



PROJECT PROSPECTUS

Part 1 — Project Request (Page 1 of 2)

Key Number: _____ Jurisdiction: _____

Section: **BURNT RIVER (CLARKS CREEK RD.) BRIDGE #01C408** Region: **5** Area: **NEACT AREA** District: **13**

State Highway No.: _____ Highway Name: _____ Mile Point From: **0.06** To: **0.11** Length: (mi) **0.05** (km) _____

Urban City: _____ MPO: _____ Within UGB Yes No County: **BAKER** Road/Street Name: **CLARKS CREEK ROAD**

Route No.: _____ NHS YES NO HPMS: _____ FC: **08** Applicant (if other than State): **BAKER COUNTY**

US Congressional District: **2** State Senate District: **30** State Representative District: **60**

Cost Estimates (x \$ 1,000) Project Components Right Of Way

Preliminary Engineering \$101 Grading X Files (#) _____

Right Of Way \$15 Paving X Acres (#) _____

Utility Reimbursement Structures X Relocations (#) _____

Signaling Acquisitions (#) _____

Roadway \$52 Signals Easements (#) _____

Structures \$260 Illumination Work By: State / Consultant / Applicant

Signals \$0 Preliminary Engineering (S,C,A) _____

Illumination \$0 Construction Engineering (S,C,A) _____

Temp. Protection \$10 Right of Way Descriptions (S,C,A) _____

Const. Contingencies \$67 Right Of Way Acquisitions (S,C,A) _____

Const. Engineering \$61 Project Categories Constructed By

Remove Exist Bridge \$25 Environmental Class (1, 2, 3, PCE) 2 Contract County Force

Other \$27 Design Category (1-7) 7 State Force Other

Total CE and Construction: \$502 Work Type Code (1-13) 5 City Force **CONSULTANT**

Total Estimate: \$ **618** Primary STIP Work Type: _____

Recommended Let Date By Federal Fiscal Year (Quarter-Year): _____

PE Fund: _____ R/W Fund: _____ UR Fund: _____ CE-CN Fund: _____

PE EA: _____ R/W EA: _____ UR EA: _____ CE-CN EA: _____

Item Existing Proposed Define The Problem: **6**

Travel Lanes (#) 2 2 Burnt River (Clarks Creek Rd.) Bridge #01C408 has a sufficiency rating of 51.0 and is

Structures (#) 1 1 structurally deficient. This timber and steel bridge originally was constructed in 1965 and

Signals (#) 0 0 serves as a link between agricultural land and Oregon Route 7 (State Highway 71). Bridge

Bike Way (#) N N inspection reports have documented signs of rot and decay in the timber decking. Reports

Average Daily Traffic 55 67 also indicate that the piles in the center bents are worn and weather checked at the water line

Year of ADT 2000 2012 The caps are split and weather checked. Further investigation has found that significant

Throughway Y/N settlement on the south end of the bridge has resulted in a poor connection between the

bridge and the approach. These conditions combined with the narrow width and low road

rating make the bridge undesirable and unsafe for two-way farm truck traffic.

Describe Proposed Solution: - Attach Sketch Map

The proposed improvement project consists of replacement of the Burnt River (Clarks Creek Rd.) Bridge #01C408 with a 21m single span by 9.7m wide prestressed slab structure and installation of guardrail to meet standards.

Prepared By: _____ Date: _____ OTC Approval Date: _____ Program Year: _____ Funding Amount: _____

X



PROJECT PROSPECTUS

Part 1 Project Request (Page 2 of 2)

Key Number:

Jurisdiction:

Section: BURNT RIVER (CLARKS CREEK RD.) BRIDGE #01C408

Region:
5

Area:
NEACT AREA

District:
13

Project Justification

This timber and steel bridge was originally constructed in 1965 and serves as a link between agricultural land and Oregon Route 7 (State Highway 71). The bridge has a sufficiency rating of 50.0 and the Bridge is posted for 21 ton. Bridge inspection reports have documented signs of rot and decay in the timber decking. Reports also indicate that the piles in the center bents are worn and weather checked at the water line. The caps are split and weather checked. Further investigation has found that significant settlement on the south end of the bridge has resulted in a poor connection between the bridge and the approach. These conditions combined with the narrow width and low road rating make the bridge undesirable and unsafe for two-way farm truck traffic.

