



# PROJECT PROSPECTUS

## Part 1 — Project Request (Page 1 of 2)

Section: <b>Levens Street Bridge</b>		Key Number:	Jurisdiction:
State Highway No.:	Highway Name:	Region: <b>2</b>	Area:
		District: <b>3</b>	
		Mile Point From: <b>0.21</b> To: <b>0.29</b>	Length: (mi) <b>.08</b> (km)
<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	City: <b>Dallas</b>	MPO: <b>N/A</b>	Within UGB: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
		County: <b>Polk</b>	Road/Street Name: <b>Levens Street</b>
Route No.:	NHS: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	HPMS:	FC: <b>16</b>
		Applicant (if other than State): <b>City of Dallas</b>	
US Congressional District:		State Senate District:	State Representative District:
<b>Cost Estimates ( x \$ 1,000)</b>		<b>Project Components</b>	
Preliminary Engineering	\$91	Grading	<input checked="" type="checkbox"/> Files (R) <b>N/A</b>
Right Of Way	\$0	Paving	<input checked="" type="checkbox"/> Hectares (R) <b>N/A</b>
Utility Reimbursement	\$5	Structures	<input checked="" type="checkbox"/> Relocations (R) <b>N/A</b>
		Signing	<input checked="" type="checkbox"/> Acquisitions (R) <b>N/A</b>
Roadway	\$70	Signals	<input type="checkbox"/> Easements (R) <b>N/A</b>
Structures	\$616	Illumination	<input checked="" type="checkbox"/> Work By: State / Consultant / Applicant
Signals	\$0		Preliminary Engineering (S,C,A) <b>C</b>
Illumination	\$5		Construction Engineering (S,C,A) <b>A,C</b>
Temp. Protection	\$3		Right of Way Descriptions (S,C,A) <b>N/A</b>
Const. Contingencies	\$76		Right Of Way Acquisitions (S,C,A) <b>N/A</b>
Const. Engineering	\$61	<b>Project Categories</b>	
Remove Exist Bridge	\$64	Environmental Class (1, 2, 3, PCE) <b>CE</b>	<b>Constructed By</b>
Other	\$0	Design Category (1-7)	
Total CE and Construction:	\$894	Work Type Code (1-13)	
Total Estimate:	\$ 990	Primary STIP Work Type:	<input checked="" type="checkbox"/> Contract <input type="checkbox"/> County Force
Recommended Let Date By Federal Fiscal Year (Quarter-Year):		<b>Feb-06</b>	
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 (R)	2	2	This bridge was originally constructed in 1923 and is classified as functionally obsolete and structurally deficient with a SR of 21. It is on the primary truck route in the City of Dallas. The bridge has intermediate bents and the bottom of the deck is below the 100 year flood elevation. Debris routinely catches on the structure with resulting flooding of the roadway and surrounding properties. The original design loading (HS15) is inadequate for permitted vehicles.
Structures (R)	1	1	
Signals (R)	0	0	
Bike Way (R)	0	0	
Average Daily Traffic	5400	5900	
Year of ADT	2003	2006	
Throughway Y/N	Y	Y	
Truck ADT	702	765	Describe Proposed Solution: - Attach Sketch Map
			Raise (3 feet approx.) and replace obsolete, substandard structure and roadway approach.
Prepared By:	Date:	OTC Approval Date:	Program Year:
<b>X</b>	9/20/03		
Funding Amount:			



# PROJECT PROSPECTUS

Part 1 Project Request (Page 2 of 2)

Key Number:

Jurisdiction:

Section:

Levens Street Bridge

Region:

2

Area:

0

District:

3

## Project Justification

This bridge was originally constructed in 1923 and is classified as functionally obsolete and structurally deficient. The bridge is on the primary truck route in the City of Dallas. The bridge has intermediate bents and the bottom of the deck is below the 100 year flood elevation. Debris routinely catches on the structure with resulting flooding of the roadway and surrounding properties. The original design loading (HS15) is inadequate for permitted vehicles. Relevant Bridge Data is as follows: SR = 21, IR = 15, Heavy Emergency Vehicle Usage (>25%), Primary Truck Route, Provides access for Quarry, Lumber Mill, and Farm Trucking. Bridge railing is functionally obsolete. Bent and abutments have significant scouring/undercutting. All truck traffic from Kings Valley Highway (HWY 223) is currently diverted from the downtown area onto Levens Street in order to improve the livability and pedestrian usage of the downtown area. The route is more direct and has fewer controls than HWY 223, thereby improving trucking.

