



PROJECT PROSPECTUS

Part 1 — Project Request (Page 1 of 2)

Section: WALLOWA RIVER (DEER CREEK ROAD) BRIDGE #63C114						Key Number:	Jurisdiction:	
State Highway No.:						Region: 5	Area: NEACT AREA	District: 13
Highway Name:						Mile Point From: 21.08	To: 22.03	Length: (mi) .05 (km)
<input type="checkbox"/> Urban	City:	MPO:	Within <input type="checkbox"/> Yes	County: WALLOWA	Road/Street Name:			
<input checked="" type="checkbox"/> Rural			UGB <input type="checkbox"/> No		DEER CREEK ROAD			
Route No.:	NHS <input type="checkbox"/> YES <input type="checkbox"/> NO	HPMS:	FC: 09	Applicant (If other than State): WALLOWA COUNTY				
US Congressional District: 2			State Senate District: 29			State Representative District: 57		
Cost Estimates (x \$ 1,000)			Project Components			Right Of Way		
Preliminary Engineering	\$153	Grading	X	Files	(#)	2		
Right Of Way	\$15	Paving	X	Acres	(#)	1		
Utility Reimbursement		Structures	X	Relocations	(#)			
		Signing		Acquisitions	(#)			
Roadway	\$36	Signals		Easements	(#)			
Structures	\$443	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	\$102			Right Of Way Acquisitions	(S,C,A)	C		
Const. Engineering	\$92	Project Categories			Constructed By			
Remove Exist Bridge	\$30	Environmental Class	(1, 2, 3, PCE)	2	<input type="checkbox"/> Contract	<input type="checkbox"/> County Force		
Other	\$41	Design Category	(1-7)	7	<input type="checkbox"/> State Force	<input type="checkbox"/> Other		
Total CE and Construction:	\$754	Work Type Code	(1-13)	5	<input type="checkbox"/> City Force	CONSULTANT		
Total Estimate:	\$ 922	Primary STIP Work Type:						
Recommended Let Date By Federal Fiscal Year (Quarter-Year):								
PE Fund:		RW Fund:		UR Fund:		CE-CN Fund:		
PE EA:		RW 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 58.7. The bridge is currently posted with a 23-ton load limit. The width of the bridge is substandard.					
Structures (#)	1	1						
Signals (#)	0	0						
Bike Way (#)	N	N						
Average Daily Traffic	22	24						
Year of ADT	2001	2021						
Throughway	Y/N							
Describe Proposed Solution: - Attach Sketch Map			Replace with a 112-foot span X 32-foot wide bulb "T" beam structure and install guardrail to meet standards. Widen approaches in order to accommodate a 32-foot wide structure.					
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: WALLOWA RIVER (DEER CREEK ROAD) BRIDGE #63C114

Region:
5

Area:
NEACT AREA

District:
13

Project Justification

This steel and concrete structure was originally constructed in 1964 and serves as a vital route for logging and agricultural truck traffic. Bridge inspection reports indicate that there is erosion at both ends of the bridge, sliding bearing plates are frozen and the fixed bearing plates anchor bolts are bent and adjacent concrete is fractured. 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 Wallowa River (Deer Creek Road) Bridge #63C114 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 Wallowa River (Deer Creek Road) Bridge #63C114 is as follows: T2N R41E S29.]

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 _____	County
By: _____	By: _____	
By: _____	By: _____	
	By: _____	

Applicable Intergovernmental Agreements:

IGA Number:	Jurisdiction Name:	Agreement Date:
_____	_____	_____
_____	_____	_____
_____	_____	_____

