

Bridge painting progresses as weather allows



The current bridge painting project is treating the surface's rust and paint deterioration on fractural critical members of the lower chord.

Commission added the full length of the lower chord north of the lift span to the project. These represent the next most fracture critical components, and would have been rehabilitated in a future phase.

Although the bridge paint is showing wear, and there are bare spots and surface rust on some sections, the steel inspected thus far has not demonstrated extreme corrosion or pitting. This means the additional lower chord work can be sandblasted to a lower degree than the connections, called a "brush off blast," then recoated. Adding the entire lower chords on the north half of the bridge to the project is more economical in the long run, since equipment and crew are mobilized, and scaffolding and containment in place. However, the Port Commission was uncertain its cash flow would allow it until it received reports that the project was proceeding without major pack-rust or corrosion repair work.

The Port estimated \$250,000 per span for fracture critical member spot painting, which totals \$4.75 million for all 19 spans. The Port has budgeted approximately \$1 million per year for the next five years. The contractor will complete as many northern spans as possible in 2011 before heavy rain patterns set in. Ideally, any remaining northern spans and all the southern spans will be completed in 2012, beginning in spring as early as weather permits.

*Please see **Bridge** on page 3*

An Essential Facility

by Michael McElwee,
Port Executive Director



Michael McElwee

It's easy to take the Ken Jernstedt Airfield (Hood River Airport) for granted. Most days the Airport doesn't seem very busy. It isn't a major aviation hub and it lacks any sort of regular airline service. For

travelers on Tucker Road, the Airport may seem like just abundant open space. The most memorable view may be at night—looking east near Twin Peaks gives the impression of a pilot on final approach.

Yet the Airport is an active place. The growth and expansion of WAAAM has brought national interest. Pilots and aviation enthusiasts visit Hood River regularly because of WAAAM's unique collection. The Airport is home to 100 planes stored in T-hangars and on the tarmac. On average, the airport has 14,200 flight operations annually. The Fixed Base Operator, Classic Wings, offers private pilot training, sight seeing and mechanic service. An agriculture spray business, Aero Spray, serves local farms. Two high-technology businesses with aviation needs operate there. The Airport serves as an essential facility for fire fighting and search and rescue operations.

Unfortunately, the Airport has key limitations. The west end (Runway 7) and east end (Runway 25) are too close to adjacent roads. This intrusion of the "Runway Protection Zone" has concerned the Federal Aviation Administration (FAA) for many years. The FAA's direction to the Port: shift the runway east away from heavily travelled Tucker Road. Since 2002, the Port has carried out a lengthy series of actions to rectify this condition. We acquired land east of Orchard Road,

*Please see **Essential** on page 4*

A significant capital maintenance project on the Hood River Interstate Bridge has been underway since early August, and due to early reports that the bridge is in relatively sound condition, additional sections have been added to the first phase of the Lower Chord Rehabilitation Project.

The scope of the project originally focused on prepping and painting the connections (gusset plates) on the lower chords, which run the full length of the bridge closest to the water and are the most "fracture critical" members, and out at least six inches on all the vertical and diagonal connectors. The contractor was also directed to do spot painting work where severe pack rust was found in other locations along the lower chords.

After the first month of work, and positive reports about the condition of the connections once stripped of paint, the Port

County approves Orchard Road vacation with conditions

In about one year, the area east of Ken Jernstedt Airfield is expected to go through one of the largest transformations in its history with a runway shift designed to enhance safety surrounding the airport.

In October, the Hood River County Commission adopted action to allow for vacating Orchard Road east of the airfield to facilitate a 550-foot eastward runway shift. The adoption followed County Commission public hearings in August and September.

As a result, the Port and Federal Aviation Administration (FAA) are moving ahead with plans to abandon Orchard Road north and south of the new runway location. This

will allow the 3,040-foot runway to move to the east in an effort to enhance safety for both pilots and vehicles traveling along Highway 281/Tucker Road.

