



PROJECT PROSPECTUS

Part 1 — Project Request (Page 1 of 2)

Key Number: _____ Jurisdiction: _____

Section: **Rock Creek (Grand Ronde Rd) Br #53C076** Region: **2** Area: **3** District: **3**

State Highway No.: _____ Highway Name: _____ Mile Point From: **0.16** To: **0.26** Length: (mi) **0.10** (km) _____

Urban City: _____ MPC: _____ Within Yes No County: **Polk** Road/Street Name: **Grand Ronde Road**
 Rural

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

US Congressional District: **5** State Senate District: **5** State Representative District: **10**

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

Preliminary Engineering	\$228	Grading	X	Files (#)	4
Right Of Way	\$20	Paving	X	Hectares (#)	1
Utility Reimbursement		Structures	X	Relocations (#)	0
		Signing		Acquisitions (#)	4
Roadway	\$104	Signals		Easements (#)	
Structures	\$756	Illumination		Work By: State / Consultant / Applicant	
Signals	\$0			Preliminary Engineering (S,C,A)	C
Illumination	\$0			Construction Engineering (S,C,A)	C
Temp. Protection	\$22			Right of Way Descriptions (S,C,A)	C
Const. Contingencies	\$271			Right Of Way Acquisitions (S,C,A)	C

Const. Engineering	\$163	Project Categories			Constructed By	
Remove Exist Bridge	\$76	Environmental Class (1, 2, 3, PCE)	2	<input checked="" type="checkbox"/> Contract	<input type="checkbox"/> County Force	
Other	\$127	Design Category (1-7)	7	<input type="checkbox"/> State Force	<input type="checkbox"/> Other	
Total CE and Construction:	\$1,518	Work Type Code (1-13)	5	<input type="checkbox"/> City Force		
Total Estimate:	\$ 1,765	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 Grand Ronde Road Bridge is not considered structurally deficient or functionally obsolete. However, the bridge does have shear cracks in the deck girders and there is scour present at bents 1 & 4.
Structures (#)	1	1	
Signals (#)	0	0	
Bike Way (#)	0	0	
Average Daily Traffic	467	787	
Year of ADT	2003	2025	
Throughway Y/N	N	N	

Describe Proposed Solution: - Attach Sketch Map
Construct a precast prestressed 2 or 3 span Girder 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: Rock Creek (Grand Ronde Rd) Br #53C076

Region:
2

Area:
3

District:
3

Project Justification

The roadway width on the bridge is narrow with no provisions for bike lanes. Bridge rails are also substandard for vehicle and bicycle traffic. There is also major scour present at bents 1 & 4.

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

Bridge No.

Applicant:	Polk County	#53C076	Region:	Area:	District:
Project / Section	Rock Creek (Grand Ronde Rd) Br #53C076		2	3	3

New Bridge / Roadway Configuration:

Left Side Rail	1.5 feet
Left Sidewalk	5 feet
Shoulder	5 feet
Lane 2	0 feet
Lane 1	11 feet
--CL--	0 feet
Lane 1	11 feet
Lane 2	0 feet
Shoulder	5 feet
Right Sidewalk	0 feet
Right Side Rail	1.5 feet
Bridge Length	175 feet
Bridge Width	40 feet
New Area	7000 square ft.

Existing Bridge:

Bridge Length	169 feet
Bridge Width	34.5 feet
Area	5830.5 square ft.
New AC Top Width	40 feet
New AC Depth	2.5 inches
New Base Depth	9 inches
Project Length	975 feet
Net Road Work Length	800 feet
X-Sect Side Slope	3:1
AC Avg Width	40.625 feet
Base Avg Width	43.5 feet
Asphalt Density	150 pounds/ cu ft
Base Density	120 pounds/ cu ft
New AC Received	508 tons
New Base Required	1566 tons

COST ESTIMATE:

	Quantity	Unit	Price per unit	Cost (\$x1000s)
Right-of-Way	1	Acre	\$ 20,000	\$20
==Roadway==				
Clear & Grub	\$ 18,699	lump sum		\$19
General Excavation	-	cubic yards	\$ 12.00	\$0
Embankment in Place	430	cubic yards	\$ 12.00	\$5
Pavement Removal	-	square feet	\$ 0.45	\$0
Aggregate Base	1,566	tons	\$ 16.00	\$25
Asphalt Concrete	508	tons	\$ 56.00	\$28
Riprap	207	cubic yards	\$ 50.00	\$10
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				\$104
Structures	7,000	square feet	\$ 108.00	\$756
Signals	\$ -	lump sum		\$0
Illumination	\$ -	lump sum		\$0
Temporary Protection	\$ 21,900	lump sum		\$22
Remove Existing Bridge	5,831	square feet	\$ 13.00	\$76
Mobilization	\$ 108,400	lump sum		\$108
Erosion Ctrl / Restortation	\$ 18,300	lump sum		\$18
Detour Bridge		square feet	\$ 25.00	\$0
Subtotal Structures				\$980
Subtotal Construction				\$1,084
==Engineering==				
Construction Engineering	15	percent of construction		\$163
Contingency	25	percent of construction		\$271
Subtotal Const. Eng.				\$434
Preliminary Engineering				
Consultant	18	percent of construction		\$195
State	1	percent of construction		\$11
County	2	percent of construction		\$22
Subtotal PE				\$228
Total Estimate				\$1,765

Bridge Project Prospectus Additional Bridge Information

Applicant: Polk County		NBIS Bridge Number: 53C076					
Project Name / Section: Rock Creek (Grand Ronde Rd) Br #53C076		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 checked="" type="checkbox"/> Federal HBRR	Heavy Vehicle Usage <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="23"/></td> <td><input style="width: 50px;" type="text" value="23"/></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;" type="text" value="23"/>	<input style="width: 50px;" type="text" value="23"/>	Detour Detour Route: Length: <input style="width: 100px;" type="text" value="Dead End 99"/> Map: (Please attach map)	
Existing	Proposed						
Truck AADT: <input style="width: 50px;" type="text" value="23"/>	<input style="width: 50px;" type="text" value="23"/>						
Regional Freight Corridor Analysis: This is a dead end road that services 5,000 acres (see map in Supporting Documentation section) of timberland and 45 residences of the Grand Round community. Loss of the bridge would result in no access to these timber lands since it connects dead end roads.							
Special Consideration: 							

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**OREGON DEPT OF TRANSPORTATION
BRIDGE INSPECTION REPORT**

53076

District	District 4	Owner	County Highway Agency	Bridge ID	10002A
Bridge Name	ROCK CREEK	County	Polk	Fac Carried	EAST AVENUE
Local Name		Record Type	1	Mile Post	Grand Bonds (S)
Local ID	76	Insp Freq	24 Months	Inspector 1	Way, Tim (CT029)
Suff Rating	42.90	Insp Date	11/22/02	Inspector 2	McCormack, Stewart (CU001)
AC Depth	2.0 in	Bridge Length	169.0 ft	Bridge Width	31.0 ft

Signature: Tim Way

ELEMENT CONDITION STATES

Elem	Description	Env	Qty	Units	Element Condition States					Temp
					1	2	3	4	5	
14	Conc Deck Prot w/AC Olay	Moderate	5400	sqft	0%	100%	0%	0%	0%	N
110	Conc Open Girder	Moderate	680	ft	94%	6%	0%	0%	0%	N
205	Conc Column/Pile Extn	Moderate	4	ea	100%	0%	0%	0%	0%	N
210	Conc Pier Wall	Moderate	2	ea	75%	0%	25%	0%	0%	N
215	Conc Abutment	Moderate	2	ea	100%	0%	0%	0%	0%	N
330	Uncoated Metal Bridge Railing	Moderate	334	ft	98%	2%	0%	0%	0%	N
359	SF - Deck Soffit	Moderate	1	ea	0%	100%	0%	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	0	Does not meet standards
Approach Rail 36C	0	Does not meet standards
Rail Ends 36D	0	Does not meet standards
Structural 67	5	Somewhat better than minimum adequacy to tolerate being left in place as is
Deck Geometry 68	5	Somewhat better than minimum adequacy to tolerate being left in place as is
Clearance 69	N	Not Applicable
Waterway 71	8	Equal to present desirable criteria