## 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: Dallas and/or \_\_\_\_\_ County

By: Fred Braun, Director of Public Works By: \_\_\_\_\_

By: Roger Jordan, City Manager By: \_\_\_\_\_

By: \_\_\_\_\_

Applicable Intergovernmental Agreements:

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

## Administrative Recommendation

## Bridge Prospectus Cost Estimate

Applicant:		NBIS	
Project /		Bridge No.	
Section		53B142	Region:
Levens Street Bridge		2	Area:
		0	District:
		3	
<b>New Bridge / Roadway Configuration:</b>			
Left Side Rail	1.5 feet	Existing Bridge:	
Left Sidewalk	5 feet	Bridge Length	101 feet
Shoulder	6 feet	Bridge Width	42 feet
Lane 2	12 feet	Area	470 square yds.
Lane 1	0 feet		
—CL—	0 feet	New AC Top Width	30 feet
Lane 1	0 feet	New AC Depth	5 inches
Lane 2	12 feet	New Base Depth	18 inches
Shoulder	6 feet	Project Length	400 feet
Right Sidewalk	5 feet	Net Road Work Length	280 feet
Right Side Rail	1.5 feet	X-S Side Slope	
		AC Avg Width	30 feet
Bridge Length	115 feet	Base Avg Width	30 feet
Bridge Width	49 feet	Asphalt Density	2 tons / yd
New Area	625 square yds.	Base Density	1.7 tons / yd
		New AC Received	260 tons
		New Base Required	795 tons
<b>COST ESTIMATE:</b>			
	Quantity	Unit	Price
Right-of-Way	-	Acre	per unit
			\$ 2,500
			Cost ( \$x1000s)
			\$0
==Roadway==			
Clear & Grub	\$ 2,000	lump sum	\$2
General Excavation	220	cubic yards	\$ 12.00
Embankment in Place	350	cubic yards	\$ 12.00
Pavement Removal	8,500	square feet	\$ 0.75
Aggregate Base	795	tons	\$ 20.00
Asphalt Concrete	260	tons	\$ 45.00
Riprap	1,500	cubic yards	\$ 12.00
Guardrail, Type 2A	200	feet	\$ 15.00
Guardrail, Type 3	-	feet	\$ -
Guardrail Trans	-	feet	\$ -
Flared Terminals	4	each	\$ 1,500.00
			\$6
		Subtotal Roadway	\$70
Structures	5,600	square feet	\$ 110.00
Signals	\$ -	lump sum	\$616
Illumination	\$ 5,000	lump sum	\$0
Temporary Protection	\$ 3,000	lump sum	\$5
Remove Existing Bridge	\$ 4,250	square feet	\$3
Other		lump sum	15
Other		lump sum	\$64
		lump sum	\$0
		lump sum	\$0
		Subtotal Structures	\$688
		Subtotal Construction	\$758
==Engineering==			
Construction Engineering	8	percent of construction	\$61
Contingency	10	percent of construction	\$76
		Subtotal Const. Eng.	\$136
Preliminary Engineering			
Consultant	10	percent of construction	\$76
State	2	percent of construction	\$15
County	-	percent of construction	\$0
		Subtotal PE	\$91
		<b>Total Estimate</b>	<b>\$985</b>

## Bridge Project Prospectus Additional Bridge Information

Applicant: City of Dallas		NBIS Bridge Number: 53B142								
Project Name / Section: Levens Street Bridge		Region: 2	Area: 0	District: 3						
<b>Funding</b>  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	<b>Heavy Vehicle Usage</b> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;"></th> <th style="width: 25%; text-align: center;">Existing</th> <th style="width: 25%; text-align: center;">Proposed</th> </tr> </thead> <tbody> <tr> <td>Truck AADT:</td> <td style="text-align: center;">702</td> <td style="text-align: center;">765</td> </tr> </tbody> </table> Fire Truck Usage: <input checked="" type="checkbox"/> YES, at least 25% of trips use bridge. <input type="checkbox"/> No. Less than 25% of trips			Existing	Proposed	Truck AADT:	702	765	<b>Detour</b>  Detour Route: Length: 1 Map: (Please attach map)	
	Existing	Proposed								
Truck AADT:	702	765								

**Regional Freight Corridor Analysis:**

Levens Street is the primary truck route within the City and the only North-South access across Rickreall Creek on the West side of town. All emergency vehicle access for the NorthWest quadrant of the City is via Levens Street. Levens Street is extensively used by Logging, Quarry, Agricultural, and Freight Trucking. Truck usage of the roadway is very heavy and exceeds 12 percent of the AADT (2003).

**Special Consideration:**

The existing bridge has a bottom of deck elevation below the 100-year flood elevation and intermediate bents within the channel x-section. This results in frequent debris problems and associated flooding. Furthermore, the bents and abutments have significant scouring problems.

