



PROJECT PROSPECTUS

Part 1 — Project Request (Page 1 of 2)

Section: Willamette River O'flow (Wigrich Rd) Br #53C113						Key Number:		Jurisdiction:				
State Highway No.:						Region: 2		Area: 3		District: 3		
Highway Name:						Mile Point From: 1.80 To: 1.93		Length: (mi) 0.13 (km)				
<input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural		City:		MPO: Within UGB <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		County: Polk		Road/Street Name: Wigrich Road				
Route No.:		NHS <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		HPMS:		FC:		Applicant (if other than State): Polk County				
US Congressional District: 5				State Senate District: 12				State Representative District: 20				
Cost Estimates (x \$ 1,000)				Project Components				Right Of Way				
Preliminary Engineering		\$202		Grading		X		Files (#)		4		
Right Of Way		\$20		Paving		X		Hectares (#)		1		
Utility Reimbursement				Structures		X		Relocations (#)		0		
				Signing				Acquisitions (#)		4		
Roadway		\$100		Signals				Easements (#)				
Structures		\$548		Illumination				Work By: State / Consultant / Applicant				
Signals		\$0						Preliminary Engineering (S,C,A)		C		
Illumination		\$0						Construction Engineering (S,C,A)		C		
Temp. Protection		\$47						Right of Way Descriptions (S,C,A)		C		
Const. Contingencies		\$240						Right Of Way Acquisitions (S,C,A)		C		
Const. Engineering		\$144		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		\$239		Design Category (1-7)		7		<input type="checkbox"/> State Force		<input type="checkbox"/> Other		
Total CE and Construction:		\$1,346		Work Type Code (1-13)		5		<input type="checkbox"/> City Force				
Total Estimate:		\$ 1,568		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 Wigrich Road Bridge is structurally deficient due to rotten timber piling and rotten pile caps and functionally obsolete due to narrow width (21'). The bridge is overtopped during peak flooding events.								
Structures (#)		1	1									
Signals (#)		0	0									
Bike Way (#)		0	0									
Average Daily Traffic		232	391									
Year of ADT		2003	2025									
Throughway Y/N		N	N	Describe Proposed Solution: - Attach Sketch Map Look at stage constructing a 3-span slab bridge with temporary detour structure to the downstream (north) side. Need to address high water and pick up approach about 1.5'-2' w/ vertical curve on the bridge.								
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: Willamette River O'flow (Wigrich Rd) Br #53C113

Region:
2

Area:
3

District:
3

Project Justification

The existing bridge is structurally deficient and functionally obsolete. The roadway width on the bridge is narrow and the bridge rails are substandard for vehicle and bicycle traffic.

Wigrich Road is a dead end roadway that serves 2 very large farming operations and provides access to 5 residences with smaller farms. The route is used to transport grain, hops and produce to the Willamette Valley across Buena Vista Road and Hwy 20 between Albany and Corvallis to the south and the communities of Monmouth, Independence, Dallas and Salem to the north.

2003 traffic counts have indicated that 15.1% of the traffic using this route is from trucks.

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:

Tom Richey, Commissioner Chairman

By:

By:

Greg Hansen, Administrator

By:

Ron Dodge, Commissioner

Applicable Intergovernmental Agreements:

IGA Number:

Jurisdiction Name:

Agreement Date:

Administrative Recommendation

Bridge Prospectus Cost Estimate

		NBIS		
Applicant:	Polk County	Bridge No.	53C113	
Project /	Willamette River O'flow	Region:	2	
Section	(Wigrich Rd) Br #53C113	Area:	3	
		District:	3	
<u>New Bridge / Roadway Configuration:</u>		<u>Existing Bridge:</u>		
Left Side Rail	1.5 feet	Bridge Length	179 feet	
Left Sidewalk	0 feet	Bridge Width	21 feet	
Shoulder	5 feet	Area	3759 square ft.	
Lane 2	0 feet			
Lane 1	11 feet	New AC Top Width	35 feet	
---CL---	0 feet	New AC Depth	2.5 inches	
Lane 1	11 feet	New Base Depth	9 inches	
Lane 2	0 feet	Project Length	780 feet	
Shoulder	5 feet	Net Road Work Length	600 feet	
Right Sidewalk	0 feet	X-Sect Side Slope	3:1	
Right Side Rail	1.5 feet	AC Avg Width	35.625 feet	
		Base Avg Width	38.5 feet	
Bridge Length	180 feet	Asphalt Density	150 pounds/ cu ft	
Bridge Width	35 feet	Base Density	120 pounds/ cu ft	
New Area	6300 square ft.	New AC Received	334 tons	
		New Base Required	1040 tons	
COST ESTIMATE:				
	Quantity	Unit	Price	
Right-of-Way	1	Acre	\$ 20,000	
			Cost (\$x1000s)	
			\$20	
	==Roadway==			
Clear & Grub	\$ 13,511	lump sum	\$14	
General Excavation	-	cubic yards	\$ 12.00	
Embankment in Place	2,180	cubic yards	\$ 12.00	
Pavement Removal	-	square feet	\$ 0.45	
Aggregate Base	1,040	tons	\$ 16.00	
Asphalt Concrete	334	tons	\$ 56.00	
Riprap	193	cubic yards	\$ 50.00	
Guardrail, Type 2A	100	feet	\$ 11.50	
Guardrail, Type 3	50	feet	\$ 38.00	
Guardrail Trans	4	each	\$ 1,600.00	
Flared Terminals	4	each	\$ 1,600.00	
		Subtotal Roadway	\$100	
Structures	6,300	square feet	\$ 87.00	
Signals	\$ -	lump sum	\$0	
Illumination	\$ -	lump sum	\$0	
Temporary Protection	\$ 46,500	lump sum	(Incl Temp. Signal for Detour) \$47	
Remove Existing Bridge	3,759	square feet	\$ 7.25	
Mobilization	\$ 81,700	lump sum	\$82	
Erosion Ctrl / Restoration	\$ 13,200	lump sum	\$13	
Construct/Remove Detour	5760	square feet	\$ 25.00	
		Subtotal Structures	\$861	
		Subtotal Construction	\$981	
	==Engineering==			
Construction Engineering	15	percent of construction	\$144	
Contingency	25	percent of construction	\$240	
		Subtotal Const. Eng.	\$384	
Preliminary Engineering Consultant	18	percent of construction	\$173	
State	1	percent of construction	\$10	
County	2	percent of construction	\$19	
		Subtotal PE	\$202	
		Total Estimate	\$1,568	