FAA has identified \$1.8 million for the work. Construction is expected in late summer 2012.

The County, however, outlined a series of conditions the Port must satisfy before work can begin. The Port must provide a limited access route on the airport's east side to support agriculture activity in the area. It must work with the county and Oregon Department of Transportation to develop an agreement on ways to address

design deficiencies at Orchard Road's north intersection with Highway 281/Tucker Road, known as Nobi's Corner, that agreement may need to explore inadequate bicycle lanes along the state highway, too. The Port also must ensure completion of a sight distance study to identify the intersection's visual constraints.

The County directed the Port to ensure vehicle turnaround points at each end of the vacated road are dedicated for public use, that utilities be relocated, and that Orchard Road remain open until runway shift funding is secured.

The Port is working to resolve these issues before the end of this year.

The Orchard Road vacation has been discussed for a number of years. It was

*Please see **Airport** on page 3*



The Port plans improvements to its Marina Office Building in 2012, which is leased in part by the Hood River County Chamber of Commerce and Visitors Center. AhHa Architecture LLC is developing architectural plans that will include a full array of exterior and interior upgrades to address deferred maintenance, age, and building code requirements. The mid-'70s structure will be enhanced with a new HVAC system, renovated restrooms, paint, roof, and interior improvements.

Group Mackenzie completed engineering drawings of Portway Avenue improvements, and submitted them to City of Hood River Engineering. The project will likely begin in spring.

Waterfront Business Park projects continue to grow



Artist rendering shows aerial view of Waterfront Business Park with new developments for Hood Technology and Turtle Island Foods.

SPACE AVAILABLE
The Port of Hood River seeks tenants for available space in the Halyard Building.
For information, contact:
Mike Doka
541-386-1645

Despite the recession, the Port's Waterfront Development Strategy seems to be hitting pay dirt. With two new buildings now gaining occupants, two more under construction, and movement on a handful of other projects, the Port of Hood River's vision conceptualized by Group Mackenzie in 2008 is taking shape.

Most businesses involved to date are growing local companies. "First and foremost, the Port's strategy has focused on creating the infrastructure to accommodate the growth of local companies," explains Port Executive Director Michael McElwee. "While we continue to seek businesses from outside the area these opportunities have been limited because of the recession, and may result in a gain for our community but also a loss for another area. Our strategy feels like a win-win so far."

The completion of the Halyard Building, a portion of which is now partially occupied by Real Carbon, was followed by the adaptive reuse of the former UTS Building on Lot 8, considered for demolition a few years ago. The '70s era UTS structure has been gutted and transformed

The Port Commission has offered to purchase bicycle racks for Mt. Adams Transit vehicles, which begins a fixed route schedule between Hood River and White Salmon/Bingen. One-way fare will be \$1, and those transporting bikes are advised to call ahead. The bicycle racks and mounting hardware cost just under \$2,000. For more information about MAT, call 800-493-7606.

The Port plans significant upgrades to the Marina Electrical System next year to replace existing conduit and add more service. Bidding will occur this fall, with construction in 2012. Twenty percent of the project will be funded by the Port with the balance by bonds, financed by moorage fee increases. A new monthly electrical fee structure will also be implemented.

The WAAAM Hood River Fly-In took place Sept. 10-11. The event drew close to 300 aircraft, plus community members interested in getting close up looks at a variety of airplanes. This year, firefighting efforts for the Dollar Lake Fire on the northern slopes of Mt. Hood were also underway, slightly impacting travel routes of pilots and planes.

