



# PROJECT PROSPECTUS

Part 1 — Project Request (Page 1 of 2)

Key Number: \_\_\_\_\_ Jurisdiction: \_\_\_\_\_

Section: **BEAR CREEK (FRONTAGE ROAD) BRIDGE # 63C01** Region: **5** Area: **NEACT AREA** District: **13**

State Highway No.: \_\_\_\_\_ Highway Name: \_\_\_\_\_ Mile Point From: **0.04** To: **0.09** Length: (mi) **.05** (km) \_\_\_\_\_

Urban City: \_\_\_\_\_ MPO: \_\_\_\_\_ Within  Yes County: **WALLOWA** Road/Street Name: **FRONTAGE ROAD**  
 Rural  No UGB  No

Route No.: \_\_\_\_\_ NHS  YES HPMS: \_\_\_\_\_ FC: **08** Applicant (If other than State): **WALLOWA COUNTY**  
 NO

US Congressional District: **2** State Senate District: **29** State Representative District: **57**

Cost Estimates ( x \$ 1,000)	Project Components	Right Of Way
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Preliminary Engineering	\$113	Grading	X	Files	(#)	2
Right Of Way	\$15	Paving	X	Acres	(#)	1
Utility Reimbursement		Structures	X	Relocations	(#)	
		Signaling		Acquisitions	(#)	
Roadway	\$36	Signals		Easements	(#)	
Structures	\$320	Illumination		Work By: State / Consultant / Applicant		
Signals	\$0			Preliminary Engineering	(S,C,A)	C
Illumination	\$0			Construction Engineering	(S,C,A)	C
Temp. Protection	\$10			Right of Way Descriptions	(S,C,A)	C
Const. Contingencies	\$75			Right Of Way Acquisitions	(S,C,A)	C
Const. Engineering	\$68					

Project Categories	Constructed By
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Remove Exist Bridge	\$22	Environmental Class	(1, 2, 3, PCE)	2	<input checked="" type="checkbox"/> Contract <input type="checkbox"/> County Force <input type="checkbox"/> State Force <input type="checkbox"/> Other <input type="checkbox"/> City Force <b>CONSULTANT</b>
Other	\$30	Design Category	(1-7)	7	
Total CE and Construction:	\$560	Work Type Code	(1-13)	5	
Total Estimate:	\$ 688	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 existing structure is functionally obsolete with a sufficiency rating of 53.9. The bridge is currently posted with a 22-ton load limit. The width of the bridge is substandard.
Structures (#)	1	1	
Signals (#)	0	0	
Bike Way (#)	N	N	
Average Daily Traffic	26	40	
Year of ADT	2000	2020	
Throughway	Y/N		

Describe Proposed Solution: - Attach Sketch Map

Replace with a 80-foot span X 32-foot wide precast prestressed concrete structure and install guardrail to meet standards. Widen approaches in order to accommodate a 32-foot wide structure.

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: BEAR CREEK (FRONTAGE ROAD) BRIDGE # 63C01

Region:  
5

Area:  
NEACT AREA

District:  
13

## Project Justification

This steel and concrete structure was originally constructed in 1911 and serves as a vital route for logging and agricultural truck traffic. Bridge inspection reports indicate that the bent walls are bowed 6 to 9 inches, the deck has a fair (5) condition rating. This bridge is posted 22 tons. These conditions in combination with the narrow width and low load rating make it undesirable and unsafe for two-way truck traffic.

Due to these conditions, Wallowa County has requested that Bear Creek (Frontage Road) Bridge #63C01 be submitted for replacement under the OTIA III Program. This project is consistent with the Department of Transportation's and Wallowa County's goals of replacing or rehabilitating deficient structures. [The legal description for Bear Creek (Frontage Road) Bridge #63C01 is as follows: T1N R42E S11.]

## Additional Information For Project Requested By Local Jurisdictions

Responsible Local Office To Be Contacted For The Following Activities:

- |  |                      |          |                      |         |
|--|----------------------|----------|----------------------|---------|
| 1. Public Hearing /<br>Citizen Involvement | <input type="text"/> | (Office) | <input type="text"/> | (Phone) |
| 2. Environmental / Planning                | <input type="text"/> | (Office) | <input type="text"/> | (Phone) |
| 3. Pre-Engineering                         | <input type="text"/> | (Office) | <input type="text"/> | (Phone) |

This Official Request is From:

City of:	<input type="text"/>	and/or	Wallowa County	<input type="text"/>	County
By:	<input type="text"/>	By:	Russ McMartin, Public Works Director	<input type="text"/>	
By:	<input type="text"/>	By:	<input type="text"/>	<input type="text"/>	
		By:	<input type="text"/>	<input type="text"/>	

Applicable Intergovernmental Agreements:

IGA Number:	Jurisdiction Name:	Agreement Date:
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>