Administrative Recommendation

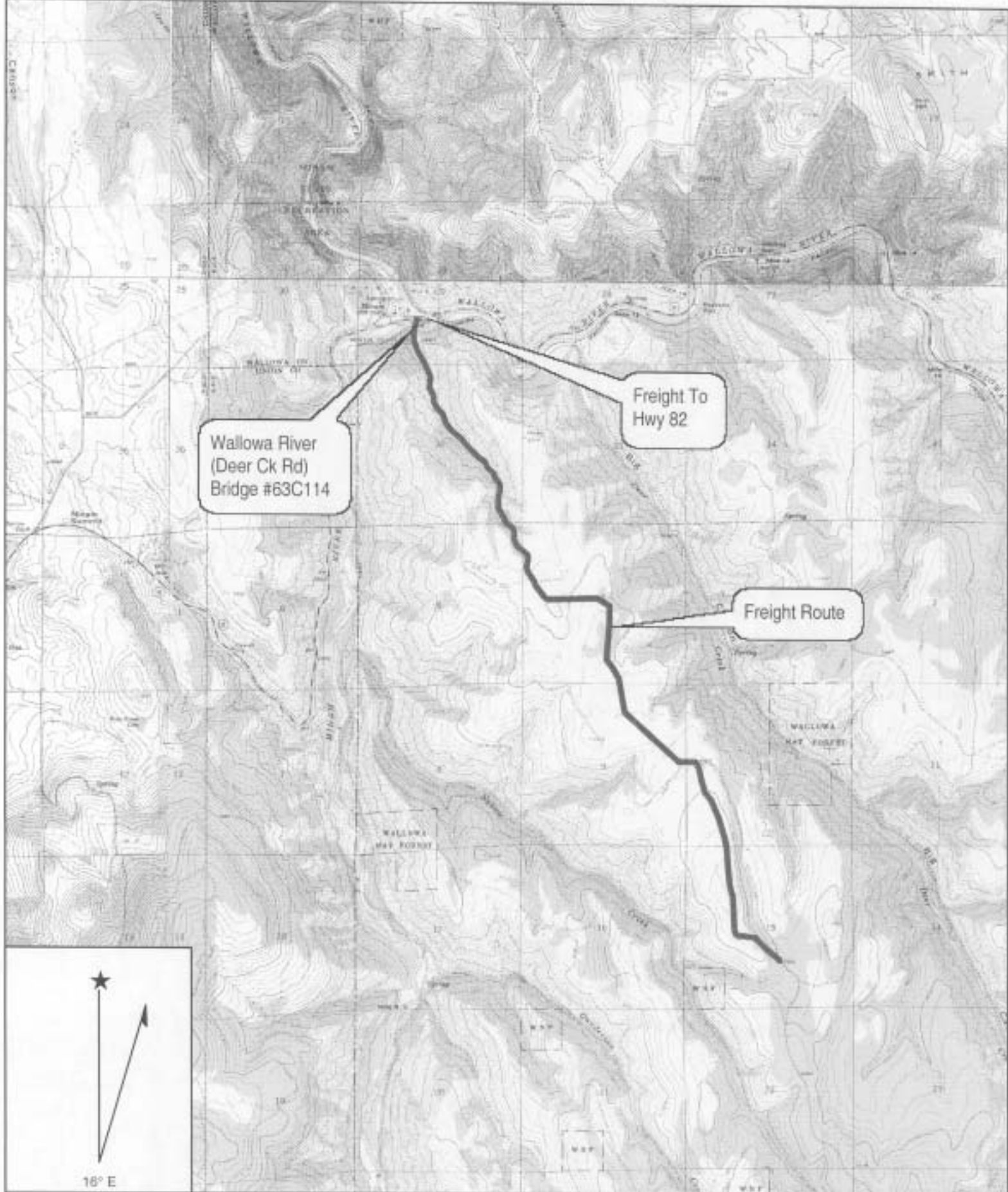
Bridge Prospectus Cost Estimate

					NBIS Bridge No.
Applicant: Project / Section	WALLOWA COUNTY WALLOWA RIVER (DEER CREEK ROAD) BRIDGE #		Region: 5	Area: NEACT AREA	District: 13
New Bridge / Roadway Configuration:					
Left Side Rail	112 feet	Existing Bridge:		Bridge Length	112 feet
Left Sidewalk	feet	Bridge Width		18 feet	
Shoulder	4 feet	Area		2016 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		412 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	112 feet	Base Avg Width		32 feet	
Bridge Length	112 feet	Asphalt Density		140.63 pounds/ cu ft	
Bridge Width	32 feet	Base Density		147.5 pounds/ cu ft	
New Area	3584 square ft.	New AC Received		240 tons	
		New Base Required		704 tons	
COST ESTIMATE:					
Right-of-Way	Quantity: 1.00	Unit: Acre	Price per unit: \$ 15,000	Cost (\$x1000s): \$15	
==Roadway==					
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	
Subtotal Roadway				\$36	
Structures	3,584	square feet	\$ 115.00	\$412	
Bridge Rail	224	feet	\$ 95.00	\$21	
Remove Existing Bridge	2,016	square feet	\$ 15.00	\$30	
Other		specify unit		\$0	
Other		specify unit		\$0	
Detour		lump sum		\$0	
Const. Survey Work	\$ 10,000	lump sum		\$10	
Subtotal Structures				\$474	