NBI CATEGORY

Category	NBI #	Rating
Approach Condition	7	Good
Deck Wearing Surface	7	Good
Deck	58	7 Good
Superstructure	59	7 Good
Substructure	60	5 Fair
Channel	61	5 Bank eroded
Culvert/Retaining Walls 62	N	Not Applicable

Approach 72 8 Equal to present
Alignment desirable criteria

REMARKS

Element #	Bent/Span	Member ID	Deficiency Description
14	ALL	DECK	DIRT & GRAVEL COLLECTING IN GUTTERS & CATCH BASINS.
110	ALL	GIRDER	MINOR SPALLING/NO REBAR. MINOR HAIRLINE SHEAR CRACKING. COLLISION DAMAGE
210	B3	FTG	FOOTING EXPOSED IN CHANNEL, SCOURED UNDER 2'-6" FULL LENGTH N. FACE
210	B3,4	PIER	CONC DETERIORATION @ BASES W/SECTION LOSS, EXPOSED RUSTING REINF. @ BENT 3 LT.
215	B4	BKWALL	BACKFILL SLOUGHING BETWEEN POSTS W/EROSION BEHIND WWALLS.
215	B4	FTG	FOOTING EXPOSED IN CHANNEL/UP TO 12" BELOW FTG BASE-NONCOMPETENT BEDROCK ERODING UNDER FOOTING
330	ALL	RAIL	MANY MISSING & LOOSE NUTS ON RAIL POST BASES.
359	DECK	SOFFIT	SOME TRANSVERSE CRACKS W/EFFLOR.
361	B3,4	FTG.	FOOTING BEING UNDERMINED @ BENT 3 & 4.
990	B1,4	APPRO.	SCHEDULE FOOTING INSPECTION @ LOW WATER. 1" AC SETTLEMENT & CRACKED.
990	B4	SHLDR.	SHOULDER EROSION EXPOSING SIDEWALK @ NW CORNER.
990	ALL	UTIL.	WATER MAIN VERY POORLY SUPPORTED W/EXTREME DEFLECTION @ COUPLING. SW CORNER CONCRETE DITCH LINING CRACKED & POTHOLED W/LARGE VOIDS. STORM DRAIN LINES CORRODED OUT @ INVERT.

MAINTENANCE RECOMMENDATIONS

Crew #	Work Order	Priority	Elem #	Bent/ Span	Member Work	Est Cost	Comp Date
	Routine/Schedule		210	B3	FTG	ADD RIPRAP OR POUR SEAL CHIP OUT UNSOUND CONC., PAINT REBAR, & GROUT BACK.	5000
	Routine/Schedule		215	B4	FTG	ADD RIPRAP, GROUT VOIDS @ BASE.	5000
	Routine/Schedule		330	ALL	RAIL	REPLACE MISSING BOLTS	500
	Routine/Schedule		990	APPR	PAVE	PATCH SETTLEMENT & SEAL CRACKS.	3000
	Routine/Schedule		990	B4	SHLDR	REPAIR SHOULDERS	3000
	Routine/Schedule		990	ALL	UTIL.	SUPPORT WATER MAIN ADEQUATELY, FILL IN VOIDS IN DITCH LINING @ SW	1000

LOAD RATING

Rating Date	08/04/90	Posting Req	(5) = or > legal
Design Load	HS20	OR Method	Allowable Stress (AS)
Operating Rating	53.0 ton	IR Method	Allowable Stress (AS)
Inventory Rating	20.0 ton		

Truck	Operating Rating	Inventory Rating	% Below	Posting Required	Controlling Member	Actual Posting	Posting Date
Type 3	49.0		(5) = or > legal	No	CONC GIRDER BENDING	ton	
Type 3S-2	67.2000000000000003		(5) = or > legal	No	CONC GIRDER BENDING	ton	
Type 3-3	63.2000000000000003		(5) = or > legal	No	CONC GIRDER BENDING	ton	

