



# PROJECT PROSPECTUS

Part 1 — Project Request (Page 1 of 2)

Key Number: \_\_\_\_\_ Jurisdiction: \_\_\_\_\_

Section: CLEAR CREEK (GULICK LANE) BRIDGE #01C830 Region: 5 Area: NEACT AREA District: 13

State Highway No.: \_\_\_\_\_ Highway Name: \_\_\_\_\_ Mile Point From: 0.79 To: 0.85 Length: (mi) 0.05 (km) \_\_\_\_\_

City: \_\_\_\_\_ MPO: \_\_\_\_\_ Willas UGB:  Yes  No County: BAKER Highway: GULICK LANE

Route No.: \_\_\_\_\_ NHS:  YES  NO HPMS: \_\_\_\_\_ FC: 09 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	\$59	Grading	X	Files	(#)	2
Right Of Way	\$15	Paving	X	Acres	(#)	1
Utility Reimbursement		Structures	X	Relocations	(#)	
		Signaling		Acquisitions	(#)	
Roadway	\$49	Signals		Easements	(#)	
Structures	\$139	Illumination		Work By: State / Consultant / Applicant		
Signals	\$0			Preliminary Engineering	(S,C,A)	C
Illumination	\$0			Construction Engineering	(S,C,A)	C
Temp. Protection	\$10			Right of Way Descriptions	(S,C,A)	C
Const. Contingencies	\$39			Right Of Way Acquisitions	(S,C,A)	C

Const. Engineering \$35 Project Categories Constructed By

Remove Exist Bridge	\$8	Environmental Class (1, 2, 3, PCE)	2	<input checked="" type="checkbox"/> Contract	<input type="checkbox"/> County Force
Other	\$16	Design Category (1-7)	7	<input type="checkbox"/> State Force	<input checked="" type="checkbox"/> Other
Total CE and Construction:	\$295	Work Type Code (1-13)	5	<input type="checkbox"/> City Force	<b>CONSULTANT</b>
Total Estimate:	\$ 370	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:
Travel Lanes (#)	2	2	The existing structure is structurally deficient with a sufficiency rating of 35.9. The inspection reports that the deck rating is 2 (Critical) and the Substructure is 4 (poor). The bridge is currently posted with a 5-ton load limit. The width of the bridge is substandard.
Structures (#)	1	1	
Signals (#)	0	0	
Bike Way (#)	N	N	
Average Daily Traffic	59	74	
Year of ADT	2002	2012	
Throughway Y/N			
			Describe Proposed Solution: - Attach Sketch Map
			Replace with a 35-foot single span X 32-foot wide precast prestressed slab structure. Widen approaches in order to accommodate a 32-foot wide structure. Install guardrail to meet standards.

Prepared By: X Date: \_\_\_\_\_ OTC Approval Date: \_\_\_\_\_ Program Year: \_\_\_\_\_ Funding Amount: \_\_\_\_\_



# PROJECT PROSPECTUS

Part 1 Project Request (Page 2 of 2)

Key Number:

Jurisdiction:

Section: CLEAR CREEK (GULICK LANE) BRIDGE #01C830

Region:  
5

Area:  
NEACT AREA

District:  
13

## Project Justification

This timber, steel, and concrete structure was originally constructed in 1940 and serves as a link between agricultural ground and State Highway 12. Bridge inspection reports document signs of rot and decay in the timber decking. Separations between laminations of the deck continue to allow water to penetrate decking and soak through to the stringers, thereby causing the stringers to rust. In December 1998 there were significant indications that the bridge had dropped six to seven inches, resulting in cracking of the abutments. Since this time, a 5-ton load limit was posted on the bridge. Livestock and hay trucks as well as gravel trucks, heavy equipment and farm equipment travel over this structure daily as the only detour is approximately 4 miles in length. The low load rating in combination with the narrow width and above conditions make it undesirable and unsafe for two-way truck traffic.