Bridge Prospectus Cost Estimate

Applicant: Project / Section	WALLOWA COUNTY WALLOWA RIVER (DEER CREEK ROAD) BRIDGE #	NBIS Bridge No. Region: 5	Area: NEACT AREA District: 13
Mobilization	8	percent of (Roadway + Structure)	\$41
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			\$51
Subtotal Construction			\$560
==Engineering==			
Construction Engineering	18	percent of (Roadway + Structure)	\$92
Contingency	20	percent of (Roadway + Structure)	\$102
Subtotal Const. Eng.			\$194
Preliminary Engineering Consultant	28	percent of (Roadway + Structure)	\$143
State		percent of (Roadway + Structure)	\$0
County	2	percent of (Roadway + Structure)	\$10
Subtotal PE			\$153
Total Estimate			\$922





Name: MINAM
Date: 10/11/2003
Scale: 1 inch equals 4000 feet

Location: 045° 35' 47.8" N 117° 42' 26.79" W



PROJECT PROSPECTUS

Part 1 — Project Request (Page 1 of 2)

Key Number: _____ Jurisdiction: _____

Section: **IMNAHA RIVER (SUMMIT CREEK) BRIDGE #63C80** Region: **5** Area: **NEACT AREA** District: **13**

State Highway No.: _____ Highway Name: _____ Mile Point From: **21.08** To: **22.03** Length: (mi) **.05** (km) _____

Urban City: _____ MPO: _____ Yes No Rural County: **WALLOWA** Road/Street Name: **UPPER IMNAHA ROAD**

Route No.: _____ NHS YES NO HPMS: _____ FC: **07** Applicant (If other than State): **WALLOWA COUNTY**

US Congressional District: **2** State Senate District: **29** State Representative District: **59**

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

Preliminary Engineering \$154 Grading X Files (#) 2

Right Of Way \$15 Paving X Acres (#) 1

Utility Reimbursement Structures X Relocations (#)

Signing Acquisitions (#)

Roadway \$44 Signals Easements (#)

Structures \$436 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 \$102 Right Of Way Acquisitions (S,C,A) C

Const. Engineering \$92 Project Categories Constructed By

Remove Exist Bridge \$32 Environmental Class (1, 2, 3, PCE) 2

Other \$41 Design Category (1-7) 7 Contract County Force

Total CE and Construction: \$758 Work Type Code (1-13) 5 State Force Other

Total Estimate: \$ 927 Primary STIP Work Type: _____ City Force **CONSULTANT**

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 structurally deficient with a sufficiency rating of 46.4. The bridge is currently posted with a 5-ton load limit. The width of the bridge is substandard.

Structures (#) 1 1

Signals (#) 0 0

Bike Way (#) N N

Average Daily Traffic 150 200

Year of ADT 2003 2010

Throughway Y/N

Describe Proposed Solution: - Attach Sketch Map

Replace with a 106-foot span X 32-foot wide bulb "T" beam structure and install guardrail to meet standards. Widen approaches in order to accommodate a 32-foot wide structure.

Prepared By: _____ Date: _____ OTC Approval Date: _____ Program Year: _____ Funding Amount: _____

X

8-2003



PROJECT PROSPECTUS

Part 1 Project Request (Page 2 of 2)

Key Number:

Jurisdiction:

Section: IMNAHA RIVER (SUMMIT CREEK) BRIDGE #63C80

Region:
5

Area:
NEACT AREA

District:
13

Project Justification

This steel and concrete structure was originally constructed in 1965 and serves as a vital route for logging and agricultural truck traffic. Although this structure was built in 1965, the life of the concrete is deteriorating faster than expected. The AC deck has scattered potholes throughout the length of the structure. Bridge inspection reports have documented signs of channel scour. Reports also indicate that the paint system is failing, thereby resulting in light to heavy rust on all areas of exposed steel with some section loss. These conditions in combination with the narrow width and low load rating make it undesirable and unsafe for two-way truck traffic. In January 1974 Imnaha River (Summit Creek) Bridge #63C80 was heavily damaged because of flooding conditions in the Imnaha River drainage system. Because of the widespread storm damage conditions throughout the State, flood damage repairs to these bridges and others were funded under the Emergency Relief Fund administered by FHWA. At that time, the agreed upon method of permanent repair was to place bags of sand, gravel, and cement under and along bridge bents with concrete placed on top to hold them in place. It is now very apparent that this method of repair was not appropriate as scour along the damaged bridge bents has continued and the potential exists for failure at any time. Upon reviewing the inspection files, it was found that this condition showed up in 1977, only 2 1/2 years after the repairs were made. But due to a misinterpretation of the Bridge Inspector's Manual furnished by FHWA, the rating was made much too high. Due to these conditions, Wallowa County has requested that Imnaha River (Summit Creek) Bridge #63C80 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 Imnaha River (Summit Creek) Bridge #63C80 is as follows: T2S R48E S22.]

