

Missouri Bend Boat Slide Replacement Project

During July 2016, the Mid-Valley Chapter completed a full renovation of the Missouri Bend Boat Slide at the Bureau of Land Management National Park on the Alsea River. What most of you don't know is how this process occurred. The actual physical work took less than two weeks during this month, however, the process was well along by that time.

The concept for the project originated during 2014 when it was noted that the slide boards on the ramp and the guide boards were severely deteriorated. In addition, the cross-ties were creosote railroad ties and the slide boards were pressure treated lumber. We first had to learn about the Restoration and Enhancement Grant system in order to apply for funds to purchase replacement materials and support subcontractor labor. This was preceded by obtaining permission from the owners (BLM) with a letter of support for grant funding during September and October 2014. The grant process was completed and submitted early in November 2014. The grant required assembling a complete description of the site, identification of the flood plain, identification of the owners, complete description of the work intended, sketches of the proposed activity, and estimates of the materials and subcontractor support required. In April 2015, after grant application was submitted, our attendance to present the grant request to the R&E Review Board was necessary to answer any remaining questions or concerns raised by the R&E review group.

In June 2015, the request for required state permits from Oregon Land Management/Marine Board was initiated. During July, a site visit with permitting agency was conducted to review the site and respond to remaining questions/issues. A "No State Permit Required" finding was issued late in July for the project as proposed for Missouri Bend. A second permit request was dealt with to obtain a Benton County sign-off on the construction as proposed. (Note that no "in-water" work was required to perform this project.)

In October 2015, the R&E Board had all permits delivered to them and concurred that no other action was required to grant funds.

In March 2016, detailed measurements were taken to prepare final sketches for forms, rebar, and embeds that would be required.

In June 2016, rebar was purchased and cut to required length. Form lumber was obtained and forms were cut and prefabricated. Slide board lumber was ordered (4"x6"x20' clear grain rough cut Cedar) and hardware obtained.

Volunteer work parties were set for 4 days in July 2016 to first remove the existing slide and dispose of the deteriorated materials; second, level the cross-tie locations and place the forms; third, install rebar pins to secure the cross-ties (with some pins requiring hammer-drilling to penetrate into the bedrock) and install rebar for cross-ties, then wire hardware and rebar together; and forth, place and finish cement; and finally, remove forms and clean up the site for return to the owner.

The end result included rebuilding handrails on existing fences and rebuilding the take-out cable and pulley system that had been stolen.

Total value of the project was about \$11,500 with \$6,500 from R&E Grant funds, and \$5,000 from volunteer labor and donated transportation to and from the site.



Bottom support was being eroded and boards were falling apart.



Slide lengthened, side guide board raised and secured, and large concrete base installed & pinned to the bedrock to prevent erosion, new cable and block pulley installed.