LOAD RATING CONDITION COMPARISON CHART

Category	NBI #	Rating Condition	Current Condition
Approach Condition			7 Good
Deck Wearing Surface			7 Good
Deck	58		7 Good
Superstructure	59		7 Good
Substructure	60		5 Fair
Temporary Repairs	103	No	No
Wearing Surface		0 in	2.0 in

INSPECTION SCHEDULE

Activity	Conducted On	Frequency	Next Inspection
Routine Inspection	11/22/02	Every 2 yr	11/01/04
Underwater Inspection	09/03/02	Every 2 yr	09/03/04
X-Channel Profile	06/15/96	Every 10 yr	06/15/06

42.9 SUFF Not Deficient or Obsolete
RATING

STRUCTURE AND INVENTORY APPRAISAL

BRIDGE NO 10002A
INSP DATE 11/02

(127) HIGHWAY/CD RD	006803	(43) STRUCT MAIN	2 Concrete continuous (4) Tee Beam	(92) CRITICAL FEAT INSP	DATE (93) DATE
(2) HIGHWAY DISTRICT	4		0 Other (0) Not Applicable	(A) FRACTURE CRIT	n (9) 2000
(3) COUNTY	53	(44) STRUCT APPR	3	(B) UNDERWATER INSP	y 24 2002
(4) CITY	00000	(45) NUMBER MAIN SPANS	0	(94) COST OF IMPROVEMENT	0.0
(5) INVENTORY ROUTE	141000000	(46) NUMBER APPR SPANS	0	(95) ROADWAY IMPROVEMENT	0.0
(6) FEATURES INT	ROCK CREEK	(47) HORIZONTAL CLEARANCE	24.1	(96) PROJECT COST	0.0
(7) FACILITY CARRIED	EAST AVENUE	(48) MAXIMUM SPAN LENGTH	76.0	(97) YR OF IMPROVEMENT	
(8) STRUCTURE NUMBER	10002A068300016	(49) STRUCTURE LENGTH	169.0	(98) BORDER BR ST. CODE	%
(9) LOCATION	002 S OF STATE HWY	(50) SIDEWALK WIDTH	LT 3.5 RT 3.5	(99) BORDER STRUCTURE NO	(100) DEFENSE HIGHWAY 0
(10) VERT CLEARANCE	100.0 ft	(51) BRIDGE ROADWAY WIDTH	24.1	(101) PARALLEL STRUCTURE	N
(11) MILEPOINT	0.16	(52) DECK WIDTH	31.0	(102) DIRECTION OF TRAFFIC	3
(16) LATITUDE	45.0569 N	(53) VERT CLEAR OVER DECK	100.0 ft	(103) TEMPORARY STRUCTURE	0
(17) LONGITUDE	123.6095 W	(54) VERT CLEAR UNDER DECK CD	0.00 ft	(104) HIGHWAY SYSTEM	0
(19) BYPASS/DETOUR	99.0	(55) MIN LAT UNDERCLEAR CD	N RT 0.0	(106) YEAR RECONSTRUCTED	
(20) TOLL	3 On free road	(56) MIN LAT UNDERCLEAR	LT 0.0	(107) DECK STRUCTURE	1
(21) CUSTODIAN	02 County Highway Agency	*** CONDITION ***		(108) WEARING SURFACE	600
(22) OWNER	02 County Highway Agency			(109) TRUCK ADT	10.0%
(26) FUNC CLASS	09 Rural Local	(58) DECK	7	(110) DESIGNATED NATIONAL NETWORK	0
(27) YEAR BUILT	1962	(59) SUPERSTRUCTURE	7	(111) PIER PROTECTION	
(28) LANES ON	2 LANES UNDER 0	(60) SUBSTRUCTURE	5	(112) NBIS BRIDGE LENGTH	Y
(29) AVERAGE DAILY TRAFFIC	346	(61) CHANNEL	5	(113) SCOUR CRITICAL BRIDGE	2
(30) YEAR OF ADT	2001	(62) CULVERT	5	(114) FUTURE ADT	412.0
(31) DESIGN LOAD	5 HS20	(64) OPERATING RATING	53.0	(115) YEAR OF FUTURE ADT	2021
(32) APPROACH ROADWAY	32.0 ft	(65) INVENTORY RATING	20.0	(116) VERT-LIFT CLEARANCE	
(33) BRIDGE MEDIAN	0 None	*** APPRAISAL ***		(117) EST MAINT COST	
(34) SKEW	44	(67) STRUCTURE CONDITION	5	(118) CULVERT LENGTH	ft
(35) STRUCTURE FLARED	0	(68) DECK GEOMETRY	5	(119) CULVERT INSIDE HEIGHT	ft
(36) TRAFFIC SAFETY FEATURE	0000	(88) UNDERCLEARANCE	N	(120) INSPECTOR NUMBER	Way, Tim (CT029)
(37) HISTORICAL SIGNIFICANCE	5	(70) POSTING	5	(121) MAINTENANCE NOTES	
(38) NAVIGATION CONTROL	0	(71) WATERWAY ADEQUACY	8	*** STATE INFORMATION ***	
(39) NAVIGATION VERT CLEAR	0.0	(72) APPR RDWY ALIGNMENT	8	(122) MAINTENANCE NOTES	
(40) NAVIGATION HORZ CLEAR	0.0	(75) TYPE OF WORK			
(41) OPEN STATUS	A	(76) IMPROVEMENT LENGTH	0.0		
(42) TYPE SERVICE	5 Highway-pedestrian 5 Waterway	(90) INSPECTION FREQUENCY	1102		
(12) BASE HIGHWAY NETWORK	0	(91) INSPECTION FREQUENCY	24 MO		
(13) LRS INVENTORY ROUTE	0	(93) OPER RATING METHOD	2		
(105) FEDERAL LANDS HWY	0	(95) INV RATING METHOD	2		

