

McLoughlin Promenade Project

City of Oregon City, Oregon



**Nomination for
APWA Public Works Project of the Year**

March 1, 2011

APWA PUBLIC WORKS PROJECT OF THE YEAR

McLOUGHLIN PROMENADE CITY OF OREGON CITY, OREGON

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Project Recognition

Public Works Project of the Year Award Nomination Form

Deadline March 1, 2011
(received, not postmarked)

Project Name

Project Completion Date

Must be substantially completed (90%) and available for public use as of December 31, 2010.

Public Agency

Project Category

- Structures
- Transportation
- Environment
- Historical Restoration/Preservation
- Disaster or Emergency Construction/Repair

Project Division

- Less than \$5 Million
- \$5 Million, but less than \$25 Million
- \$25 Million–\$75 Million
- More than \$75 Million

Managing Agency

Name

Title

Agency/Organization

Address (if post office box, include street address)

City State/Province Zip/Postal Code

Phone Fax

E-mail

Primary Contractor

Name

Title

Agency/Organization

Address (if post office box, include street address)

City State/Province Zip-Postal Code

Phone Fax

E-mail

Primary Consultant

Name

Title

Agency/Organization

Address (if post office box, include street address)

City State/Province Zip/Postal Code

Phone Fax

E-mail

Continued...

Public Works Project of the Year Award Supporting Data Form

Please address each of the following areas in your supporting documentation, adhering to the sequence below when possible.

- Completion date contained in contract. Any time extensions granted should be addressed in the submittal.
- Construction schedule, management, and control techniques used.
- Safety performance including number of lost-time injuries per 1,000 man-hours worked and overall safety program employed during the construction phase.
- Environmental considerations including special steps taken to preserve and protect the environment, endangered species, etc., during the construction phase.
- Community relations—a summary of the efforts by the agency, consultant and contractor to protect public lives and property, minimize public inconvenience and improve relations.
- Unusual accomplishments under adverse conditions, including but not limited to, adverse weather, soil or site conditions, or other occurrences over which there was no control.
- Additional considerations you would like to bring to the attention of the project review panel, such as innovations in technology and/or management applications during the project.

NOTE: Supporting documentation is **limited to 20 pages**, exclusive of photographs and nomination form. **This submittal will not be returned.** When possible, please provide original photographs (color preferred), as photographs will be used for promotional purposes by the association. Original submittal and all copies should include nomination form and supporting documentation. Six copies of submittal are required.

Nominated by: *(Can only be nominated by managing public agency or APWA chapters.)*

Name

Title

Agency/Organization

Address (if post office box, include street address)

City State/Province Zip/Postal Code

Phone Fax

E-mail

These materials should be sent to:

Public Works Project of the Year Awards Program
American Public Works Association
2345 Grand Boulevard, Suite 700
Kansas City, MO 64108-2625

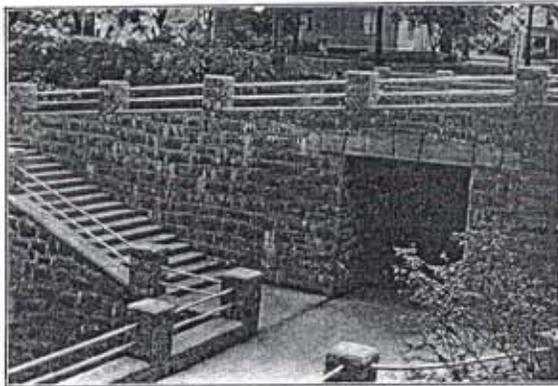
APWA AWARD NOMINATION

Oregon City McLoughlin Promenade

Project Description

The McLoughlin Promenade is one of Oregon City's notable landmarks and a central feature within the historic McLoughlin Conservation District.

In 1851, Dr. John McLoughlin, "Father of Oregon", dedicated a 7.8 acre linear parcel on the bluff above downtown Oregon City overlooking the Willamette to the



Historical photo of the Promenade at the time of original completion, c.1938

citizens of Oregon City for use as a public park.

Under the direction of President Franklin D.

Roosevelt in 1938, the Promenade was improved with

a concrete pathway lined by stone walls as well as an

adjoining Grand Staircase and underpass. The work

was constructed as a Works Progress Administration

(WPA) project to provide employment during the

height of the Great Depression. Today, the

McLoughlin Promenade is one of the most functional

historic landmarks in the City, providing majestic

views of downtown Oregon City and the Willamette

River. The Promenade serves as a connection

between the City's Municipal Elevator, the McLoughlin House, and the Museum of the Oregon Territory.

Despite maintenance over the years, this local treasure had begun to deteriorate over time. In order to restore the safety and historical integrity of the McLoughlin Promenade, the City was awarded funding through President Barack Obama's American Recovery and Reinvestment Act of 2009 (ARRA), intended to provide Americans with employment opportunities in the midst of current economic challenges. The project scope included careful, historically sensitive restoration of the Promenade, including tuckpointing (cutting out the mortar joints and replacing them) and replacement of wall and pier caps along the rock walls, replacement of the grand staircase, reconstruction of unstable sections of stone wall, graffiti removal, and spalled concrete repair. The restoration improved the safety, structural and aesthetic functions of the Promenade, preserving this historical landmark as a multimodal functional and recreational asset for generations to come.



Before restoration, the Promenade was in need of structural and aesthetic repairs. Failing conditions (clockwise from top right): missing wall caps, cracked stone walls, spalled concrete, and failing concrete hand rails.

Schedule

The Promenade project partners worked together to coordinate, ultimately finishing the project ahead of schedule. The final completion date in the contract was scheduled for September 2010, with the option to close the project during the winter months, given that the mortar used in the project is sensitive to extreme temperatures. The contractor, Pioneer Waterproofing, Inc., submitted hot and cold-weather procedures to permit construction during the winter months, such as the use of heat lamps and burlap to mitigate the effects of cold temperatures on the mortar. The project was thus completed three months early in June 2010, allowing the public to enjoy the Promenade all summer long.

The construction schedule was maintained through weekly construction meetings attended by project managers from the City, consultant, contractor, and the Oregon Department of Transportation (ODOT). Continuous coordination and communication between all parties ensured that each stayed on schedule, completing their work in a timely manner and allowing the project to progress efficiently. At each meeting, the construction for the next two weeks was discussed to provide ample time to prepare and schedule work and associated documentation, ensuring that the City received the best final product on or ahead of schedule.