## Administrative Recommendation

## Bridge Prospectus Cost Estimate

Applicant:	WALLOWA COUNTY	NBIS	Bridge No.	
Project / Section	BEAR CREEK (FRONTAGE ROAD) BRIDGE # 63C01	Region:	5	Area: NEACT AREA
				District: 13

New Bridge / Roadway Configuration:		Existing Bridge:	
Left Side Rail	80 feet	Bridge Length	80 feet
Left Sidewalk	feet	Bridge Width	18 feet
Shoulder	4 feet	Area	1440 square ft.
Lane 2	feet	New AC Top Width	32 feet
Lane 1	12 feet	New AC Depth	4 inches
---CL---	feet	New Base Depth	12 inches
Lane 1	12 feet	Project Length	380 feet
Lane 2	feet	Net Road Work Length	300 feet
Shoulder	4 feet	X-S Side Slope	1:3
Right Sidewalk	feet	AC Avg Width	32 feet
Right Side Rail	80 feet	Base Avg Width	32 feet
Bridge Length	80 feet	Asphalt Density	140.63 pounds/ cu ft
Bridge Width	32 feet	Base Density	147.5 pounds/ cu ft
New Area	2560 square ft.	New AC Received	240 tons
		New Base Required	704 tons

COST ESTIMATE:	Quantity	Unit	Price per unit	Cost ( \$x1000s)
Right-of-Way	1.00	Acre	\$ 15,000	\$15
<b>==Roadway==</b>				
Clear & Grub	\$ 4,000	lump sum		\$4
Erosion Control	\$ 1,000	lump sum		\$1
General Excavation	200	cubic yards	\$ 10.00	\$2
Embankment in Place	100	cubic yards	\$ 20.00	\$2
Pavement Removal		square feet	\$ 9.00	\$0
Aggregate Base	704	tons	\$ 11.00	\$8
Asphalt Concrete		tons	\$ 36.00	\$0
Curb		feet		\$0
Sidewalk		feet		\$0
Riprap		cubic yards	\$ 52.00	\$0
Guardrail, Type 2A	150	feet	\$ 20.00	\$3
Guardrail, Type 3	50	feet	\$ 40.00	\$2
Guardrail Trans	4	each	\$ 1,700.00	\$7
Other		specify unit		\$0
Other		specify unit		\$0
Other		lump sum		\$0
Other		lump sum		\$0
Flared Terminals	4	each	\$ 1,800.00	\$7
<b>Subtotal Roadway</b>				<b>\$36</b>
Structures	2,560	square feet	\$ 115.00	\$294
Bridge Rail	160	feet	\$ 95.00	\$15
Remove Existing Bridge	1,440	square feet	\$ 15.00	\$22
Other		specify unit		\$0
Other		specify unit		\$0
Detour		lump sum		\$0
Const. Survey Work	\$ 10,000	lump sum		\$10
<b>Subtotal Structures</b>				<b>\$341</b>