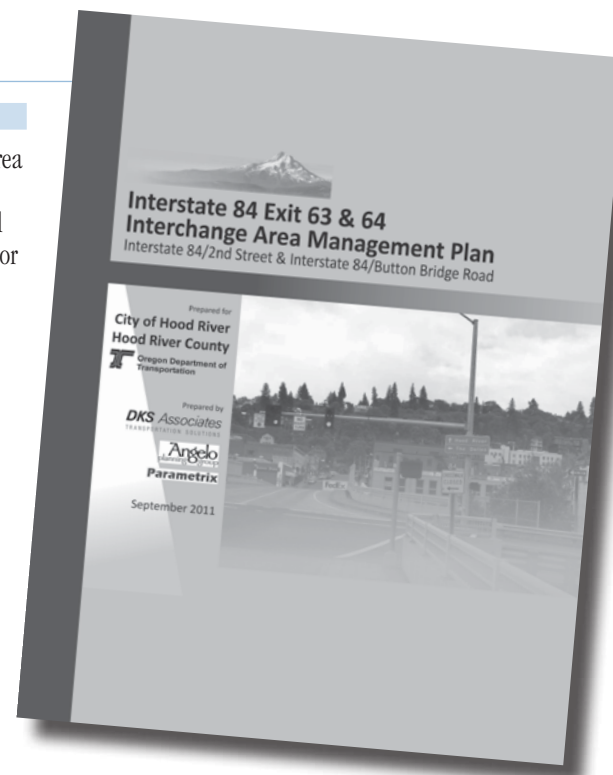
Hood River City Council approved ODOT's Interstate Area Management Plan (IAMP), a long-term plan for the city's transportation systems. Next, Hood River County will hold a public hearing and deliberate on plan approval prior to final adoption by Oregon Transportation Commission.

The IAMP includes motor vehicle, bicycle and pedestrian projects intended to reduce direct access to key interchange area crossroads, while maintaining accessibility of abutting properties.

The Port's key areas of concern related to Waterfront Business Park's land use, freight requirements, and traffic analysis for future development. Intersections at No. 2nd Street and Riverside Drive, Anchor Way, and Portway Avenue are included in the IAMP. The plan also includes key intersections in downtown Hood River, and Highway 35/Button Bridge Road.

Implementation of the plan will occur over a long period of time through property development or public construction projects, as funding becomes available.

The full Interstate Area Management Plan (IAMP) can be accessed at http://www.oregon.gov/ODOT/HWY/REGION1/exit64/IAMP_63_64.pdf?ga=



The company has three divisions: one which specializes in stabilized camera systems for manned and unmanned aircraft; another which develops, tests, and manufactures launch and retrieval systems for Unmanned Aerial Vehicles; and a third which develops blade monitoring systems to evaluate vibrations in industrial turbines and jet engines, a diagnostic method for predicting possible future failures.

A new state-of-the-art 33,000 square foot food processing plant for Turtle Island Foods is planned for Lot 7. The local company produces several lines of vegan food widely available throughout the U.S. and Canada, and currently employs 73 workers. Its new building will offer space for 30 jobs. Jaime Athos, Operations Manager, expects the company to reach 100 employees by next year, scattered among its new building, its headquarters at the Graf Building in downtown Hood River, where the company has operated since 1992, and the 30,000 square feet of space it leases at the waterfront's Jensen Building.

The buildings for Hood Tech and Turtle Island, developed by Key Development Corporation, will seek Leadership in Energy and Environmental Design (LEED) gold or platinum certification.



KGW-TV's Business Reporter Joe Smith produced a story on Hood River's waterfront development in August. Pictured left to right are Port Executive Director Michael McElwee, Smith, Jeff Pickhardt, president of Key Development, and Seth Tibbott, founder-president of Turtle Island Foods. To view the segment, visit www.portofhoodriver.com.

"Every component of these projects has been pulled apart and analyzed for options to reduce energy and environmental impact," explained Jeff Pickhardt of Key Development. "In addition, the companies have selected building materials and practices that can utilize local businesses, contractors and subcontractors when feasible."

There are four additional lots on the east side of Waterfront Business Park, including the former Expo Center, which are currently zoned for commercial development. A Disposition and Development Agreement has been approved for Lot 3 just north of the Expo Parking Lot. Plans call for a 20,000 square foot office and retail building for Key Development. If contingencies are met, construction could begin in Spring, 2013.

