City of Lake Oswego

380 A Avenue
P. O. Box 369
Lake Oswego, Oregon 97034

Facsimile

Building Department	(503) 635-0390	**Planning Department**	(503) 635-0290
Engineering Department	(503) 635-0270	**FAX**	(503) 635-0269

To:

Name Doug Tindall, State Maintenance Engineer FAX # 503.378.2021

Company Name Oregon Dept. of Transportation

From:

Name Joel B. Komarek, City Engineer Phone # 503.697.6588

Department Engineering

E-Mail jkomarek@ci.oswego.or.us

Subject: Bridge Application for Bridge #06071

Date: January 16, 2004

Message:

Total Number of Pages (including cover): 8

ENGINEERING DEPARTMENT

January 16, 2004

VIA FACSIMILE (503.378.2021) AND U.S. MAIL

Doug Tindall, State Maintenance Engineer
Oregon Department of Transportation
355 Capital St. NE, Rm. 135
Salem, Oregon 97301-3871

Re: OTIA III Local Bridge Application – Response to Request for Information for Bridge #06071 (Oswego Canal Bridge @ South Shore Blvd.)

Dear Doug:

This letter was prompted by a telephone call I received on Friday January 9, from Victor Dodier requesting additional information from the City of Lake Oswego regarding our application. On Tuesday of this week, Mr. Dodier and I had a lengthy conversation about the basis for his request and the type of information he was seeking. It is my understanding from this conversation that confirmation of truck AADT and justification of this bridge's importance to freight mobility is at issue. Mr. Dodier suggested our response to his inquiry be sent to your attention. I would like to preface our response with some background, which follows.

In response to a September 4, 2003 solicitation from the HBRR selection committee, the City of Lake Oswego prepared and submitted an application for funding the replacement of the above referenced bridge under the OTIA III program. Based upon an initial review of all applications received by your office against criteria established by HB 2041, our proposal is preliminarily ranked 4th out of 212 proposals received.

You may be aware that this is the same bridge that failed catastrophically on December 10, 2002 when two reinforced concrete columns supporting the bridge deck collapsed apparently as a result of materials and construction defects that had gone unnoticed in previous bridge inspections. The bridge was immediately closed to protect the public. Pursuant to an emergency declaration by our City Council, the City retained OTAK, Inc. and Natt McDougall Construction Company to design, furnish and install a system of temporary bracing and supports in order to re-open this bridge to traffic as quickly as possible. Working around the clock, our engineer and contractor engineered and constructed repairs that allowed the City to re-open the bridge on December 24th. As a result of these heroic efforts our bridge is currently not weight restricted and is available to facilitate the delivery of all manner of goods and services to and from residents and businesses in our community. The cost of this temporary repair was about $130,000.

It is important to note that during the 14 days this facility was closed, City offices were inundated with calls from a variety of impacted agencies and local businesses including, Tri-Met, postal shipping services, contractor's, building materials suppliers, food suppliers, landscape nursery's and schools all of whom use this bridge on a daily basis to conduct their business. It was clear from these calls that this bridge serves an important function in our community.

With the above as context, I'm sure you will appreciate my consternation when I'm informed that your office has received comments suggesting that our bridge proposal should be removed from consideration for OTIA III funding because it serves little or no "freight mobility" function. In support of this City's rebuttal to such comments, I offer the following:

- Actual traffic counts taken hourly as recently as June of this year demonstrate that significant truck traffic uses this bridge (see attached Exhibit 'A').
- At our request, Lake Oswego's Chamber of Commerce conducted a survey of its membership to ascertain the type of freight typically transported across this bridge. The attached exhibit 'B' reflects that information from those responding to the survey. It should be noted that currently 1,596 businesses have licenses to operate within the City's corporate boundaries and that many depend upon this bridge to maintain their viability.

Notwithstanding the fact that our bridge does not typically convey freight consisting of wheat or timber or aluminum ingots, the type of freight being transported daily across our bridge to and from local businesses is no less important to our local economy and jobs and so I urge you to look at the facts and discount comments from those that seek to better their own position at the expense of reason.

If you have any additional questions or need further clarification regarding our application, I would be pleased to meet with you or discuss your questions by telephone. I can be reached via telephone or e-mail directly as follows:

503.697.6588 (direct)
jkomarek@ci.oswego.or.us

Sincerely,

Joel B. Komarek

Joel B. Komarek, P.E.
City Engineer

C: Mayor Hammerstad
Members of the City Council
Douglas J. Schmitz, City Manager
Willie Tiffany, League of Oregon Cities
Jon Oshel, Association of Oregon Counties
Victor Dodier, ODOT
Chris Schetky, Lake Oswego Chamber of Commerce