LOCAL AGENCY - PROJECT SCOPING NOTES

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

Project Name: Rock Creek (Grand Ronde Rd) Bridge #10002A (53C076)

Road Name: Grand Ronde Road S. Local Agency Road Number: 6803

Agency: Polk County Mile Post / Length: 0.16 / 0.10

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):	467 (2003) w/ 5.1% trucks
Accident History (Injuries - Fatalities)	Yes / No	Design ADT (Year):	787 (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)	35 mph	50 mph	35	
Lane Width (m / ft)	12'	11'	11'	
Shoulder Width (m / ft)	4'	5'	5'	
Bike Lane Width (m / ft)	-	-	-	
Sidewalk Width (m / ft)	-	5' (one side)	5' (one side)	
Bridge Length & Width (m / ft)	169' L x 34.5' W	175' L x 40' W	175' L x 40' 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 Grand Ronde Road Bridge is not considered structurally deficient or functionally obsolete. However, the bridge does have shear cracks in the deck girders and there is scour present at bents 1 & 4.

PROPOSED ALTERNATIVES (SCOPE):

Construct a precast prestressed 2 or 3 span Girder Bridge on the same alignment.

- CHECK PROJECT LIMITS (PRIOR PROJECT LIMITS, MISSED SECTIONS, APPROPRIATE START & END, SAFETY, FUNDING LIMITS):
The project limits should extend $\pm 400'$ beyond each end of the bridge to address gradeline requirements.
- 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:
1.5'-5'-5'-11'-11'-5'-1.5' (rail-s/w-shld-lane-lane-shld-rail) county standard.
County Pavement Section - 2.5 "AC on 9" aggregate base.
- SHOULDERS / DITCHES (ADEQUATE WIDTH / SLOPES / SHOULDER ROCK / DITCH WORK):
There are narrow shoulders and ditches on the south end of the bridge.
- DRAINAGE NEEDS (FISH CULVERTS, DAMAGED OR PLUGGED CULVERTS, EXTENSIONS, OFFSITE DRAINAGE, FLOODING PROBLEMS, CATCH BASINS, DITCHES):
On the south end of the bridge, cmp culvert (12" or 16") extends through the end bent wingwalls on each side. This drainage should be carried through storm system with fall out through vegetated ditch to the west. Bridge drainage to the north and into vegetated ditches.
- ROAD APPROACHES / ACCESSES (PAVE OR GRAVEL / CLOSURE? / SIGHT DISTANCE PROBLEMS?):
Driveway right at the SE corner of the bridge; driveway $\pm 150'$ in SE quadrant & $\pm 100'$ SW quadrant
- DESIGN EXCEPTIONS AND CONCURRENCES (VERTICAL/HORIZONTAL CLEARANCES, ALIGNMENTS, BRIDGE WIDTHS & RAIL, SHOULDER & LANE WIDTHS, SIDE SLOPES, CLEAR ZONE, ETC.):
There is a possible concurrence issue for the guardrail at the SE corner.
- SPECIAL DESIGN FEATURES TO BE ADDRESSED (EXISTING SLOPES VS. DESIGN STANDARDS -HORIZONTAL & VERTICAL ALIGNMENT VS. DESIGN STANDARDS):
The existing ground issue at the south end of the bridge (high vertical wall) to the edge of water.
- BRIDGE/STRUCTURE NEEDS (NUMBER OF SPANS PROPOSED, BRIDGE RAILING, END TREATMENTS):
The existing bridge is 169' long x 32' wide. The new bridge needs to be lengthened to the south to get away from the vertical river bank. Propose a 175' long x 38' wide 2 or 3 span Bulb-t or Deck Bulb-T Bridge.