## Bridge Project Prospectus Requested Changes to National Bridge Inventory System (NBIS) Data (Form Optional)

Applicant: City of Dallas	Bridge Number: 53B142		
Project Name / Section: Levens Street Bridge	Region: 2	Area: 0	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		16
Item 28	A Lanes on Structure	0200	/
Item 32	Approach Roadway Width		36
Item 43	Structure Type, Main	(	2
Item 51	Bridge Roadway Width		36
Item 53	Vertical Clearance over Deck		100
Item 54	Underclearance		0
Item 55	Minimum Left		0
Item 56	Minimum Right		0
Item 100	Defense Highway Designation		0

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		15
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## Technical Ranking System

$$\text{SRF} = (50 - \text{SR}) = (50 - 21) = 29$$

$$\text{LDF} = 19 \text{ interpolated from table for IR} = 15$$

$$\text{CBF} = 25 - .05 ( \text{cost}/(\text{ADT} * \text{DL}) ) , \text{ where DL} = \text{Detour Length}$$

$$\text{CBF} = 25 - .05(\$990,000/(\text{ADT} * 1)) = 25 - 8 = 17$$

$$\text{TMTM} = 1.414 \text{ from table for heavy use by Fire Trucks}$$

$$\text{FCM} = 1.40 \text{ from table for FC} = 16 \text{ (urban arterial)}$$

$$\text{Priority} = (\text{SRF} + \text{LDF} + \text{CBF}) * 0.50 * \text{TMTM} * \text{FCM}$$

$$\text{Priority} = (29 + 19 + 17) * 0.50 * 1.414 * 1.400 = 64$$

**Priority Points = 64**

## Technical Ranking System

$$\text{SRF} = (50 - \text{SR}) = (50 - 21) = 29$$

$$\text{LDF} = 15 \text{ from table for IR} = 15$$

$$\text{CBF} = 25 - .05 ( \text{cost}/(\text{ADT} * \text{DL}) ) , \text{ where DL} = \text{Detour Length}$$

$$\text{CBF} = 25 - .05(\$990,000/(5900 * 1)) = 25 - 8 = 17$$

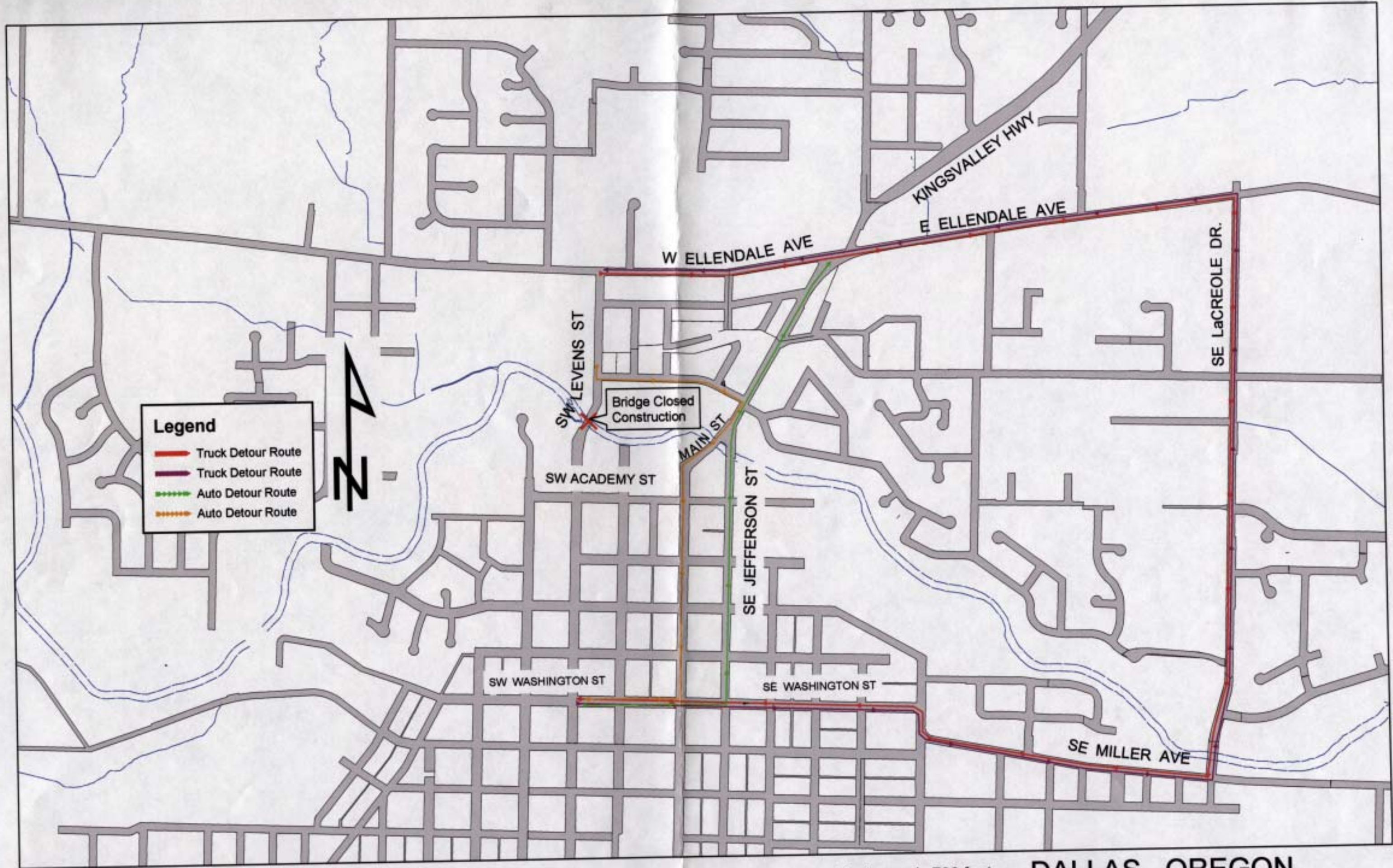
$$\text{TMTM} = 1.414 \text{ from table for heavy use by Fire Trucks}$$

