



PROJECT PROSPECTUS

Part 1 — Project Request (Page 1 of 2)

Key Number: _____ Jurisdiction: _____

Section: **West Fork Salt Creek (Hart Rd) Br #53C069** Region: **2** Area: **3** District: **3**

State Highway No.: _____ Highway Name: _____ Mile Point From: **0.28** To: **0.30** Length: (mi) **0.02** (km) _____

Urban City: _____ MPO: _____ Within UGB Yes No County: **Polk** Road/Street Name: **Hart Road**

Route No.: _____ NHS YES NO HPMS: _____ FC: _____ Applicant (if other than State): **Polk County**

US Congressional District: **5** State Senate District: **12** State Representative District: **23**

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

Preliminary Engineering	\$78	Grading	X	Files	(#)	4
Right Of Way	\$20	Paving	X	Hectares	(#)	1
Utility Reimbursement		Structures	X	Relocations	(#)	0
		Signing		Acquisitions	(#)	4
Roadway	\$31	Signals		Easements	(#)	
Structures	\$112	Illumination		Work By: State / Consultant / Applicant		
Signals	\$0			Preliminary Engineering (S,C,A)		C
Illumination	\$0			Construction Engineering (S,C,A)		C
Temp. Protection	\$4			Right of Way Descriptions (S,C,A)		C
Const. Contingencies	\$43			Right Of Way Acquisitions (S,C,A)		C

Const. Engineering	\$26	Project Categories			Constructed By	
Remove Exist Bridge	\$6	Environmental Class (1, 2, 3, PCE)	2	<input checked="" type="checkbox"/> Contract	<input type="checkbox"/> County Force	
Other	\$20	Design Category (1-7)	7	<input type="checkbox"/> State Force	<input type="checkbox"/> Other	
Total CE and Construction:	\$242	Work Type Code (1-13)	5	<input type="checkbox"/> City Force		
Total Estimate:	\$ 340	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 Hart Road Bridge is structurally deficient with very rotten timbers, upstream interior end pile is missing and back walls are failing. County has installed concrete barrier on upstream side of bridge to protect the public from debris damaged bridge.
Structures (#)	1	1	
Signals (#)	0	0	
Bike Way (#)	0	0	
Average Daily Traffic	63	106	
Year of ADT	2003	2025	
Throughway Y/N	N	N	

Describe Proposed Solution: - Attach Sketch Map
 Construct a precast prestressed single span slab bridge on the same alignment.

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:

Jurisdiction:

Section: West Fork Salt Creek (Hart Rd) Br #53C069

Region:
2

Area:
3

District:
3

Project Justification

The most recent bridge inspection has identified this bridge to have significant structural problems. The current sufficiency rating is 28.2. The inspection report indicates that repairs are considered urgent with a recommended posting of 5 tons or less.

Additional Information For Project Requested By Local Jurisdictions

Responsible Local Office To Be Contacted For The Following Activities:

- | | | | | |
|--|----------------------|----------|-----------------------|---------|
| 1. Public Hearing /
Citizen Involvement | <u>Aaron Geisler</u> | (Office) | <u>(503) 623-9287</u> | (Phone) |
| 2. Environmental / Planning | <u>Jim Allen</u> | (Office) | <u>(503) 623-9237</u> | (Phone) |
| 3. Pre-Engineering | <u>Aaron Geisler</u> | (Office) | <u>(503) 623-9287</u> | (Phone) |

This Official Request is From:

City of:

and/or POLK

County

By:

By:

By:

By:

By:

Applicable Intergovernmental Agreements:

IGA Number:

Jurisdiction Name:

Agreement Date:

Administrative Recommendation

Bridge Prospectus Cost Estimate

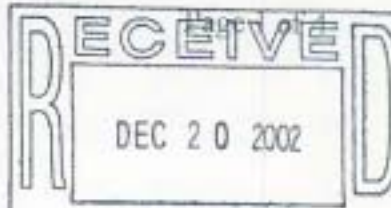
	NBIS			
Applicant:	Polk County	Bridge No.	53C069	
Project / Section	West Fork Salt Creek (Hart Rd) Br #53C069	Region:	2	Area: 3
				District: 3

New Bridge / Roadway Configuration:		Existing Bridge:	
Left Side Rail	1.5 feet	Bridge Length	36 feet
Left Sidewalk	0 feet	Bridge Width	24.5 feet
Shoulder	0 feet	Area	882 square ft.
Lane 2	0 feet		
Lane 1	10 feet	New AC Top Width	23 feet
--CL--	0 feet	New AC Depth	2.5 inches
Lane 1	10 feet	New Base Depth	9 inches
Lane 2	0 feet	Project Length	120 feet
Shoulder	0 feet	Net Road Work Length	75 feet
Right Sidewalk	0 feet	X-Sect Side Slope	3 :1
Right Side Rail	1.5 feet	AC Avg Width	23.625 feet
		Base Avg Width	26.5 feet
Bridge Length	45 feet	Asphalt Density	150 pounds/ cu ft
Bridge Width	23 feet	Base Density	120 pounds/ cu ft
New Area	1035 square ft.	New AC Received	28 tons
		New Base Required	89 tons