Bridge Project Prospectus Additional Bridge Information

Applicant: Polk County		NBIS Bridge Number: 53C113		
Project Name / Willamette River Oflow (Wigrich Rd) Br #53C113 Section:		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 Existing Proposed Truck AADT: <input type="text" value="35"/> <input type="text" value="35"/>		Detour Detour Route: Length: <input type="text" value="Dead End"/>	
Fire Truck Usage: <input type="checkbox"/> YES, at least 25% of trips use bridge. <input checked="" type="checkbox"/> NO, Less than 25% of trips				
Map: (Please attach map)				
Regional Freight Corridor Analysis: Wigrich Road is a dead end roadway that serves 2 very large farming operations (1700 acres) and provides access to 5 residences with smaller farms. The route is used to transport grain, hops and produce to the Willamette Valley across Buena Vista Road and Hwy 20 between Albany and Corvallis to the south and the communities of Monmouth, Independence, Dallas and Salem to the north.				
Special Consideration:				

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**OREGON DEPT OF TRANSPORTATION
BRIDGE INSPECTION REPORT**



District Bridge Name	District 3 WILLAMETTE RIVER OVERFLO	Owner County	County Highway Agency	Bridge ID	53C113
Local Name		Record Type	1	Fac Carried	WGRICH ROAD
Local ID	113	Insp Freq	24 Months	Mile Post	1.80
Suff Rating	12.70	Insp Date	08/29/02	Inspector 1	Gilliam, Gary (C0002)
AC Depth	3.0 in	Bridge Length	180.0 ft	Inspector 2	
				Bridge Width	21.1 ft

Signature: *Gary R. Gilliam*

ELEMENT CONDITION STATES

Elem	Description	Env	Qty	Units	Element Condition States					Temp
					1	2	3	4	5	
104	P/S Conc Closed Box Girder	Moderate	1260	ft	90%	10%	0%	0%	0%	N
201	Unpnt Stl Column/Pile Extn	Moderate	4	ea	100%	0%	0%	0%	0%	N
206	Timber Column/Pile Extn	Moderate	32	ea	82%	15%	0%	3%	0%	N
230	Unpnt Stl Cap	Moderate	4	ea	0%	100%	0%	0%	0%	N
235	Timber Cap	Moderate	5	ea	80%	0%	0%	20%	0%	N
332	Timber Bridge Railing	Moderate	358	ft	50%	20%	30%	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	8 Equal to present desirable criteria

NBI CATEGORY

Category	NBI #	Rating
Approach Condition	7	Good
Deck Wearing Surface	8	Very good
Deck	58	7 Good
Superstructure	59	6 Satisfactory
Substructure	60	5 Fair
Channel	61	7 Bank needs minor repairs
Culvert/Retaining Walls	62	N Not Applicable

REMARKS

Element #	Bent/Span	Member ID	Deficiency Description
104	ALL	FELLOE	FELLOE GUARD WEATHERED, CRACKED, BOLTS RUSTING & 50% OF TIMBERS DECAYED INSIDE & @ CUT ENDS.
104	S4	SLAB1	CRACKED @ 1' FROM B4 CAP WEFFLOR.
104	S2-5&7	SLABS	SEVERAL SPALLS @ BOTT CORNERS, NO REBAR. SLAB 2 S7 BOTT DETERIORATING & HONEYCOMBED.
104	S1-8	T.RODS	RUSTY ENDS.
206	ALL	CHANNL	BRUSH ON CHANNEL BANKS.
206	B8	PILE	P2 IS ROTTEN WHERE OLD BRACE LOCATED.
235	BT. 3	CAP	BENT 3 CAP LT. HAS SOME DECAY OVER PILE 1 & 4' OF DECAY OVER P3 & PILE CRUSHED INTO CAPS 3/8".
332	ALL	RAIL	30% OF RAIL POSTS ARE ROTTEN & 10-12 RAIL SECTIONS ROTTEN @ BOLTS & UNSAFE. PAINT O.K. BUT DIRTY. RAIL TOO SHORT. ALL BOLTS RUSTING.
990	B1,9	APPRO.	AC CRACKED & SETTLING IN LT LANE @ BOTH ENDS.
990	B1,9	GRDRL	END PIECE & RAIL SLIGHTLY DAMAGED LT SIDE.

MAINTENANCE RECOMMENDATIONS

Crew #	Work Order	Priority	Elem #	Bent/ Span	Member	Work	Est Cost	Comp Date
	Monitor		104	S4	SLAB1	MONITOR CRACKING	200	
	Routine/Schedule		104	S1-8	T.RODS	COUNTY CLEAN & PAINT TIE ROD ENDS.	1000	
	Routine/Schedule		104	S1 - 8	SLABS	PATCH SPALLS & REBAR IN SLAB BOTTOMS.	1000	
	Routine/Schedule		206	B2 - 8	BRACING	DRILL AND BOLT X BRACING TO PILE	2500	
	Monitor		206	B8	PILE	MONITOR P2 FOR SIGNS OF FAILURE.	200	
	Urgent		235	B3	CAP	REPLACE CAP.	4000	
	Routine/Schedule		332	ALL	RAIL	REPLACE ROTTEN POST,RAIL & REPAINT.	2000	
	Routine/Schedule		990	B1,9	GRDRL	REPLACE TYPE "C" END PIECES.	600	

