

# City of Prineville

400 NE THIRD STREET  
PRINEVILLE, OREGON 97754  
(541) 447-5627

December 1, 2003

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

RE: Local Bridge Application Information Request  
OTIA III, Harwood Bridge- 013C37, Elm Street Bridge 013C39  
Main Street Bridge - 03275

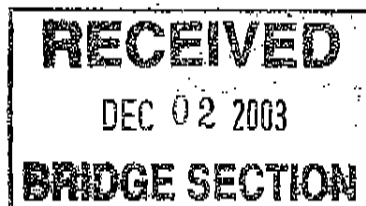
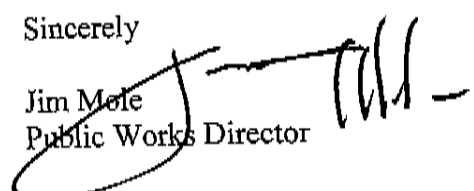
Dear Mr. Thompson .

This is written in response to Doug Tindall, State Maintenance Engineers letter of request of information of November 24, 2003. The City of Prineville has applied for replacement funds for the titled three bridges in Prineville. On the attached sheets, the information requested has been provided. It should be noted that at the time of making application, the Elm Street Bridge had been posted for load restriction. After additional review, and even more critical structure, the Harwood Bridge was also posted for load restrictions. The aftermath of the above has routed the City's truck and fire/life safety vehicles over already congested Main Street and through neighborhoods via Deer Street to find a route to US/26 and their destinations. Both Deer and Main Street intersections with US/26 have inadequate turn radii to handle the traffic now assigned to them.

Please accept this information as part of the City of Prineville's applications along with the attached area map.

Sincerely

Jim Mole  
Public Works Director



AN EQUAL OPPORTUNITY EMPLOYER

City of Prineville, OTIA III Application 12-1/03 RJK  
Harwood Street Bridge # 013C37

1) Traffic Count Origin:

Traffic counts on this City route were outdated and Public Works recently performed hose counting of total traffic and visual counts of types and numbers of trucks. Volume of trucks versus other traffic is not as important as the critical link this structure provided to trucks with its improved connection at US/26. The vehicles assigned or found on this route are now incorrect as the structure has been posted as load restricted 10-16 tons.

2) The Harwood Structure accepted industrial and commercial traffic from the Industrial Park and manufacturing to the north, including Rail Road connections via Lamonta Road to US/26 and the reverse. This traffic has been diverted to Main Street and Deer Street.

3) In addition to truck traffic, fire/life safety and school bus traffic has been diverted.