COST ESTIMATE:	Quantity	Unit	Price per unit	Cost (\$x1000s)
Right-of-Way	1	Acre	\$ 20,000	\$20
==Roadway==				
Clear & Grub	\$ 2,977	lump sum		\$3
General Excavation	10	cubic yards	\$ 12.00	\$0
Embankment in Place	80	cubic yards	\$ 12.00	\$1
Pavement Removal	-	square feet	\$ 0.45	\$0
Aggregate Base	89	tons	\$ 16.00	\$1
Asphalt Concrete	28	tons	\$ 56.00	\$2
Riprap	157	cubic yards	\$ 50.00	\$8
Guardrail, Type 2A	100	feet	\$ 11.50	\$1
Guardrail, Type 3	50	feet	\$ 38.00	\$2
Guardrail Trans	4	each	\$ 1,600.00	\$6
Flared Terminals	4	each	\$ 1,600.00	\$6
Subtotal Roadway				\$31
Structures	1,035	square feet	\$ 108.00	\$112
Signals	-	lump sum		\$0
Illumination	-	lump sum		\$0
Temporary Protection	\$ 3,800	lump sum		\$4
Remove Existing Bridge	882	square feet	\$ 7.25	\$6
Mobilization	\$ 17,300	lump sum		\$17
Erosion Ctrl / Restortation	\$ 2,900	lump sum		\$3
Detour Bridge		square feet	\$ 25.00	\$0
Subtotal Structures				\$142
Subtotal Construction				\$173
==Engineering==				
Construction Engineering	15	percent of construction		\$26
Contingency	25	percent of construction		\$43
Subtotal Const. Eng.				\$69
Preliminary Engineering Consultant		percent of construction		\$75
State		percent of construction		\$0
County	2	percent of construction		\$3
Subtotal PE				\$78
Total Estimate				\$340

Bridge Project Prospectus Additional Bridge Information

Applicant: Pok County		NBIS Bridge Number: 53C069	
Project Name / Section: West Fork Salt Creek (Hart Rd) Br #53C069		Region: 2	Area: 3
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 Existing Proposed Truck AADT: <input type="text" value="None"/> <input type="text" value="2"/> Fire Truck Usage: <input type="checkbox"/> YES, at least 25% of trips use bridge. <input checked="" type="checkbox"/> NO, Less than 25% of trips.	Detour Detour Route: Length: <input type="text" value="None"/> Map: (Please attach map)	
Regional Freight Corridor Analysis:			
This bridge services residential homes and horse farms .			
Special Consideration:			



**OREGON DEPT OF TRANSPORTATION
BRIDGE INSPECTION REPORT**

District Bridge Name	District 3 W FORK SALT CREEK	Owner County	County Highway Agency Polk	Bridge ID Fac Carried	53C069 HART ROAD
Local Name		Record Type	1	Mile Post	0.28
Local ID	69	Insp Freq	12 Months	Inspector 1	Gilliam, Gary (C0002)
Suff Rating	28.20	Insp Date	08/26/02	Inspector 2	
AC Depth	2.0 in	Bridge Length	36.0 ft	Bridge Width	24.4 ft

Signature: _____

ELEMENT CONDITION STATES

Elem	Description	Env	Qty	Units	Element Condition States					Temp
					1	2	3	4	5	
32	Timber Deck w/AC Olay	Moderate	900	sqft	0%	0%	0%	100%	0%	N
111	Timber Open Girder	Moderate	468	ft	0%	50%	0%	50%	0%	N
206	Timber Column/Pile Extn	Moderate	17	ea	64%	24%	0%	12%	0%	N
235	Timber Cap	Moderate	4	ea	50%	0%	0%	50%	0%	N
332	Timber Bridge Railing	Moderate	72	ft	0%	25%	75%	0%	0%	N

APPRAISAL

Appraisal	NBI #	Rating
Scour	113	U Unknown foundation / No eval
Bridge Rail	36A	0 Does not meet standards
Transitions	36B	0 Does not meet standards
Approach Rail	36C	0 Does not meet standards
Rail Ends	36D	0 Does not meet standards
Structural	67	2 Basically intolerable requiring high priority of replacement
Deck Geometry	68	3 Basically intolerable requiring high priority of corrective action
Clearance	69	N Not Applicable
Waterway	71	8 Equal to present desirable criteria
Approach Alignment	72	7 Better than present minimum criteria

NBI CATEGORY

Category	NBI #	Rating
Approach Condition		5 Fair
Deck Wearing Surface		5 Fair
Deck	58	3 Serious
Superstructure	59	2 Critical
Substructure	60	2 Critical
Channel	61	3 Bank failed
Culvert/Retaining Walls	62	N Not Applicable