LOAD RATING

Rating Date	06/16/98	Posting Req	(0) > 39.9
Design Load	HS20	OR Method	No rating analysis performed
Operating Rating	5.0 ton	IR Method	No rating analysis performed
Inventory Rating	5.0 ton		

Truck	Operating Rating	Inventory Rating	% Below	Posting Required	Controlling Member	Actual Posting	Posting Date
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Type 3	5.0	(0) > 39.9	No	Rating factor derived from condition posting	ton
Type 3S-2	4.7999999999999998	(0) > 39.9	No	Rating factor derived from condition posting	ton
Type 3-3	4.7999999999999998	(0) > 39.9	No	Rating factor derived from condition posting	ton

LOAD RATING CONDITION COMPARISON CHART

Category	NBI #	Rating Condition	Current Condition
Approach Condition			7 Good
Deck Wearing Surface			8 Very good
Deck	58		7 Good
Superstructure	59		6 Satisfactory
Substructure	60		5 Fair
Temporary Repairs	103	No	No
Wearing Surface		0 in	3.0 in

INSPECTION SCHEDULE

Activity	Conducted On	Frequency	Next Inspection
Routine Inspection	08/29/02	Every 2 yr	08/29/04 06/01/02
X-Channel Profile	12/13/96	Every 10 yr	12/13/06
<i>Timber/Boring 08/29/02</i>			

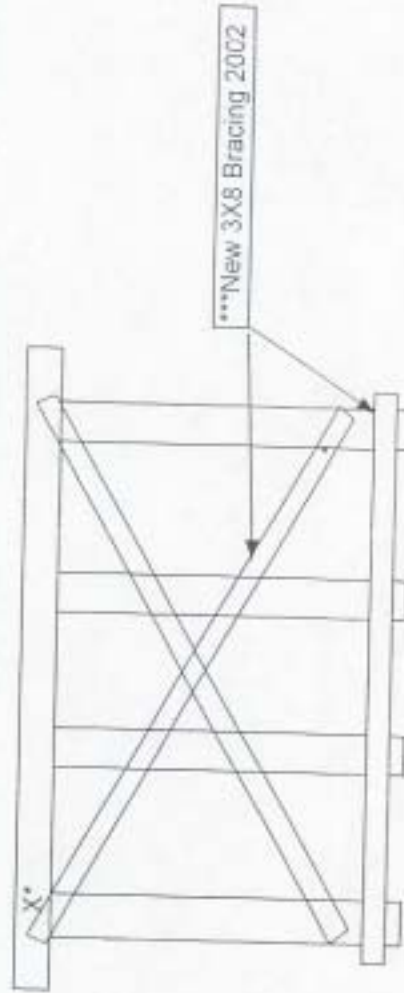
12.7 SUFF RATING		Structurally Deficient	STRUCTURE AND INVENTORY APPRAISAL				BRIDGE NO 53C113	INSP DATE 09/02
(122) HIGHWAY/CO RD.		009402	(43) STRUCT MAIN	5 Prestressed Concrete 01 Slab	(92) CRITICAL FEAT INSP		DATE (93) DATE	
(2) HIGHWAY DISTRICT		3		0 Other 00 Not Applicable	(A) FRACTURE CRIT	n 00	1999	
(3) COUNTY		53	(44) STRUCT APPR	8	(B) UNDERWATER INSP	n 00	1999	
(4) CITY		00000	(45) NUMBER MAIN SPANS	0				
(5) INVENTORY ROUTE		140000000	(46) NUMBER APPR SPANS		(94) COST OF IMPROVEMENT		534000.0	
(6) FEATURES INT	WILLAMETTE RIVER OVERFLO		(47) HORIZONTAL CLEARANCE	19.8	(95) ROADWAY IMPROVEMENT		63400.0	
(7) FACILITY CARRIED	WGRICH ROAD		(48) MAXIMUM SPAN LENGTH	28.0	(96) PROJECT COST		1014400.0	
(8) STRUCTURE NUMBER	53C113094200180		(49) STRUCTURE LENGTH	180.0	(97) YR OF IMPROVEMENT		2001-01-01	
(9) LOCATION	004 E OF COUNTY ROAD 945		(50) SIDEWALK WIDTH	LT 0.0	RT 0.0		00.00.00	
(10) VERT CLEARANCE	100.0 ft		(51) BRIDGE ROADWAY WIDTH	19.8	(98) BORDER BR ST- CODE		%	
(11) MILEPOINT	1.80		(52) DECK WIDTH	21.1	(99) BORDER STRUCTURE NO			
(16) LATITUDE	44.8037 N		(53) VERT CLEAR OVER DECK	100.0 ft	(100) DEFENSE HIGHWAY		0	
(17) LONGITUDE	123.1259 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	RT 0.0		2	
(20) TOLL	3 On free road		(56) MIN LAT UNDERCLEAR	LT 0.0	(102) DIRECTION OF TRAFFIC		0	
(21) CUSTODIAN	02 County Highway Agency		*** CONDITION ***		(103) TEMPORARY STRUCTURE		0	
(22) OWNER	02 County Highway Agency				(104) HIGHWAY SYSTEM		0	
(26) FUNC CLASS	09 Rural Local		(58) DECK		(106) YEAR RECONSTRUCTED			
(27) YEAR BUILT	1965		(59) SUPERSTRUCTURE	7	(107) DECK STRUCTURE		9	
(28) LANES ON	2 LANES UNDER 0		(60) SUBSTRUCTURE	6	(108) WEARING SURFACE		800	
(29) AVERAGE DAILY TRAFFIC	103		(61) CHANNEL	5				
(30) YEAR OF ADT	2001		(62) CULVERT	7	(109) TRUCK ADT		10.0%	
(31) DESIGN LOAD	5 HS20		(64) OPERATING RATING	N	(110) DESIGNATED NATIONAL NETWORK		0	
(32) APPROACH ROADWAY	22.0 ft		(66) INVENTORY RATING	5.0	(111) PIER PROTECTION			
(33) BRIDGE MEDIAN	0 None		*** APPRAISAL ***	5.0	(112) NBIS BRIDGE LENGTH		Y	
(34) SKEW	0		(67) STRUCTURE CONDITION		(113) SCOUR CRITICAL BRIDGE		U	
(35) STRUCTURE FLARED	0		(68) DECK GEOMETRY	2	(114) FUTURE ADT		154.0	
(36) TRAFFIC SAFETY FEATURE	0000		(69) UNDERCLEARANCE	3	(115) YEAR OF FUTURE ADT		2021	
(37) HISTORICAL SIGNIFICANCE	5		(70) POSTING	N	(116) VERT-LIFT CLEARANCE			
(38) NAVIGATION CONTROL	0		(71) WATERWAY ADEQUACY	0				
(39) NAVIGATION VERT CLEAR	0.0		(72) APPR RDWY ALIGNMENT	8	*** STATE INFORMATION ***			
(40) NAVIGATION HORZ CLEAR	0.0		(75) TYPE OF WORK	8	(117) EST MAINT COST			
(41) OPEN STATUS	A P		(76) IMPROVEMENT LENGTH	1 Done by contract	(118) CULVERT LENGTH		ft	
(42) TYPE SERVICE	1 Highway	9 Relief for waterway	(90) INSPECTION DATE		(119) CULVERT INSIDE HEIGHT		ft	
(12) BASE HIGHWAY NETWORK			(91) INSPECTION FREQUENCY	198.0	(120) INSPECTOR NUMBER		Gilliam, Gary (C0002)	
(13) LRS INVENTORY ROUTE			(93) OPER RATING METHOD	0802	(121) MAINTENANCE NOTES			
(105) FEDERAL LANDS HWY			(95) INV RATING METHOD	24 MO				