The proposed improvement project consists of replacement of the Burnt River (Clark's Creek Road) Bridge # 01C408 with a single span, precast, prestressed structure, installation of guardrail to meet standards, and widening of approaches to accommodate the new bridge width.

Additional Information For Project Requested By Local Jurisdictions

Responsible Local Office To Be Contacted For The Following Activities:

- | | | |
|--|----------------|---------------|
| 1. Public Hearing / Citizen Involvement | _____ (Office) | _____ (Phone) |
| 2. Environmental / Planning | _____ (Office) | _____ (Phone) |
| 3. Pre-Engineering | _____ (Office) | _____ (Phone) |

This Official Request is From:

City of:

and/or

BAKER County

By:

By:

KEN HELGERSON, ROADMASTER

By:

By:

By:

Applicable Intergovernmental Agreements:

IGA Number:

Jurisdiction Name:

Agreement Date:

Administrative Recommendation

Bridge Prospectus Cost Estimate

| | | | |
|------------------------------------|---|--------------|---------------------|
| | NBIS Bridge No. | | |
| Applicant: Project / Section | 0 BURNT RIVER (CLARKS CREEK RD.) BRIDGE #01C408 | Region: 5 | Area: NEACT AREA |
| | | | District: 13 |

| New Bridge / Roadway Configuration: | | Existing Bridge: | |
|-------------------------------------|-----------------|----------------------|----------------------|
| Left Side Rail | 75 feet | Bridge Length | 70 feet |
| Left Sidewalk | feet | Bridge Width | 24 feet |
| Shoulder | 4 feet | Area | 1680 square ft. |
| Lane 2 | feet | | |
| Lane 1 | 12 feet | New AC Top Width | 32 feet |
| ---CL--- | feet | New AC Depth | 4 inches |
| Lane 1 | 12 feet | New Base Depth | 12 inches |
| Lane 2 | feet | Project Length | 375 feet |
| Shoulder | 4 feet | Net Road Work Length | 300 feet |
| Right Sidewalk | feet | X-S Side Slope | 1:3 |
| Right Side Rail | 75 feet | AC Avg Width | 32 feet |
| | | Base Avg Width | 32 feet |
| Bridge Length | 75 feet | Asphalt Density | 140.63 pounds/ cu ft |
| Bridge Width | 32 feet | Base Density | 147.5 pounds/ cu ft |
| New Area | 2400 square ft. | New AC Received | 240 tons |
| | | New Base Required | 704 tons |