REMARKS

Element # Bent/Span Member ID Deficiency Description

32	ALL	DECK	DECAY/FUNGUS/INSECTS IN 2X & 4X DECKING THRU-OUT SPAN 1 & LARGE AREAS OF SPANS 2 & 3. ALL DECKING CHARRED @ WEST SIDE, CHECKED & SOFT @ THE ENDS.
32	ALL	FELLOE	ROTTEN & BUG INFESTED.
32	ALL	PAVE	WEAR, RUTTING & CRACKING OF AC. BUG INFESTATION, STRINGER ROT, CHARRED (BURNT) GIRDERS 9-13 NEAR BT. 4 IN S3.
111	S1-3	GIRDER	ROT/INSECTS THRU-OUT IN SPAN 1 & AREAS OF SPANS 2 & 3. SOME SPLIT GIRDERS. ALL OUTSIDE GIRDERS ARE ROTTEN. STRINGERS @ SPAN 1 ARE CRUSHING INTO BT. 1 CAP. MOST ALL STRINGERS ROTTING FROM TOP DOWN.
206	B2	PILE	PILE #5 MISSING & BRACING ROTTEN AND BROKEN.
206	B1	PILE	PILE DISPLACED, PILE 5 HAS 8" ROT @ TOP & BACKWALL ROTATION HAS MOVED PILE #5 OUT FROM UNDER CAP
235	B2,3	CAPS	ROT @ BOTH ENDS @ EXT.STRNGR B3.B2 DECAYED @ RT.END.
332	ALL	RAIL	RAIL POSTS & PIECES ROTTED & SOME HAVE FALLEN OFF. DIRTY,CHIPPING PAINT & RAIL BROKEN.
990	B1,4	APPR.	GRAVEL IS BADLY POTHOLED. HOLE 2' X 4' ALONG B1 BKWALL INSIDE OF CONC. BARRIER.
990	B4	BCKWL	BACKWALL FAILING FROM ROT, BUG DAMAGE, DISPLACING PILES.
990	ALL	CHANNL	DRIFT CHOKING OPENING.GRAVEL DEPOSIT STARTING B3. SEVERE SCOUR HOLE ALONG B1.
990	B1,4	SHLDR	SHOULDER EROSION BEHIND BACKWALLS.
990	ALL	SIGNS	CURRENTLY NO SIGNS ARE POSTED ON EITHER END.

MAINTENANCE RECOMMENDATIONS

Crew #	Work Order	Priority	Elem #	Bent/ Span	Member	Work	Est Comp Cost	Date
	Routine/Schedule		32	S1,2	DECK	REPLACE DECK	6000	
	Routine/Schedule		111	S1-3	GIRDER	REPLACE ROTTEN, INFESTED & SPLIT GIRDERS.	20000	
	Routine/Schedule		206	B2	PILE 5	REPLACE PILE & BRACING.	6000	
	Routine/Schedule		206	B1	PILE 5	REPLACE BROKEN PILE 5 @ BT. 1.	5000	
	Routine/Schedule		235	B2,3	CAPS	REPLACE CAPS @ BENTS 2 & 3.	10000	
	Routine/Schedule		332	ALL	RAIL	REPLACE RAIL/POSTS & PAINT.	3000	
	Routine/Schedule		990	APPR.	SHLDR.	REPAIR SHOULDERS.	1000	
	Routine/Schedule		990	B1,4	APPR.	REGRADE ROAD & FILL POTHOLE.	1500	
	Routine/Schedule		990	B4	BKWALL	REPLACE BACKWALL	5000	
	Urgent		990	ALL	SIGNS	REPLACE 5 TON LOAD LIMIT SIGNS.	500	
	Urgent		990	ALL	CHANNEL	REMOVE DRIFT @ B2,3	2000	

& PLACE RIPRAP IN
SCOUR HOLE @ B1.

LOAD RATING

Rating Date	08/05/97	Posting Req	(5) = or > legal
Design Load	Other or Unknown	OR Method	Allowable Stress (AS)
Operating Rating	0.0 ton	IR Method	Allowable Stress (AS)
Inventory Rating	0.0 ton		

Truck	Operating Rating	Inventory Rating	% Below	Posting Required	Controlling Member	Actual Posting	Posting Date
Type 3	36.25		(5) = or > legal	No	Stringer		
Type 3S-2	57.600000000000001		(5) = or > legal	No	Stringer	ton	
Type 3-3	67.200000000000003		(5) = or > legal	No	Stringer	ton	
					Shear	ton	

