



**CITY OF ASTORIA**  
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November 10, 2016

## **MEMORANDUM**

TO: MAYOR AND CITY COUNCIL

FROM:  BRETT ESTES, CITY MANAGER

SUBJECT: **WATERFRONT BRIDGES REPLACEMENT PROJECT (6<sup>TH</sup> – 11<sup>TH</sup> STREETS)  
DESIGN UPDATE**

### **DISCUSSION**

Where each of the City's numbered streets between 6<sup>th</sup> and 11<sup>th</sup> Streets meet the Columbia River, a short bridge connects the solid-ground road to the over-water pier structure. These waterfront bridge structures are of utmost importance to the City as they provide access to critical portions of our waterfront. They provide both pedestrian, vehicular, and trolley access to many businesses and attractions. In addition, they provide essential emergency vehicle access to the waterfront. Currently the structures are all vehicular load limited.

In September 2014, the City entered into an Intergovernmental Agreement with the Oregon Department of Transportation (ODOT) for the design phase of the Waterfront Bridges Replacement Project that will replace these six bridge structures. Then in April 2015, OBEC Consulting Engineers, Inc. (OBEC) was hired by ODOT as the engineering design consultant for this project. Since that time, OBEC has performed design to about 45 percent completion.

As the design advances, one of the tasks the project team has been working on is the appearance of the bridge surface features. A group of City staff from multiple departments as well as a community stakeholder (Dulcye Taylor of ADHDA) participated in a workshop to develop a preferred design concept to be submitted to the ODOT review team. ODOT reviewers represent a variety of interests including historical, environmental, roadway and bridge.

Visual impacts of the new bridge will primarily be scrutinized by historic and roadway reviewers. Beyond the standards for roadway geometry and materials, ADA (Americans with Disabilities Act) requirements must be met. The Waterfront Bridges create a unique intersection of multiple users such as vehicular, trolley, forklifts, pedestrians and bicyclists. Traditionally, the strategies for highlighting these conflicts is bright, bold contrasts in color, texture and signage. However, the historic nature of the Riverwalk and surrounding areas trigger Federal requirements to design the bridges consistent with the surroundings and to blend with the existing structures in order to be historically consistent. Goals from these two perspectives are

somewhat contrary, so the challenge for the team is to find a design that delicately balances the competing requirements.

The City project team prepared two alternatives for the bridge appearance that have been developed for the 10<sup>th</sup> St. Waterfront Bridge and are attached as Options 1 and 2. Each Waterfront Bridge has unique configurations that will utilize the general design elements shown in the figures. Due to the relatively small area of each bridge and mandated restrictions, there are really only two components of the structure that can be modified; lighting and pedestals.

It is recommended that the lighting for the bridges be consistent with the existing downtown green acorn street lights, as shown in both options. This approach creates a consistent and continuous environment from downtown to the Riverwalk.

A small pedestal is proposed where the bridge railing and Riverwalk railing meet. Option 1 shows a basalt veneer with inlayed street name sign, and is the project team's preferred alternative as it is in line with the wayfinding masterplan. However, ODOT is concerned that rock finish work introduces a new design element into the historic area and may result in an adverse effect with respect to historic requirements. Justification for this design will accompany the submittal and will include photos of existing rock influences surrounding the bridges. Option 2 shows board formed concrete for the pedestal finish with inlayed street name sign and is the project team's second choice. This alternative adds subtle detail work consistent with buildings that can be seen from the Riverwalk.

We have received initial positive feedback from ODOT reviewers on these concepts. City staff recommends submitting Option 1 as the preferred alternative and Option 2 as the second choice. The project team will work with ODOT reviewers to refine the design to meet requirements and avoid an adverse effect to the historical area.

