



PUBLIC WORKS DEPARTMENT
360 SW Avery Avenue
Corvallis, OR 97333-1192

(541) 766-6821
FAX (541) 766-6891

December 10, 2003

Bob Thompson
ODOT Bridge Section
355 Capitol Street NE
Room 301
Salem, Oregon 97301

Re: Local Bridge Application Information Request
OTIA III Bridge Funding

Application to obtain OTIA III funding were requested for the following bridge projects:

<u>Bridge ID</u>	<u>Bridge Name</u>
14122	Bellfountain Road (Oliver Creek) Bridge
03C17	Harris Road (Marys River) Steel Truss Bridge
14489A	Luckiamutte Road (Luckiamutte River) Bridge
14497	Price Creek Road (Price Creek) Bridge

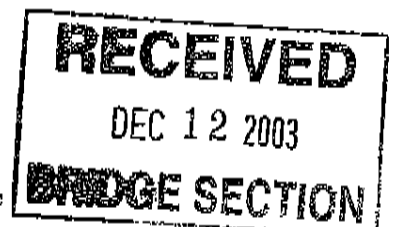
The information that was submitted as part of the applications sent for Benton County Public Works has been reviewed and has been determined to be complete and accurate. It also provides the following information that has been requested on a State Wide Basis for all Counties by Doug Tindall, State Maintenance Engineer.

A separate sheet has been prepared for each bridge that summarizes and may also clarify the information that was provided.

Please contact me if you have any questions.

Sincerely,

Chuck Knoll, PE
Senior Engineer



OTIA III Supplemental Information

Bridge ID 14122
Bridge Name Bellfountain Road (Oliver Creek) Bridge

How is the bridge used - This Bridge is posted for a 20-ton weight limit. This presently impairs truck usage that is estimated to be as much as 200 trucks per day for over a 2 to 6 month period. An increase in this activity is expected to occur when timber sales occur in the forests managed by the BLM and USFS as well as private landowners. As measured in July 2003, the average daily traffic was determined to be 642 vehicles per day with a 3.1% truck total.

Who uses it and when - Bellfountain Road provides a major commercial route for access to valuable natural resources located in an area of about 30,000 acres in the Southern portion of Benton County and a Northern portion of Lane County. This bridge crossing is vital for emergency response, fire equipment, school buses, and commercial carriers using an alternate route to Highway 99W or traveling from Highway 99W to Highway 34 or 20. Logging trucks and trucks associated with forest management practices and agricultural practices also use this bridge. The heaviest use of trucks is during April to June for forest harvesting, July to August for Agricultural Harvesting, and September to November for forest harvesting. There is heavy activity in this area in November associated with Christmas tree harvesting.

How it connects to other freight routes - This route is the only North-South alternate route for HWY 99W in Benton County. Bellfountain Road provides a major access to Highway 34 by way of Decker Road, Philomath and Corvallis and HWY 20/34 by way of Plymouth Road and Chapel Drive, and HWY 99W by way of 4 other county roads.

The detour route of 11.1 miles consists of Bellfountain Road, Dawson Road, HWY 99W, to Alpine Road, and Bellfountain Road. There is a shorter detour route using McFarland Road. However, there is a steel truss bridge on this route that is restricted to Oregon Legal Loads not to exceed 40 tons. In addition, this road often becomes flooded during winter storm events since it is located in the floodplain. The new bridge will eliminate this flooding problem.

How the truck daily average was determined - The posted bridge presently impairs truck usage that will increase during periods of forestry management practice activity (logging) and agricultural harvesting activities. This is estimated to be as much as 200 trucks per day for over a 2 to 6 month period based on experience with this activity. This increase in this activity is mostly expected to occur when timber sales occur in the forests managed by the BLM and USFS as well as private landowners.

A traffic study was conducted by Benton County Public Works in July 2003 to determine the amount and type of traffic that was present on Bellfountain Road at the Oliver Creek Crossing. The average daily traffic was determined to be 642 vehicles per day with a 3.1% truck total. This truck total will vary with seasonal activities of agricultural and forest management.



Prepared by: Chuck Knoll, P.E.
Senior Engineer
Benton County Public Works
December 10, 2003

OTIA III Supplemental Information

Bridge ID O3C17
Bridge Name Harris Road (Marys River) Steel Truss Bridge

How is the bridge used - This Bridge is posted for a 13-ton weight limit. This presently impairs truck usage that could be estimated to be as much as 200 trucks per day for over a short time period. This increase in activity is expected to occur when timber sales occur in the private forests associated with this area and agricultural harvesting activities. As measured in April 2002 the average daily traffic for this bridge was determined to be 60 vehicles per day.

Who uses it and when - Harris Road is the only commercial route for access to valuable natural resources located in an area of about 2,000 acres located west of Philomath, Oregon. Since it is the only road into this area, this bridge crossing is vital for emergency response, fire equipment, and school buses. It is also important for commercial carriers using an alternate route to Highway 20 (in case of closure). Logging trucks and trucks associated with forest management practices and agricultural practices also would use this bridge. The heaviest use of trucks is during April to June for forest harvesting, July to August for Agricultural Harvesting, and September to November for forest harvesting. There is some activity in this area in November associated with Christmas tree harvesting. A covered bridge is located at the East end of Harris Road. This bridge also provides a weight restriction and height restriction to trucks and emergency vehicles.