- BRIDGE APPROACH NEEDS (IMPACT PANELS, EXPANSION JOINTS):
The county desires impact panels.
- GUARDRAIL NEEDS (REPAIR / REPLACE / EXTEND / ADD / DELETE / APPROPRIATE LENGTH / END TYPE):
Minimum standard guardrail runs at NE, NW & SW corners, design details required for SE corner. Need to relocate driveway and combine with next driveway south.
- TRAFFIC CONTROL (DETOUR / STAGE CONSTRUCTION / TRAFFIC, ROAD CLOSURE, TEMPORARY BRIDGE):
The county would anticipate closing the roadway during construction with a designated detour route using Andy Riggs Road and Fire Hall Road out to Hwy 18. This would greatly facilitate the construction of the bridge and minimize environmental impacts.

- **FOUNDATION / GEOTECHNICAL / GEOLOGY CONSIDERATIONS / PH & RESISTIVITY (DRILLING NEEDED? / SURCHARGE? / OTHER?):**
The existing bridge is housed on treated timber piling and spread footings. Anticipate drilled shaft & pile foundations for the new bridge. Recommend drilling 3 holes for geotechnical explorations. Perform soil pH & resistivity testing. Perform testing for pavement design section.
- **HYDRAULICS CONSIDERATIONS (SCOUR / EROSION / RIPRAP / FEMA?):**
Perform USGS regression analysis for hydrology with standard HEC-RAS backwater analysis and ODOT scour analysis. Scour present at bents 1 & 4.
- **SIGNING REQUIREMENTS / PAVEMENT STRIPING / OTHER PAVEMENT MARKINGS (REPLACE OR REINSTALL / SIGNING PLANS? / SHOULDER DELINEATORS? / STRIPING PLANS? [DURABLE STRIPE PRODUCT?]):**
Existing street signs to the south.
- **ADA NEEDS (RAMPS, DRIVEWAYS, CURBS & SIDEWALKS):**
Construct new sidewalk on the downstream side.
- **MAILBOX NEEDS (REPLACE, MOVE OR COMBINE MAILBOXES):**
Mailbox in SE quadrant
- **UTILITY CONFLICTS (UNDERGROUND AND OVERHEAD CONFLICTS):**
OH – Power (PGE), Phone (Sprint) & Cable (?) on upstream side of bridge. Power also crossed roadway on south end of bridge.
UG – Sanitary sewer & gas located on upstream side of bridge with water on downstream side.
- **SURVEYING NEEDS:**
Topo – r/w retracement – hydraulic x-sections, survey needs to extend +400' in each direction. Need to capture accesses on south end of bridge and to obtain good gradeline. Will need to survey Andy Riggs Road for potential detour construction.
- **RIGHT-OF-WAY NEEDS:**
Existing r/w = 40' per county. Will need additional r/w on the corners and also need to anticipate temporary construction easement
 - How will additional RW 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? Consultant
 - Who will perform R/W Appraisals & Negotiations work? Consultant
- **ENVIRONMENTAL ISSUES:**
 - **Hazmat:**
None
 - **Historical (BRIDGES, STRUCTURES, BUILDINGS, ETC.) [SECTION 106]:**
None anticipated.
 - **Archaeological SITES (KNOWN OR POSSIBLE SITES) [SECTION 106]:**
Since the project is located near Grand Ronde Native American lands, the project needs a Phase 1 survey (literature search & pedestrian survey).
 - **WETLANDS (KNOWN OR POSSIBLE WETLANDS / MITIGATION SITES):**
It appears that wetlands are present in the NW quadrant. Perform wetland delineation.