LOAD RATING CONDITION COMPARISON CHART

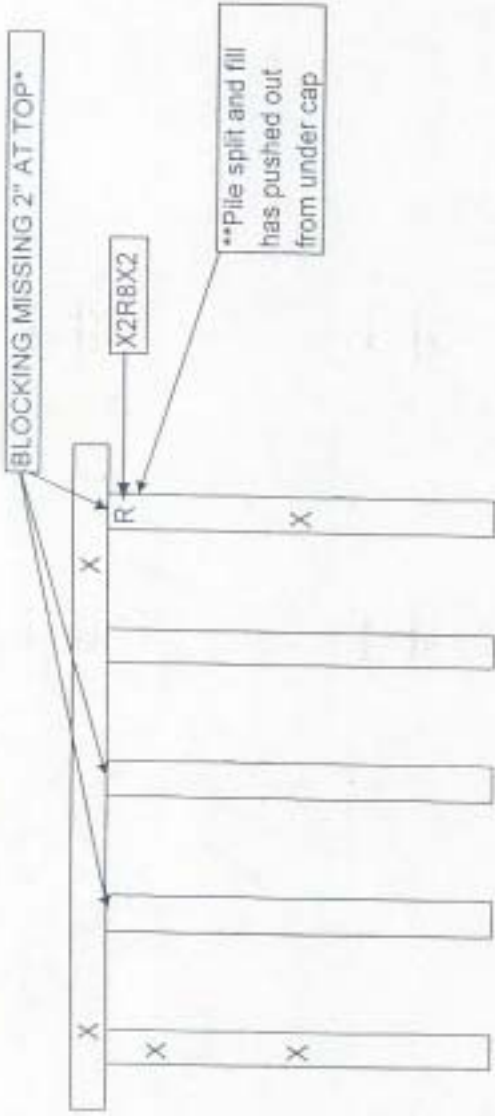
Category	NBI #	Rating Condition	Current Condition
Approach Condition			5 Fair
Deck Wearing Surface			5 Fair
Deck	58		3 Serious
Superstructure	59		2 Critical
Substructure	60		2 Critical
Temporary Repairs	103	No	No
Wearing Surface		0 in	2.0 in

INSPECTION SCHEDULE

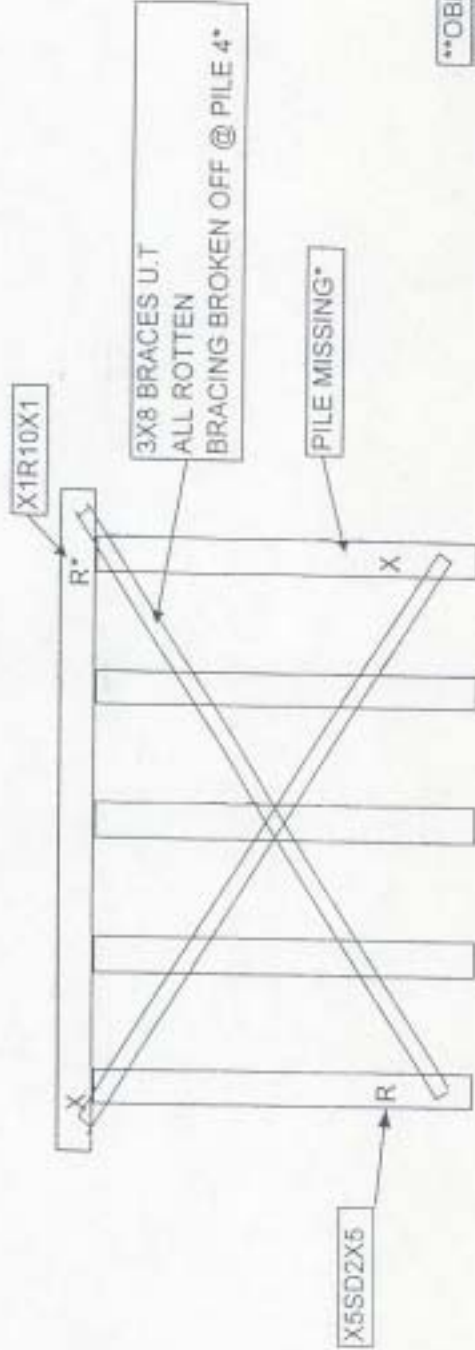
Activity	Conducted On	Frequency	Next Inspection
Routine Inspection	08/26/02	Every 1 yr	08/26/03 04/06/02
X-Channel Profile	06/25/96	Every 10 yr	06/25/06
Timber/Boring	08/26/02		