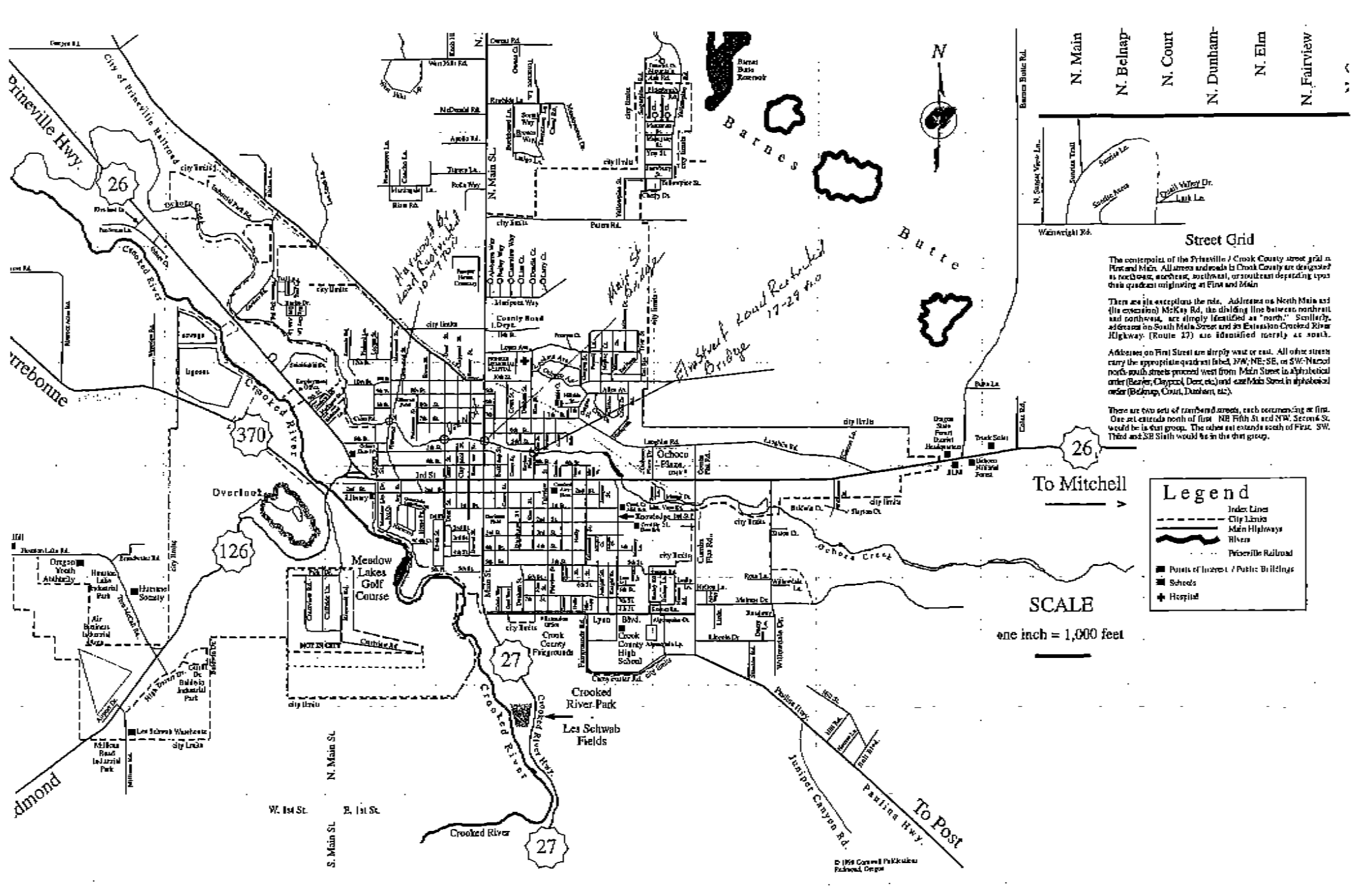
City of Prineville, OTIA III Application 12-1/03 RJK  
Main Street Bridge # 03275

- 1) Traffic Count Origin:  
Traffic counts on this City route were outdated and Public Works recently performed hose counting of total traffic and visual counts of types and numbers of trucks. Volume of trucks versus other traffic is not as important as the critical link this structure now provided to trucks and other traffic with the restrictions place upon the Harwood Structure. This Bridge has serious foundation concerns and is being more heavily used.
- 2) The Main Street Bridge accepted industrial and commercial traffic from two major mills/employers within the City along with serving as a key connection for other vehicular traffic. It has a serious design/turn radius issue at its connection with US/26, which has been acerbated by the load restrictions on Harwood and Elm Street structures, including addition of fire/life safety trips.



City of Prineville, OTIA III Application 12-1/03 RJK  
Elm Street Bridge # 013C39

1) Traffic for this structure were not updated as the bridge has load restrictions placed on it. The bridge served as the major connection for fire/life safety for East Prineville. Those trips have been diverted to N. Main Street which is also suffering from structural and support issues. The route was lightly used by trucks and more used by other vehicles avoiding Harwood and Main Street bridges with heavy truck traffic.



The centerpoint of the Prineville / Crook County street grid is Rowland Main. All areas outside Crook County are designated as north-west, north-east, south-west, or south-east depending upon their quadrant originating at First and Main.