$$\text{FCM} = 1.40 \text{ from table for FC} = 16 \text{ (urban arterial)}$$

$$\text{Priority} = (\text{SRF} + \text{LDF} + \text{CBF}) * 0.50 * \text{TMTM} * \text{FCM}$$

$$\text{Priority} = (29 + 15 + 17) * 0.50 * 1.414 * 1.400 = 60$$

**Priority Points = 60**



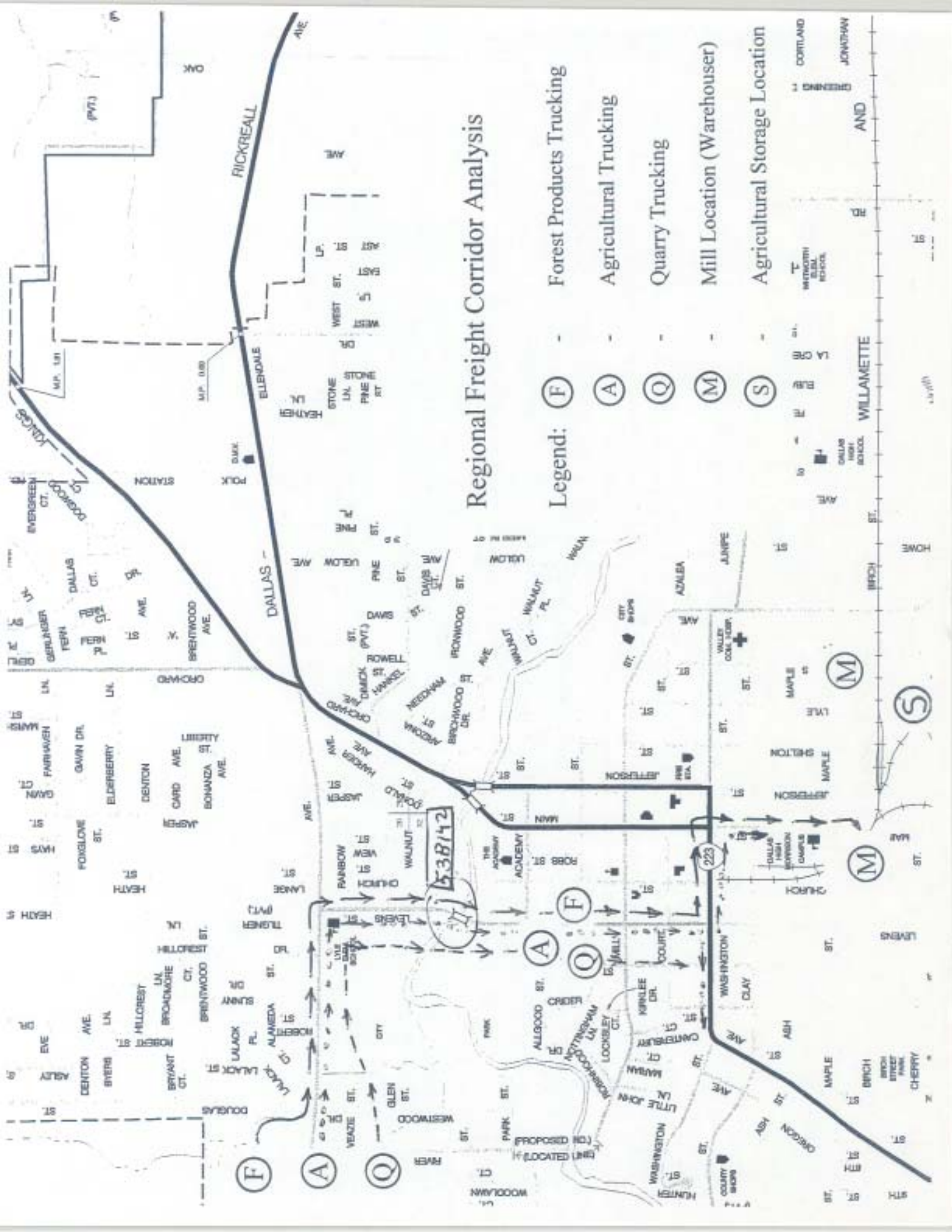
- Legend**
- Truck Detour Route
  - Truck Detour Route
  - Auto Detour Route
  - Auto Detour Route