TIMBER BORING REPORT



BENT 1

* BORED 1992



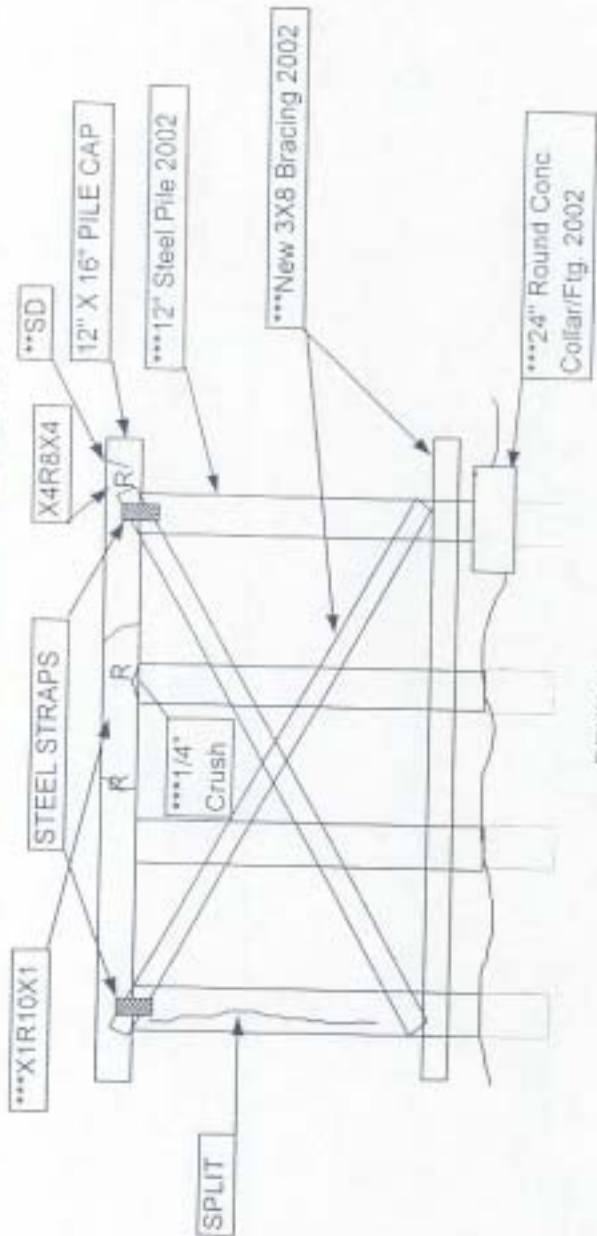
BENT 2

***OBEC 8/29/02
** OBEC 12/20/96



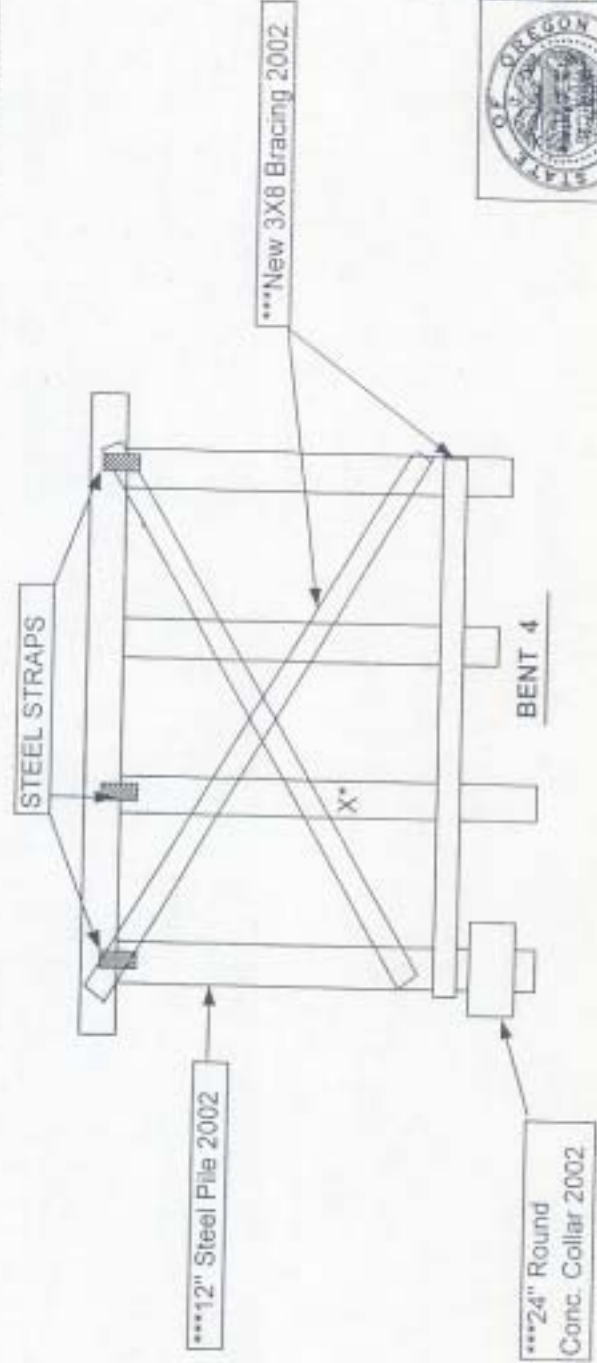
COUNTY POLK
BRIDGE NO. 53C113
NAME WIGRICH ROAD
OWNER COUNTY
DATE 10-8-94

TIMBER BORING REPORT



BENT 3

* BORED 1992



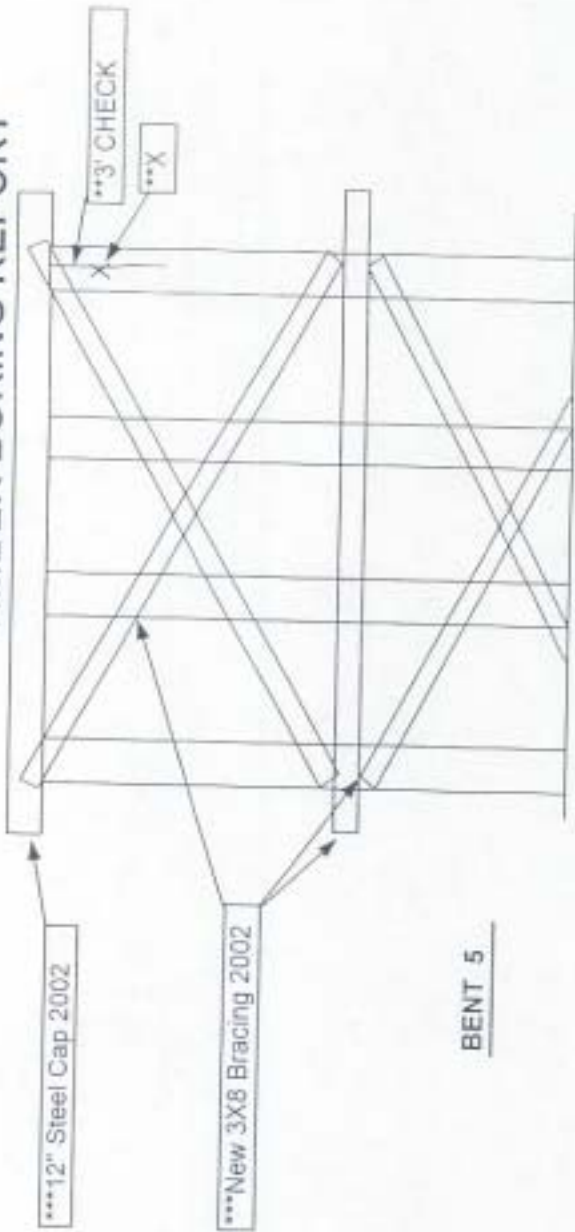
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 ** OBEC 12/25/96