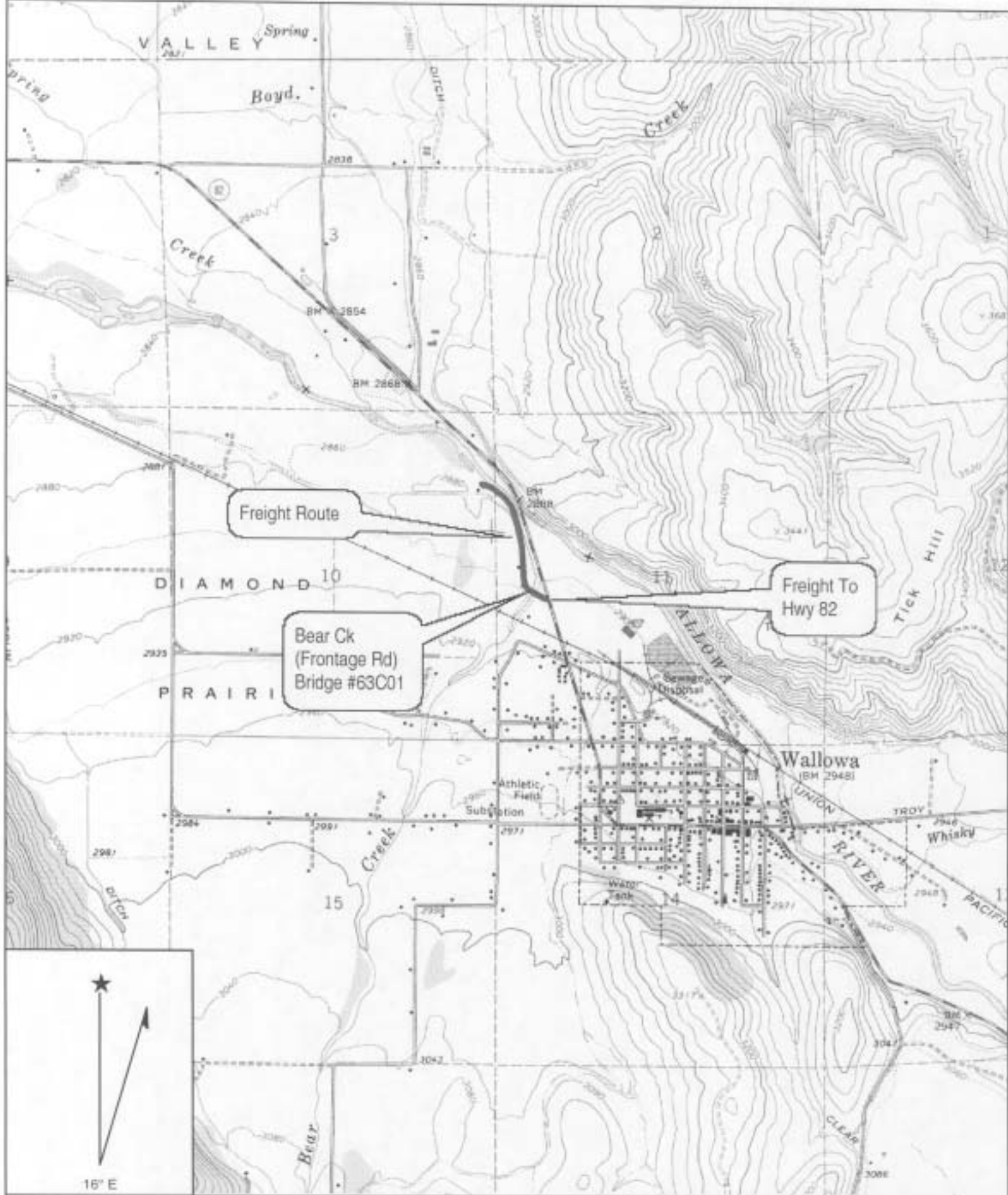
## Bridge Prospectus Cost Estimate

Applicant:	WALLOWA COUNTY	NBIS	
Project /	BEAR CREEK (FRONTAGE	Bridge No.	
Section	ROAD) BRIDGE # 63C01	Region:	Area:
		5	NEACT AREA
			District:
			13
Mobilization	8	percent of (Roadway + Structure)	\$30
Signals		lump sum	\$0
Illumination		lump sum	\$0
Temporary Protection	\$ 10,000	lump sum	\$10
Detour Route		feet	\$0
Other		specify unit	\$0
Other		specify unit	\$0
Other		lump sum	\$0
Other		lump sum	\$0
Mobilization & Traffic			\$40
Subtotal Construction			\$417
==Engineering==			
Construction Engineering	18	percent of (Roadway + Structure)	\$68
Contingency	20	percent of (Roadway + Structure)	\$75
Subtotal Const. Eng.			\$143
Preliminary Engineering			
Consultant	28	percent of (Roadway + Structure)	\$106
State		percent of (Roadway + Structure)	\$0
County	2	percent of (Roadway + Structure)	\$8
Subtotal PE			\$113
<b>Total Estimate</b>			<b>\$688</b>

## Bridge Project Prospectus Additional Bridge Information

Applicant: WALLOWA COUNTY		NBIS Bridge Number: 0						
Project Name / Section: BEAR CREEK (FRONTAGE ROAD) BRIDGE # 63C01		Region: 5	Area: NEACT AREA	District: 13				
<b>Funding</b>  <b>Preferred Source:</b> <input checked="" type="checkbox"/> OTIA III <input type="checkbox"/> Federal HBRR  <b>Acceptable Source:</b> <input checked="" type="checkbox"/> OTIA III <input checked="" type="checkbox"/> Federal HBRR		<b>Heavy Vehicle Usage</b> <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; text-align: center;" type="text" value="1"/></td> <td><input style="width: 50px; text-align: center;" type="text" value="2"/></td> </tr> </table> <b>Fire Truck Usage:</b> <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; text-align: center;" type="text" value="1"/>	<input style="width: 50px; text-align: center;" type="text" value="2"/>	<b>Detour</b>  <b>Detour Route:</b> Length: <input style="width: 50px;" type="text" value="Dead End"/> Map: (Please attach map)	
Existing	Proposed							
Truck AADT: <input style="width: 50px; text-align: center;" type="text" value="1"/>	<input style="width: 50px; text-align: center;" type="text" value="2"/>							
<b>Regional Freight Corridor Analysis:</b> No posted bridges on detour or freight corridor. SEE DETOUR/CORRIDOR MAP								
<b>Special Consideration:</b>								





Name: WALLOWA  
 Date: 10/11/2003  
 Scale: 1 inch equals 2000 feet

Location: 045° 34' 48.57" N 117° 32' 26.38" W