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June 25, 2018

Steve Sagmiller
Public Works Superintendent
City of Dayton
P.O. Box 339
Dayton, OR 97114

Re: 2018 Inspection of Utility/Pedestrian Bridge
OBEC Job No. 299-008

Dear Steve:

OBEC Consulting Engineers (OBEC) has completed the routine inspection of the City of Dayton's utility/pedestrian bridge over the Yamhill River near Ferry Street and Kreder Drive. The following narrative and enclosed inspection report detail the findings of the inspection performed on June 7, 2018. Please note that the federal coding rules have changed since the last inspection. Elements and defects are recorded differently. Previous ratings may not correlate with the new report.

Background

The utility/pedestrian bridge over the Yamhill River is a 540-foot-long suspension bridge comprised of steel and timber components. The superstructure members are steel suspension rods with timber glulam girders. The deck is comprised of timber glulam panels. The substructure is made of timber glulam caps and columns on concrete foundations. The exact age of the bridge is unknown, but it is estimated to be approximately 45 years old. (It was previously suggested that the bridge was built in 1979). The structure had rehabilitation work performed in 1987 and 2009. OBEC inspected the bridge previously in 2000, 2007, 2012 and 2013.

The bridge carries a number of utilities including the City's water and sanitary sewer, which make it a vital link for the City. The bridge also supports pedestrian traffic, linking the downtown area on the west bank to the City's Alderman Park, wastewater plant, wells, and an RV park on the east bank.

This was a visual inspection conducted to ascertain if any changes have occurred since the previous 2013 inspection.

Inspection Findings

The overall condition of the bridge is being downgraded to "poor" due to the condition of the towers. Both legs of the Bent 3 tower and one on Bent 4 have areas with advanced decay with 20-30 percent section loss. Heavy wood pecker damage was also noted. There are minor condition issues in the majority of all other members. The insect infestation found in 2012 in the

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tower leg at Bent 4 appears to have been arrested with no active signs of carpenter ants. We evaluated the tower alignments at Bents 3 and 4 and concluded that no noticeable change has occurred since 2013.

We also noted the continuing deterioration of the timber glulam deck panels. Small areas of decay were noted throughout the deck in addition to the already repaired locations (plywood covering).

Recommendations

The timber glulam towers are the weak-link of this structure and based on these inspection findings we recommend that the structure be immediately closed to pedestrian traffic. We also recommend the immediate load rating of the structure to determine the present capacity of the bridge and determine if repairs are needed and what those repairs might be.

See attached bridge inspection report for additional maintenance recommendations.

Conclusion

As stated in our last report from 2013, this structure was identified needing a major rehabilitation or replacement within the next 1-5 years. At that time it was the hope the bridge would be replaced as part of a DOT Project; since that has not come to pass the deterioration demands attention. We also recommend that you continue with an annual inspection frequency given the age, construction type, and present condition of the bridge.

Please do not hesitate to contact me if you have any questions, need additional information, or have any concerns regarding this inspection.

Sincerely,

Jason Kelly, PE
Project Manager

JRK:lal
Enclosures