Cold-weather procedures, including heat lamps and burlap, allowed the contractor to continue work through the winter and complete restorations three months ahead of schedule.

APWA AWARD NOMINATION

Oregon City McLoughlin Promenade

The City's consultant, Wallis Engineering, was heavily involved in the project design phase and served as construction project engineer. The project engineer brought a thorough understanding of the design into the field, providing the knowledge and flexibility to make fast, effective design changes that kept the project on schedule. The partnership extended to contractor requests for information, differing site conditions, construction sequencing, and design changes. This high level of responsiveness and cooperation by the City and consultant resulted in no claims against the City.

Construction Management

The City, contractor and consultant employed a team approach to construction management. This approach was based on open communication to help coordinate efforts between the multiple project stakeholders. The strong relationship during construction between the City of Oregon City, Pioneer Waterproofing, Inc., and Wallis Engineering resulted in a very successful project with quality construction. City staff filled critical project roles as project manager for construction and inspector, while the consultant provided construction engineering. All the project partners effectively and responsively communicated with each other to move the project schedule forward and address each issue as it arose.

State and federal agencies were key project partners as well. ODOT provided project management and administration in compliance with federal ARRA funding requirements. In addition, ODOT executed the construction contract directly with contractor, and ODOT local agency construction liaisons attended weekly meetings, approved change orders, and made payments to the contractor. The Federal Highway Administration (FHWA) was also an agency partner, by assuring compliance with federal standards and approving funding authorizations.

Safety Performance

The project's contractor and City inspector placed a great deal of importance on safety. OSHA regulations for shoring, hard hats, and other safety equipment were strictly adhered to. Evidence of their commitment to public and worker safety is the clean safety record of the project. No injuries occurred during the project, resulting in no lost time per 1,000 man hours worked.

Because the work site was along the edge of a 70 to 80-foot-tall bluff above public right-of-way, special safety precautions were necessary to prioritize worker safety. The contractor was required to develop and implement a Work Containment Plan to ensure worker safety and prevent hazardous construction debris from falling onto the railroad and highway located below the bluff. The contractor constructed a custom containment system which included mounting a series of brackets onto the Promenade wall and adjoining sidewalk and providing a space for work on the outside of the wall. Workers wore harnesses bolted into the sidewalk while working on the containment system at all times. The containment system was designed and stamped by a structural engineer and effectively protected employees and contained all associated equipment and debris. The contractor took the extra step of inviting OSHA to the job site to review the containment system; OSHA found the containment system and all equipment to be in complete compliance with safety regulations. The system worked very effectively to protect workers' safety throughout the project.



The location of the work site more than 70 feet above the roadway meant safety was a priority.

The City also prioritized public safety near the work zone. The traffic control plan focused on pedestrian and bicyclist needs as it included only minimal closure of an adjacent street. Flaggers were utilized in the beginning of the project to allow trucks to safely enter and exit the staging area. To minimize pedestrian inconvenience, the project work was divided into Sections A-F and pedestrian traffic was diverted around each active section while work was being completed. Each section was fenced and temporary signage and detour maps were used to inform the public of an alternate route. The original contract limited closure to one section at a time, however, the City and consultant amended the contract during construction to allow two sections to be close at a time in order to allow the work to progress more quickly. While the Grand Staircase was under construction, pedestrians were detoured to either a nearby

The containment system ensured worker safety and contained hazardous debris. From left: brackets mounted onto the existing structure, containment system in place, worker with full harness.



APWA AWARD NOMINATION

Oregon City McLoughlin Promenade

Pedestrian-specific detour routes and signage during construction.



street or the adjacent municipal elevator, which extended its hours to accommodate pedestrians during construction. Construction did not impact access to any businesses.

Environmental Considerations

Environmental impacts of the project were minimal, as the construction entailed wall repair and stair replacement to an existing facility. The ARRA-funded project was required to meet NEPA requirements, including a comprehensive environmental review through ODOT and FHWA. The project qualified for a categorical exclusion, as it presented a minimal impact on the environment with no new ground disturbance. The project did not include any work in environmentally sensitive areas: there were no forecasted effects on waterways, biological and threatened or endangered species, wetlands, or removal of trees or vegetation.

Any risks for environmental impacts were minimized through careful monitoring and evaluation during the project. As the project area was over a waterway, the Work Containment Plan implemented measures to prevent impacts to protected features from construction waste, debris, and rubble, such as dust, concrete debris, sawcutting byproducts and slag. The conveyance of concrete form agents to wetlands, drainage ditches, etc was prohibited. The contractor was required to perform compliance testing for turbidity limits on Singer Creek while construction was occurring in the vicinity. Those test results showed no turbidity issues during construction. All water discharged into Singer Creek was in compliance with the City of Oregon City's NPDES Permit, which limited the turbidity level in NTU of the receiving waters to less than a 10% increase. Additionally, ODOT paid special attention to shrub and tree disturbance during the spring migration season to comply with the Migratory Bird Treaty Act, though the project did not include removal of any trees or shrubs.

Several provisions were implemented to control erosion on and adjacent to the project site. The contractor was required to prepare and implement an erosion and sedimentation control plan. Although there was potential for significant mortar and soil-laden runoff from the project work areas, effective erosion control measures were designed in relation to the existing drainage system. All mortar mixing was contained within a mixing area, then the rinse water and mortar waste were detained in a water tank and allowed to settle out before the waste water was discharged to public sanitary sewer. Runoff from the underpass was observed to enter a nearby stream through two drainage gates that discharge directly to the stream, thus the contractor was able install temporary piping below the existing grates to collect the drainage and route it to a temporary filter system. Finally, runoff from the Grand Staircase was treated with filter bags installed directly below the drainage outlet.

The Promenade restoration minimized use of new materials by rehabilitating an existing resource rather than constructing an entirely new facility. Long-term, the historically sensitive repairs will keep the Promenade functioning as a multimodal facility that provides a direct connection between the residential neighborhood on top of the bluff and the Main Street business district along the river below, reducing the City's dependence on automobile transportation.

