



NOTICE NOTICE NOTICE

Temporary Closure of North Fork Molalla River Bridge August 10 – December 7, 2011

Clackamas County is replacing the current 45-year-old bridge with a wider, structurally sound bridge with two, 11-foot-wide travel lanes and two, six-foot-wide shoulders.



In order to complete the job as quickly and safely as possible, the bridge will be **CLOSED 24 hours a day from:**

7 a.m., Wed., August 10 to 5 p.m., Wed., December 7, 2011

The detour route will be via Weyerhaeuser's Molalla Forest Road. Road closure and detour signs will be posted. The Molalla Forest Road will be maintained by the bridge contractor while the road is used as a detour. A posted speed limit of 25 mph will be enforced by frequent Sheriff's Office patrols.

We appreciate your understanding and patience as we work to replace this bridge. Details and updated information will be available on the County website at <http://www.clackamas.us/docs/dtd/update20110504.pdf>.

If you have questions or concerns during the construction process, please contact:

Kerri Whitlow, Construction Project Manager
503.742.4680 or kerriwhi@co.clackamas.or.us

Dickey Prairie Bridge over North Fork - Molalla River

Contacts: Kerri Whitlow, Construction Project Manager:
503-742-4680 or KerriWhi@co.clackamas.or.us
Rick Nys, Project Manager: 503-742-4702 or
richardnys@co.clackamas.or.us

Contractor: Cascade Bridge, LLC

Construction timeline: August 2011 – May 2012
Road closure: August 10, 2011 – Dec. 7, 2011
Estimated completion: May 2012
Construction schedule: Monday – Friday, 7 a.m. – 6 p.m.



Drawing of new Dickey Prairie Bridge

Current activities:

- A land use application has been reviewed for work within 100 feet of the river
- All environmental permits are in place with regulatory agencies
- Oregon Department of Fish and Wildlife (ODFW) representatives will be on site to monitor compliance to regulations
- APHIS (USDA) completed the monitoring activity of migratory birds to comply with federal law
- We have removed the necessary trees for the project
- All easements are signed

Funding: \$2.4 million, funded by the 2003 Oregon Transportation Investment Act (OTIA III)

Scope: Replace the current, 45-year-old bridge. The existing 24.4-foot-wide bridge is structurally and functionally deficient. The mostly wood structure has one steel span that is strong but is also brittle, especially in cold weather. Tension bars were added in 2002 to add strength to the steel span and seismic upgrades were made a number of years ago. A temporary support tower structure will be built under the new bridge on the east bank to erect the new single span steel girders, but will be removed before the project is completed. The concrete pier in the river will be removed to improve fish passage. Fifteen trees were removed to make room for construction equipment. Once the new bridge is completed, 69 trees, 350 shrubs and almost one acre of seeding will be planted to complete the project.



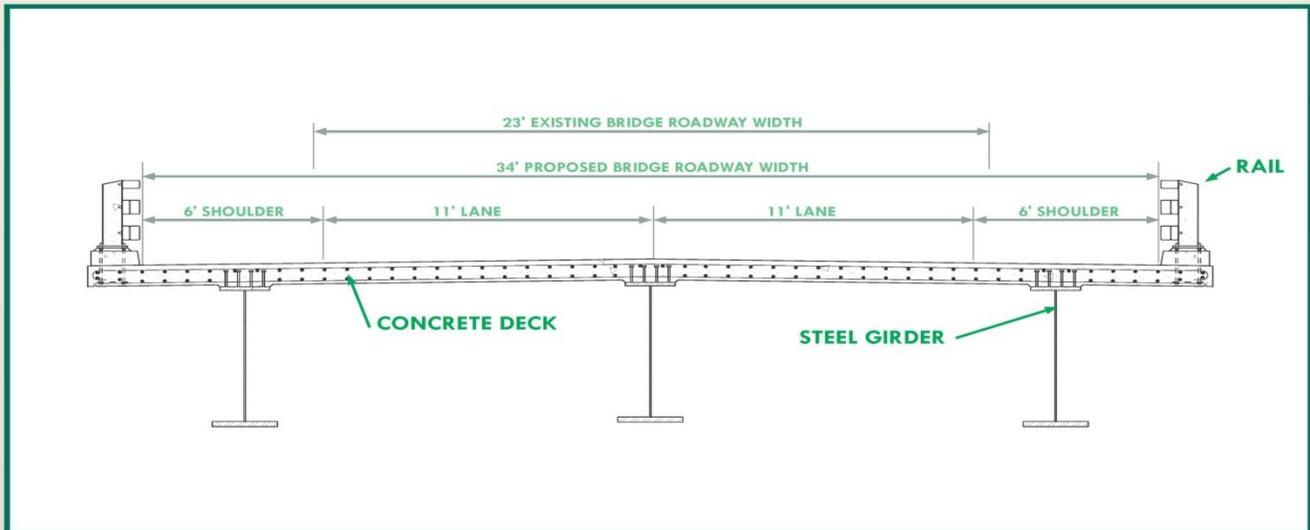
New bridge: The new bridge will meet the needs of area residents that drive across the North Fork of the Molalla River and meet all current environmental standards. The structure (see drawings, next page) will clear span 155 feet with an all-steel girder system, concrete abutments and concrete deck. The new bridge will also be over 10 feet wider, with two, 11-foot-wide travel lanes and two, six-foot-wide shoulders. A variety of barriers and rails will be included in the new bridge for the safety of the public. All of the storm water will be treated in an infiltration pond before entering the waterway.