How it connects to other freight routes - This route is the only road providing access to Highway 20. The detour route for this bridge is 14.7 miles but this includes a covered bridge. Therefore, this route should be considered a dead end. This route is also the primary route for emergency service vehicles.

How the truck daily average was determined - The posted bridge presently impairs truck usage that will increase during periods of forestry management practice activity (logging) and agricultural harvesting activities. This is estimated to be as much as 200 trucks per day for over a short time period of a few months based on experience with this activity.

A traffic study was conducted by Benton County Public Works in April 2002 and determined to be 60 vehicles per day. No truck data was collected since the bridge was posted at 13 tons.



Prepared by: Chuck Knoll, P.E.
Senior Engineer
Benton County Public Works
December 10, 2003

OTIA III Supplemental Information

Bridge ID 14489A
Bridge Name Luckiamute Road (Luckiamute River) Bridge

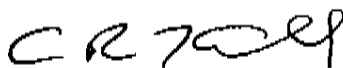
How is the bridge used – This bridge is used to provide the primary if not only access from Benton County to an area with a primary concern for access to natural resources in excess of 10,000 acres that extends from Benton County and into Polk County. A number of residents also live in this rural area.

Who uses it and when – Luckiamute Road is the only primary route for access to valuable natural resources located in an area of about 10,000 acres located in Northern Benton County and Southern Polk County. Since it is the primary road into this area, this bridge crossing is vital for emergency response, fire equipment, and school buses. Logging trucks and trucks associated with forest management practices also would use this bridge. The heaviest use of trucks is during April to June, and September to November for forest harvesting for forest harvesting. There is some activity in this area in November associated with Christmas tree harvesting.

How it connects to other freight routes – Luckiamute Road provides access to Highway 223 (Kings Valley Highway) that connects to Oregon Highway 20 providing major access to timber processing industries mainly located in Benton, Lane, and Linn Counties.

How the truck daily average was determined – The reported truck daily traffic was indicated to be 40 to 80 trips per day in the funding request. However, this is expected to be as much as 200 trips per day during periods of forestry management practice activity (logging) and agricultural harvesting activities. This estimate is based on experience with this activity.

Two traffic studies were completed by Benton County Public Works in 2003 for this bridge. The studies recorded 224 and 251 vehicles per day with 14% truck traffic. The truck rate was considered low when compared to when forest harvesting is in progress.



Prepared by: Chuck Knoll, P.E.
Senior Engineer
Benton County Public Works
December 10, 2003

OTIA III Supplemental Information

Bridge ID 14497
Bridge Name Price Creek Road Bridge (Price Creek)

How is the bridge used – This Bridge is used to provide primary access to natural resources in excess of 10,000 acres. A few residents also live in this rural area.

Who uses it and when – Price Creek Road is the only primary route for access to valuable natural resources located in an area of about 10,000 acres. Since it is the primary road into this area, this bridge crossing is vital for emergency response, fire equipment, and school buses. Logging trucks and trucks associated with forest management practices also would use this bridge. There is also some agricultural activity in this area. The heavy vehicle usage of Price Creek Road will increase during periods of forestry management practice activity from April to June, and September to November and agricultural harvesting activities. This is estimated to be 100 vehicles per day for over a 2 to 6 month period. Property owners that account for up to 10,000 acres accessed by Price Creek Road have indicated that this is estimated to occur starting in 2006. This will create jobs associated with forest management operations. The combination of Price Creek Road and Pit Road also provide a road detour should a section of Kings Valley Highway or Maxfield Creek Road need to be closed for repairs or for an emergency.

How It connects to other freight routes – Price Creek Road Provides access to Highway 223 (Kings Valley Highway) that connects to Oregon Highway 20 providing major access to timber processing industries mainly located in Benton, Lane, and Linn Counties. Kings Valley Highway also connects to OR HWY 20 to HWY 99W to the East by way of Maxfield Creek Road, which is a county road.

How the truck daily average was determined – The truck traffic rate of 100 trucks per day was based on experience associated with forest harvesting activities. A traffic Study was completed on Price Creek Road as well as Pit Road that provides a detour route for Price Creek Road. Average Daily Traffic on Price Creek Road in July 2003 was 64 vehicles per day with 3% as truck traffic. In 1999 before the bridge seasonal bridge closure had occurred, the Average Daily Traffic was recorded as 89 vehicles per day. For Pit Road, the detour road, the Average Daily Traffic was recorded in July 2003 as 61 vehicles per day with 0.7% truck traffic. We expect most of the travel on Pit Road to be redirected to Price Creek Road with the construction of the new bridge since the bridge is presently posted for 12 tons. The truck counts were very low due to the lack of forest and agricultural practice activity at the time of the study. Also provided with the report is a list of property owners and acreage that is accessed by Price Creek Road.



Prepared by: Chuck Knoll, P.E.
Senior Engineer
Benton County Public Works
December 10, 2003