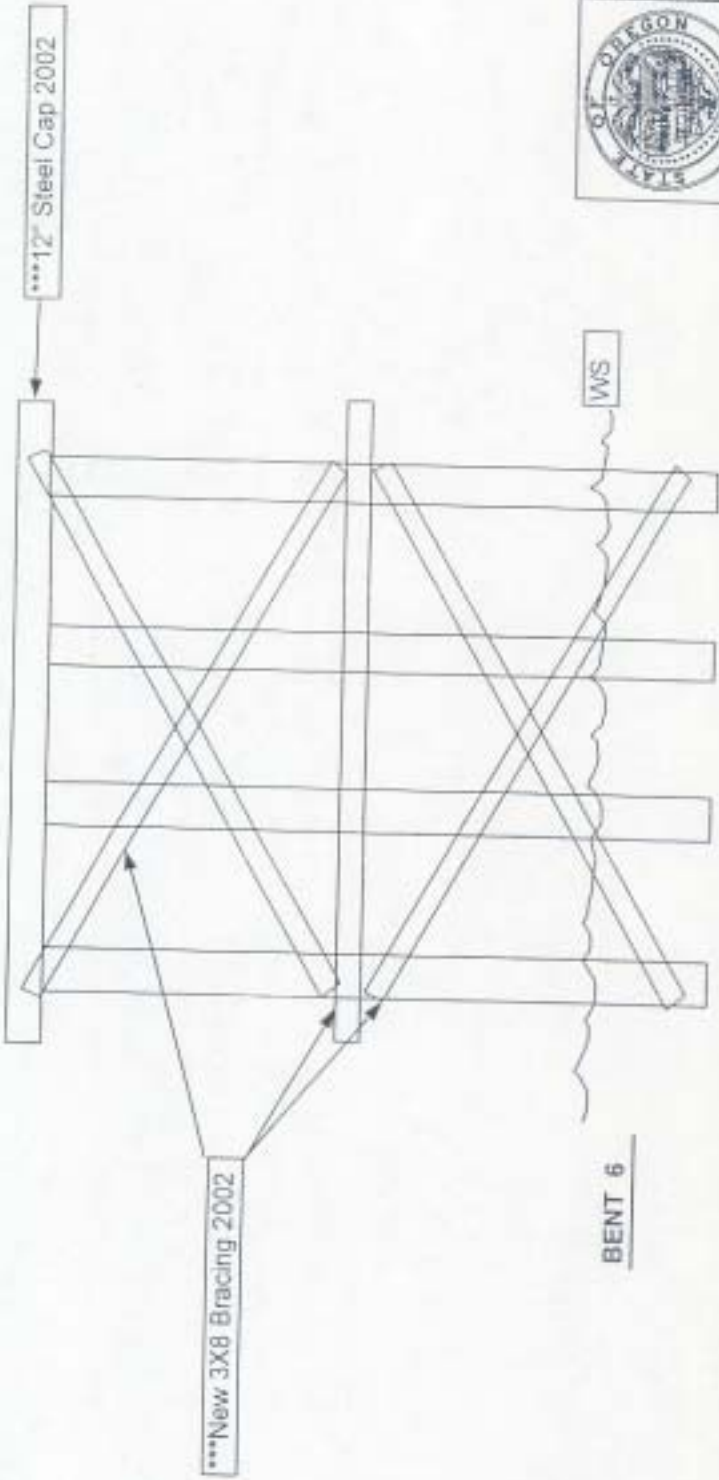


COUNTY POLK
 BRIDGE NO. 53C113
 NAME WIGRICH ROAD
 OWNER COUNTY
 DATE 10-8-94

TIMBER BORING REPORT



BENT 5



BENT 6

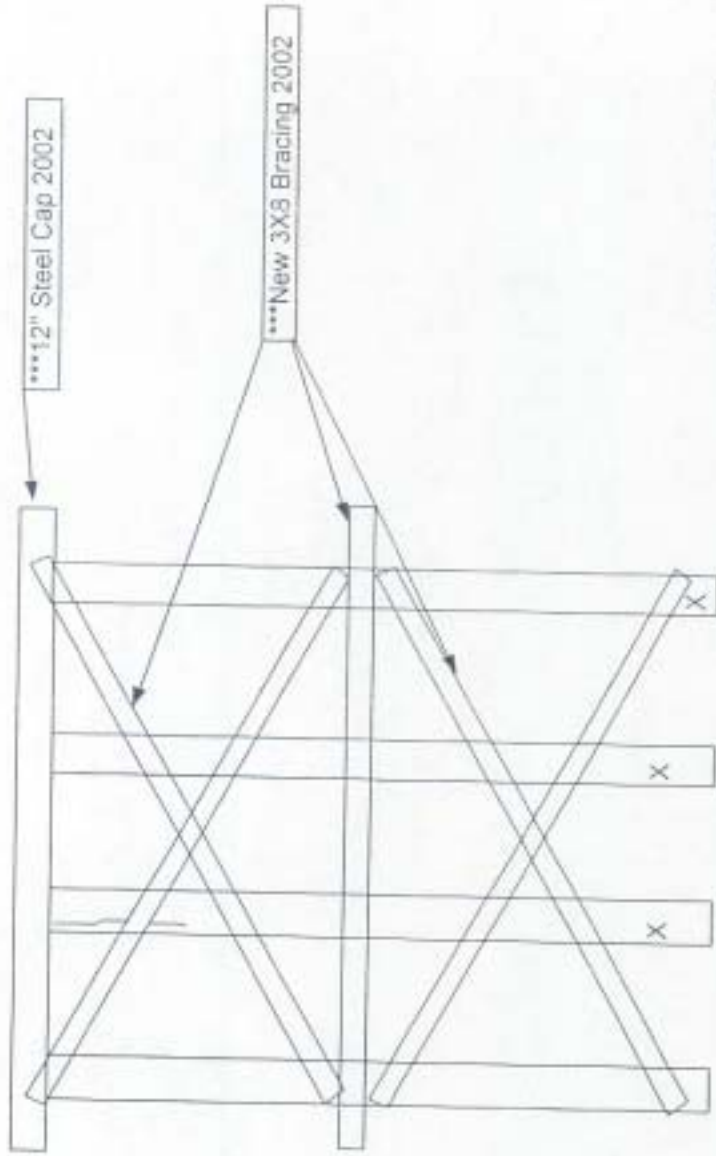
OBEC 8/29/02

OBEC 12/20/96



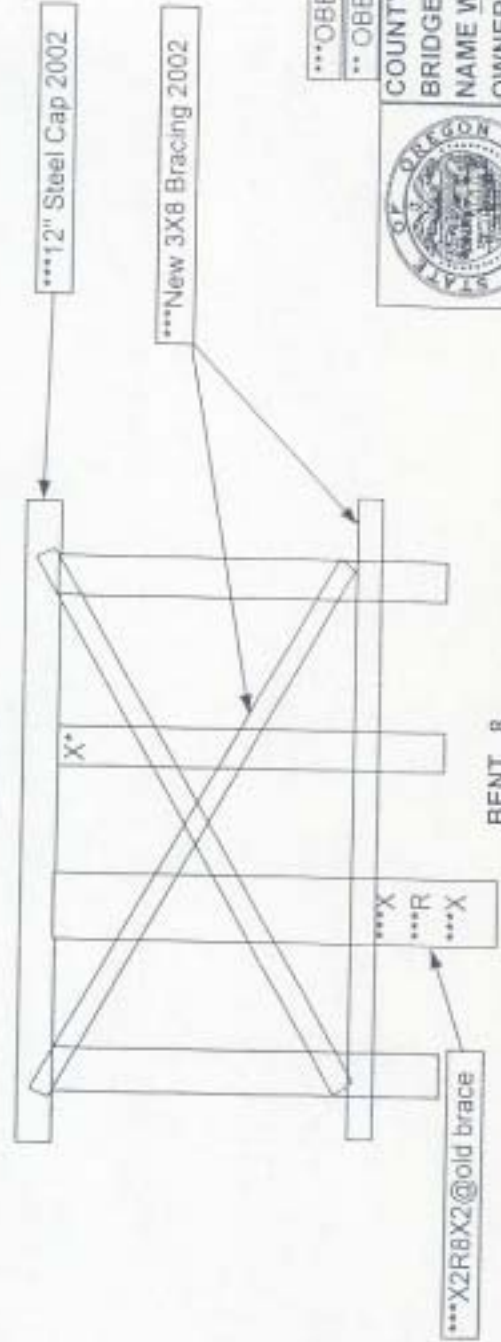
COUNTY POLK
BRIDGE NO. 53C113
NAME WIGRICH ROAD
OWNER COUNTY
DATE 10-8-94

TIMBER BORING REPORT



* BORED 1992

BENT 7



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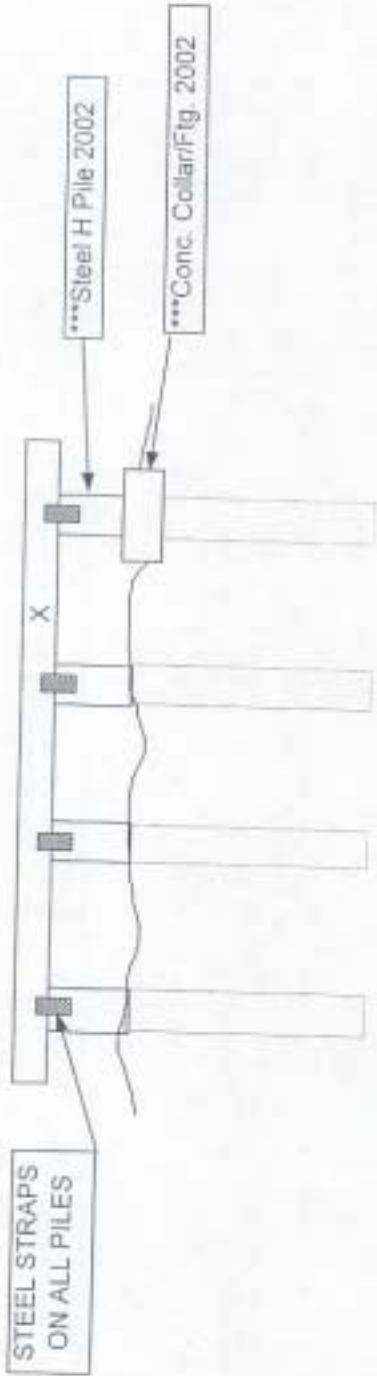
BENT 8

***OBEC 8/29/02
** OBEC 12/20/96



COUNTY POLK
BRIDGE NO. 53C113
NAME WIGRICH ROAD
OWNER COUNTY
DATE 10-8-94

TIMBER BORING REPORT



BENT 9

***OBEC 8/29/02

** OBEC 12/20/96



COUNTY POLK
BRIDGE NO. 53C113
NAME WIGRICH ROAD
OWNER COUNTY
DATE 10-8-94

LOCAL AGENCY - PROJECT SCOPING NOTES

Date: 17-Sept-03 Name: OBEC Consulting Engineers Phone: 541-683-6090

Project Name: **Willamette River O'flow (Wigrich Road) Bridge #53C113**

Road Name: **Wigrich Road** Local Agency Road Number: **9402**

Agency: **Polk County** Mile Post / Length: **1.80 / 0.03**

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:	Resource	Current ADT (Year):	232 (2003) w/ 15.1% trucks
Accident History (Injuries - Fatalities)	Yes / No	Design ADT (Year):	391 (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)	45 mph	50 mph	50 mph	