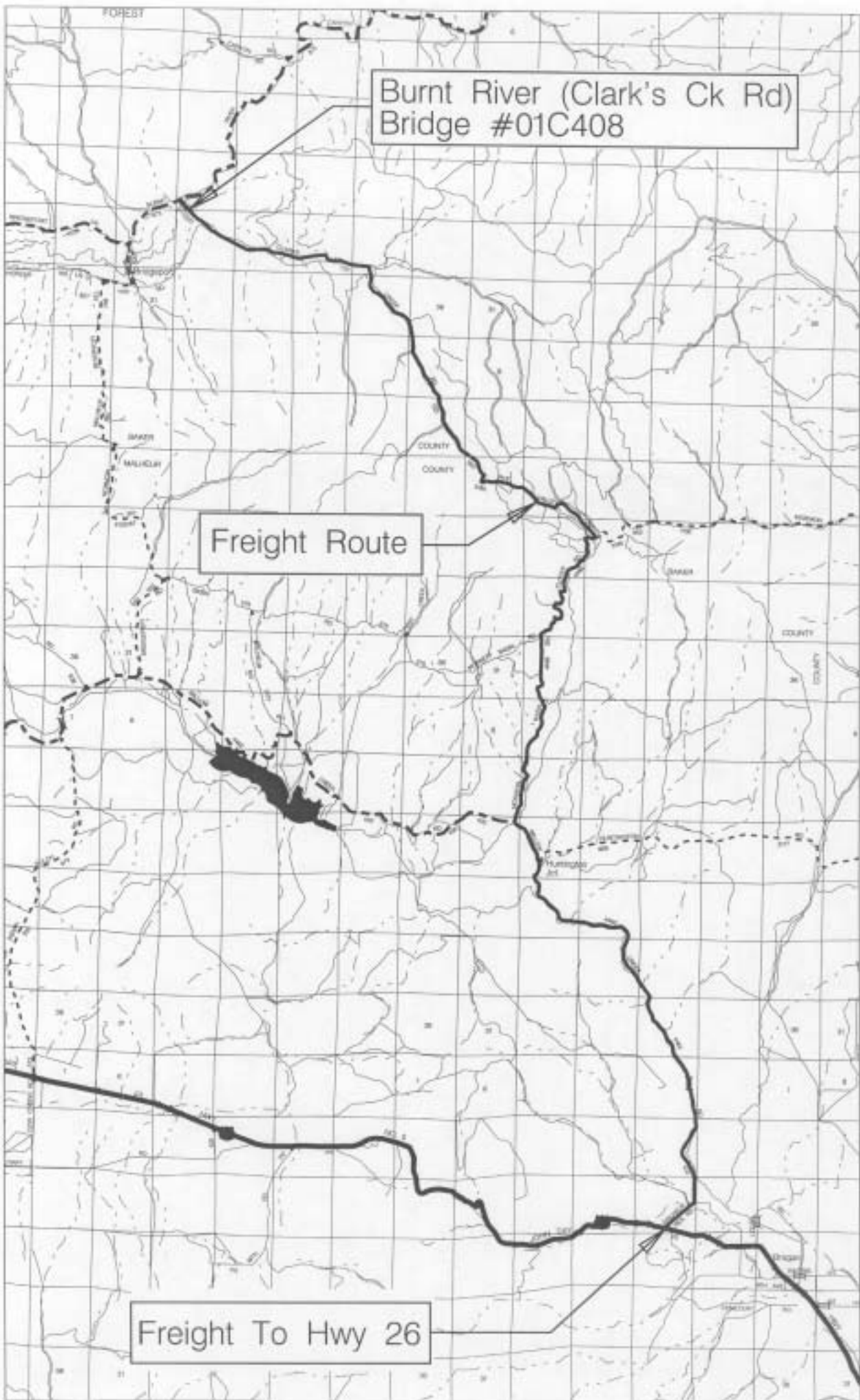
| COST ESTIMATE: | Quantity | Unit | Price per unit | Cost (\$x1000s) |
|------------------------|-----------|--------------|-------------------|------------------|
| Right-of-Way | 1.00 | Acre | \$ 15,000 | \$15 |
| ==Roadway== | | | | |
| Clear & Grub | \$ 4,000 | lump sum | | \$4 |
| Erosion Control | \$ 1,000 | lump sum | | \$1 |
| General Excavation | 150 | cubic yards | \$ 10.00 | \$2 |
| Embankment in Place | 100 | cubic yards | \$ 20.00 | \$2 |
| Pavement Removal | | square feet | \$ 9.00 | \$0 |
| Aggregate Base | 704 | tons | \$ 11.00 | \$8 |
| Asphalt Concrete | 240 | tons | \$ 36.00 | \$9 |
| Curb | | feet | | \$0 |
| Sidewalk | | feet | | \$0 |
| Riprap | 150 | cubic yards | \$ 52.00 | \$8 |
| Guardrail, Type 2A | 150 | feet | \$ 20.00 | \$3 |
| Guardrail, Type 3 | 50 | feet | \$ 40.00 | \$2 |
| Guardrail Trans | 4 | each | \$ 1,700.00 | \$7 |
| Other | | specify unit | | \$0 |
| Other | | specify unit | | \$0 |
| Other | | lump sum | | \$0 |
| Other | | lump sum | | \$0 |
| Flared Terminals | 4 | each | \$ 1,800.00 | \$7 |
| Subtotal Roadway | | | | \$52 |
| Structures | 2,400 | square feet | \$ 90.00 | \$216 |
| Bridge Rail | 150 | feet | \$ 95.00 | \$14 |
| Remove Existing Bridge | 1,680 | square feet | \$ 15.00 | \$25 |
| Other | | specify unit | | \$0 |
| Other | | specify unit | | \$0 |
| Detour | \$ 20,000 | lump sum | | \$20 |
| Const. Survey Work | \$ 10,000 | lump sum | | \$10 |
| Subtotal Structures | | | | \$285 |

