed for the same live loads as a 2019 bridge*. If this is accurate, why are upgrades needed at all?
- Page 4 goes on to say that design codes have evolved and the bridge has aged, it would need to be *evaluated to verify the capacity of the structure in its current condition to carry pedestrian loads*. As public sentiment since 1993 clearly calls for retaining the bridge as a walkway, why was this evaluation not included in this repurposing study?
- How can City Council reach a **prudent fiscal decision** based on incomplete information?

Project Budget

- Is 40% **contingency** rate standard for ODOT projects?
- What is allowed in the budget for **property acquisition** if needed?
- A 2006 news report stated that ODOT's costs for a new span would be \$8.2M to \$18.M plus \$4 for design and planing or \$22.2M to \$22.M total project costs. Based on standard inflation rates, a 2019 projection would be \$28.5M. The \$69M projected budget for the new span in an **increase of 300% in 12 years**. What accounts for this discrepancy?
- Why not use the Harrison bridge for the **temporary work bridge** and save e \$720K?
- Did **2008 upgrade** address fatigue and fracture evaluation pledged in 1995?
- Does a bike/ped use for the existing bridge qualify for Oregon's **1% for Bike's** program?

Annual Maintenance Budget

- Is the \$145,500 annual maintenance costs for the existing bridge **for bike/ped only** or bike/ped and autos?
- Is this based on **this particular bridge** or an average based on other crossings?
- What is the **current annual maintenance costs** for the existing bridge?
- What is the current annual maintenance costs for the Harrison bridge?

Neighbors and Partners

- Was the **turntable machinery** removed or disabled? If removed, how is ODOT currently satisfying its agreement with the USCG?
- If 2/3 of the existing Van Buren Bridge is in Linn County, and 2/3 of the Harrison span is also in Linn County, would 2/3 of the proposed bridge also be in Linn County? Would **Linn County be responsible** for 2/3 of historic bridge upgrade costs?

Van Buren Bridge Project: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=20688>

New bridge cost: 69M where will it be built? Closely Parallel or in the same place?

Costs for keeping to pedestrian/bike use:

12.1M + 2.5M + 150K annually for maintenance, incl. scour issues

Relocation Nearby: 7.11 M, Avery Park, other areas 10.3 M + 145K annual Maint.

Who will pay for these? Is this on the state, or Corvallis/Benton/Linn County?

The Van Buren bridge does not have historic value like the Conde McCullough bridges, or curtain ones in Portland.

(Newport

Depoe Bay

Rocky Creek

Cape Creek

Coos Bay

Florence)

New bridge could, at very low cost have simple design elements similar to the modern North Fork Siuslaw River bridge at Florence (Hwy 126)

Demolition 4.46M - *Is this included in the 69M?*

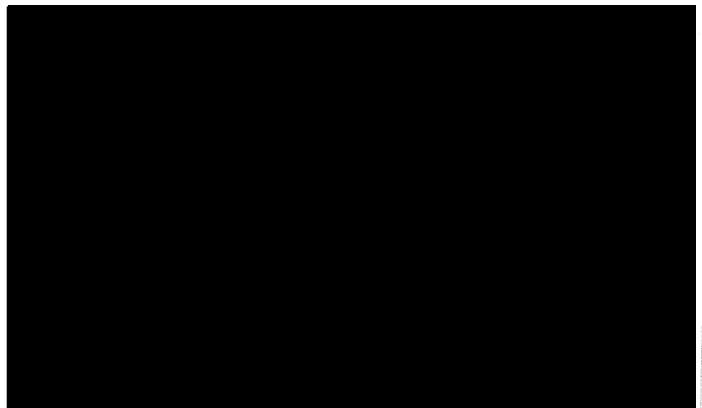
What about scrap value for the Steel?

Savannah Crawford, Sr. Project Mgr. 541-757-4154

Where are the appendices to the draft study?

• 10,800 vehicles, What is bike/Pedestrian traffic? Does it justify keeping the bridge? ^{old}
Toll for bikes, Pedestrians?

• Where does this bridge go for Pedestrians/bikes? Corvallis on west, nothing on east.



Van Buren Bridge Questions, June 27, 2019

Overall Project

- Why is there no consideration of a new bridge on the **north** side of the existing Harrison Street bridge?
- Are other **bridges upriver seismically retrofitted**? If not, don't they pose a serious catastrophic threat to all downriver bridges?
- Why is the **original sidewalk** on the south side being removed?
- How will the proposed new bridge satisfy **ADA** requirements for user-friendly rise and run?
- The 2005 report states that ODOT would bring the Van Buren Bridge "**up-to-standard.**" Did the 2008 upgrade accomplish this as pledged?
- Page 4 of the Repurposing study states that the 1912 bridge was *designed for the same live loads as a 2019 bridge*. If this is accurate, why are upgrades needed at all?
- Page 4 goes on to say that design codes have evolved, and the bridge has aged, it would need to be *evaluated to verify the capacity of the structure in its current condition to carry pedestrian loads*. As public sentiment since 1993 clearly calls for retaining the bridge as a walkway, why was this evaluation not included in this repurposing study?
- How can City Council reach a **prudent fiscal decision** based on incomplete information?

Project Budget

- Is 40% **contingency** rate standard for ODOT projects? If the City becomes the owner would it have to use that much of a contingency?
- What is allowed in the budget for **property acquisition** if needed?
- Why can't the VB bridge be used as one of the two work bridges ODOT plans to build for their project?
- A 2006 news report stated that ODOT's costs for a new span would be \$8.2M to \$18.M plus \$4 for design and planning or \$22.2M to \$22.M total project costs. Based on standard inflation rates, a 2019 projection would be \$28.5M. The \$69M projected budget for the new span in an **increase of 300% in 12 years**. What accounts for this discrepancy?
- Why not use the Harrison bridge for the **temporary work bridge** and save e \$720K?
- Did **2008 upgrade** address fatigue and fracture evaluation pledged in 1995?
- Some of the itemized upfront cost budget line items raise questions:
 - Is the Work Bridge really necessary?
 - Installation of a concrete deck adds multiple line items. Is this necessary for pedestrians?
 - Why is a pedestrian rail needed?
 - Other items.
- Does a bike/ped use for the existing bridge qualify for Oregon's **1% for Bike's** program?

Annual Maintenance Budget

- Are the \$145,500 annual maintenance costs for the existing bridge **for bike/ped only** or bike/ped and autos?
- Is this based on **this particular bridge** or an average based on other crossings?
- What are the **current annual maintenance costs** for the existing bridge?
- What are the current annual maintenance costs for the Harrison bridge?

Neighbors and Partners

- Was the **turntable machinery** removed or disabled? If removed, how is ODOT currently satisfying its agreement with the USCG?
- If 2/3 of the existing Van Buren Bridge is in Linn County, and 2/3 of the Harrison span is also in Linn County, would 2/3 of the proposed bridge also be in Linn County? Would **Linn County be responsible** for 2/3 of historic bridge upgrade costs?