



The Daily Astorian

The U.S. Highway 101 crossing of Ecola Creek near Cannon Beach is one of several structurally deficient bridges in Clatsop County. The bridge is being planned for eventual replacement.

Bridges: Load restrictions can affect economy

Continued from Page 1A

Along with maintaining bridges, McFadden's crews operate draw spans on Youngs Bay, Youngs River and the Lewis and Clark River, some nearly 100 years old.

"I think we've done a pretty nice job around here of preserving and maintaining the historic structures," he said, pointing to the recent work on the decks of the 94-year-old Lewis and Clark and 97-year-old Youngs Bay bridges.

The state has seen an increase in distressed bridges because of their age and new design standards indicating the potential need for weight restrictions.

One of those weight-restricted bridges is the Fort Stevens Highway spur of Oregon Highway 104 crossing the Skipanon River west of Home Depot. The 89-year-old span, formerly a draw bridge raised for logging operations, is restricted from large vehicles such as logging trucks, McFadden said. Plans are being created to repair and paint steel elements in the bridge.

A 2015 analysis by the transportation



Colin Murphey/The Daily Astorian

The Skipanon River Bridge in Warrenton is one of three identified in Clatsop County as in need of repair.

department of aging highways and bridges projected that deteriorating infrastructure and weight-restricted bridges could cost the state 100,000 jobs and \$94 billion in gross domestic product by 2035.

"Portland and coastal communities will be hit hardest," the analysis said. "As the trade and export hub for the entire state,

the Portland Metro region will experience a greater reduction in production than any other region in Oregon. Communities along the coast will also suffer significant losses because it will cost more to move freight to export markets."

The \$5.3 billion infrastructure package recently passed by the state Legislature was

meant in part to help stop the precipitous decline in roads and bridges before they face weight restrictions, Johnson said.

"In another year or two, we'll have big effects on the economy from load restrictions," he said. "We're really at a tipping point, and we'll know in the next year or two whether we can get in front of it."

Levy: 'We need to get more money, but how do we do it?'

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"We want to get the people who use the services to pay for it," Mekenas said, referring to the times of year where a large influx of tourists lead to higher call volumes. "Eventually we need to get more money. But how we do it? That's the tap dance we'll have to do to figure it out."

Board members Sharon Clyde and Bob Cerelli agreed, but had doubts about the city's cooperation.

"We all want the best help we can get, but we only have 'x' amount of dollars to do it," Clyde said. "Nothing would surprise me more than getting money from the city."

Benedict understands the concerns of the board, and

will continue to research all possible funding sources, he said.

The board will revisit the decision on how to approach the levy in February. If they decide not to approve the version with the rate increase, Benedict said the district still has the option to modify the original fire chief levy into an operational one while keeping the existing rate. Instead of the revenue only paying for fire chief-related items, this would simplify the budget process and allow the district to spend the money on all general operations, Benedict said.

"I want to make sure research is done, there is public input and to make sure we are transparent to our citizens," he said.

Amtrak: Service reverted to prior route between Tacoma, Nisqually

Continued from Page 1A

After the derailment, Amtrak passenger service reverted to its prior route between Tacoma and Nisqually, Washington, along the shoreline of Puget Sound, which is shared with many freight trains.

Last week, Amtrak rolled back its recently expanded service between Seattle and Portland to the level that preceded the December derailment. The revised schedule offers four Amtrak Cascades daily roundtrips, down from the six roundtrips that launched on the morning of Dec. 18.

Washington state legislators were told during a committee briefing last week that positive train control is not active on any Amtrak passenger service west of the Mississippi.

Eaton said everyone at

Amtrak feels "deep sorrow" for the loss of life and injuries resulting from the December derailment south of Tacoma. He said federal rules to protect the integrity of the National Transportation Safety Board crash investigation prevented him from disclosing any facts Amtrak has learned about the crash cause.

Washington state Secretary of Transportation Roger Millar testified that there was no undue pressure to launch high speed rail service before train engineers and crews were adequately prepared to use the renovated Point Defiance Bypass route.

"There was no deadline for initiating service," Millar said. He acknowledged there were deadlines for completing construction on track and signal upgrades, which he said were not a factor.

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Fill in the blank cells using numbers 1 to 9. Each number can appear only once in each row, column and 3x3 block. Use logic and process elimination to solve the puzzle. The difficulty level ranges from Bronze (easiest) to Silver to Gold (hardest).

Rating: SILVER

Solution to 1/15/18

7	6							5
		1		6	2	8	4	
3		8	5					9
1			2			9	7	
	7	9			8			1
4					6	5		2
	2	3	7	9		4		
8							9	3

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