Bridge Prospectus Cost Estimate

| Applicant: | 0 | | | NBIS | | |
|--------------------------|---------------------------|----|----------------------------------|------------|------------|--------------|
| Project / | BURNT RIVER (CLARKS | | | Bridge No. | | |
| Section | CREEK RD.) BRIDGE #01C408 | | | Region: | Area: | District: |
| | | | | 5 | NEACT AREA | 13 |
| Mobilization | | 8 | percent of (Roadway + Structure) | | | \$27 |
| Signals | | | lump sum | | | \$0 |
| Illumination | | | lump sum | | | \$0 |
| Temporary Protection | \$ 10,000 | | lump sum | | | \$10 |
| Detour Route | | | feet | | | \$0 |
| Other | | | specify unit | | | \$0 |
| Other | | | specify unit | | | \$0 |
| Other | | | lump sum | | | \$0 |
| Other | | | lump sum | | | \$0 |
| Mobilization & Traffic | | | | | | \$37 |
| Subtotal Construction | | | | | | \$374 |
| ==Engineering== | | | | | | |
| Construction Engineering | | 18 | percent of (Roadway + Structure) | | | \$61 |
| Contingency | | 20 | percent of (Roadway + Structure) | | | \$67 |
| Subtotal Const. Eng. | | | | | | \$128 |
| Preliminary Engineering | | | | | | |
| Consultant | | 28 | percent of (Roadway + Structure) | | | \$94 |
| State | | | percent of (Roadway + Structure) | | | \$0 |
| County | | 2 | percent of (Roadway + Structure) | | | \$7 |
| Subtotal PE | | | | | | \$101 |
| Total Estimate | | | | | | \$618 |

Bridge Project Prospectus Additional Bridge Information

| | | | | | | | | |
|--|---|--------------------------|---------------------|---|---|---|--|--|
| Applicant: 0 | | NBIS Bridge Number: 0 | | | | | | |
| Project Name / Section: BURNT RIVER (CLARKS CREEK RD.) BRIDGE #01C40B | | Region: 5 | Area: NEACT AREA | District: 13 | | | | |
| Funding Preferred Source: <input checked="" type="checkbox"/> OTIA III <input type="checkbox"/> Federal HBRR Acceptable Source: <input checked="" type="checkbox"/> OTIA III <input checked="" type="checkbox"/> Federal HBRR | Heavy Vehicle Usage <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center; border-bottom: 1px solid black;">Existing</td> <td style="text-align: center; border-bottom: 1px solid black;">Proposed</td> </tr> <tr> <td>Truck AADT: <input style="width: 50px; text-align: center;" type="text" value="3"/></td> <td><input style="width: 50px; text-align: center;" type="text" value="3"/></td> </tr> </table> Fire Truck Usage: <input type="checkbox"/> YES, at least 25% of trips use bridge. <input checked="" type="checkbox"/> No. Less than 25% of trips | Existing | Proposed | Truck AADT: <input style="width: 50px; text-align: center;" type="text" value="3"/> | <input style="width: 50px; text-align: center;" type="text" value="3"/> | Detour Detour Route: Length: <input style="width: 100px;" type="text" value="No Detour"/> Map: (Please attach map) | | |
| Existing | Proposed | | | | | | | |
| Truck AADT: <input style="width: 50px; text-align: center;" type="text" value="3"/> | <input style="width: 50px; text-align: center;" type="text" value="3"/> | | | | | | | |
| Regional Freight Corridor Analysis: | | | | | | | | |
| | | | | | | | | |
| Special Consideration: | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |



Burnt River (Clark's Ck Rd)
Bridge #01C408

Freight Route

Freight To Hwy 26

