

KEN HELGERSON
ROADMASTER

TERRY MILLER
Shop Foreman

**BAKER COUNTY
ROAD
DEPARTMENT**

3050 "E" STREET
BAKER CITY, OREGON 97814

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RICK HOLDEN
ASSISTANT ROADMASTER

KATHY HOGGE
Management Asst.

December 8, 2003

To: Bob Thompson, ODOT Bridge Section

From: Ken Helgerson, Baker County Roadmaster

Subject: Local Bridge Application Information Request Response Deadline: December 10, 2003

Please find enclosed the revised information requested by Doug Tindall in his Memo of November 24, 2003.

*Rec'd 12/19
Bridge*

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CRACKER CREEK BRIDGE (CRACKER CREEK ROAD)

#01C227

THIS BRIDGE IS THE ONLY ACCESS TO APPROXIMATELY FORTY THOUSAND ACRES OF NATIONAL FOREST TIMBER LAND, PRIVATE TIMBER LAND AND PATENTED MINING CLAIMS.

THE UNITED STATES FOREST SERVICE ESTIMATES THAT DURING THE NEXT 20 YEARS APPROXIMATELY 15 MILLION BOARD FEET OF TIMBER WILL NEED TO PASS OVER THE CRACKER CREEK BRIDGE. THIS BRIDGE IS ALSO CRITICAL FOR THE FOREST SERVICE TO FACILITATE THEIR FIRE SUPPRESSION PROJECTS.

MARK L. FERNS, REGIONAL GEOLOGIST FOR THE DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES, STATED THAT THIS IS ONE OF THE LARGEST MINING DISTRICTS IN THE STATE OF OREGON AND HAS A GREAT POTENTIAL FOR LARGE SCALE PRODUCTION.

THE 6 OTHER STRUCTURES ON THIS ROAD ARE NOT WEIGHT RESTRICTED. THERE IS POTENTIAL FOR AN INCREASE IN THE LOGGING TRUCK, MINING EQUIPMENT AND AGRICULTURAL TRAFFIC. THERE IS NO ALTERNATE ROUTE AVAILABLE. AFTER THIS BRIDGE, AT MP 2.15, THERE ARE 3 OTHER COUNTY ROADS AND NUMEROUS USEABLE FOREST SERVICE ROADS. CRACKER CREEK ROAD CONNECTS TO STATE HIGHWAY 410 THEN TO HIGHWAY 7 WHERE TRUCKS TRAVEL TO EITHER BAKER CITY OR JOHN DAY AND ON TO EITHER I-84 OR UNION PACIFIC RAIL ROAD IN BAKER CITY.

THE DEFAULT (5%) WAS USED TO DETERMINE THE AADT FOR THIS BRIDGE.

REPLACEMENT WOULD INCREASE SAFETY FOR THE TRAVELING PUBLIC.

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**BURNT RIVER (CLARKS CREEK RD.) BRIDGE
#01C408**

THIS BRIDGE IS CRITICAL FOR THE MOVEMENT OF FREIGHT LINKED TO LOGGING, MINING AND AGRICULTURAL RESOURCES GENERATED AND MANAGED IN THIS AREA. THIS BRIDGE IS THE ONLY ACCESS TO THIRTY THOUSAND ACRES OF BLM AND PRIVATE AGRICULTURAL GROUND. THERE IS DEFINITE POTENTIAL FOR RESURGENCE IN LOGGING, MINING AND/OR AGRICULTURAL ACTIVITIES WHICH WOULD INCREASE FREIGHT TRAFFIC DRAMATICALLY.

DUE TO THE SIZE OF THIS STRUCTURE AND THE COSTS REQUIRED FOR REPLACEMENT, IT IS NOT FEASIBLE THAT BAKER COUNTY'S CURRENT BUDGET COULD PROVIDE FUNDING TO COMPLETE THIS PROJECT.

THERE IS NO ALL WEATHER ROAD TO USE AS A DETOUR. THE DRY WEATHER ROUTE WOULD BE MORE THAN 20 MILES ON UNIMPROVED NARROW ROADS. A COLLAPSE OF THIS BRIDGE COULD BE LIFE THREATENING.

THE DEFAULT (5%) WAS USED TO DETERMINE THE AADT FOR THIS BRIDGE.

REPLACEMENT WOULD INCREASE SAFETY FOR THE TRAVELING PUBLIC.

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CLEAR CREEK (GULICK LANE) BRIDGE

#01C830

THIS BRIDGE HAS STRINGERS OF DIFFERENT SIZES, SOME OF WHICH WERE
POURED INTO THE ABUTMENTS. THIS HAS CAUSED CRACKING OF THE
CONCRETE AND THE BEAMS HAVE RUSTED AT AN ABNORMAL RATE FOR THIS
AREA. THE 2 OUTSIDE BEAMS WERE ADDED AFTER ORIGINAL CONSTRUCTION
AND ARE SMALLER. PASSING ON THIS BRIDGE COULD CAUSE EITHER SIDE TO
COLLAPSE.

THE DEFAULT (5%) WAS USED TO DETERMINE THE AADT FOR THIS BRIDGE.

REPLACEMENT WOULD INCREASE SAFETY FOR THE TRAVELING PUBLIC.