The Port also executed a Memorandum of Understanding (MOU) for the purchase of a 1.06 acre County-owned property adjacent to the intersection of No. 2nd Street and Riverside Avenue. Pending an acceptable appraisal, the Port Commission will decide whether to purchase the property by late this year. The land could accommodate a 14,000-16,000 square foot warehouse to provide convenient shipping and receiving for a major local employer.

"The Port believes the qualities of the Hood River Waterfront make it a premier location to do business in the Columbia Gorge. We are beginning to see its full potential realized," sums up McElwee. "A significant phase of responsible development and job creation is now underway for our community."

For more information on Waterfront Business Park and details on available lots, visit the Port's web site at www.portofhoodriver.com, or call the Port at 541-386-1645.

continued from Bridge on page 1

A second phase to the bridge painting project will now likely include painting the upper chord connections, cross bracing, and components just below the deck. The Port Commission will decide when that phase will begin within the next few years.

S & K Painting, a 38-year-old Oregon company, is the contractor for the Lower Chord Rehabilitation Project. HNTB provides construction management and engineering, and Bear Inspecting and Consulting provides inspection services. As the painting project progresses, needed repair work may be noted and possibly performed.

Brian Sipe, project superintendent for S & K Painting, has worked in the industry for 25 years, but never on a mile-long bridge such as the Hood River Interstate Bridge. After two months of work, S & K is partway through the fourth span.

"We just started, but by the time this Lower Chord first phase is over, we'll really know what kind of shape the bridge is in. With a good painting system like this, our work will last 30 years or more, but the entire bridge will need to be done eventually," Sipe relayed.

Single lane closures will continue throughout the project. The Port urges bridge patrons to allow for delays anywhere from five to 15 minutes, between 6:00 a.m. and 4:00 p.m. Monday through Friday. By and large delays have been limited to five minutes. Bridge users can sign up for electronic notifications of bridge traffic delays or closures at: www.portofhoodriver.com.

Web Link

JOIN THE PORT'S EMAIL LIST TO RECEIVE PORTNEWS ONLINE! Log on to www.portofhoodriver.com, and link to "Email List".

continued from Airport on page 1

identified in the Airport Master Plan seven years ago, and the county adopted the plan in 2009.

Road vacation will allow for a runway shift. The landing strip will remain the current length, though the project is designed to enhance safety around the airfield by pulling aviation traffic farther east off Highway 281/Tucker Road.

Currently the runway's protection zone is located beyond both the state highway to the west and Orchard Road to the east. When the runway shift occurs, this protection area will be located fully on airport property.

PORT MEETINGS

Regular Port Commission meetings are held on the 1st and 3rd Tuesday of each month in its Boardroom at Marina Center Building (1000 E. Port Marina Drive). The Port welcomes your questions, comments and suggestions.

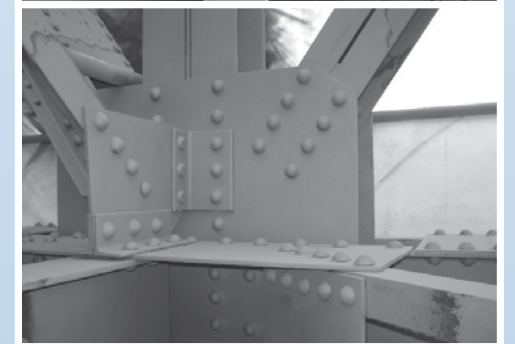
PORT DIRECTORY

Commissioners
 Hoby Streich Fred Duckwall
 Jon Davies Brian Shortt Rich McBride
Executive Director - Michael McElwee
Contact
 Telephone.....(541) 386-1645
 (1000 E. Port Marina Drive).
 Fax.....(541) 386-1395
 Email.....porthr@gorge.net
www.portofhoodriver.com
 Newsletter Production - Pageworks Design, Inc.