The proposed Clear Creek (Gulick Lane) Bridge # 01C830 improvement project consists of replacement of the old structure 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 /<br>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: \_\_\_\_\_ By: \_\_\_\_\_

Applicable Intergovernmental Agreements:

IGA Number:	Jurisdiction Name:	Agreement Date:
_____	_____	_____
_____	_____	_____
_____	_____	_____

## Administrative Recommendation

## Bridge Prospectus Cost Estimate

Applicant:	BAKER COUNTY	NBIS	Bridge No.	
Project /	CLEAR CREEK (GULICK	Region:	Area:	District:
Section	LANE) BRIDGE #01C830	5	NEACT AREA	13

<b>New Bridge / Roadway Configuration:</b>		<b>Existing Bridge:</b>	
Left Side Rail	35 feet	Bridge Length	28 feet
Left Sidewalk	feet	Bridge Width	20.1 feet
Shoulder	4 feet	Area	562.8 square ft.
Lane 2	feet	New AC Top Width	32 feet
Lane 1	12 feet	New AC Depth	4 inches
---CL---	feet	New Base Depth	12 inches
Lane 1	12 feet	Project Length	335 feet
Lane 2	feet	Net Road Work Length	300 feet
Shoulder	4 feet	X-S Side Slope	1:3
Right Sidewalk	feet	AC Avg Width	32 feet
Right Side Rail	35 feet	Base Avg Width	32 feet
Bridge Length	35 feet	Asphalt Density	140.63 pounds/ cu ft
Bridge Width	32 feet	Base Density	147.5 pounds/ cu ft
New Area	1120 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	100	cubic yards	\$ 10.00	\$1
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	100	cubic yards	\$ 52.00	\$5
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
<b>Subtotal Roadway</b>				<b>\$49</b>
Structures	1,120	square feet	\$ 115.00	\$129
Bridge Rail		feet	\$ 95.00	\$0
Remove Existing Bridge	563	square feet	\$ 15.00	\$8
Other		specify unit		\$0
Other		specify unit		\$0
Detour		lump sum		\$0
Const. Survey Work	\$ 10,000	lump sum		\$10
<b>Subtotal Structures</b>				<b>\$147</b>

## Bridge Prospectus Cost Estimate

Applicant:	BAKER COUNTY		NBIS	
Project /	CLEAR CREEK (GULICK		Bridge No.	
Section	LANE) BRIDGE #01C830		Region:	
			5	Area: NEACT AREA
				District: 13
Mobilization		8 percent of (Roadway + Structure)		\$16
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				\$26
Subtotal Construction				\$221
==Engineering==				
Construction Engineering		18 percent of (Roadway + Structure)		\$35
Contingency		20 percent of (Roadway + Structure)		\$39
Subtotal Const. Eng.				\$74
Preliminary Engineering				
Consultant		28 percent of (Roadway + Structure)		\$55
State		percent of (Roadway + Structure)		\$0
County		2 percent of (Roadway + Structure)		\$4
Subtotal PE				\$59
<b>Total Estimate</b>				<b>\$370</b>

## Bridge Project Prospectus Additional Bridge Information

Applicant: BAKER COUNTY		NBIS Bridge Number: 0					
Project Name / Section: CLEAR CREEK (GULICK LANE) BRIDGE #01C830		Region: 5	Area: NEACT AREA				
			District: 13				
<b>Funding</b>  <b>Preferred Source:</b> <input checked="" type="checkbox"/> OTIA III <input type="checkbox"/> Federal HBRR  <b>Acceptable Source:</b> <input checked="" type="checkbox"/> OTIA III <input checked="" type="checkbox"/> Federal HBRR	<b>Heavy Vehicle Usage</b> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Existing</td> <td style="text-align: center;">Proposed</td> </tr> <tr> <td>Truck AADT: <input style="width: 50px;" type="text" value="3"/></td> <td><input style="width: 50px;" type="text" value="4"/></td> </tr> </table> <b>Fire Truck Usage:</b> <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;" type="text" value="3"/>	<input style="width: 50px;" type="text" value="4"/>	<b>Detour</b>  <b>Detour Route:</b> Length: <input style="width: 50px;" type="text" value="3.1"/> Map: (Please attach map)	
Existing	Proposed						
Truck AADT: <input style="width: 50px;" type="text" value="3"/>	<input style="width: 50px;" type="text" value="4"/>						
<b>Regional Freight Corridor Analysis:</b>							
<b>Special Consideration:</b>							





01C830  
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