



PROJECT PROSPECTUS

Part 1 — Project Request (Page 1 of 2)

						Key Number:		Jurisdiction:			
Section: Jefferson - Marion Road Bridge						Region: 2		Area: Mid-Willamette Valley		District: 3	
State Highway No.:		Highway Name: Jefferson - Marion Road				Mile Point From: 2.2 To: 2.6		Length: (mi) (km) 0.4			
<input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural		City: Near Jefferson		MPO: Within <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		County: Marion		Road/Street Name: Jefferson - Marion Road			
Route No.: CR 35, FAS A-566		NHS <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		HPMS:		FC:		Applicant (If other than State): Marion County			
US Congressional District: 5				State Senate District: 9 - 10				State Representative District: 30			
Cost Estimates (x \$ 1,000)			Project Components				Right Of Way				
Preliminary Engineering		\$468		Grading		X		Files (#)		4	
Right Of Way		\$120		Paving		X		Hectares (#)		10	
Utility Reimbursement				Structures		X		Relocations (#)		0	
				Signing		X		Acquisitions (#)		4	
Roadway		\$845		Signals				Easements (#)		0	
Structures		\$1,107		Illumination				Work By: State / Consultant / Applicant			
Signals		\$0						Preliminary Engineering (S,C,A)		C	
Illumination		\$0						Construction Engineering (S,C,A)		C	
Temp. Protection		\$100						Right of Way Descriptions (S,C,A)		A	
Const. Contingencies		\$532						Right Of Way Acquisitions (S,C,A)		A	
Const. Engineering		\$319		Project Categories				Constructed By			
Remove Exist Bridge		\$27		Environmental Class (1, 2, 3, PCE)		2		<input checked="" type="checkbox"/> Contract		<input type="checkbox"/> County Force	
Other		\$50		Design Category (1-7)		7		<input type="checkbox"/> State Force		<input type="checkbox"/> Other	
Total CE and Construction:		\$2,980		Work Type Code (1-13)		5		<input type="checkbox"/> City Force			
Total Estimate:		\$ 3,569		Primary STIP Work Type:		Bridge					
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 bridge is narrow (20 feet rail to rail) and the approach alignment is substandard with sharp 90 degree curves at both ends of the bridge. The sufficiency rating is 48.8 and the bridge is functionally obsolete. The Jefferson-Marion Road functions as a truck freight route with trucks comprising approximately 10% of total ADT. In addition, records show that 3 traffic accidents have been reported near the bridge since 1994. The existing bridge offers no safe way for bikes or pedestrians to cross. Road functional class is Minor Arterial.							
Structures (#)		1	1								
Signals (#)		0	0								
Bike Way (#)		0	2								
Average Daily Traffic		2,400	5,000								
Year of ADT		2003	2020								
Throughway Y/N		Y	Y								
Describe Proposed Solution: - Attach Sketch Map											
Replace the existing bridge with a new structure meeting current AASHTO and ODOT standards for width, load capacity, and geometry. This will require realignment of the approaches to meet current standards and improve safety.											
Prepared By: X						Date:		OTC Approval Date:		Program Year:	
										Funding Amount:	



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Part 1 Project Request (Page 2 of 2)

Key Number:

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Section: Jefferson - Marion Road Bridge

Region:
2

Area:
Mid-Willamette Valley

District:
3

Project Justification

The existing bridge is narrow with substandard approaches which results in this bridge being functionally obsolete. The narrow bridge width and 90 degree sharp approaches limits safe travel by trucks and oversize farm equipment which are common in this area. The bridge carries traffic over the Union Pacific mainline, therefore bridge replacement is the only viable option due to restrictions on at-grade crossings from rail regulatory agencies. Bridge replacement and realignment of approaches to current width, load capacity and geometric standards will significantly improve safety for this roadway. These improvements will also help accommodate large freight and agricultural vehicle usage that is steadily increasing in this area.