Community Relations

The Promenade is a locally designated historical structure and citizens committed their support to restoring the facility. In order to properly preserve this local treasure, the City hired a consultant in 2001 to survey the historic landmark and identify needed repairs. Serious safety and cosmetic issues including cracked pavement, missing and broken concrete rails, missing rebar in fencing, and extensive water damage to the concrete work along the support walls were discovered, and a repair schedule was consequently created. Nearly a third of the repairs were completed in 2005 by Pioneer Waterproofing. This project completed the remaining phases of the project, again working with Pioneer Waterproofing as the prime contractor.

The project was included in the City's Transportation System Plan (TSP), which went through a thorough public review process before adoption by the City Commission in 2006. The project received approval from the Historic Review Board and the City Commission over a series of public hearings. Testimony in support of the project was submitted by the Parks and Recreation Advisory Committee, Transportation Advisory Committee, Metro regional government, State Historical

APWA AWARD NOMINATION

Oregon City McLoughlin Promenade



Golden chisel in hand, Oregon City Mayor Alice Norris (left) along with Public Works Director/City Engineer Nancy Kraushaar ceremonially kick-off construction.

Preservation Office, the State Heritage Conservation Division, and the Oregon City Planning Department.

The City worked to inform and engage the public throughout the project. The community was invited to participate in a construction kick-off celebration where Mayor Alice Norris ceremonially began the work on the Promenade with a golden chisel. The event brought together City staff, elected officials, agency staff, ODOT/FHWA staff and the consultant with the community to enjoy ice cream and share information about the upcoming project. During construction, the City kept the public informed through quarterly project updates in the City's newsletter, *Trail News*, delivered to every resident, project updates posted on the City's website, and several construction notices to the adjacent businesses and residents.

Measures were taken to secure the project site after work hours to ensure the public's safety. The construction area was located on top of a bluff, meaning that there were additional public safety risks due to the height, particularly since the contractor was removing and repairing the pedestrian railings along the edge of the bluff. The work area was fenced and temporary barricades were put in place where the contractor removed the permanent railings for replacement. The removal of the railings was coordinated with the installation of the containment system to ensure that nothing fell on the pedestrians, trains or vehicles below. The new hand rails make the Promenade safer for users by reducing dangers associated with the height of the bluff.

Additional Considerations

A top priority for this project was restoring the Promenade in a historically sensitive manner. High quality materials and workmanship were central to achieving this objective.

The McLoughlin Promenade is a locally designated historic structure and is eligible for the National Register of Historic Places, as determined by the Oregon State Historic Preservation Office (SHPO), ODOT, and the Heritage Conservation Division at the State Parks and Recreation Department. State and City officials and archaeological subconsultants concluded that the restoration project would have no adverse affect on the historical integrity of the Promenade or the abutting district and historic structures. The restoration work helped to preserve the Promenade and extend the facility life.

The City engaged with SHPO very early in the process to ensure that all work done on the Promenade would be historically accurate. SHPO was an important project partner, providing input into construction details to ensure that new materials used were historically appropriate.

The City, consultant and contractor took extra steps to ensure that restoration work matched existing conditions. This started with ensuring that the contractor had staff with the skills necessary to complete the job. The construction documents specified that the contractor had to have completed projects listed or eligible for listing on the National Register, including at least three separate stone restoration projects, and employ masonry laborers with at least five years of experience. A significant amount of time was spent finding the perfect mortar and concrete mixtures to accurately reflect the site. The contractor completed a petrographic laboratory analysis of existing mortar to match the new mortar. In addition, the contractor was required to complete a test sample for each item of work (pier resetting, repointing stone masonry, mortar wall cap, mortar pier cap, etc.) for approval by the construction project manager and historic planner to demonstrate that the various types of stonework matched the existing stone wall. Similarly, the contractor matched the existing concrete mix on the grand staircase, including rock gradation, and rebuilt the stairs to match the historical rise/run ratio, originally designed to allow a horse to ascend the staircase.

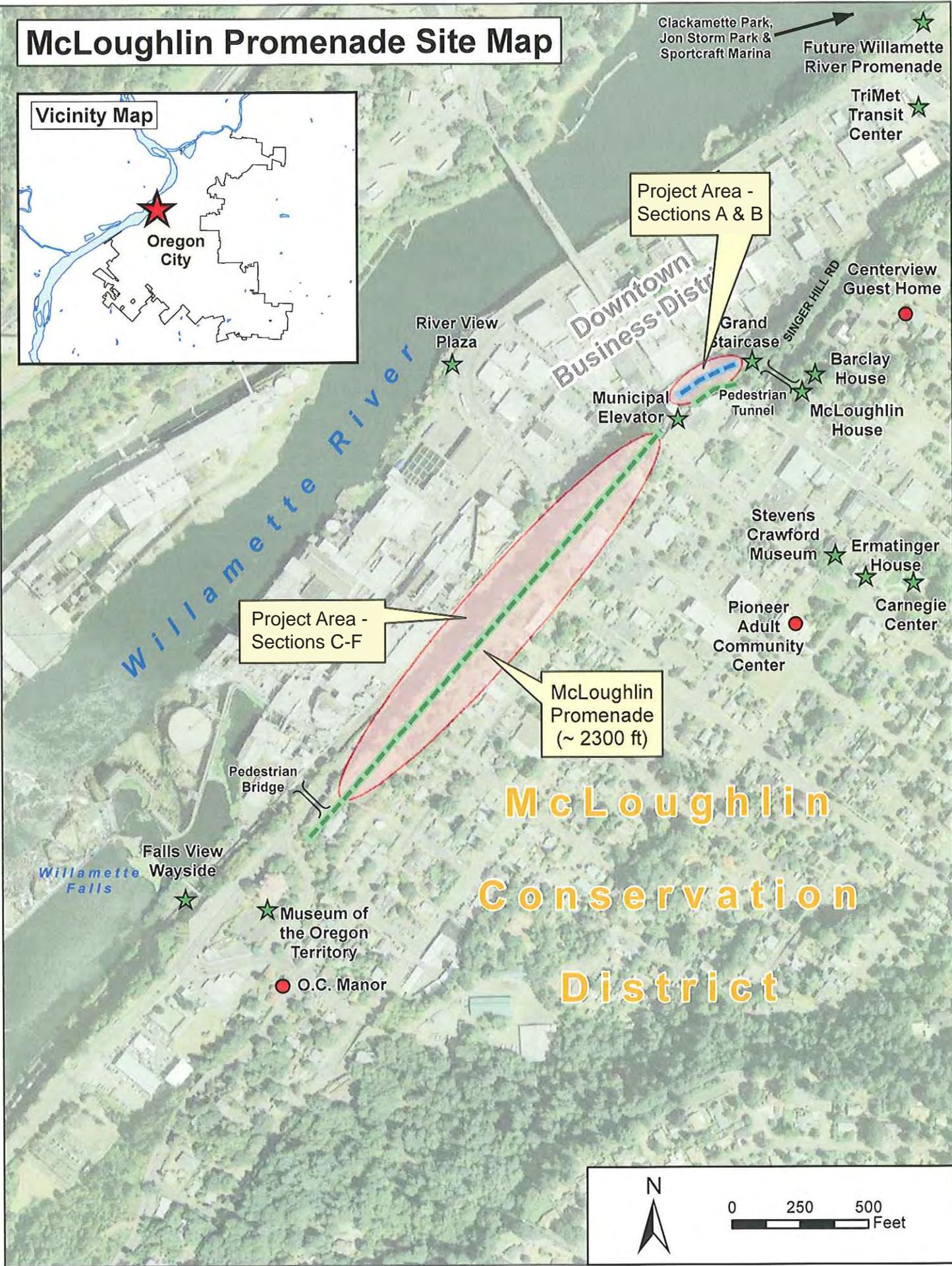
Matching the appearance of the precast concrete handrails was particularly important for the project. The consultant prepared the contract drawings identifying which of the precast handrails were to be replaced, and the design details for the replacement rails. The original contract called for selective rail replacement, but a series of contract Change Orders allowed for nearly every rail to be replaced to take advantage of the contractor's specialty in this area, while removing sidewalk replacement from the project for completion by City crews at a later date. By precasting the rails, the contractor was able to achieve a finish for the new rails that replicated the rough-surfaced existing rails. To ensure a high quality product, the City required that an independent special inspector be present at the rail casting facility to inspect rails as they were cast. This historical sensitivity and attention to detail resulted in successful restoration of the Promenade.