26.2 SUFF RATING		Structurally Deficient		STRUCTURE AND INVENTORY APPRAISAL		BRIDGE NO 53C069		INSP DATE 08/02	
(12) HIGHWAY/CD RD.		009515		(43) STRUCT MAIN	7 Wood or Timber 02	(92) CRITICAL FEAT		DATE	(93) DATE
(2) HIGHWAY DISTRICT		3			Stringer/Multi-beam or Girder	INSP			
(3) COUNTY		53		(44) STRUCT APPR	0 Other 00 Not Applicable	(A) FRACTURE CRIT	n 00	2001	
(4) CITY		00000		(45) NUMBER MAIN SPANS	2	(B) UNDERWATER INSP	n 00	2001	
(5) INVENTORY ROUTE		140C86150		(46) NUMBER APPR SPANS	0				
(6) FEATURES INT	W FORK SALT CREEK			(47) HORIZONTAL CLEARANCE	17.5	(84) COST OF IMPROVEMENT		150000.0	
(7) FACILITY CARRIED	HART ROAD			(48) MAXIMUM SPAN LENGTH	21.0	(95) ROADWAY IMPROVEMENT		15000.0	
(8) STRUCTURE NUMBER	53C069561600026			(49) STRUCTURE LENGTH	36.0	(96) PROJECT COST		240000.0	
(9) LOCATION	003 S OF STATE HWY			(50) SIDEWALK WIDTH	LT 0.0	(97) YR OF IMPROVEMENT		2001-01-01	
(10) VERT CLEARANCE	100.0 ft			(51) BRIDGE ROADWAY WIDTH	17.5	(98) BORDER BR ST-CODE		00:00:00	%
(11) MILEPOINT	0.26			(52) DECK WIDTH	24.4	(99) BORDER STRUCTURE NO			
(16) LATITUDE	45.0000 N			(53) VERT CLEAR OVER DECK	100.0 ft	(100) DEFENSE HIGHWAY			0
(17) LONGITUDE	123.3660 W			(54) VERT CLEAR UNDER DECK CD	0.00 ft	(101) PARALLEL STRUCTURE			N
(19) BYPASS DETOUR	99.0			(55) MIN LAT UNDERCLEAR CD	N	(102) DIRECTION OF TRAFFIC			3
(20) TOLL	3 On free road			(56) MIN LAT UNDERCLEAR	LT 0.0	(103) TEMPORARY STRUCTURE			0
(21) CUSTODIAN	02 County Highway Agency			*** CONDITION ***		(104) HIGHWAY SYSTEM			0
(22) OWNER	02 County Highway Agency					(105) YEAR RECONSTRUCTED			
(26) FUNC CLASS	09 Rural Local			(58) DECK	3	(107) DECK STRUCTURE			5
(27) YEAR BUILT	1951			(59) SUPERSTRUCTURE	2	(108) WEARING SURFACE			588
(28) LANES ON	1 LANES UNDER 0			(60) SUBSTRUCTURE	2	(109) TRUCK ADT			0.0%
(29) AVERAGE DAILY TRAFFIC	30			(81) CHANNEL	N	(110) DESIGNATED NATIONAL NETWORK			0
(30) YEAR OF ADT	2002			(62) CULVERT	0.0	(111) PIER PROTECTION			
(31) DESIGN LOAD	0 Other or Unknown			(64) OPERATING RATING	0.0	(112) NBIS BRIDGE LENGTH			Y
(32) APPROACH ROADWAY	18.0 ft			(66) INVENTORY RATING		(113) SCOUR CRITICAL BRIDGE			U
(33) BRIDGE MEDIAN	0 None			*** APPRAISAL ***		(114) FUTURE ADT			50.0
(34) SKEW				(67) STRUCTURE CONDITION	2	(115) YEAR OF FUTURE ADT			2020
(35) STRUCTURE FLARED				(68) DECK GEOMETRY	3	(116) VERT-LIFT CLEARANCE			
(36) TRAFFIC SAFETY FEATURE				(69) UNDERCLEARANCE	N				
(37) HISTORICAL SIGNIFICANCE				(70) POSTING	5				
(38) NAVIGATION CONTROL	0000			(71) WATERWAY ADEQUACY	6	*** STATE INFORMATION ***			
(39) NAVIGATION VERT CLEAR				(72) APPR ROWY ALIGNMENT	7	(117) EST MAINT COST			3000.0
(40) NAVIGATION HORZ CLEAR				(75) TYPE OF WORK	1 Done by contract	(118) CULVERT LENGTH			ft
(41) OPEN STATUS						(119) CULVERT INSIDE HEIGHT			ft
(42) TYPE SERVICE	1 Highway 5 Waterway			(76) IMPROVEMENT LENGTH	47.0	(120) INSPECTOR NUMBER			Gillam, Gary (C0002)
(12) BASE HIGHWAY NETWORK				(90) INSPECTION DATE	0802	(121) MAINTENANCE NOTES			
(13) LRS INVENTORY ROUTE				(91) INSPECTION FREQUENCY	12 MO				
(105) FEDERAL LANDS				(93) OPER RATING METHOD	2				
				(95) INV RATING METHOD	2				