There are five exceptions to the rule. Addresses on North Main and (its extension) McKay Rd, the dividing line between north-west and north-east, are simply identified as "north." Similarly, addresses on South Main Street and its Extension Crooked River Highway (Route 37) are identified merely as "south."

Addresses on First Street are simply west or east. All other streets carry the appropriate quadrant label, NW, NE, SE, or SW. North-south streets proceed west from Main Street in alphabetical order (Beaver, Claycock, Dent, etc.) and east from Main Street in alphabetical order (Belknap, Court, Dunham, etc.).

There are two sets of numbered streets, each commencing at First. One set extends north of First: NE Fifth St. and NW, Second St. would be in that group. The other set extends south of First: SW, Third and SE Sixth would be in that group.

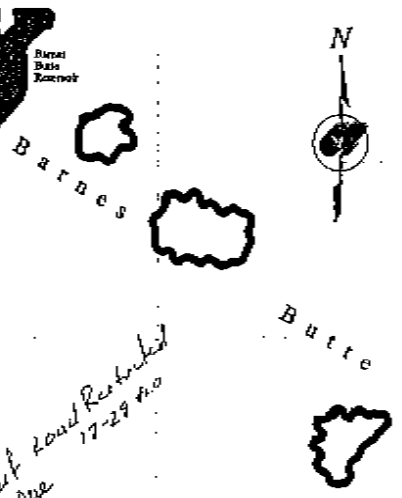
**Legend**

- Index Lines
- City Limits
- Main Highways
- Rivers
- Prineville Railroad
- Points of Interest / Public Buildings
- Schools
- Hospital

**SCALE**  
one inch = 1,000 feet

- N. Main
- N. Belnap
- N. Court
- N. Dunham
- N. Elm
- N. Fairview

**Street Grid**



*Handwritten notes:*  
 Ag Ground 1/2  
 Long Road 1/2  
 Main St Bridge  
 Main St Bridge 17-29 no

To Mitchell →

To Post

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Redmond, Oregon

# FAX

**Date** Friday, January 15, 2004

**Number of pages including cover sheet** 7

**TO:** Victor Dodier  
ODOT

**Phone**

**Fax Phone** 503-378-2021

**FROM:** Tom Blust, Director  
Deschutes County Road  
Department  
61150 SE 27th Street  
Bend, OR 97702

**E-mail** tomb@co.deschutes.or.us

**Phone** (541) 322-7105

**Fax Phone** (541) 388-2719

**CC:**

**REMARKS:**     Urgent     For your review     Reply ASAP     Please Comment

Victor,

Attached are the City of Prineville comments regarding bridge #013C37.

Tom



# City of Prineville

400 NE THIRD STREET • PRINEVILLE, OREGON 97754

## DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT

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Friday, January 09, 2004

Tom Blust, P.E., P.L.S.  
Deschutes County Road Department  
61150 SE 27<sup>th</sup> Street  
Bend, Oregon 97702

RECEIVED

JAN 14 2004

DESCHUTES CO  
ROAD DEPT

RE: Ochoco Creek, Harwood Street Bridge, Prineville, Oregon (#013C37)

Tom,

This letter is intended to provide additional information in support of the City of Prineville's OTIA III Local Bridge Application for the Harwood Street Bridge over Ochoco Creek (#013C37). The City of Prineville has applied for replacement funds for the above mentioned bridge.

The City currently has two load rated bridges in the community. Both of these bridges (Harwood and Elm) lie along north-south routes in the community. The current condition of the bridges is precluding truck traffic from utilizing these routes, effectively stifling the movement of large trucks in and around the community. Heavy truck traffic (including fire and life safety, large dump-trucks, loaded school busses and freight movers) has been routed over the already congested Main Street Bridge and through neighborhoods via Deer Street to find their respective routed to US/26 and other destination in and around the community. Both Deer and Main Street have inadequate turn radii to handle the traffic now assigned to them.