1 inch equals 700 feet DALLAS, OREGON

# Regional Freight Corridor Analysis

- Legend:
- (F) - Forest Products Trucking
  - (A) - Agricultural Trucking
  - (Q) - Quarry Trucking
  - (M) - Mill Location (Warehouser)
  - (S) - Agricultural Storage Location



(F)

(A)

(Q)

(F)

(A)

(Q)

(M)

(S)

53B142

WILLAMETTE

AND

JONATHAN

CORTLAND

DRINKER

WESTWOOD

SCHOOL

AVENUE

STATION

POUL

ELLENDALE

RICKREALL

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## City of Dallas

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October 15, 2003

Attn: Bob Thompson  
Bridge Section  
Oregon Department of Transportation  
355 Capitol Street NE, Room 301  
Salem, OR 97301

Subject: OTIA III Candidate Bridge Project  
Levens Street Bridge No. 53B142



Gentlemen,

Please accept this letter as a request to fund the subject bridge replacement project through the OTIA III program. Bridge No. 53B142 (Levens Street Bridge) is the City's only candidate project and is our highest priority.

Attached please find the following information relating to our application:

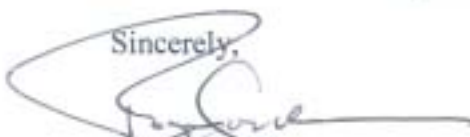
- 1) Completed Project Prospectus
- 2) Prospectus Cost Estimate
- 3) Photos of the candidate bridge
- 4) Detour Map and length
- 5) Regional Freight Corridor Analysis
- 6) September 2003 Bridge Inspection Report

Additionally, the following special considerations are presented for inclusion in your review of the application:

- a) The Levens Street Bridge provides access to the Lumber Mill Site. This site is very important to the local economy with respect to retention of jobs.
- b) The Levens Street Bridge would provide the best detour in the event of the closure of Highway 223.

Thank you for your consideration of our application. If you have any questions or need additional information, please do not hesitate to call Fred Braun at (503) 831-3555.

Sincerely,



Roger Jordan  
City Manager



ODOT Region 2 - Local Program  
455 Airport Road Bldg. B  
Salem, OR 97301-5395  
Telephone (503) 986-2650  
FAX (503) 986-2840

## FAX Transmittal

TO: Fred Braun, City of Dallas

FAX NO: 503-623-2339

FROM: Alan Lively, Local Program Coordinator

DATE: October 14, 2003

NO. OF PAGES: 06 (Including cover page)

### INSTRUCTIONS:

Fred,

Attached is the inspection report from September 03 for Bridge #53B142.

Alan Lively

Routine Bridge Inspection Report

**OREGON DEPT OF TRANSPORTATION  
BRIDGE INSPECTION REPORT**

<b>District</b>	District 3	<b>Owner</b>	City or Municipal Highway Agency	<b>Bridge ID</b>	53B142
<b>Bridge Name</b>	RICKREAL CREEK	<b>County</b>	Polk	<b>Fac Carried</b>	LEVENS STREET
<b>Local Name</b>		<b>Record Type</b>	1	<b>Mile Post</b>	0.00
<b>Local ID</b>		<b>Insp Freq</b>	24 Months	<b>Inspector 1</b>	Thatcher, Robert (02031)
<b>Suff Rating</b>	21.10	<b>Insp Date</b>	09/29/03	<b>Inspector 2</b>	
<b>AC Depth</b>	2.0 in	<b>Bridge Length</b>	101.0 ft	<b>Bridge Width</b>	42.1 ft

Signature: \_\_\_\_\_

**ELEMENT CONDITION STATES**

Elem	Description	Env	Qty	Units	Element Condition States					Temp
					1	2	3	4	5	
13	Conc Deck Unprnt w/AC Olay	Moderate	4200	sqft	0%	100%	0%	0%	0%	N
110	Conc Open Girder	Moderate	505	ft	60%	40%	0%	0%	0%	N
155	Conc Floor Beam	Moderate	35	ft	70%	20%	10%	0%	0%	N
205	Conc Column/Pile Extn	Moderate	8	ea	25%	65%	10%	0%	0%	N
215	Conc Abutment	Moderate	2	ea	90%	10%	0%	0%	0%	N
334	Coated Metal Bridge Railing	Moderate	202	ft	0%	100%	0%	0%	0%	N
359	SF - Deck Soffit	Moderate	1	ea	0%	0%	100%	0%	0%	N
361	SF - Scour	Moderate	1	ea	0%	100%	0%	0%	0%	N