- **SPECIAL EROSION / RIPARIAN NEEDS (RIPRAP / SEEDING AND MULCHING / TREE PLANTINGS / ETC.):**
Existing footing at south end bent shows signs of Scour. Some scour present at north end bent.
- **THREATENED & ENDANGERED SPECIES:**
Polk County indicated that this a prime fish stream for salmon, steelhead & cutthroat trout. A biological assessment and biological opinion will be required.
- **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.):**
None seen however may be present, potential for bats.
- **OTHER ENVIRONMENTAL ISSUES:**
None identified at this time.
- **FEDERAL AGENCY COORDINATION (USFS, BLM, BIA, ETC.) [EASEMENTS AND/OR PERMITS]:**
Coordinate with Grande Ronde Tribe?
- **PERMITS (RAILROAD, CORPS OF ENGINEERS, DSL, FLOODPLAIN, FEDERAL, STATE AND LOCAL PERMITS NEEDED):**
COE/DSL, County Floodplain w/ No-Rise Certification. Biological Assessment/Biological Opinion required
- **POLITICAL OR CONTROVERSIAL ISSUES (THAT COULD DELAY PROJECT, CONSTRUCTION TIMING, RAILROAD CROSSINGS, APPROVED / PLANNED DEVELOPMENT):**
Grand Ronde Pow Wow in July or August (big event locally). Possible future interchange at Hwy 18/Hwy 22. Road closure issues and detour.
- **OTHER:**
Grand Ronde may get an interchange. Alternative may be to close this bridge and build a permanent crossing on Andy Riggs Road & replace Fire Hall Road Bridge.

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

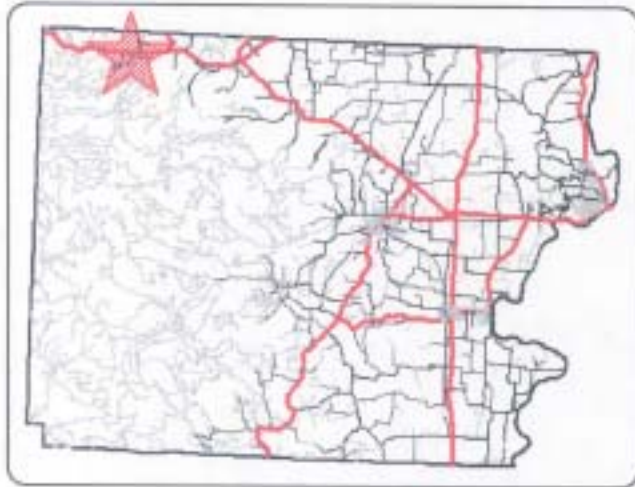
Bridge No. 53C076
Grand Ronde Road

October 10, 2003

This County will accept either funding source

POLK COUNTY

Bridge No. 53C076
Grand Ronde Rd.