TIMBER BORING REPORT



BENT 1



BENT 2

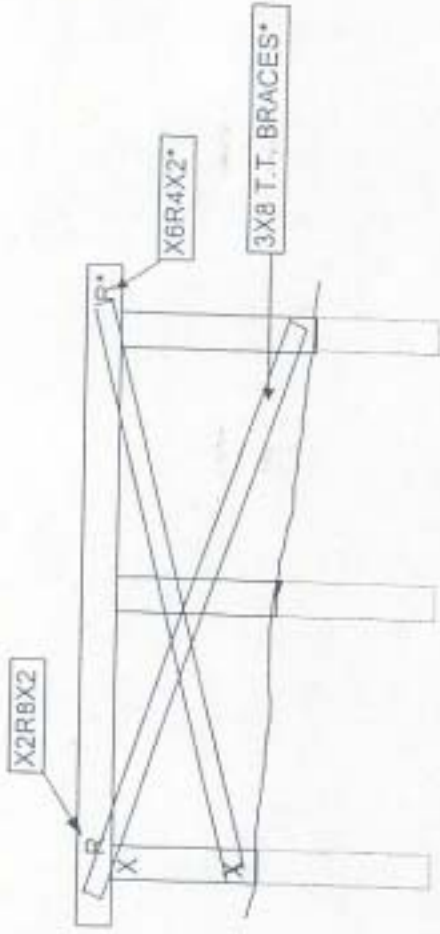
**OBEC 8/26/02

* OBEC 6-25-96

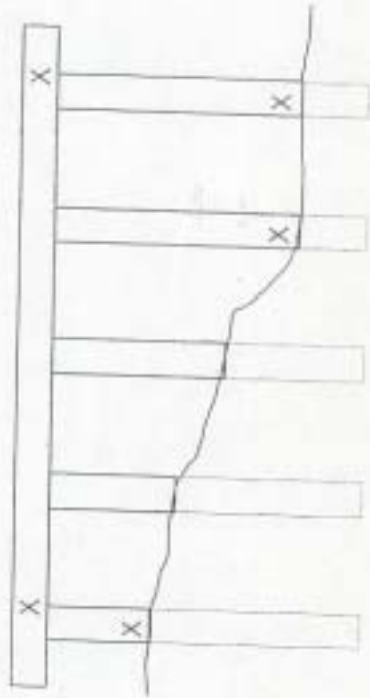


COUNTY POLK
BRIDGE NO. 53C069
NAME HART ROAD
OWNER COUNTY
DATE 4-20-94

TIMBER BORING REPORT



BENT 3



BENT 4

**OBEC 8/26/02
* OBEC 6/25/96
COUNTY POLK
BRIDGE NO. 53C069
NAME HART ROAD
OWNER COUNTY
DATE 4-20-94



TIMBER BORING REPORT



**OBEC 8/26/02
* OBEC 6/25/96



COUNTY POLK
BRIDGE NO. 53C069
NAME HART ROAD
OWNER COUNTY
DATE 4-20-94

LOCAL AGENCY - PROJECT SCOPING NOTES

Date: 16-Sept-03 Name: OBEC Consulting Engineers Phone: 541-683-6090

Project Name: **W. Fk. Salt Creek (Hart Road) Bridge #53C069**

Road Name: **Hart Road** Local Agency Road Number: **6616**

Agency: **Polk County** Mile Post / Length: **0.28 / 0.02**

PRELIMINARY COST ESTIMATE: Information taken from approved project prospectus

COST ELEMENTS	FUNDING TYPE	DOLLARS
Preliminary Engineering Cost		
Right-of-Way Cost		
Safety Cost		
Roadway Cost		
Bridge Cost		
Const. Engr & Contingencies		
Construction Cost		
TOTAL ESTIMATE		

PROPOSED SCHEDULE:

STIP Year	Quarter
Begin Survey Work	Begin Prelim. Design work
Begin Environ. Work	Begin R/W Acquisition

TRAFFIC DATA:

Functional Classification:	Local	Current ADT (Year):	63 (2003)
Accident History (Injuries - Fatalities)	Yes / No	Design ADT (Year):	106 (2025)
Accident Location Proximity: Mile Point			

GEOMETRIC DESIGN STANDARDS

Type of Project: Bridge Replacement
 Design Standards: County/AASHTO
 Type of Terrain: Flat

DESIGN ELEMENTS	Existing	Standard	Proposed	Exception
Design Speed (kph or mph)		40 mph	40 mph	
Lane Width (m / ft)		18' (total width)	20'	(low ADT)
Shoulder Width (m / ft)		2'	-	
Bike Lane Width (m / ft)		--	-	
Sidewalk Width (m / ft)		--	-	
Bridge Length & Width (m / ft)	36' L x 24.5' W	45'L x 20'W	45' L x 20' W	
Horizontal Curvature (min. radius)				
Vertical Curvature (crest) (K value = L/A)				
Vertical Curvature (sag) (K value = L/A)				
Grade (max. percent)				
Stopping Sight Distance (min)				
Cross Slope (min. percent)				
Superelevation (max. percent)				
Vertical Clearance				
Superelevation runoff (@ max. e)				
Run-out Length & Taper Rate				

Ⓜ - COST ESTIMATE IS BASED ON THE WIDEST IDENTIFIED TYPICAL SECTION

PROBLEM IDENTIFICATION:

The Hart Road Bridge is structurally deficient with very rotten timbers, upstream interior end pile is missing and back walls are failing. County has installed concrete barrier on upstream side of bridge to protect the public from debris damaged bridge.

PROPOSED ALTERNATIVES (SCOPE):

Construct a precast prestressed single span slab bridge on the same alignment.