**APPRAISAL**

Appraisal	NBI #	Rating
Scour	113	2 S/C - Immediate action required
Bridge Rail	36A	0 Does not meet standards
Transitions	36B	N Not Applicable
Approach	36C	N Not Applicable
Rail		
Rail Ends	36D	N Not Applicable
Structural	67	3 Basically intolerable requiring high priority of corrective action
Deck	68	3 Basically intolerable requiring high priority of corrective action
Geometry		
Clearance	69	N Not Applicable
Waterway	71	8 Equal to present desirable criteria
Approach	72	6 Equal to present minimum criteria
Alignment		

**NBI CATEGORY**

Category	NBI #	Rating
Approach	6	Satisfactory
Condition		
Deck Wearing	6	Satisfactory
Surface		
Deck	58	6 Satisfactory
Superstructure	59	6 Satisfactory
Substructure	60	4 Poor
Channel	61	6 Bank beginning to slump
Culvert/Retaining	62	N Not Applicable
Walls		

**REMARKS**

Element #	Bent/Span	Member ID	Deficiency Description
13	S1,2	DECK	TRANSVERSE CRACKING @ SOFFIT W/EFFLOR & RUST STAINING.
13	S1-3	PAVE	AC CRACKED OVER B3 @ OLD BRIDGE (WEST SIDE) & ALONG JOINT BETWEEN NEW & OLD BRIDGES
13	ALL	SIDEWK	CRACKED SIDEWALKS
13	S1	SOFFIT	OVERHANG @ B1 RT HAS EXPOSED RUSTING REINF ABOVE THE WATER LINE.
110	EXT	GIRDERS	MODERATE SIZED LONGIT CRACKS ALONG TOP OF OUTSIDE GIRDERS/DECK CONSTRUCTION JOINT W/EFFLOR LEFT.
155	ALL	FLRBM	FLOOR BEAM REBAR RUSTED/SPALLS. S1 LT TRANSVERSE CRACK W/HEAVY EFFLORESCENCE @ BOTTOM JOINT W/GIRDER.
205	B2,3	COLUMNS	CONC IS ERODED & SPALLED. COLUMN #1 @ B3 HAS SIGNIFICANT SECTION LOSS @ BASE.
215	ALL	BCKWL	CRACKED @ WINGS & CONSTRUCTION JOINT
334	ALL	RAIL	CONC POSTS ARE SPALLED, CRACKED & CONCRETE IS DETERIORATED.
361	B2,3	CHANNL	SCOUR TO BOTTOM OF FOOTINGS @ B2 - COLS. 3 & 4. FACE EXPOSED AND UNDERMINED UPSTRM & B3 - COL.#4 FOOTING UNDERMINED @ EDGES. B3 COLS.# 2 & 3 FOOTING FACES EXPOSED.
990	B1,4	APPRO.	AC CRACKED @ BRIDGE ENDS, SETTLED @ B4.
990	UPSTRM.	CHANNEL	SEVERAL LARGE TREES BEING UNDERMINED UPSTREAM & LEANING TOWARD CHANNEL.
990	B2	DRIFT	DRIFT @ B2.
990	B1,4	SHLDRS.	SHOULDERS ARE ERODED AROUND WINGS.
990	B1	WGWALL	B1 LT WINGWALL ROTATED OUT AT TOP & B1 RT WINGWALL HAS WIDE VERTICAL CRACK FULL HEIGHT.

**MAINTENANCE RECOMMENDATIONS**

Crew #	Work Order	Priority	Elem #	Bent/ Span	Member	Work	Est Cost	Comp Date
	Routine/Schedule		13	S1,3	PAVE	SEAL CRACKS.	300	
	Routine/Schedule		155	B3	FLRBM	REPAIR SPALL AREAS.	250	
	Routine/Schedule		205	B2,3	COLUMNS	PATCH SPALL AREAS.	1500	
	Routine/Schedule		334	ALL	RAIL	PATCH POSTS.	500	
	Routine/Schedule		990	B2	DRIFT	REMOVE DRIFT.	500	
	Routine/Schedule		990	B1,4	APPRO.	SEAL CRACKS & PATCH B4 LT.	200	
	Routine/Schedule		990	B1,4	SHLDR	REPAIR EROSION.	500	