The information contained within this letter was assembled at the request of the Oregon Freight Advisory Committee (FAC). The Community of Prineville considers the Harwood Street Bridge to be of the highest priority and has put forth the proceeding information in support of our application:

1. *How would the project remove identified barriers to safe, reliable, and efficient movement of goods?*

The Harwood Bridge is currently posted for load restrictions (10 tons). The current load restrictions placed on the structure precludes many vehicles from utilizing the bridge, including but not limited to loaded school busses, large trucks (those larger and heavier than an empty 5-ton dump-truck), and fire and life safety vehicles. This bridge lies along one of the major north-south transportation routes (designated as a collector in the City's TSP), providing access between Highway 26 (Third Street) and Lamonta Road for movement of local freight in and out of an industrial zoned area. Lamonta Road contains several Light Industrial sites including the City Shop and several railway dependant industrial sites. These sites require the use of the bridge for truck and freight traffic to serve the industrial developments located along Lamonta Road. The absence

of freight access along this route could inhibit the development of vacant lands located in this area of our community. The current condition of the bridge limits the Public Works Department and the Prineville Railway from adequately servicing the community.

2. *How does the project facilitate public and private investment that creates or sustains jobs?*

As previously mentioned this bridge provides access to one of our industrial areas in the City, and that area currently has several vacant sites ready for development. It is possible to access these sites without the proposed improvements to the bridge. The proposed improvements would provide a more direct and desirable access to the vacant lands, making those lands more likely to develop. The ability of the community to provide jobs for our growing population is strongly tied to the development of industrial lands. Adequate access is one of the major factors that many businesses consider when searching for a site for their business. Currently many of the residents of the City do not work in the community, they travel to Bend and Redmond for work. Efforts in the community are aimed at providing a more stable employment base for our residents. The City aspires to provide more jobs in our local economy, part of the City's strategy for achieving this goal is strongly tied to our ability to provide adequate and favorable access to our vacant industrial lands. This project would assist the community in our endeavor by providing improved access to industrial lands that are currently accessed in part by the Harwood Street.

3. *How would the project support multimodal freight transportation movements?*

The City owns and operates a rail line that is accessed by Harwood Street. To our knowledge the City of Prineville is the only municipal government in the country that owns and operates their own railway, this is something both the community and City take great pride in. Portions of this area are railroad-dependant industrial sites. Without the necessary improvements proposed through the City's application for OTIA III funds the access to this area is limited. With less than ideal access provided to this area it will greatly reduce the likelihood of future development of our railroad dependant industrial sites.

The City currently owns a railroad served industrial site that is planned for development of a containerized shipping complex. The closest north-south access to this site is identified as Harwood Street.

4. *What is the likelihood that the project could be constructed within the 2006-2009 time period for Statewide Transportation Improvement Program?*

The proposed project would replace an existing structure and the City does not believe an Environmental Impact Statement will be required. This project is of the utmost importance to the community and if an EIS is required the City would certainly devote all of its resources towards that end. The City is confident that the project, if selected, could be accomplished in the proposed time frame.

Please accept the above comments in your consideration of the City of Prineville's application for funding to replace the Harwood Street Bridge.

Respectfully Submitted,



Dick Brown  
Community Development Director  
COACT Delegate

Vern Maulding  
Carson Oil Company  
P.O. Box 1200  
Prineville, Oregon 97754



VERN MAULDING  
Manager

1720 N Lamonta Road  
PO Box 1200  
Prineville, OR 97754  
541/447-6581 800/992-3835  
Fax 541/447-7955  
Mobile 541/948-2679

RE: City of Prineville's application for OTIA III funds to replace the bridge over Ochoco Creek on Harwood Street.

To whom it may concern,

This letter is intended to support the City of Prineville's application for funding to replace the bridge located on Harwood Street that crosses Ochoco Creek. I manage an oil company located in the City of Prineville. My business is located at 1270 Lamonta in the City of Prineville. My business is responsible for delivering oil to properties located throughout Crook County. As a result the drivers employed by Carson Oil Company utilize many different routes in and around the City.