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

Marion

County

By:

By:

By:

By:

By:

Applicable Intergovernmental Agreements:

IGA Number:

Jurisdiction Name:

Agreement Date:

Administrative Recommendation

Bridge Prospectus Cost Estimate

Applicant:		NBIS		Bridge No.	
Marion County		1106A			
Project / Section		Region:	Area:	District:	
Jefferson - Marion Road Bridge		2	Mid-Willamette Valley	3	
New Bridge / Roadway Configuration:			Existing Bridge:		
Left Side Rail	1.5 feet	Bridge Length	108 feet		
Left Sidewalk	0 feet	Bridge Width	25 feet		
Shoulder	6 feet	Area	300 square yds.		
Lane 2	0 feet				
Lane 1	13 feet	New AC Top Width	38 feet		
---CL---	0 feet	New AC Depth	6 inches		
Lane 1	13 feet	New Base Depth	12 inches		
Lane 2	0 feet	Project Length	2000 feet		
Shoulder	6 feet	Net Road Work Length	1700 feet		
Right Sidewalk	0 feet	X-S Side Slope	3		
Right Side Rail	1.5 feet	AC Avg Width	38 feet		
		Base Avg Width	42.5 feet		
Bridge Length	300 feet	Asphalt Density	2 tons / yd		
Bridge Width	41 feet	Base Density	2 tons / yd		
New Area	1367 square yds.	New AC Received	2400 tons		
		New Base Required	5400 tons		
COST ESTIMATE:					
	Quantity	Unit	Price per unit	Cost (\$x1000s)	
Right-of-Way	10	Acre	\$ 12,000	\$120	
==Roadway==					
Clear & Grub	\$ 50,000	lump sum		\$50	
General Excavation	-	cubic yards	\$ -	\$0	
Embankment in Place	45,000	cubic yards	\$ 10.00	\$450	
Pavement Removal	44,000	square feet	\$ 1.00	\$44	
Aggregate Base	5,400	tons	\$ 14.00	\$76	
Asphalt Concrete	2,400	tons	\$ 55.00	\$132	
Riprap	-	cubic yards	\$ -	\$0	
Guardrail, Type 2A	200	feet	\$ 15.00	\$3	
Guardrail, Type 3	50	feet	\$ 35.00	\$2	
Guardrail Trans	50	feet	\$ 1,650.00	\$83	
Flared Terminals	4	each	\$ 1,500.00	\$6	
Subtotal Roadway				\$845	
Structures	12,300	square feet	\$ 90.00	\$1,107	
Signals	\$ -	lump sum		\$0	
Illumination	\$ -	lump sum		\$0	
Temporary Protection	\$ 100,000	lump sum		\$100	
Remove Existing Bridge	\$ 2,700	square feet	10	\$27	
Site Specific Bridge Items	\$ 50,000	lump sum		\$50	
Other		lump sum		\$0	
Subtotal Structures				\$1,284	
Subtotal Construction				\$2,129	
==Engineering==					
Construction Engineering	15	percent of construction		\$319	
Contingency	25	percent of construction		\$532	
Subtotal Const. Eng.				\$852	
Preliminary Engineering					
Consultant	17	percent of construction		\$362	
State	3	percent of construction		\$64	
County	2	percent of construction		\$43	
Subtotal PE				\$468	
Total Estimate				\$3,569	

Bridge Project Prospectus Additional Bridge Information

Applicant: Marion County		NBIS Bridge Number: 1106A									
Project Name Section: Jefferson - Marion Road Bridge		Region: 2	Area: Mid- District: 3								
Funding Preferred Source: <input checked="" type="checkbox"/> OTIA III <input type="checkbox"/> Federal HBRR Acceptable Source: <input checked="" type="checkbox"/> OTIA III <input type="checkbox"/> Federal HBRR	Heavy Vehicle Usage <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;"></th> <th style="width: 50%; text-align: center;">Existing</th> <th style="width: 50%;"></th> <th style="width: 50%; text-align: center;">Proposed</th> </tr> </thead> <tbody> <tr> <td>Truck AADT:</td> <td style="text-align: center;">240</td> <td style="width: 50%;"></td> <td style="text-align: center;">800</td> </tr> </tbody> </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:	240		800	Detour Detour Route: Length: 26 miles Map: (Please attach map)	
	Existing		Proposed								
Truck AADT:	240		800								

Regional Freight Corridor Analysis:

The Jefferson - Marion Road is designated as a Strategic Inter-County Route and Strategic Intra-County route in the Marion County Transportation System Plan. Therefore, this road is an important corridor for regional freight traffic connecting Jefferson, Millersburg, Albany, and the central Willamette Valley (I-5) with Stayton, Sublimity, Lyons, Mill City, Detroit Lake, and Central Oregon. This bridge over the railroad is listed as a weight limited structure with a maximum weight limit of 40 tons and is the only such limited structure along the 15 mile arterial corridor. Therefore, it is the limiting structure restricting the function of this strategic freight corridor and heavily traveled intercity and intercounty traffic. The detour, if this bridge were closed, is extensive due to limited availability of adjacent facilities that are no more than one classification below the classification of Jefferson - Marion Road. The detour route as shown on attached map would be Marion Road through Turner to Delaney Road to I-5 to Jefferson Highway.