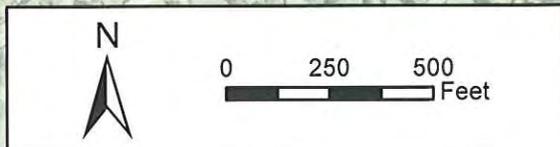
Installation of precast concrete handrails specifically designed to match condition of existing historical rails.

Appendix A
PROJECT LOCATION MAP

McLoughlin Promenade Site Map



McLoughlin Conservation District

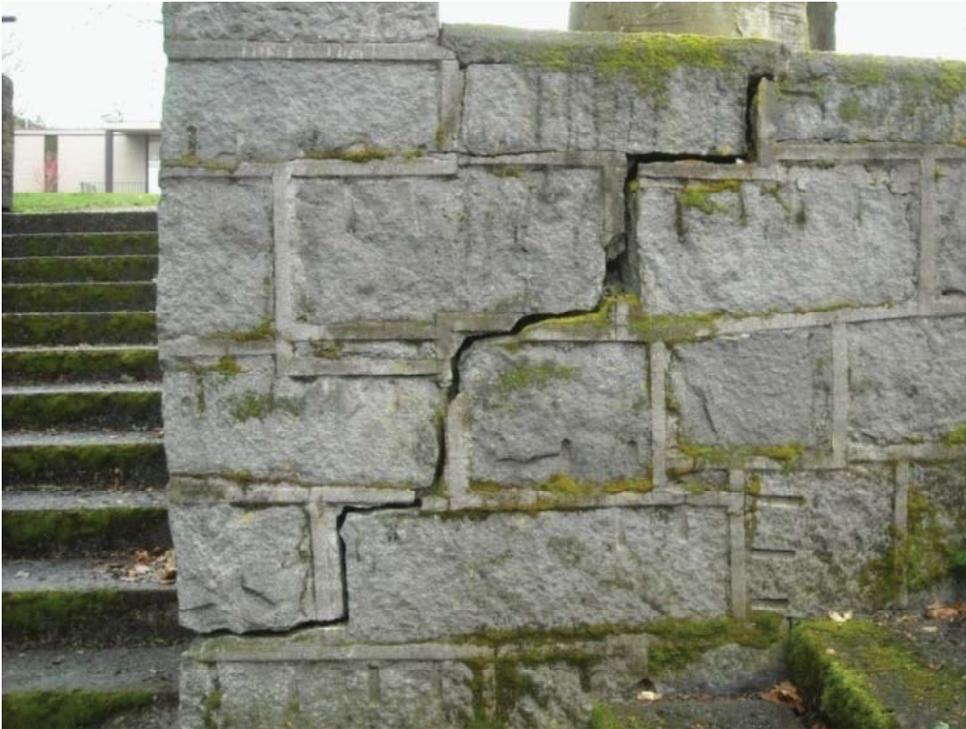


Appendix B
PROJECT PHOTOGRAPHS

Before Construction:



Failing concrete handrail



Cracked stone wall

Before Construction:



Deteriorated mortar



Spalling concrete



Missing wall cap

After Construction:



After Construction:



After Construction:



Appendix C

PROJECT RECOGNITION

- **January 14, 2010 The Oregonian article**
- **June 4, 2010 Daily Journal of Commerce article**
- **June 26, 2006 Letter from Sarah Jalving, SHPO Historic Compliance Specialist**
- **February 5, 2009 Letter from Stephen Poyser, PhD, SHPO Historic Compliance Specialist**
- **June 21, 2006 City Commission of Oregon City Resolution No. 06-25**
- **April 16, 2008 City Commission of Oregon City Resolution No. 08-11**
- **May 15, 2006 Letter from Andrew Cotugno, Metro Planning Director**
- **April 22, 2008 Letter from Ted Leybold, Metro MTIP Manager**
- **January 29, 2009 Letter from Bill Blanchard, Oregon City Transportation Advisory Committee**
- **Letter from Oregon City Parks and Recreation Advisory Committee**



Oregon City has high hopes for McLoughlin Boulevard's renaissance

By Special to The Oregonian

January 14, 2010, 5:15AM



View

full size

Brent Wojahn, The Oregonian

Raymond Trevino of Portland installs footlights in steps of the new decking along the Oregon City waterfront. The walkway along Southeast McLoughlin Boulevard opens up views of the Willamette River.