- **CHECK PROJECT LIMITS (PRIOR PROJECT LIMITS, MISSED SECTIONS, APPROPRIATE START & END, SAFETY, FUNDING LIMITS):**
Total project limits $\pm 120'$. Pave to end of guardrail at N. approach.
- **ACCIDENT LOCATIONS (ACCIDENT PROBLEMS, SEE TRAFFIC ACCIDENT REPORTS, SIGHT DISTANCE):**
None
- **TYPICAL SECTION, DESIGN SPEED & PAVEMENT NEEDS (LANE WIDTH VS. DESIGN STANDARDS, WIDENING / LEVELING / SUBGRADE REPAIR / PAVEMENT DESIGN) SEE TABLE ON FIRST PAGE FOR ADDITIONAL INFORMATION:**
20' wide bridge. County standard w/ side mount guardrail.
County Pavement Section - 2.5" AC over 9" aggregate base.
- **SHOULDERS / DITCHES (ADEQUATE WIDTH / SLOPES / SHOULDER ROCK / DITCH WORK):**
There are narrow shoulders and ditches at all 4 corners.
- **DRAINAGE NEEDS (FISH CULVERTS, DAMAGED OR PLUGGED CULVERTS, EXTENSIONS, OFFSITE DRAINAGE, FLOODING PROBLEMS, CATCH BASINS, DITCHES):**
Take runoff to bridge ends.
- **ROAD APPROACHES / ACCESSES (PAVE OR GRAVEL / CLOSURE? / SIGHT DISTANCE PROBLEMS?):**
None
- **DESIGN EXCEPTIONS AND CONCURRENCES (VERTICAL/HORIZONTAL CLEARANCES, ALIGNMENTS, BRIDGE WIDTHS & RAIL, SHOULDER & LANE WIDTHS, SIDE SLOPES, CLEAR ZONE, ETC.):**
None anticipated.
- **SPECIAL DESIGN FEATURES TO BE ADDRESSED (EXISTING SLOPES VS. DESIGN STANDARDS -HORIZONTAL & VERTICAL ALIGNMENT VS. DESIGN STANDARDS):**
None anticipated.
- **BRIDGE/STRUCTURE NEEDS (NUMBER OF SPANS PROPOSED, BRIDGE RAILING, END TREATMENTS):**
The existing bridge is 36' long x 24.4' wide. Propose a 45' long x 20' wide single span slab bridge.
- **BRIDGE APPROACH NEEDS (IMPACT PANELS, EXPANSION JOINTS):**
No
- **GUARDRAIL NEEDS (REPAIR / REPLACE / EXTEND / ADD / DELETE / APPROPRIATE LENGTH / END TYPE):**
Propose minimal guardrail runs at all 4 corners (37.5').
- **TRAFFIC CONTROL (DETOUR / STAGE CONSTRUCTION / TRAFFIC, ROAD CLOSURE, TEMPORARY BRIDGE):**
County would like to close the road and ask ODOT to open temporary access to Hwy 22. May be able to close road for short 3-4 day closure to set & grout slabs.

- FOUNDATION / GEOTECHNICAL / GEOLOGY CONSIDERATIONS / PH & RESISTIVITY (DRILLING NEEDED? / SURCHARGE? / OTHER?):
The existing bridge is founded on treated timber piling. Anticipate pile foundations for the new bridge. Recommend drilling 2 holes for geotechnical explorations. Can possibly get by with one drill hole. Perform soil pH & resistivity testing.
- HYDRAULICS CONSIDERATIONS (SCOUR / EROSION / RIPRAP / FEMA?):
Perform USGS regression analysis for hydrology with standard HEC-RAS backwater analysis and ODOT scour analysis. No special erosion concerns.
- SIGNING REQUIREMENTS / PAVEMENT STRIPING / OTHER PAVEMENT MARKINGS (REPLACE OR REINSTALL / SIGNING PLANS? / SHOULDER DELINEATORS? / STRIPING PLANS? [DURABLE STRIPE PRODUCT?]):
None
- ADA NEEDS (RAMPS, DRIVEWAYS, CURBS & SIDEWALKS):
N/A
- MAILBOX NEEDS (REPLACE, MOVE OR COMBINE MAILBOXES):
Mailbox at SE corner.
- UTILITY CONFLICTS (UNDERGROUND AND OVERHEAD CONFLICTS):
OH – Power on downstream side of bridge
UG – Phone on upstream side of bridge
- SURVEYING NEEDS:
County will perform and provide Topo – r/w retracement & hydraulic x-sections survey.
- RIGHT-OF-WAY NEEDS:
Existing r/w = 60' per county.
 - How will additional R/W be paid for, if required? OTIA
(If federal funds are available, need a letter from Local Agency requesting programming with an estimating cost.)
 - Who will prepare R/W Descriptions & Maps? County
 - Who will perform R/W Appraisals & Negotiations work? County
- **ENVIRONMENTAL ISSUES:**
 - Hazmat:
Treated timber piling and timber bridge members
 - Historical (BRIDGES, STRUCTURES, BUILDINGS, ETC.) [SECTION 106]:
None anticipated.
 - Archaeological SITES (KNOWN OR POSSIBLE SITES) [SECTION 106]:
None anticipated.
 - WETLANDS (KNOWN OR POSSIBLE WETLANDS / MITIGATION SITES):
No wetlands.
 - SPECIAL EROSION / RIPARIAN NEEDS (RIPRAP / SEEDING AND MULCHING / TREE PLANTINGS / ETC.):
Polk County has a historic problem with high drift and erosion at this location. Anticipate riprap at both ends of the new bridge.

- THREATENED & ENDANGERED SPECIES:

Polk County indicated that this is a potential fish stream. With a proposed longer bridge, anticipate a no-effects memo.

- LAND USE:

A conditional use floodplain permit will be required. No other land use issues anticipated.

- WATER QUALITY ISSUES AND/OR CONCERNS:

Runoff to the end of the bridge into vegetated ditches.