**LOAD RATING**

Rating Date	12/20/95	Posting Req	(5) = or > legal
Design Load	HS15	Posting Status	Open, no restriction
Operating Rating	30.0 ton	OR Method	Load Factor (LF)
Inventory Rating	15.0 ton	IR Method	Load Factor (LF)

Operating      Inventory      Posting      Controlling      Actual      Posting

## Routine Bridge Inspection Report

Page 3 of 3

Truck	Rating	Rating	% Below	Required	Member	Posting	Date
Type 3	27.6	(5) = or > legal	No	WIDEN. RC DECK, SPAN ALL +M AT 0.5L	ton		
Type 3S-2	44.0	(5) = or > legal	No	WIDEN. RC DECK, SPAN ALL +M AT 0.5L	ton		
Type 3-3	47.200000000000003	(5) = or > legal	No	ORIG. INT. GIRDER, SPAN SPAN 1 OF 3 M AT 1.0L	ton		

## LOAD RATING CONDITION COMPARISON CHART

Category	NBI #	Rating Condition	Current Condition
Approach Condition		6 Satisfactory	6 Satisfactory
Deck Wearing Surface		8 Very good	6 Satisfactory
Deck	58	7 Good	6 Satisfactory
Superstructure	59	6 Satisfactory	6 Satisfactory
Substructure	60	6 Satisfactory	4 Poor
Temporary Repairs	103	No	No
Wearing Surface Thickness		2 in	2.0 in

## INSPECTION SCHEDULE

Activity	Conducted On	Frequency	Next Inspection
Routine Inspection	09/29/03	Every 2 yr	01/01/05
X-Channel Profile	11/15/96	Every 10 yr	11/15/06

Structure and Inventory Appraisal Report

21.1 SUFF RATING	Structurally Deficient	STRUCTURE AND INVENTORY APPRAISAL				BRIDGE NO 53B142	INSP DATE 09/03			
(122) HIGHWAY/CO RD.	000000	3	(43) STRUCT MAIN	2 Concrete continuous 04 Tee Beam	(82) CRITICAL FEAT INSP	DATE	(93) DATE			
(2) HIGHWAY DISTRICT				0 Other 00 Not Applicable	(A) FRACTURE CRIT	n 00	2000			
(3) COUNTY	83		(44) STRUCT APPR	3	(B) UNDERWATER INSP	n 00	2000			
(4) CITY	17700		(45) NUMBER MAIN SPANS	0						
(5) INVENTORY ROUTE	151000000		(46) NUMBER APPR SPANS		(94) COST OF IMPROVEMENT		339000.0			
(6) FEATURES INT	RICKREALL CREEK		(47) HORIZONTAL CLEARANCE	29.8	(95) ROADWAY IMPROVEMENT		33900.0			
(7) FACILITY CARRIED	LEVENS STREET		(48) MAXIMUM SPAN LENGTH	40.0	(98) PROJECT COST		542400.0			
(8) STRUCTURE NUMBER	53B142000000000		(49) STRUCTURE LENGTH	101.0	(97) YR OF IMPROVEMENT	2002-01-01	00:00:00			
(9) LOCATION	CITY OF DALLAS		(50) SIDEWALK WIDTH	LT 5.0 RT 5.0	(98) BORDER BR ST-CODE		%			
(10) VERT CLEARANCE	100.0 ft		(51) BRIDGE ROADWAY WIDTH	29.8	(99) BORDER STRUCTURE NO					
(11) MILEPOINT	0.00		(52) DECK WIDTH	42.1	(100) DEFENSE HIGHWAY		0			
(16) LATITUDE	44.9255 N		(53) VERT CLEAR OVER DECK	100.0 ft	(101) PARALLEL STRUCTURE		N			
(17) LONGITUDE	123.3189 W		(54) VERT CLEAR UNDER DECK CD	0.00 ft	(102) DIRECTION OF TRAFFIC		2			
(19) BYPASS DETOUR	1.0		(55) MIN LAT UNDERCLEAR CD	N RT 0.0	(103) TEMPORARY STRUCTURE		0			
(20) TDLL	3 On free road		(56) MIN LAT UNDERCLEAR	LT 0.0	(104) HIGHWAY SYSTEM		0			
(21) CUSTODIAN	04 City or Municipal Highway Agency		*** CONDITION ***							
(22) OWNER	04 City or Municipal Highway Agency				(106) YEAR RECONSTRUCTED		1955			
(26) FUNC CLASS	16 Urban Minor Arterial		(58) DECK	6	(107) DECK STRUCTURE		1			
(27) YEAR BUILT	1924		(59) SUPERSTRUCTURE	6	(108) WEARING SURFACE		600			
(28) LANES ON	2 LANES UNDER 0		(60) SUBSTRUCTURE	4	(109) TRUCK ADT		10.0%			
(29) AVERAGE DAILY TRAFFIC	5400		(61) CHANNEL	6	(110) DESIGNATED NATIONAL NETWORK		0			
(30) YEAR OF ADT	2003		(62) CULVERT	N	(111) PIER PROTECTION					
(31) DESIGN LOAD	3 HS15		<p><i>App 300 30</i></p> <p><i>Dr Rdw 21.5 30</i></p> <p><i>Condition</i></p> <p><i>Substr 5 4</i></p> <p><i>4 3</i></p>				(112) NBIS BRIDGE LENGTH	Y		
(32) APPROACH ROADWAY	30.0 ft						(113) SCOUR CRITICAL BRIDGE	2		
(33) BRIDGE MEDIAN	0 None						(114) FUTURE ADT	7800.0		
(34) SKEW	0						(115) YEAR OF FUTURE ADT	2023		
(35) STRUCTURE FLARED	0						(116) VERT-LIFT CLEARANCE			
(36) TRAFFIC SAFETY FEATURE	0NNN						*** STATE INFORMATION ***			
(37) HISTORICAL SIGNIFICANCE	4						(17) EST MAINT COST	4500.0		
(38) NAVIGATION CONTROL	0						(8) CULVERT LENGTH	ft		
(39) NAVIGATION VERT CLEAR	0.0						(9) CULVERT INSIDE SHT	ft		
(40) NAVIGATION HORZ CLEAR	0.0						(10) INSPECTOR NUMBER	Thatcher, Robert (02031)		
(41) OPEN STATUS	A		(90) INSP'E	0903						
(42) TYPE SERVICE	5 Highway-pedestrian 5 Waterway		(51) INSPECTION FREQUENCY	24 MO						
(12) BASE HIGHWAY NETWORK	0		(63) OPER RATING METHOD	1						
(13) LRS INVENTORY ROUTE			(85) INV RATING METHOD	1						
(105) FEDERAL LANDS HWY										