The rebirth of McLoughlin Boulevard through Oregon City -- complete with

sculpture, walkways and landscaping that showcase the historic riverfront -- can be traced to the death of a tree.

It wasn't just any tree. It was a large elm tree planted by pioneer George Abernethy or maybe his wife, Anne, along the Willamette River around 1850. There was no McLoughlin Boulevard at the time. In fact, John McLoughlin, after whom the boulevard is named, was still around.

Abernethy, who was the first governor of the territory -- Oregon wouldn't become a state for nine years -- planted the tree along the river where he lived, where McLoughlin lived, where Oregon City and, really, Oregon, was born.

As the tree grew, so did Oregon City.

A century and a half later, about the time Oregon City was struggling financially, the tree died.

"We took wood from the tree and gave it to artists with the understanding they would come back with works," Mayor Alice Norris said. "And from those efforts came an art show and pieces such as a birdhouse that we gave to our sister city in Japan.

"It was almost as if the tree, which had symbolically stood over the city, gave itself to help the city."

In the same spirit, the city undertook a visioning process that found residents wanted a greater connection to the river. Plans started forming to rehabilitate McLoughlin Boulevard.

"People wanted to see more of connection and less separation," said Nancy Kraushaar, the city's engineer and public works manager.

According to city officials, those plans have included building new parkland, improving the roadway and transforming the area

Oregon City has high hopes for McLoughlin Boulevard's renaissance

into an engine that draws people to downtown Oregon City.

While work continues, so much has been accomplished that the city is planing a grand reopening this spring.

"McLoughlin Boulevard is one of the crown jewels of Oregon City," community services director Scott Archer said. "With the promenade and the grand staircase, the connection to the river and the parks and walkways by it, it provides the threads that run through much of the city's life."

Archer has been involved in helping develop Jon Storm Park, Oregon City's newest recreation site along the Willamette River and what the city hopes will be a major reason to cross McLoughlin Boulevard.

"One of the things we've been working on is transforming the look of the area from industrial to user-friendly for the community and the people who just want to enjoy the riverfront," Archer said. "Jon Storm Park is a major part of that."

The park, which sits on a 1.5-acre site overlooking the river, opened in October 2008 after five years of planning and design. In addition to the park itself, there is a 320-foot boat dock, a plaza area with seat walls, interpretive areas, a restroom, a turnaround for buses and trolleys and the first major segment of the Willamette River Trail.

The trail, a continuation of the Clackamas River Trail, eventually will continue all the way to Willamette Falls.

"Our hope is to be able to give people every opportunity to enjoy what's there," Archer said.

The McLoughlin Promenade, the nearly eight-acre linear park along the bluff overlooking downtown, is another part of the renovation.

The promenade, which was built in the mid-1930s as a Works Progress Administration project, has been getting a major face-lift, with wall caps replaced, cracked stone walls reset and graffiti removed.

"It's all a part of our plan to make viewing and enjoying the river as easy as possible," Kraushaar said. "That's really the most important thing -- to make sure that it's all one environment that's safe and easy to enjoy."

During the past decade Kraushaar has overseen numerous changes to McLoughlin itself, from new streetlights and crosswalks to landscaping and public art.



Brent Wojahn, The Oregonian

The walkway near the McLoughlin House leads to an 8-acre linear parkway along the bluff overlooking downtown Oregon City. The city has been refurbishing the route.

Large, metallic representations of Willamette Falls by artists Brian Borello and Adam Kuby now line the roadway. But, Kraushaar said, many of the changes may go unnoticed.

"We've made the area safer for bicyclists and pedestrians," she said. "And that may not be something that people realize right away. ... We've improved the pedestrian crossings, adding new streetlights and crosswalks and, of course, the landscaping."

The effort includes decorative street lights, benches, more street trees and raised medians.

"It's been a process, a process in which we've tried to turn what's been thought of as a highway into something that's considered the boulevard that it is," Kraushaar said. "And it's a process that continues."

Dan Drentlaw, the city's former community development director and newly named economic development manager, sees all the changes as being good for Oregon City's downtown.

With Blue Heron Paper Co.'s New Year's Eve bankruptcy filing, city officials are watching to see if there is an opportunity to redevelop some, or eventually all, of the historic property.

"I think it used to be that it wasn't a very attractive highway and, as a result, people didn't even notice that downtown was there," Drentlaw said. "Now, with the amenities we've created, making it an attractive place, it piques people's interest."

Colin Miner

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Josh Liebschutz, an adjunct instructor at Portland Community College's Sylvania campus, stands at a natural building project he helped coordinate for this year's Village Building Convergence event. Students and faculty learned new building methods and sustainability principles as they created a cob bench and a wooden gazebo.

Dan Carter/DJC

made of natural materials and built by students and volunteers wouldn't look professional, they said. There wouldn't be enough time to build it, and there wouldn't be any staff from operations to provide assistance, they added.

structures from common natural building material made from straw, clay, sand, earth and water. School President Linda Gerber, who Smith said supported the

See CAMPUS, Page 3

Promenade wall won't come tumbling down

Work to repair deteriorating Oregon City structure is on track to finish four months ahead of schedule

By JUSTIN CARINCI
justin.carinci@djcOregon.com

It took a Great Depression-era program to build the McLoughlin Promenade wall that frames Oregon City's signature sights. Fixing that badly deteriorated wall took a Great Recession program.

Oregon City got approximately \$1 million to repair the promenade wall through the federal stimulus package passed last year, said Laura Butler, Oregon City's project manager for the renovation.

The promenade wall, a Works Progress Administration project, was completed in 1938. "The money came from President Roosevelt to bring employment back," Butler said. "And that's happening again with the stimulus."

The maintenance project started last August. General contractor Pioneer Water-

proofing Co. is set to finish later this month - four months ahead of schedule. With a high bluff as a work site, workers had to take special precautions to stay safe, said Mike Crawford, Pioneer's president.

They used special brackets to support them as they worked on the bluff's edge. "They were 70 or 80 feet above the road or above the railroad tracks," Crawford said.