Special Consideration:

Jefferson - Marion Road is designated as a priority 1 route by Marion County emergency management which means that it is a first priority route to have open in case of emergencies. Marion County's adopted Transportation System plan identifies this bridge as needed to be replaced and road realigned to current standards.

Bridge Project Prospectus

Requested Changes to National Bridge Inventory System (NBIS) Data

(Form Optional)

Applicant: Marion County	Bridge Number: 1106A		
Project Name Section: Jefferson - Marion Road Bridge	Region: 2	Area: Willamette Valley	District: 3

This form must be completed if an agency is proposing a change to the data in the existing National Bridge Inventory System data. The information must be in conformance with the Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges, Report No. FHWA-PD-96-001, December 1995.

Changes proposed to the Detour Length, Average Daily Traffic and Truck Average Daily Traffic will be acquired from other parts of this application and used to compute updated Federal Sufficiency Ratings and in the calculation of the Technical Ranking Score.

The data listed below are used in the calculations of the Technical Ranking Score and proposed changes will be considered. For any changes proposed, attach backup data as to the reason for the change.

Item 26	Functional Classification	06 Minor Arterial, per adopted RTSTP (see attached map)
Item 28	A Lanes on Structure	
Item 32	Approach Roadway Width	
Item 43	Structure Type, Main	
Item 51	Bridge Roadway Width	
Item 53	Vertical Clearance over Deck	
Item 54	Underclearance	
Item 55	Minimum Left	
Item 56	Minimum Right	
Item 100	Defense Highway Designation	

Items 58, 59, 60, 62, 67, 68, 69, 71 and 72 are used in the calculation of the Federal Sufficiency Rating. These data elements are supplied by ODOT and are not subject to corrections at this time.

The Inventory Rating (Item 66) must be provided by a Licensed Professional Engineer, based on calculations following ODOT's Load Rating Guidelines. The engineer's calculations must be included.

Item 66	Inventory Rating	
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Bridge Project Prospectus

Required Data For Bridges Not Listed in the National Bridge Inventory System (NBIS)

(Form Optional)

Applicant: Marion County	Bridge Number: 1106A		
Project Name Section: Jefferson - Marion Road Bridge	Region: 2	Area: I-Willamette Va	District: 3

This form must be completed for all bridges submitted that are not on the current National Bridge Inventory System (NBIS). The information must be in conformance with the Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges, Report No. FHWA-PD-96-001, December 1995.

Item 19	Detour Length	
Item 26	Functional Classification	
Item 28	A Lanes on Structure	
Item 32	Approach Roadway Width	
Item 36	Traffic Safety Features	
Item 43	Structure Type, Main	
Item 51	Bridge Roadway Width	
Item 53	Vertical Clearance over Deck	
Item 54	Underclearance	
Item 55	Minimum Left	
Item 56	Minimum Right	
Item 100	Defense Highway Designation	

Items 58, 59, 60, 62, 67, 68, 69, 71 and 72 must be provided by a Certified Bridge Inspector, or a Licensed Professional Engineer. The inspector's evaluation must be included.

Item 58	Deck Condition	
Item 59	Superstructure Rating	
Item 60	Substructure Rating	
Item 62	Culverts	
Item 67	Structural Evaluation	
Item 68	Deck Geometry	
Item 69	Under-Clearance	
Item 71	Waterway Adequacy	
Item 72	Approach Road Alignment	

The Inventory Rating (Item 66) must be provided by a Licensed Professional Engineer, based on calculations following ODOT's Load Rating Guidelines. The engineer's calculations must be included.

Item 66	Inventory Rating	
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Photographs



Photograph No. 1 — North bridge approach.



Photograph No. 2 — Substandard curve, north of

Photographs
Continued



Photograph No. 3 — Bridge superstructure.



Photograph No. 4 — Substandard curve south of

Photographs
Continued



Photograph No. 5 — Bridge deck.



Photograph No. 6 — South bridge approach.

Photographs
Continued



Photograph No. 7 — East side of
bridge



Photograph No. 8 — Railroad tracks.

Photographs
Continued



Photograph No. 9 — West side of bridge with utilities.