Lane Width (m / ft)	9'	11'	11'	
Shoulder Width (m / ft)	1'	5'	4'	Y
Bike Lane Width (m / ft)	-	-	-	
Sidewalk Width (m / ft)	-	-	-	
Bridge Width (m / ft)	179' L x 21' W	180' L x 35' W	180' L x 33' 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 Wigrich Road Bridge is structurally deficient due to rotten timber piling and rotten pile caps and functionally obsolete due to narrow width (21' o-o). During large flood events, the roadway overtops leaving +5 landowners land locked on the east side of the bridge. Landowners must use large tractors to evacuate the area.

PROPOSED ALTERNATIVES (SCOPE):

Look at stage constructing a 3-span slab bridge with temporary detour structure to the downstream (north) side. Need to address high water and pick up approach about 1.5'-2' w/ vertical curve on the bridge.

- CHECK PROJECT LIMITS (PRIOR PROJECT LIMITS, MISSED SECTIONS, APPROPRIATE START & END, SAFETY, FUNDING LIMITS):
±300' east and west from the ends of the bridge.
- 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'-4'-11'-11'-4'-1.5' (rail-shld-lane-lane-shld-rail) Total bridge width of 33' o-o.
Polk Co pavement standard is 2.5" AC on 9" Aggregate Base.
- SHOULDERS / DITCHES (ADEQUATE WIDTH / SLOPES / SHOULDER ROCK / DITCH WORK):
Existing shoulders & ditch at all 4 corners.