Bridge Painting Process

Brian Sipe, project superintendent for S & K Painting calls the ODOT-approved painting system "the best corrosion protection system available for a bridge." The process steps are:

- Build containment system
- Sandblast existing paint to bare metal with LEADX product that renders old paint non-hazardous
- Collect and return sand to manufacturer for recycling
- Inspection (additional inspections occur between each coat)
- Apply full coat of zinc primer
- Apply stripe coat (around irregular edges and rivets) of Wasser paint
- Apply stripe coat of Ferrox B paint
- Apply full coat Ferrox B paint
- Apply final full coat of Ferrox A green paint
- Remove containment system



continued from **Essential** on page 1

moved a residential dwelling, obtained County approval for the Airport Master Plan and completed expensive environmental analyses. This fall the Port obtained approval from Hood River County to vacate a portion of Orchard Road that bisects the airport.

Our request to vacate Orchard Road was hard for the Port to make and difficult for the County to grant. Important questions were asked about farm access, emergency response and bicycle routes. Most would agree it is rarely a good idea to diminish automobile connectivity, especially looking ahead many years in the context of the Valley's overall transportation network. Road vacation will mean inconvenience and longer travel times for some residents. It severs an alternative route around busy Windmaster Corner.

In this case, however, the trade-off is necessary. For too long we have avoided land use actions needed insure the long-term viability

of the Airport. The runway shift would not be possible without vacation of Orchard Road. If we did not take these steps it could mean reducing the runway length and possibly seeing the slow diminution of the Airport. The runway shift will improve safety. It will provide the Airport with a sufficient perimeter area, with fewer conflicts with adjacent uses, to ensure its viability far into the future.

We are a richer community with a viable, functioning Airport. The Airport helps achieve quality of life, emergency response and economic development goals. This makes the Airport is an essential facility for our community's future. ●

The Federal Aviation Administration has directed that the runway at Ken Jernstedt Airfield be moved away from heavily travelled Tucker Road.

This necessitates vacation of relatively lightly travelled Orchard Road.



PORT OF HOOD RIVER

1000 E. Port Marina Drive
Hood River, OR 97031

PRSR STD
U.S. POSTAGE
PAID
Permit No. 700
Portland, OR

Bridge toll increase approved

On October 18th, the Port Commission authorized an increase for cash and electronic toll collections. Starting January 1, 2012, cash tolls will rise from 75¢ to \$1 per single axle vehicle while BreezeBy tolls will increase from 63¢ to 75¢. This represents the first bridge toll increase since 1994.

Background

The Port went through the process of developing a Long-Term Operational Plan for the Hood River Interstate Bridge last year. This process evaluated a historic database of operations revenues and expenses, and established performance objectives for bridge maintenance standards, plus anticipated capital improvement and maintenance project costs over the next 30 years. The full report, prepared by HNTB Engineers, is posted on the Port's web site, www.portofhoodriver.com. Last spring the Port budget committee recommended a toll increase for the second year in a row.

The bridge toll increase is intended to provide adequate funds for inspections, repairs and maintenance, while keeping the bridge safe and operational for the next few decades. Bridge painting is the top priority in this effort. The increase is expected to raise \$500,000-\$600,000 per year directed to the Bridge Repair Fund.

Bridge traffic and revenues were both down slightly in Fiscal Year 2010-2011, with traffic down 41,901 vehicles, and revenues down \$52,540 from the previous fiscal year.

"It's difficult to tell without deeper analysis whether traffic is down for discretionary travel or commuting travel, or a combination of both," states Port Finance Manager Linda Shames.

The number of BreezeBy patrons continues to increase, with over 5,000 subscribers currently. BreezeBy is the most economical way to travel across the bridge, and the cost to join is free, as are the first three transponders on any account. Applications forms are available at www.portofhoodriver.com/projects/bridge_toll.php, or at the Port office.

In addition, Bridge Toll Increase Q&As are posted on the Port's web site at: www.portofhoodriver.com/info/Toll. ●



BreezeBy patrons will receive a 25 percent discount on bridge toll effective January 1, up from the current 16 percent discount.