Harwood Street is one of the routes my drivers used very frequently prior to it being posted with a load restriction. My drivers are currently forced to use routes located along Main Street and Deer Street due to the condition of the bridge located on Harwood.

Carson Oil Company would like to go on record in support of the City's application for funding to replace the structure on Harwood Street. The proposed improvements would allow for my company to resume use of the Harwood Corridor and would be beneficial to my business and my drivers.

Sincerely,

  
Vern Maulding

Darryl Owens  
North Lamonta Industrial Park  
3175 NE Yellowpine Road  
Prineville, Oregon 97754

January 9, 2004

RE: City of Prineville's application for OTIA III funds to replace the bridge over Ochoco Creek on Harwood Street.

To whom it may concern,

This letter is intended to support the City of Prineville's application for funding to replace the bridge located on Harwood Street that crosses Ochoco Creek. I own a private industrial park located off Lamonta Road in the City of Prineville. Harwood Street is one of the routes that provide access to my industrial park and prior to being posted for load restrictions, this access was used by many people who rent space in my industrial park. The Harwood corridor not only provides access to the park for my tenants and their customers, but it is also the main route utilized for deliveries. Those vehicles that exceed the current posted weight limit of the Harwood Bridge are forced to use routes located along Main Street and Deer Street due to the condition of the bridge located on Harwood.

I am currently planning construction of several new buildings within the North Lamonta Industrial Park. I am concerned about the access to my industrial property and my ability to rent the units I am currently planning for development. Assurance that the current situation will be remedied in the near future would allow for easier marketing of my park and my proposed improvements. Which in turn, I hope will have a positive impact on the community.

I would like to go on record in support of the City's application for funding to replace the structure on Harwood Street. The proposed improvements would allow for my tenants who are currently precluded from using the bridge to resume use of the Harwood Corridor and would be beneficial to my business and my tenants.

Sincerely,



Darryl Owens  
Owner/ Manager  
North Lamonta Industrial Park



## City of Prineville

185 E. 10<sup>TH</sup> STREET ♦ PRINEVILLE, OREGON 97754

### CITY OF PRINEVILLE RAILWAY

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Web Site: [www.cityofprineville-or.gov](http://www.cityofprineville-or.gov)

Tuesday, January 13, 2004

RE: Local Bridge Application Information Request OTIA III, Harwood Bridge - 013C37

To whom it may concern,

I manage the City of Prineville Railway operations. I would like to go on record in support of the City of Prineville's application for OTIA III funds to replace the bridge located on Harwood Street (013C37). The City of Prineville currently has three bridges in need of repair or replacement. All three of these bridges are located on north-south travel corridors (Harwood Street, Elm Street, and Main Street). These north-south travel corridors are important for access to industrial zoned land located in the NW quadrant of the City.

Harwood Street is important for access to industrially zoned railroad-dependant sites located in and around the Lamonta Road area of the community. While these areas are intended for railroad dependant industrial development, it is equally important that they have good freight access from Highway 26 as well. Under the current conditions that exist in town vehicles that do not meet the load restriction placed on Harwood are forced to use either Main Street or Deer Street for access to the industrial sites along Lamonta. While they are currently provided access, it is not the most desirable access that can be provided.

The decline of the wood products industry in our community has had negative lasting impacts on our City owned and operated railway. The City is actively engaged in recruiting to develop vacant railroad-dependant uses. The improvement of the Harwood Bridge would assist the City in these efforts by providing an alternate north-south route in town that could be utilized for freight movements to and from these sites. In the absence of the funding applied for through the OTIA III process the City would be unable to make the necessary upgrades to that structure and as a result will not be able to market vacant properties to their fullest potential.

I ask for your assistance in seeing that the City's current application receive the attention and consideration it deserves. If I can be of further assistance in the process please do not hesitate to contact me.

Sincerely,

Bob Sloan  
Railroad Manager