- DRAINAGE NEEDS (FISH CULVERTS, DAMAGED OR PLUGGED CULVERTS, EXTENSIONS, OFFSITE DRAINAGE, FLOODING PROBLEMS, CATCH BASINS, DITCHES):
The new bridge will carry the runoff to the ends of the bridge and into a vegetated ditch at each bridge corner.
- ROAD APPROACHES / ACCESSES (PAVE OR GRAVEL / CLOSURE? / SIGHT DISTANCE PROBLEMS?):
Hadley Road is located ±50' NW of existing bridge end, there is a residential driveway @ SW corner, field access @ NE corner and another residential driveway ±120' from SE corner.
- 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):
Vertical alignment – would pick up grade particularly to the east end.
- BRIDGE/STRUCTURE NEEDS (NUMBER OF SPANS PROPOSED, BRIDGE RAILING, END TREATMENTS):
The existing bridge is 179' long x 21' wide multi-span timber pile bridge with 3' wide x 12" deep slabs. The existing slabs look to be in fairly good shape. Propose a 180' long x 32' wide 3-span 26" slab bridge w/ each span about 60' in length. Type-F rail preferred.
- BRIDGE APPROACH NEEDS (IMPACT PANELS, EXPANSION JOINTS):
This is a heavy farm use route. Therefore, Polk County recommends impact panels.
- GUARDRAIL NEEDS (REPAIR / REPLACE / EXTEND / ADD / DELETE / APPROPRIATE LENGTH / END TYPE):
Anticipate short flares on west end (residence & Hadley Road) with install minimum guardrail runs at east end of the bridge.

