



PROJECT PROSPECTUS

Part 1 — Project Request (Page 1 of 2)

Section: Johnson Creek (Johnson Creek Boulevard) Bridge #6135		Key Number:		Jurisdiction:	
State Highway No.:		Highway Name:		Mile Point	
Region: 1		Area:		District: 2B	
From: 0.60		To: 0.061		Length: (mi) (km) 0.01 mi	
<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	City:	MPO:	Within UGB <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	County: Clackamas	
Route No.:		NHS <input type="checkbox"/> YES <input type="checkbox"/> NO	HPMS:	FC: 16	Applicant (if other than State): Clackamas County
US Congressional District: 3		State Senate District: 20		State Representative District: 40	
Cost Estimates (x \$ 1,000)		Project Components		Right Of Way	
Preliminary Engineering	\$295	Grading	X	Files	(#) 3
Right Of Way	\$40	Paving	X	Hectares	(#) .1
Utility Reimbursement		Structures	X	Relocations	(#) 0
		Signing		Acquisitions	(#) 0
Roadway	\$244	Signals		Easements	(#) 3
Structures	\$765	Illumination		Work By: State / Consultant / Applicant	
Signals	\$0			Preliminary Engineering (S.C.A.)	C
Illumination	\$0			Construction Engineering (S.C.A.)	C,A
Temp. Protection	\$112			Right of Way Descriptions (S.C.A.)	C
Const. Contingencies	\$354			Right Of Way Acquisitions (S.C.A.)	C
Const. Engineering	\$118	Project Categories		Constructed By	
Remove Exist Bridge	\$38	Environmental Class (1, 2, 3, PCE)	2	<input checked="" type="checkbox"/> Contract	<input type="checkbox"/> County Force
Other	\$0	Design Category (1-7)	7	<input type="checkbox"/> State Force	<input type="checkbox"/> Other
Total CE and Construction:	\$1,650	Work Type Code (1-13)	5	<input type="checkbox"/> City Force	
Total Estimate:	\$ 1,985	Primary STIP Work Type:			
Recommended Let Date By Federal Fiscal Year (Quarter-Year):		2nd 2006			
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	5	The existing bridge is a narrow 2 lane structure without bicycle or pedestrian facilities. It has a sufficiency rating of 40.9 and is considered functionally obsolete. Traffic, since the opening of the Johnson Creek Boulevard interchange at I-205 (1990), has increased by more than 50% on this 2 lane minor arterial. Existing traffic is over 18,000 vehicles per day (ADT) and is operating at an unacceptable level of service. By the year 2015, traffic volumes are expected to exceed 24,000 vehicles per day (ADT). The bridge was constructed in 1959. It has numerous fracture critical welds on the floor beam connections. In addition, during high runoff periods the stream opening is inadequate and the creek overflows onto the road. Because of the flooding, it is not unusual for Johnson Creek boulevard to be closed several times a year during the winter months.		
Structures (#)	1	1			
Signals (#)	0	0			
Bike Way (#)	0	2			
Average Daily Traffic	18050	24000			
Year of ADT	2003	2015	Describe Proposed Solution: - Attach Sketch Map		
Throughway	YN		A future County project will improve Johnson Creek Boulevard to 5 lanes. Therefore, a new bridge should be constructed to accommodate this widening. In addition, the existing bridge should be raised to better accommodate high water events.		
Prepared By:	Date:	OTC Approval Date:	Program Year:	Funding Amount:	
X					



PROJECT PROSPECTUS

Part 1 Project Request (Page 2 of 2)

Key Number:

Jurisdiction:

Section:

Johnson Creek (Johnson Creek Boulevard) Bridge #6135

Region:

1

Area:

0

District:

2B

Project Justification

The existing bridge is a narrow 2 lane structure without bicycle or pedestrian facilities. It has a sufficiency rating of 40.9 and is considered functionally obsolete. Traffic, since the opening of the Johnson Creek Boulevard interchange at I-205 (1990), has increased by more than 50% on this 2 lane minor arterial. Existing traffic is over 18,000 vehicles per day (ADT) and is operating at an unacceptable level of service. By the year 2015, traffic volumes are expected to exceed 24,000 vehicles per day (ADT). The bridge was constructed in 1959. It has numerous fracture critical welds on the floor beam connections. In addition, during high runoff periods the stream opening is inadequate and the creek overflows onto the road. Because of the flooding, it is not unusual for Johnson Creek Boulevard to be closed several times a year during the winter months. Also, this bridge serves as a critical piece of the regional freight corridor connecting Oregon State Highway 99E, 213, and Interstate 205 to multiple light and heavy industrial sites and distribution centers. The bridge is also located within a mile of Interstate 205.

Additional Information For Project Requested By Local Jurisdictions

Responsible Local Office To Be Contacted For The Following Activities:

- | | | | | |
|--|-------|----------|-------|---------|
| 1. Public Hearing /
Citizen Involvement | _____ | (Office) | _____ | (Phone) |
| 2. Environmental / Planning | _____ | (Office) | _____ | (Phone) |
| 3. Pre-Engineering | _____ | (Office) | _____ | (Phone) |

This Official Request is From:

City of:

and/or Clackamas

County

By:

By:

Stephen Maltby, P.E.

By:

By:

Michael B. Bezner, P.E.

By:

Applicable Intergovernmental Agreements:

IGA Number:

Jurisdiction Name:

Agreement Date:

Administrative Recommendation

Bridge Project Prospectus Additional Bridge Information

Applicant: Clackamas County		NBIS Bridge Number: 6135							
Project Name / Section: Johnson Creek (Johnson Creek Boulevard) Bridge #6135		Region: 1	Area: 0						
		District: 2B							
Funding Preferred Source: <input checked="" type="checkbox"/> OTIA III <input type="checkbox"/> Federal HBRR Acceptable Source: <input checked="" type="checkbox"/> OTIA III <input type="checkbox"/> Federal HBRR	Heavy Vehicle Usage <table 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;">1650</td> <td style="text-align: center;">1650</td> </tr> </tbody> </table> Fire Truck Usage: <input type="checkbox"/> YES, at least 25% of trips use bridge. <input checked="" type="checkbox"/> No. Less than 25% of trips			Existing	Proposed	Truck AADT:	1650	1650	Detour Detour Route: Length: 2.7 miles Map: (Please attach map)
	Existing	Proposed							
Truck AADT:	1650	1650							
Regional Freight Corridor Analysis: this bridge serves as a critical piece of the regional freight corridor connecting Oregon State Highway 99E to multiple light and heavy industrial sites and distribution centers. The bridge is also located within a mile of Interstate 205.									
Special Consideration: This bridge provides access to multiple light and heavy industrial sites and distribution centers.									

BAN AREA

BRIDGE
6135

DETOUR
2.7 miles

1 INCH = .75 MILES





