"We had to custom-build (the brackets) to provide a working area on the outside of the wall that kept workers safe and kept construction debris and tools within the area," he said. "And we had to make sure nothing could drop on them."

The work involved cutting out mortar joints and replacing them - called tuck-pointing - and replacing the Grand Staircase and mortar caps and railings along

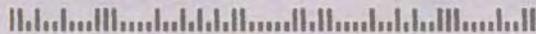
See WALL, Page 2



Dan Carter/DJC

Paul Burns, left, and Steve Johnson, both masons with Pioneer Waterproofing, apply mortar to the McLoughlin Promenade wall in Oregon City. Repairs are taking place at the New Deal-era promenade wall overlooking downtown.

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1261 - Oregon City Promenade
8/2010

Wall: New mortar matches existing material

Continued from Page 1

the wall. Subcontractor Michael's Precast made 190 new concrete rails to match the originals, which had badly deteriorated.

Subcontractors Concrete Alternatives and Dale Britton Excavating also worked on the project.

Although Butler said she didn't know of any pieces of the wall tumbling off and hitting the highway below, the rock wall and concrete railings were in bad shape. "They were covered by an

immense amount of moss, and a lot of the wall was deteriorated and crumbling," she said. "It wasn't in safe condition."

The railings were the greatest safety hazard, Butler said. "In a lot of places, the concrete around the rebar had been eaten away and deteriorated, and the rebar had been bent into a V shape," she said.

While the wall dates from the New Deal, much of the work in the area predates that era. The concrete Grand Staircase replaced an earlier wooden version.

The unusual slope of the steps reflects that earlier era, Butler said. "They have a strange rise and run - a very short rise and long run," she said. "That's because they were originally constructed to allow horses to go up them."

A wooden elevator was built in 1913 and replaced with the existing municipal elevator in 1955, Butler said. Horses still had to take the stairs.

Pioneer kept the original stones in the wall as it replaced the mortar. That replacement took some historical sleuthing.

"The contractor went in and did an analysis of the existing grout mortar, and determined how much rock and sand were in it," said Wendy Schmidt, a consultant with Wallis Engineering. "Then

they matched that with the new mortar they were putting in."

Older mixes included more whole river rocks and less crushed, mined rock. "They used bigger, rounder rocks," Schmidt said. "Today you see more fractured rock."

Once the project started, workers realized the wall needed more work than expected, Crawford said. "As we were cleaning the walls, some deterioration that wasn't as noticeable before became more noticeable."

Oregon City officials secured some urban renewal money so they wouldn't need to return for bigger repairs later, he said. "The city felt it was in their interest to get it done now."



Repairs to the McLoughlin Promenade wall, built during the Great Depression, are being paid for with federal stimulus grant money.

SUB-BIDS REQUESTED

Oregon State University Education Hall Renovation Corvallis, OR

Description: Renovation of existing Education hall. Work includes: Selective Demolition, Cast-in Place Concrete, CMU, Stone Masonry, Structural and Miscellaneous Steel, Rough Carpentry, finish Carpentry, Insulation, Roofing, Flashing and Architectural Sheet Metal Work, Waterproofing, Aluminum-clad wood windows, Metal Framing and Sheathing, Plaster and Drywall Finishes, Painting, Flooring, Specialties, Window Coverings, Site Furnishings, Fire Sprinklers, Plumbing, HVAC and Steam Piping, Electrical and Lighting upgrades, Communication cabling and terminations, Earthwork, Exterior Improvements and Site Utilities.

Bid Date: Tuesday, June 22nd, 2010 2:00 p.m.

Non Mandatory Walk Thru: June 8th, 2010 @ 10:00 AM @ Noon
Meeting will be at Education Hall - room 107

Contact receiving bids: Matt Norman

Bid documents are available for review at the Fortis office, Daily Journal Plan Center, Eugene Builders Exchange, Medford Builders Exchange, Willamette Valley Builders Association, Oregon Association of Minority Entrepreneurs, Salem Contractors Exchange, SW Washington Contractors Association, Central Oregon Builder's Exchange, Oregon Contractor Plan Center and McGraw Hill Construction. Additionally, they may be purchased at Ford in Portland or Salem Print and Blue Print in Corvallis or downloaded from the Fortis ftp website or iSqft.



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CONSTRUCTION INC.

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Oregon

Theodore R. Kulongoski, Governor

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725 Summer St. NE, Suite C
Salem, OR 97301-1271
(503) 986-0707
FAX (503) 986-0793
www.hcd.state.or.us

June 26, 2006

Ms. Christina Robertson
City of Oregon City Planning
PO Box 3040
Oregon City, OR 97045-0304

RE: SHPO Case No. 06-1489
McLoughlin Promenade Eligibility
7th St. at Railroad Ave., Oregon City, Clackamas County

Dear Ms. Robertson:

We have reviewed the materials submitted on the project referenced above, and we concur with the determination that the property is eligible for the National Register of Historic Places in accordance with 36 CFR Part 60.4.

Our response here is to assist you with your responsibilities under Section 106 of the National Historic Preservation Act (per 36 CFR Part 800). Please feel free to contact me if you have further questions, comments or need additional assistance.

Sincerely,

Sarah Jalving
Historic Compliance Specialist
(503) 986-0679 or Sarah.Jalving@state.or.us





Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department
State Historic Preservation Office
725 Summer St NE, Ste C
Salem, OR 97301-1266
(503) 986-0671
Fax (503) 986-0793
www.oregonheritage.org



February 5, 2009

Ms. Christina Robertson
City of Oregon City Planning
PO Box 3040
Oregon City, OR 97045-0304

RE: SHPO Case No. 06-1489
McLoughlin Promenade Eligibility
7th St. at Railroad Ave., Oregon City, Clackamas County

Dear Ms. Robertson:

We have reviewed the materials submitted on the project referenced above, and we concur with the determination that the property is eligible for the National Register of Historic Places in accordance with 36 CFR Part 60.4. Additionally, there will be no historic properties adversely affected for this undertaking.

Our response here is to assist you with your responsibilities under Section 106 of the National Historic Preservation Act (per 36 CFR Part 800). Please feel free to contact me if you have further questions, comments or need additional assistance.