- **TRAFFIC CONTROL (DETOUR / STAGE CONSTRUCTION / TRAFFIC, ROAD CLOSURE, TEMPORARY BRIDGE):**
After some discussion of options, it was recommended that a temporary detour bridge be constructed to the north and to put the new bridge back approximately on the same alignment.

- **FOUNDATION / GEOTECHNICAL / GEOLOGY CONSIDERATIONS / PH & RESISTIVITY (DRILLING NEEDED? / SURCHARGE? / OTHER?):**
The existing bridge is housed on treated timber piling. Anticipate pile foundations for the new bridge. Recommend drilling 3 holes for geotechnical explorations. Perform soil pH & resistivity testing. Testing for pavement design.

- **HYDRAULICS CONSIDERATIONS (SCOUR / EROSION / RIPRAP / FEMA?):**
This is an overflow bridge for backwater from the Willamette River. Perform USGS regression analysis for hydrology with standard HEC-RAS backwater analysis and ODOT scour analysis.

- **SIGNING REQUIREMENTS / PAVEMENT STRIPING / OTHER PAVEMENT MARKINGS (REPLACE OR REINSTALL / SIGNING PLANS? / SHOULDER DELINEATORS? / STRIPING PLANS? [DURABLE STRIPE PRODUCT?]):**
Hadley Road street sign & dead end sign.

- **ADA NEEDS (RAMPS, DRIVEWAYS, CURBS & SIDEWALKS):**
N/A

- **MAILBOX NEEDS (REPLACE, MOVE OR COMBINE MAILBOXES):**
One mailbox $\pm 160'$ in SE quadrant and one mailbox $\pm 100'$ in SW quadrant.

- **UTILITY CONFLICTS (UNDERGROUND AND OVERHEAD CONFLICTS):**
OH – Power (PPL) downstream to the north. Will require relocation for temporary detour structure.
UG – Phone (Qwest)

- **SURVEYING NEEDS:**
Topo – r/w retracement – hydraulic x-sections, Survey $\pm 500'$ beyond each end of the bridge.

- **RIGHT-OF-WAY NEEDS:**
Existing r/w = 40' per county. Same ownership on downstream side of bridge. Two separate owners on upstream side. Will need new r/w from all three owners
 - How will additional R/W be paid for, if required? OTIA/HBRR
(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:**
Treated timber piling & pile caps.

 - **Historical (BRIDGES, STRUCTURES, BUILDINGS, ETC.) [SECTION 106]:**
None

 - **Archaeological SITES (KNOWN OR POSSIBLE SITES) [SECTION 106]:**
Phase 1 survey (literature search & pedestrian survey).

 - **WETLANDS (KNOWN OR POSSIBLE WETLANDS / MITIGATION SITES):**
Wetlands are present, need delineation.

- SPECIAL EROSION / RIPARIAN NEEDS (RIPRAP / SEEDING AND MULCHING / TREE PLANTINGS / ETC.):
None required.
- THREATENED & ENDANGERED SPECIES:
Likely a no-effect memo will suffice for the construction of the bridge. Possible plant survey needed.
- 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.)
N/A
- 6(f):
N/A
- NOISE:
N/A
- IN-WATER WORK PERIOD:
June 1 – September 30
- NON-LISTED WILDLIFE ISSUES (MIGRATORY BIRD TREATY ACT, WILDLIFE PASSAGE, ETC.):
None anticipated.
- 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. Need to check if a No-Effect memo is sufficient or if a Biological Assessment is required.
- POLITICAL OR CONTROVERSIAL ISSUES (THAT COULD DELAY PROJECT, CONSTRUCTION TIMING, RAILROAD CROSSINGS, APPROVED / PLANNED DEVELOPMENT):
 - Road closure to large farming area.
 - There are 5 residents with small farms and 2 large farming operations located east of the bridge.
 - Anticipate having one public information meeting to communicate what the timing and overall schedule will be for the project.
- OTHER:

ATTENDEES: (Polk County) – Aaron Geisler, Fred Lowe, (OBEC) – Kevin Boyle, Bill Hall



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. 53C113
Wigrich Road

October 10, 2003

This County will accept either funding source

POLK COUNTY

Bridge No. 53C113

Wigrich Rd.



VICINITY MAP



LOCATION MAP



APPROACH



DOWNSTREAM

Date 07/10/03

TO: MONMOUTH
AND INDEPENDENCE

BUENA VISTA RD.

Judson
Landing

MARION Co.
POLK Co.

Bottom

TOTAL AREA = 1,748.25 acres

748.25 acres

WIGRICH

BRIDGE

metery

TWO LARGE FARM
OPERATIONS

BUENA VISTA RD.

WELLS LANDING ROAD

POLK Co.
MARION Co.

| | | | |

Wigrich Rd.
53C113



Approach



Approach



Upstream



Downstream