

Vaughn Viaduct Bridge Replacement

Project Description

The Oregon International Port of Coos Bay is seeking funding through the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program to support the Vaughn Viaduct Bridge Replacement project. The project will replace the existing 100-year-old structure with a newly constructed bridge which will be classified for speeds of up to 40 miles per hour. In accordance with Federal Rail Administration (FRA) requirements, an assessment of the bridge was completed by CBR and the Port's contracted engineering firm, Stantec, finding that the Vaughn Viaduct is structurally and functionally obsolete. The recommendation following this assessment was to completely replace the structure with a new bridge.



View of Viaduct near Vaughn Road



Members with severe rust and section loss

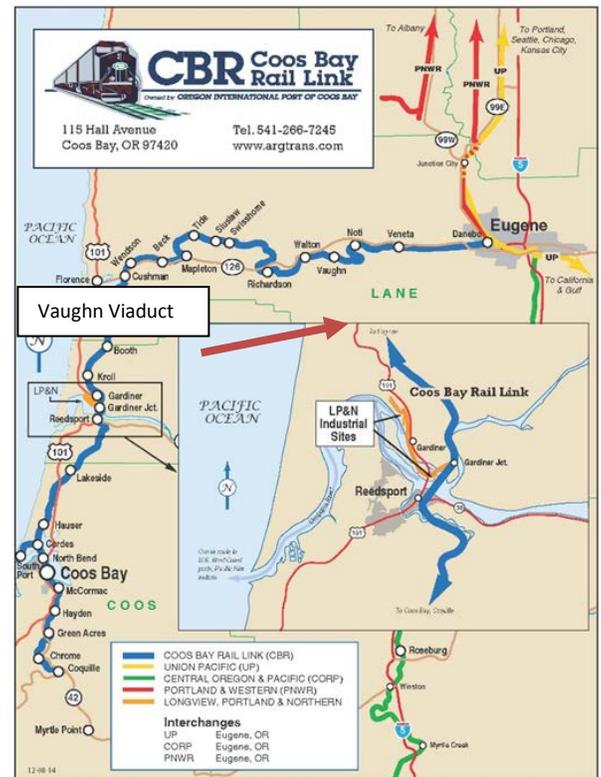
The new bridge will be a 5-span precast concrete girder structure. During construction, the existing bridge will be utilized for rail traffic on the existing tracks while the new bridge is constructed alongside. Once construction is complete, the rail line will be connected to the new bridge over the course of one weekend, and disassembly of the old Vaughn Viaduct bridge will commence. This technique will minimize disruptions in rail service – ensuring that rail freight continues to move in and out of the south coast.

Project Timeline: Design for the new bridge is complete. The CRISI application is due June 21, 2018. Once the project is fully funded, construction is anticipated to take 12 months.

Benefits: The new bridge will meet current rail and seismic standards, improving overall safety and longevity for the line. All of the traffic on the line either travels over or switches across the Vaughn Viaduct – without the Vaughn Viaduct, rail traffic and the goods it transports are unable to flow into or out of the south coast. Additionally, the new bridge is designed to accommodate unit train traffic, which is essential for the future growth, development, and long term viability of the line.

Project Location: The Vaughn Viaduct bridge crosses both Noti Creek and Vaughn Road in western Lane County at rail line Mile Post 667.40 (see map right).

Project Cost: The total estimated cost for replacement of the Vaughn Viaduct bridge is \$7.5 million. The Port will be seeking up to \$5.5 million to support construction, with \$2 million pledged as match from the State of Oregon, shippers, and the Port of Coos Bay.



May XX, 2018

Mr. Ronald Batory, Administrator
Federal Rail Administration
12000 New Jersey Avenue SE
Room W38-207
Washington, DC 20590

Re: Letter of Support for Oregon International Port of Coos Bay Application for Federal Assistance Under the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program to Support the Vaughn Viaduct Rail Bridge Replacement Project

Dear Mr. Batory,

I am writing to express my emphatic support for the Oregon International Port of Coos Bay's (Port) application for funding through the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program to support replacement of the Vaughn Viaduct bridge.

The Vaughn Viaduct bridge is critical to the Coos Bay rail line, as 100% of rail traffic along the line either travels over or switches across the bridge. Without the Vaughn Viaduct, rail traffic and the goods transported along the line would be unable to flow into or out of southwest coast of Oregon by rail. The line provides freight rail access to shippers in located in western Lane, western Douglas, and Coos Counties, and provides the only rail connection to the deepwater harbor at Coos Bay. The forest products and other manufacturing facilities in the region must have rail service in order to successfully compete with foreign competition.

In accordance with Federal Rail Administration (FRA) requirements, an assessment of the bridge was completed by the Port's contracted engineering firm, finding that the Vaughn Viaduct is structurally and functionally obsolete. The Project will replace the existing 100-year old structure with a newly constructed bridge.

The Port purchased and subsequently reopened the Coos Bay Rail Line in 2011 in order to restore freight rail service to the rural Southwestern Region of Oregon. Leading up to and during the lines four-year closure, the rail and associated infrastructure fell into a significant state of disrepair. The Port has worked with Federal, State, and private partners to make necessary improvements to bring the line back to service.

The Vaughn Viaduct bridge is essential to keeping freight moving along the Coos Bay rail line. The line is critical to the economic health of southwestern Oregon, supporting nearly 1,000 family wage jobs. Each year, freight rail service along the rail line keeps approximately 25,000 trucks off the road, preserving the highway systems and improving air quality and safety.

Sincerely,