



**Goodpasture Covered Bridge Community Meeting**  
**1/30/2010**  
**Vida McKenzie Community Center**

Commissioner Stewart opened the meeting, introducing Commissioner Handy and County staff, and gave some background on the bridge and the circumstances leading up to the current posting of the bridge at the 15-ton load limit.

Commissioner Handy expressed his interest, and that of the Board as a whole, in addressing both the repair and/or replacement of the bridge, as well as looking at alternate routes for loads heavier than 15 tons until the bridge is fixed, as well as looking at the possibility of a permanent alternate crossing of the river to assure access for residents if anything were to happen to put the Goodpasture Bridge out of service for any reason.

Commissioner Stewart touched on the time lines that might be required for the rehabilitation or replacement of the bridge and said that it could likely take 3-5 years before the work was complete.

Bill Morgan, County Engineer, gave an explanation of the current problem with the bridge and explained how the condition of the structural members was determined using the Resistograph® machine to look at conditions inside the wood members without destroying them. The machine drills a small hole and measures and records the resistance the bit encounters when penetrating the wood.

Using this machine, decayed wood was discovered in the bottom chord of the truss on the downstream side of the bridge. This component of the bridge consists of 3 pieces of 12" x 14" timber laminated side by side and which carries the tension loads. These timbers are original to the construction of the bridge and are now 70+ years old. The decay originated from condensation in the center timber. Because the cross section of the timbers has been reduced by the decay, the load that these members can carry is reduced.

He explained that bridges carry two types of loads: dead load consisting of the weight of the bridge itself bearing down on its structure, and live load which is the load that traffic crossing the bridge puts in its structure. Dead loads typically cannot be reduced, so if the load capacity of the bridge is reduced due to decay of its structural members, it is necessary to reduce the live load rating of the bridge.

He also explained that there is a currently funded project to replace the roof cover on the bridge and to repaint the exterior house of the bridge. The existing roof material is saturated during the rainy months and remains constantly wet, thereby adding to the

dead load of the bridge. Replacing the roof cover will allow more live load in the short term, and will in the long term, help to keep the top and bottom chords of the bridge dry.

Frank Simas, Right of Way Manager for the Public Works Department, gave a short presentation outlining some of the history of the previous proposal to construct a new crossing of the McKenzie River at Bear Creek at approximate MP 31.5, and how ultimately this project was canceled after having progressed to the bidding stage due to community opposition regarding traffic impacts and possible impacts to boating safety for fishermen and river guides.

Frank gave an overview of other existing crossings of the river, at Nimrod, Leaburg and Deerhorn, and displayed aerial photos to help in visualizing what road connections with these other crossings might entail and the capability of each of the options.

Recognizing the current load restrictions, Bill mentioned that the County was working with OBEC Consulting Engineers to compile a scope of work and cost estimates that would ultimately be used in connection with an alternatives analysis.

Some of the alternatives that will likely come out of the analysis are post-tensioning as a temporary means to restore some of the lost load capacity and get rid of the negative camber in the bridge, replacement of the bridge in the existing location, replacement of the bridge adjacent to the existing location or replacement of the crossing with a new bridge at Bear Creek, since this was a 1990 proposed crossing and it will be easy to come up with a planning estimate for comparison purposes.

Bill emphasized that the bridge is 70+ years old and that a timber structure is subject to deterioration from repeated loading as well as from the effects of weather, insects and microorganisms. He explained that although major repair work was completed in the early 90s, it is similar to trying to constantly repair an old car, in that there's a limit to what you can do to keep it going and ultimately, you need to invest in a new car to avoid throwing away good money after bad. The OBEC study will include an evaluation of the feasibility and the cost of each of the following:

- rehabilitation measures to keep the bridge in service for another 5+ years, the likely planning horizon for the permanent repair or replacement of the bridge.
- a new bridge at the existing alignment location with a comparison between a timber superstructure and a steel superstructure both of which would have a "house" similar to the existing covered bridge.
- a new bridge on an adjacent alignment with a comparison between a timber superstructure and steel superstructure with "houses".
- a new bridge at the Beaver Creek location.

Bill mentioned that he planned to report back to the Board in late April, but needed to have the OBEC report and the updated load rating in order to advise the Board as to what the next steps should be.

At the conclusion of the bulk of the staff and Board presentation the meeting was opened for questions and comments. Some of the items that were brought up were:

**Lori Goodpasture-** suggested that someone from the County arrange a meeting with timber industry representatives to see if they would be interested in participating in the financing of the cost of a new bridge crossing or the repair of the existing bridge.

**Mark Giustina-** wanted to know what the time lines might be for repair or replacement of the bridge and what would be possible for alternate access in the meantime. He is concerned that they and other timber operators have timber that they need to get out, hopefully this summer and fall.

**Mike McDowell-** Area Team Leader, Springfield Timberlands Division of Weyerhaeuser Company said that his company has a long history of cooperating with other landowners who need to move heavier loads over Company roads and easements, and that they would probably be able to accommodate the heavier trucks, (rock, concrete, machinery, etc.) but that the person needing the access needs to call his office to obtain permission beforehand. The main contact person is Tally Patton, Land Use Manager (541) 746-2511, and Mike's number is (541) 998-7501.

**Dana Burrell-**Assistant Chief, McKenzie Fire District, said that the pumper and tender both weigh about 23.5 tons, but that they have an alternate route that they have used in the past in case of a fire. He said that it would be of help to the District if they had a 10,000 gallon water tank on the south side of the river and he thought that the County owned some property or excess right of way around Mile Post 1 that might be able to accommodate this installation.

He said the main contact for the fire district is Darren Bucich at (541)746-6312.

Other issues/items that were raised were:

A show of hands was taken regarding how many were in favor of pursuing an alternate crossing of the river for Goodpasture Road residents. The majority (almost unanimous) was in favor of an additional crossing. After some discussion among attendees regarding the desirability of not having a loop to make it easier for criminals to get out after committing thefts, etc., the support was somewhat less.

The Bear Creek site was discussed, and there did not seem to be much opposition to the idea of building an additional bridge at this site, but most favored the replacement at the current location.

One resident mentioned that utilities came across the river on the bridge and said he would like it if somehow the new project could facilitate the installation of Broadband service to the area.

Commissioner Stewart said that the County will establish a website either [www.KeepUsMoving.info/](http://www.KeepUsMoving.info/), or as a stand-alone website to keep people informed of developments regarding the bridge. He said that he understood they could register and receive automatic updates and also ask questions of staff via e-mail.

Numerous comments concerned the safety of the Goodpasture/Hwy 126 intersection and that it needed a westbound left turn pocket and possibly a flashing-yellow caution light to warn motorists on Hwy. 126 of slow moving traffic entering the highway.

**Items for staff to follow up on:**

- Website
- Coordinate with **EWEB** as to capability of Leaburg Bridge and availability
- **OBEC** Report on options/costs
- Water Tank Site for McKenzie Fire District
- Alternate Access info/coordination:
- **John Bennett** - (541) 896-3889 [leashoredr@msu.com](mailto:leashoredr@msu.com) (Knows about bypass route and is willing to serve on a committee when one is formed. He provided a map and a picture of a new gate that should be checked out as a possible route to Leaburg Bridge and/or Bridge Street Bridge).
- **Greg Hedrick** - BLM Springfield (541) 683-6481
- **Dave Mattson** - (541) 683-6481(also BLM?)
- **Linda Cook**- LCSO-keep her apprised of developments