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 _____ County

By: _____ By: _____

By: _____ By: _____

By: _____ By: _____

Applicable Intergovernmental Agreements:

IGA Number:	Jurisdiction Name:	Agreement Date:
_____	_____	_____
_____	_____	_____
_____	_____	_____

Administrative Recommendation

Bridge Prospectus Cost Estimate

		NBIS Bridge No.		
Applicant: Project / Section	WALLOWA COUNTY IMNAHA RIVER (SUMMIT CREEK) BRIDGE #63C80	[REDACTED]	Region: 5	Area: NEACT AREA
				District: 13
New Bridge / Roadway Configuration:		Existing Bridge:		
Left Side Rail	110 feet	Bridge Length	107 feet	
Left Sidewalk	feet	Bridge Width	20.1 feet	
Shoulder	4 feet	Area	2150.7 square ft.	
Lane 2	feet			
Lane 1	12 feet	New AC Top Width	32 feet	
--CL--	feet	New AC Depth	4 inches	
Lane 1	12 feet	New Base Depth	12 inches	
Lane 2	feet	Project Length	410 feet	
Shoulder	4 feet	Net Road Work Length	300 feet	
Right Sidewalk	feet	X-S Side Slope	1:3	
Right Side Rail	110 feet	AC Avg Width	32 feet	
		Base Avg Width	32 feet	
Bridge Length	110 feet	Asphalt Density	140.63 pounds/ cu ft	
Bridge Width	32 feet	Base Density	147.5 pounds/ cu ft	
New Area	3520 square ft.	New AC Received	240 tons	
		New Base Required	704 tons	
COST ESTIMATE:		Price		
	Quantity Unit	per unit	Cost (\$x1000s)	
Right-of-Way	1.00 Acre	\$ 15,000	\$15	
==Roadway==				
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	240 tons	\$ 36.00	\$9	
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	
Subtotal Roadway			\$44	
Structures	3,520 square feet	\$ 115.00	\$405	
Bridge Rail	220 feet	\$ 95.00	\$21	
Remove Existing Bridge	2,151 square feet	\$ 15.00	\$32	
Other	specify unit		\$0	
Other	specify unit		\$0	
Detour	lump sum		\$0	
Const. Survey Work	\$ 10,000 lump sum		\$10	
Subtotal Structures			\$468	

Bridge Prospectus Cost Estimate

Applicant:	WALLOWA COUNTY		NBIS	
Project /	IMNAHA RIVER (SUMMIT		Bridge No.	
Section	CREEK) BRIDGE #63C80		Region:	
			5	Area: NEACT AREA
				District: 13
Mobilization		8	percent of (Roadway + Structure)	\$41
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				\$51
Subtotal Construction				\$563
==Engineering==				
Construction Engineering		18	percent of (Roadway + Structure)	\$92
Contingency		20	percent of (Roadway + Structure)	\$102
Subtotal Const. Eng.				\$195
Preliminary Engineering				
Consultant		28	percent of (Roadway + Structure)	\$143
State			percent of (Roadway + Structure)	\$0
County		2	percent of (Roadway + Structure)	\$10
Subtotal PE				\$154
Total Estimate				\$927

Bridge Project Prospectus Additional Bridge Information

Applicant: WALLOWA COUNTY		NBIS Bridge Number: 0	
Project Name / Section: IMNAHA RIVER (SUMMIT CREEK) BRIDGE #63C80		Region: 5	Area: NEACT AREA
		District: 13	
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 <div style="display: flex; justify-content: space-around; font-size: small;"> Existing Proposed </div> Truck AADT: <input style="width: 40px; text-align: center;" type="text" value="8"/> <input style="width: 40px; text-align: center;" type="text" value="10"/> 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 style="width: 40px; text-align: center;" type="text" value="67"/> Map: (Please attach map)	
Regional Freight Corridor Analysis:			
No posted bridges on detour or freight corridor. SEE DETOUR/CORRIDOR MAP			
Special Consideration:			
This structure will have to be constructed with the 63c79 Imnaha River (Morgan) Bridge which is 1.38 miles away from the 63C80 Bridge.			