Detour/road closures: Dickey Prairie Road will be closed for no more than 120 days during construction in 2011, probably from August through November. The detour will be Weyerhaeuser's Molalla Forest Road, which is largely gravel with some asphalt paved sections. The contractor will maintain the roadway during the closure. This route is supported by the community including the City of Molalla, the Hamlet of Molalla Prairie and the Molalla CPO. The detour will include:

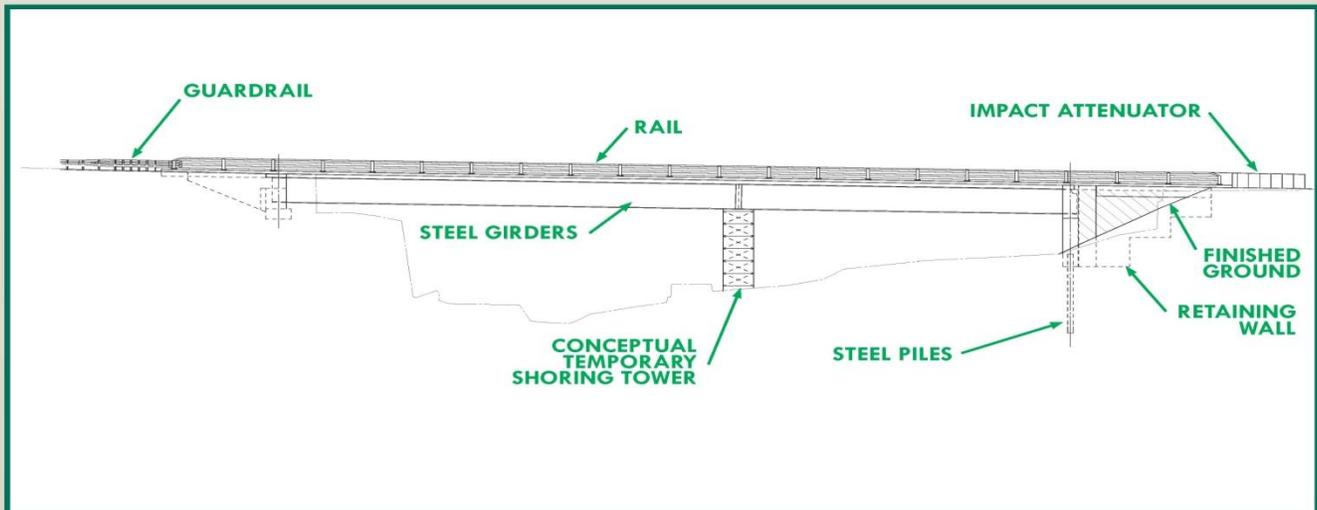
- Enforceable speed limit of 25 mph
- Frequent Sheriff's Office patrols
- Added warning signage and delineation
- Brush removal at the one-lane bridge to improve sight distance
- Stop signs on both sides of the one-lane bridge to increase safety

- Extra dust abatement in front of the eight homes directly along the route
- Watering and other dust abatement along the graveled sections as needed
- **Please Drive Safely!**

PROPOSED BRIDGE – CROSS-SECTION



PROPOSED BRIDGE – ELEVATION VIEW



You may be interested to know . . .

- In accordance with federal and state environmental regulations, in-water work may only take place this year between July 15 and August 30, 2011.
- A detour bridge was originally considered, but was determined to not be feasible because of the cost, impact on surrounding area and lack of room. A detour bridge would have required removing an existing home.
- This detour route was chosen after careful consideration of a detour bridge and an alternative route utilizing the very narrow Trout Creek Road. It was determined that the Molalla Forest Road route would be the safest for the travelling public. This same route was used successfully for emergency repairs on the same bridge approximately 10 years ago

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NORTH FORK MOLALLA RIVER BRIDGE

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