

On 3/7/02 the Oregon Department of Transportation held a public Open House at the Tillamook PUD conference room to publicize information relating to ODOT projects in the Tillamook County area for the next several years. During this meeting, Tillamook County Road Department also had posters available with information on projects on County Roads. Below is the information made available at that meeting.

On 3/20/02 the Headlight Herald published a news article with substantially the same information.

### **Sandlake-Galloway Road Project Scheduled to Proceed Summer 2002**

Representatives for Tillamook County are now completing road right of way negotiations with property owners adjacent to proposed improvements for the Sandlake-Galloway Road Project. Actual project construction is scheduled to start during Spring 2002. The Federal Highway Administration (FHWA) started project advertisement for bids last week with contractor selection expected in March.

FHWA is funding the design and improvement construction of 7.6 miles of Sandlake-Galloway Road from Highway 101 to the Sandlake Recreational Area. The proposed improvements are valued at approximately \$8,650,000. Improvements include bringing the road to proper design standards, 2 bridge replacements, several major culvert replacements and road widening to add a bike lane between Cape Lookout Road and the Sandlake Store.

The project is broken into two phases:

- | Phase 1: Sandlake Road from Highway 101 to Galloway Road. See above for schedule of work.
- | Phase 2: Galloway Road to the Sandlake Recreational Area entrance.

The project has been in development stages for nearly 10 years since the FHWA first approached Tillamook County regarding the proposed project. The County's participation in the project is acquiring needed road right of way. The Oregon Department of Transportation (ODOT) is the County's right of way agent handling negotiations with abutting property owners for any needed permanent road right of way or temporary easements.

As part of the project development, there have been various open houses and related public meetings in the past several years sponsored by FHWA and the County. Additionally, affected property owners have been mailed project information and notices.

One significant part of the project is that there will be NO significant long term road closures during the construction. There will be approximately 10 full closures limited to 3-6 hours. They will be timed to limit disruptions to traffic. With projects this size, there will be significant traffic flow delays (limited to 30 minutes maximum) with flaggers and/or pilot cars. Contractor requirements include giving travelers advance notice of any significant traffic delays.

[Project/Vicinity Map](#)

[Photo: Sandlake Road near Hwy 101](#)

[Photo: Galloway Road West of the Sandlake Store](#)



### **Cascade Trace Bridge Replacement**

Cascade Trace Bridge is located on Cascade Trace Road (a County public road right of way) about 4 miles Southeast of Neskowin. The bridge is over 30 years old. It consists of a used railcar tied to log abutments. The log abutments are starting to deteriorate threatening possible settling or collapse. The bridge is currently weight limited. The bridge is the only access to the Silver Valley Ranch neighborhood.

The County applied for and received 90% federal/state match funding for replacement of the bridge. During 2001 OTAK Engineering develop plans for replacement of the bridge meeting federal/state standards. The construction project is scheduled for Oregon Department of Transportation bid let in late March. Construction is scheduled to occur Summer 2002.

[Project/Vicinity Map](#)

[Photo: Cascade Trace Bridge](#)



### **BLASER BRIDGE REPLACEMENT**

Blaser Bridge is located on Tillamook River Road about 2.5 miles South of Tillamook City and about 1 mile in from Hwy 101.

The bridge is structurally deficient. The glulam girders are decaying at several locations with the upstream girder having significant decay near the supports. The nail-laminated deck moves between laminations and asphalt continues to crack and pop out. The bridge is load posted at less than legal loads, restricting full log truck traffic and solid waste loads from the nearby County Transfer Station.

Tillamook County applied for funds available through the Oregon Transportation Investment Act (OTIA). In December, the County received notice of award of 100% reimbursable funds for the bridge replacement in the amount of approximately \$1.25 million.

Because there is an available detour route from Tillamook River Road to Hwy 101 via Gienger Road, the replacement project does not include a detour bridge.

The lack of a detour bridge most likely increased the likelihood of project funding due to lower replacement cost. Additionally, lack of a detour bridge decreases construction time and right of way acquisition impacts.

An intergovernmental agreement between Tillamook County and the State of Oregon will be signed in early 2002. A project consultant will be hired to execute a needed design, permits, etc. during the remainder of 2002. Project construction will go to bid early Spring 2003 with construction during Summer 2003.

[Project/Vicinity Map](#)

[Photo: Blaser Bridge](#)