**RECOMMENDATION**

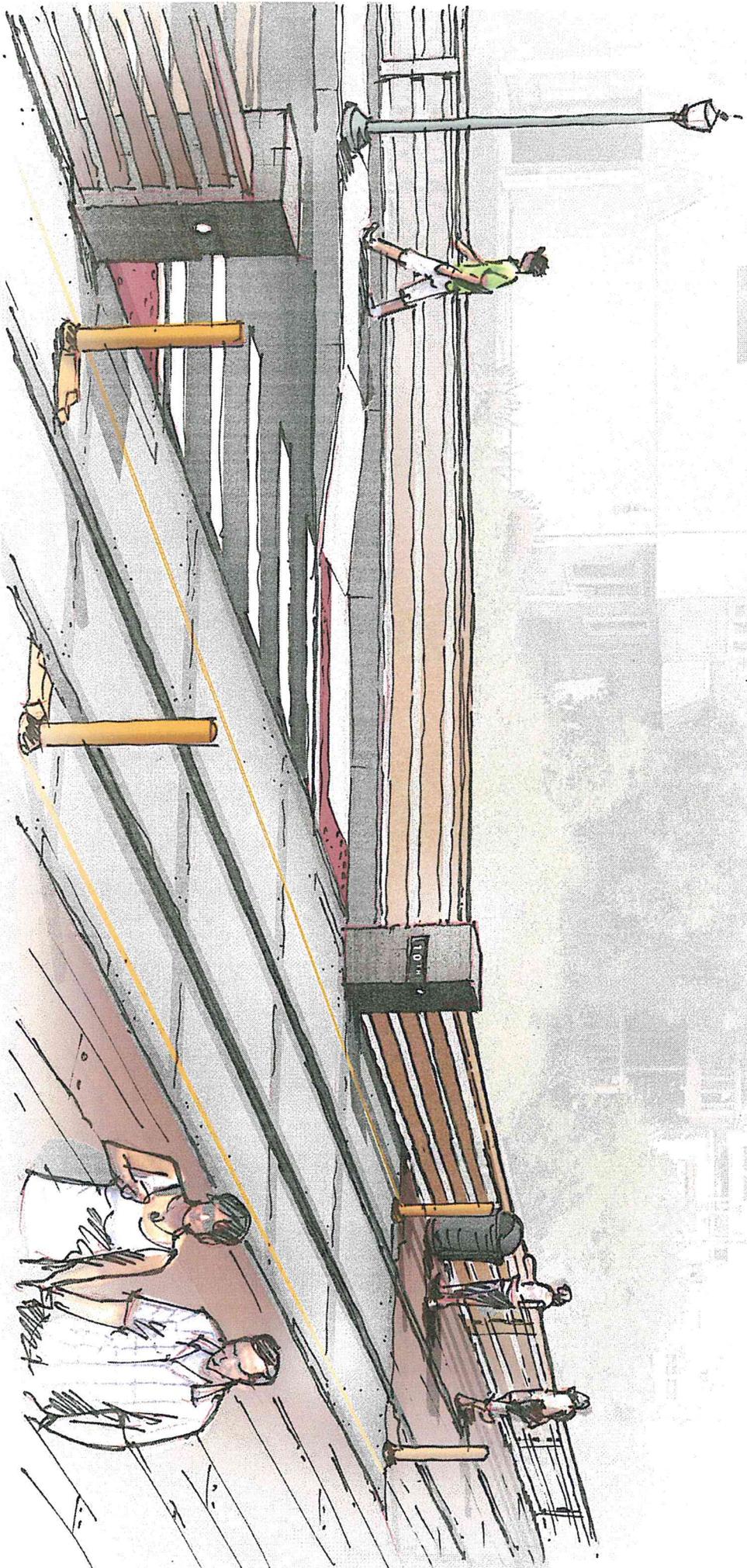
It is recommended that Council authorize the Waterfront Bridges Replacement Project Team to submit preferred Design Option 1 and second Design Option 2 to ODOT for review and proceed with final design of the ODOT-approved option.

Submitted By:   
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Prepared By:   
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Option 1



Option 2