VICINITY MAP



LOCATION MAP

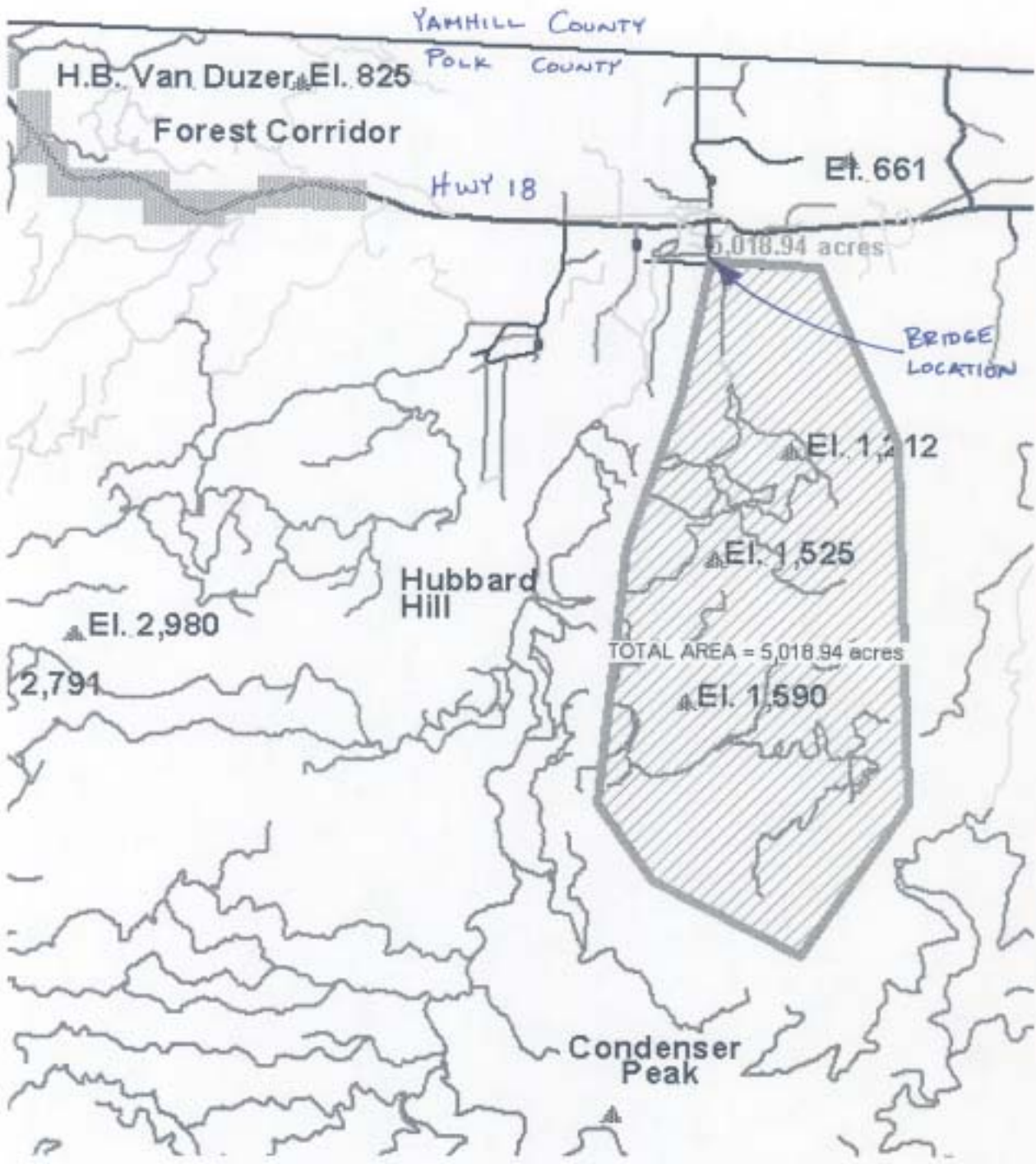


APPROACH



DOWNSTREAM

Date 07/10/03



Grand Ronde Rd.
53C076



Approach



Approach



Upstream



Downstream