# Bridge # 53B142

## RICKREALL CREEK, LEVENS STREET CROSSES RICKREALL CREEK, MP 0.00



LEGEND			
Not Weight Restricted Bridge		Restricted Bridge	
Not in STIP / Application Submitted	■	In STIP / No Application Submitted	●
Other Bridges	▤	Not in STIP / Application Submitted	●
<b>Freight Route</b>	■	In STIP / Application Submitted	●
		Not in STIP / No Application Submitted	●

STIP - Statewide Transportation Improvement Program

FUNCTIONAL CLASSIFICATION	
STATE HWY	OTHER ARTERIAL
—	—
—	—
—	—
—	—
—	—
—	—
—	—
—	—

INTERSTATE  
 PRINCIPAL ARTERIAL  
 MAJOR ARTERIAL  
 URBAN COLLECTOR / (RURAL MAJOR) COLLECTOR  
 MINOR COLLECTOR  
 LOCAL

**From:** <Robert.THOMPSON@odot.state.or.us>  
**To:** <mwr@deainc.com>  
**Date:** 11/19/03 6:39AM  
**Subject:** FW: City of Dallas OTIA III Bridge application

Mike,

The following is additional information from the city of Dallas.  
We should use the most up to date inspection findings in determining the TRS.  
Thanks

Bob Thompson, P.E.  
Bridge Operations Engineer  
355 Capital Street NE, Room 301  
Salem, OR 97301-3871  
503-986-3339

-----Original Message-----

From: LIVELY Alan D  
Sent: Tuesday, November 18, 2003 10:59 AM  
To: THOMPSON Robert  
Cc: Fred Braun (E-mail)  
Subject: City of Dallas OTIA III Bridge application

Bob,

The City of Dallas has some additional information (see below) on the Rickreall Creek (Levens Rd.) Bridge #53B142 they would like to forward to our consultant that is reviewing the OTIA III applications. Can you pass it on.

Thanks,

Alan Lively  
ODOT Region 2  
Local Program Coordinator  
455 Airport Rd SE Bldg. B  
Salem OR 97301  
(503) 986-2650 - FAX 986-2840

-----Original Message-----

From: PW DIR [mailto:PW.DIR@ci.dallas.or.us]  
Sent: Tuesday, November 18, 2003 10:19 AM  
To: LIVELY Alan D  
Subject: Re: FW: OTIA III local bridge projects

Alan,

I've also had the chance to look at the map of the proposed project and the map is not accurate. It shows that River Drive connects to Mill Street (a possible detour route?). This is not the case, as there is not currently a bridge connecting River Drive and Mill Street. There is a Comp Plan future project for a bridge at that location, but it does not exist now.

How can I get the corrected information to the OTA and Freight Advisory Committee?

Thank You!

Fred Braun  
Director of Public Works  
City of Dallas

**CC:** <Alan.D.LIVELY@odot.state.or.us>, <joshel@orlocalgov.org>