- 4(f) (PARK LANDS, RECREATION AREAS, WILDLIFE REFUGES, SCHOOL GROUNDS, ETC.)

No

- 6(f):

N/A

- NOISE:

N/A

- IN-WATER WORK PERIOD:

July 1 – October 15

- NON-LISTED WILDLIFE ISSUES (MIGRATORY BIRD TREATY ACT, WILDLIFE PASSAGE, ETC.):

Potential for bats.

- OTHER ENVIRONMENTAL ISSUES:

None identified at this time.

- FEDERAL AGENCY COORDINATION (USFS, BLM, BIA, ETC.) [EASEMENTS AND/OR PERMITS]:

N/A

- PERMITS (RAILROAD, CORPS OF ENGINEERS, DSL, FLOODPLAIN, FEDERAL, STATE AND LOCAL PERMITS NEEDED):

COE/DSL, County Floodplain w/ No-Rise Certification.

- POLITICAL OR CONTROVERSIAL ISSUES (THAT COULD DELAY PROJECT, CONSTRUCTION TIMING, RAILROAD CROSSINGS, APPROVED / PLANNED DEVELOPMENT):

Large Oak tree ±50'-100' SW of bridge may get impacted by limbing.

- OTHER:

ATTENDEES:

(Polk County) – Aaron Geisler, Fred Lowe, (OBEC) – Kevin Boyle, Larry Fox



POLK COUNTY

Public Works

820 S.W. ASH STREET • DALLAS, OREGON 97338-2112 • 503-623-9287 / FAX 503-623-0897

HBRR/OTIA III APPLICATION

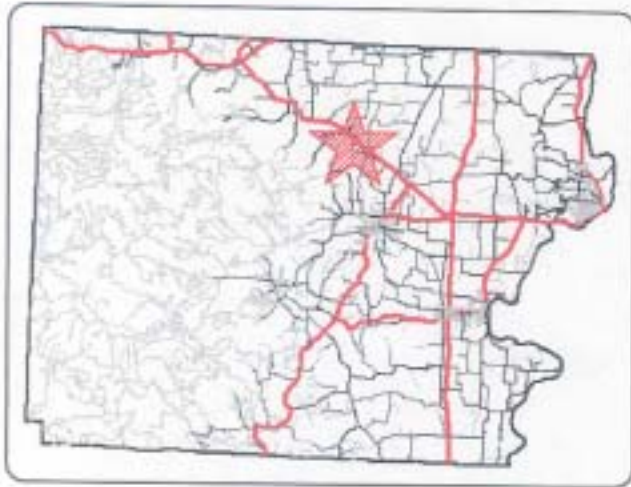
Bridge No. 53C069
Hart Road

October 10, 2003

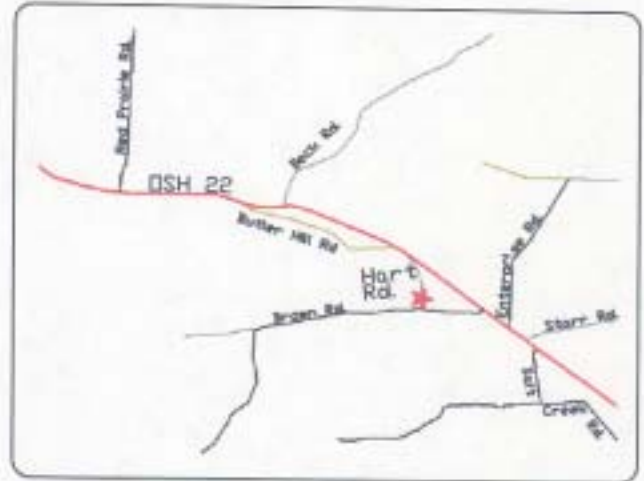
This County will only accept OTIA funding (and not HBRR funding) for this particular project

POLK COUNTY

Bridge No. 53C069
Hart Rd.



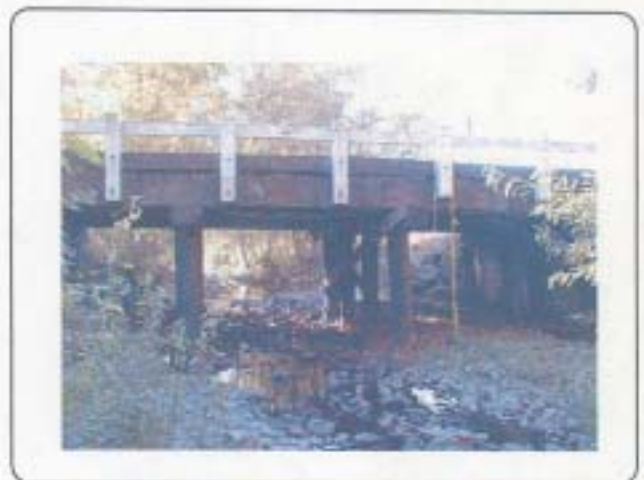
VICINITY MAP



LOCATION MAP



APPROACH



DOWNSTREAM

Date 07/14/03

Hart Rd.
53C069



Approach



Approach



Upstream



Downstream