Sincerely,

Stephen P. Poyser, PhD
Historic Compliance Specialist
(503) 986-0686 or
stephen.poyser@state.or.us



RESOLUTION NO. 06-25

**A RESOLUTION ENDORSING APPLICATION FOR OREGON DEPARTMENT OF
TRANSPORTATION 2009-2011 TRANSPORTATION ENHANCEMENT PROGRAM
FUNDING FOR ADDITIONAL PROMENADE RESTORATION
AND HISTORIC PRESERVATION**

WHEREAS, the Oregon Department of Transportation's Transportation Enhancement (TE) program provides federal highway funds for projects that strengthen the cultural, aesthetic, or environmental value of our transportation system; and

WHEREAS, typical projects include sidewalk and streetscape construction, bike lanes and shared use paths, viewpoints and interpretive sites, and historical preservation of transportation-related structures and buildings; and

WHEREAS, the TE program provides reimbursement for qualified projects for which the minimum project value is \$223,000; and

WHEREAS, the TE program requires a minimum local funding match of 10.27%; and

WHEREAS, Promenade restoration qualifies as an eligible activity for TE funding because it is a pedestrian facility, the historic railing includes details that provide beautification for the pedestrian facility, and the project is considered a routine or customary element of a construction or maintenance project; and

WHEREAS, the Promenade restoration fits into three approved TE activities: 1) provision of facilities for pedestrians and bicyclists; 2) landscaping and other scenic beautification; and 3) historic preservation; and

WHEREAS, the Promenade restoration project proposed for TE funding includes restoration of the wall/rail south of the elevator; specifically: grouting structural cracks in stone walls, rebuilding deteriorated stone piers, removing precast concrete rails and installing new precast rails, tuck pointing all mortar joints in stone walls and piers, removing and replacing cement wash ledges on top of all walls and piers, and cleaning all stone walls and sidewalks; and

WHEREAS, the State Historic Preservation Office has concluded that the Promenade is eligible for listing on the National Register of Historic Places;

NOW, THEREFORE, BE IT RESOLVED by the City Commission of Oregon City as follows:

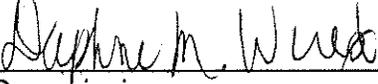
1. The City Commission endorses the TE funding application for historic preservation and restoration of the Promenade as described herein; and

2. The City Commission supports a TE funding request of \$484,000 accompanied by a local match of \$66,000 for a total project cost of \$550,000.

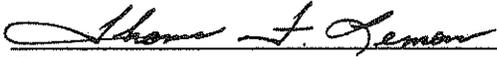
Adopted, signed and approved this 21st day of June 2006.



Mayor



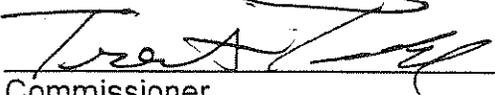
Commissioner



Commissioner



Commissioner



Commissioner

Comprising the City Commission
of Oregon City, Oregon

RESOLUTION NO. 08-11

A RESOLUTION ENDORSING A GRANT APPLICATION FOR THE OREGON DEPARTMENT OF TRANSPORTATION 2011-2013 TRANSPORTATION ENHANCEMENT PROGRAM FUNDING FOR ADDITIONAL PROMENADE RESTORATION AND HISTORIC PRESERVATION

WHEREAS, the Oregon Department of Transportation's Transportation Enhancement (TE) program provides federal highway funds for projects that strengthen the cultural, aesthetic, or environmental value of our transportation system; and

WHEREAS, typical projects include sidewalk and streetscape construction, bike lanes and shared use paths, viewpoints and interpretive sites, and historical preservation of transportation-related structures and buildings; and

WHEREAS, the TE program provides reimbursement for qualified projects for which the minimum project value is \$223,000; and

WHEREAS, the TE program requires a minimum local funding match of 10.27%; and

WHEREAS, previous grant recipients have had an average local match of 20% and TE program staff recommends a local match of 15% or higher; and

WHEREAS, Promenade restoration qualifies as an eligible activity for TE funding because it is a pedestrian facility, the historic railing includes details that provide beautification for the pedestrian facility, and the project is considered a routine or customary element of a construction or maintenance project; and

WHEREAS, the Promenade restoration fits into three approved TE activities: 1) provision of facilities for pedestrians and bicyclists; 2) landscaping and other scenic beautification; and 3) historic preservation; and

WHEREAS, the Promenade restoration project proposed for TE funding includes restoration of the wall/rail south of the elevator; specifically: grouting structural cracks in stone walls, rebuilding deteriorated stone piers, removing precast concrete rails and installing new precast rails, tuck pointing all mortar joints in stone walls and piers, removing and replacing cement wash ledges on top of all walls and piers, and cleaning all stone walls and sidewalks; and

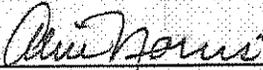
WHEREAS, the State Historic Preservation Office has concluded that the Promenade is eligible for listing on the National Register of Historic Places;

NOW, THEREFORE, BE IT RESOLVED by the City Commission of Oregon City as follows:

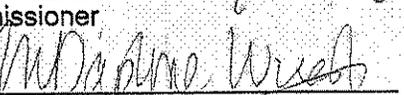
1. The City Commission endorses the TE funding application for historic preservation and restoration of the Promenade as described herein; and

2. The City Commission supports a TE funding request of \$501,948 accompanied by a local cash match of \$107,383 and donated agency staff time in the amount of \$59,933 for a total project cost of \$669,264.

Adopted, signed and approved this 16th day of April 2008.

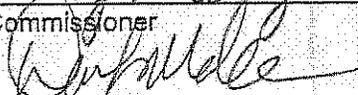


Mayor


Commissioner


Commissioner



Commissioner


Commissioner

Comprising the City Commission
of Oregon City, Oregon



METRO

May 15, 2006

Ms. Nancy Kraushaar, P.E.
City of Oregon City
320 Warner Milne Road
P.O. Box 3040
Oregon City, OR 97045

Dear Ms. Kraushaar:

RE: TE Endorsement Letter

Metro is participating in the Transportation Enhancements (TE) program by reviewing Notices of Intent submitted for projects in the Portland metropolitan region and issuing letters of endorsement to those projects that are consistent with regional goals and policies. This endorsement letter should be submitted along with the final TE application for this project.

Metro staff has completed the review of the Notice of Intent submitted by the City of Oregon City for the McLoughlin Promenade, bluff overlooking historic Downtown Oregon City project. This project is consistent with the goals and policies of the Regional Transportation Plan (RTP).

Sincerely,

Andrew C. Cotugno
Planning Director

ACC/ar



METRO

April 22, 2008

Ms. Kathy Griffin
City of Oregon City
P.O Box 3040
Oregon City, OR 97045

Dear Ms. Griffin:

RE: TE Endorsement Letter

Metro is participating in the Transportation Enhancements (TE) program by reviewing Notices of Intent submitted for projects in the Portland metropolitan region and issuing letters of endorsement to those projects that are consistent with regional goals and policies. This endorsement letter should be submitted along with the final TE application for this project.

Metro staff has completed the review of the Notice of Intent/draft application submitted by the City of Oregon City for the McLoughlin Promenade project. This project is consistent with the goals and policies of the Regional Transportation Plan (RTP). This project is not required to be in the RTP to be eligible for TE funding.

Sincerely,



Ted Leybold
MTIP Manager

TL/ar

ODOT Transportation Enhancement Program
355 Capitol Street N.E.
Room 326
Salem, Oregon 97301-3871

Re: Letter of Support for Transportation Enhancement (TE) Funding 2009-2001 for Oregon City's
McLoughlin Promenade's Concrete Railing Restoration

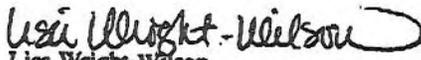
The citizens-based Parks and Recreation Advisory Committee (PRAC) to the City of Oregon City supports the TE grant request by the City of Oregon City for the restoration of the McLoughlin Promenade's concrete railing. The railing was constructed c1937 during the Great Depression as a project of the Works Project Administration, created by President Franklin D. Roosevelt. This railing runs along McLoughlin Promenade and overlooks the historic downtown area of Oregon City. The promenade is a half-mile linear park extending from the Oregon City Municipal Elevator (the only public vertical street in the United States) to the Museum of the Oregon Territory (which overlooks Willamette Falls).

The Promenade was donated to the City of Oregon City in 1850 by Dr. John McLoughlin, the "Father of Oregon", as part of his platting of the mid-level of the City, making McLoughlin Promenade one of the oldest parks in the Oregon Territory, predating Oregon's statehood by nine years. McLoughlin Promenade, including its historic railing, is on Oregon City's Register of Historic Places. The Promenade's visual command of old town Oregon City and the Willamette River and its falls, its juxtaposition to the McLoughlin Historic District, which contains some of the oldest residential homes in Oregon, and its historic origin makes the McLoughlin Promenade the jewel of Oregon City's park system.

The Promenade also plays a prominent role in Oregon City's Trails Master Plan. The plan calls for an extensive trail system that includes a waterfront trail along the Clackamas and Willamette Rivers including vista points overlooking the Willamette. The trail will extend from the pedestrian bridge connecting Gladstone and Oregon City over the Clackamas River, continue along the Clackamas River to Clackamas Cove, around Clackamas Cove to Clackamette Park (which is a City park serving regional needs in the south Metro area), along the Willamette River, over to the Oregon City Elevator, along McLoughlin Promenade, and onto Canemah (a National Historic District) and Metro's Canemah Bluff open space. The City's construction of the Clackamas Cove segment of the trail last year demonstrates that Oregon City is committed to implementing its Trail Master Plan.

Years of weathering, which was intensified until recent years by pollutants from mills located adjacent to Willamette Falls, have severely pitted the concrete rails to the extent that some of the rails have their rebar completely exposed. The railing is becoming an eyesore, belittling its historic significance. The City has invested funds into the restoration of walls and railings along stairs paralleling the elevator and the renovation of the metal railings on both sides of top of the elevator. The restoration of a quarter mile of concrete railing still needs to be undertaken. The PRAC requests that Metro provide the matching funds required for this undertaking.

Sincerest thanks for your consideration



Lisa Wright-Wilson
Chair, Oregon City PRAC

Martha Sumption
Oregon City PRAC

Dan Kromer
Oregon City PRAC

Havan Jones
Oregon City PRAC

Doug Neeley
Oregon City PRAC

Shawn Dachtler
Oregon City PRAC

Ted Schumaker
Oregon City PRAC

CITY OF OREGON CITY

PUBLIC WORKS



PUBLIC PROJECTS DIVISION
CODE ENFORCEMENT / PARKING
City Engineer/Public Works Director
P.O. Box 3040
320 Warner Milne Road
Oregon City, OR 97045
(503) 657-0891
Fax (503) 657-7892

TRANSPORTATION ADVISORY COMMITTEE

January 29, 2009

Oregon Department of Transportation
Local Government Section
355 Capitol Street N.E., Room 326
Salem, Oregon 97301

Economic Stimulus Package Funding Decision Makers:

Oregon City's Transportation Advisory Committee (TAC) fully supports the City's application for \$1,065,721 to complete the restoration of the McLoughlin Promenade. This structure was built along Oregon City's bluff and is historically significant having been built on land donated to the public by Dr. John McLoughlin, dubbed the "Father of Oregon", and whose contributions were significant to the early development of Oregon.

The Promenade was constructed in 1938 to serve as a viewpoint and a pedestrian connection between the Falls View Wayside on State Hwy. 99E and Downtown Oregon City via the City's Municipal Elevator and the Grand Staircase. Because of the age of the cut stone parapet wall along the Promenade, the wall must be restored in order to keep the McLoughlin Promenade safe to all users of the multi-use pathway and to keep pedestrians and facilities below the bluff safe from falling material. Work also needs to be performed to complete the restoration of the Grand Staircase and a majority of the 70 year-old sidewalk is failing and must be replaced.

Award of funding to the City of Oregon City would put approximately 15 local stone masons to work for approximately four months and allow the City to complete the restoration of the entire McLoughlin Promenade. Thanks in advance for your consideration of this request. I can be reached at ocfinder@aol.com if you have any questions about this funding request.

Sincerest thanks,

Bill Blanchard, Chair
Transportation Advisory Committee

P:\CIP\Economic Stimulus Package\McLoughlin Promenade\TAC Support letter for Promenade.doc