/jbk

TRAFFIC SMART
Traffic Data Collecti Services

Roadway: SOUTH SHORE
Location: BETWEEN WESTVIEW AND LAKE VIEW
NB Traffic

Date: 6/17/2003
Day Of Week: Tuesday

Vehicle Classification Survey

Time Of Day	Total	Bikes	Cars	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Unclassified >2 Axle
00:00	21	0	21	0	0	0	0	0	0	0	0	0	0	0	0
01:00	15	0	13	2	0	0	0	0	0	0	0	0	0	0	0
02:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0
05:00	40	2	30	7	0	1	0	0	0	0	0	0	0	0	0
06:00	120	1	97	17	1	4	0	0	0	0	0	0	0	0	0
07:00	260	5	217	29	2	5	0	0	1	1	0	0	0	0	0
08:00	282	2	235	30	1	8	1	0	4	0	0	0	0	0	1
09:00	212	2	177	26	1	3	0	0	2	0	0	0	0	0	1
10:00	200	0	171	24	0	3	0	0	2	0	0	0	0	0	0
11:00	230	4	178	33	1	8	0	0	6	0	0	0	0	0	0
12:00	248	0	208	29	0	6	0	0	5	0	0	0	0	0	0
13:00	242	3	195	36	1	6	0	0	0	1	0	0	0	0	0
14:00	221	1	185	27	0	5	1	0	0	1	0	0	0	0	1
15:00	235	0	200	30	0	2	0	0	2	0	0	0	0	0	1
16:00	240	2	205	23	1	6	1	0	1	1	0	0	0	0	0
17:00	218	5	181	23	2	6	1	0	0	0	0	0	0	0	0
18:00	218	2	189	19	1	3	0	0	2	0	0	0	0	0	2
19:00	200	5	165	25	1	2	0	0	1	0	0	0	0	0	1
20:00	120	4	103	11	0	0	0	0	1	0	0	0	0	0	1
21:00	141	2	120	15	0	2	0	0	2	0	0	0	0	0	0
22:00	59	0	55	3	0	0	0	0	0	0	0	0	0	0	1
23:00	30	0	29	1	0	0	0	0	0	0	0	0	0	0	0
TOTALS	3564	40	2984	412	12	70	4	0	29	4	0	0	0	0	9
% By Group		1	84	12	0	2	0	0	1	0	0	0	0	0	0

128

AM Peak Hour: 282 (8 :00 - 9 :00) 7.91 % of Daily Total
PM Peak Hour: 248 (12 :00 - 13 :00) 6.96 % of Daily Total
4th Highest Hour: 242 (13 :00 - 14 :00) 6.79 % of Daily Total
8th Highest Hour: 221 (14 :00 - 15 :00) 6.2 % of Daily Total

TRAFFIC SMITHY

Traffic Data Collection Services

Roadway: SOUTH SHORE
Location: BETWEEN WEST VIEW AND LAKE VIEW
SB Traffic

Date: 6/17/2003
Day Of Week: Tuesday

Vehicle Classification Survey

Time Of Day	Total	Bikes	Cars	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Unclassified >2 Axle
00:00	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0
01:00	11	0	9	2	0	0	0	0	0	0	0	0	0	0	0
02:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0
04:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
05:00	15	2	12	1	0	0	0	0	0	0	0	0	0	0	0
06:00	48	6	27	9	2	1	0	0	1	0	0	0	0	0	2
07:00	84	0	60	11	2	5	1	0	0	0	0	0	0	0	5
08:00	119	0	90	19	2	6	0	0	0	0	0	0	0	0	2
09:00	150	0	108	28	1	6	3	0	4	0	0	0	0	0	0
10:00	142	1	107	25	1	3	1	0	3	0	0	0	0	0	1
11:00	185	2	141	27	0	5	2	0	2	0	0	0	0	0	6
12:00	219	1	181	28	0	3	2	0	0	0	0	0	0	0	4
13:00	224	1	179	28	1	9	1	0	2	0	0	0	0	0	3
14:00	224	0	182	27	2	3	3	0	3	0	0	0	0	0	4
15:00	259	1	212	30	0	6	2	0	1	0	0	0	0	0	7
16:00	335	1	287	34	0	9	1	0	1	0	0	0	0	0	2
17:00	376	1	315	40	2	3	2	0	5	0	0	1	0	0	7
18:00	277	3	240	23	1	2	1	0	3	0	0	0	0	0	4
19:00	246	2	213	20	0	3	2	0	0	0	0	0	0	0	6
20:00	201	2	171	22	0	1	0	0	1	0	0	0	0	0	4
21:00	148	2	136	6	0	0	1	0	0	0	0	0	0	0	3
22:00	73	0	66	5	0	0	0	0	0	0	0	0	0	0	2
23:00	35	0	34	1	0	0	0	0	0	0	0	0	0	0	0
TOTALS	3409	25	2806	388	14	65	22	0	26	0	0	1	0	0	62
% By Group		1	82	11	0	2	1	0	1	0	0	0	0	0	2

190

AM Peak Hour: 185 (11 :00 - 12 :00) 5.43 % of Daily Total
PM Peak Hour: 376 (17 :00 - 18 :00) 11.03 % of Daily Total
4th Highest Hour: 259 (15 :00 - 16 :00) 7.6 % of Daily Total
8th Highest Hour: 219 (12 :00 - 13 :00) 6.42 % of Daily Total

6913 - 65 = 6903

5700 500

TRAFFIC SMART
Traffic Data Collection Services

Roadway: SOUTH SHORE
Location: BETWEEN WESTVIEW AND LAKE VIEW
NB Traffic

Date: 6/18/2003
Day Of Week: Wednesday

Vehicle Classification Survey

Time Of Day	Total	Bikes	Cars	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Unclassified >2 Axle
00:00	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0
01:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
02:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
04:00	6	0	5	0	0	1	0	0	0	0	0	0	0	0	0
05:00	34	1	29	4	0	0	0	0	0	0	0	0	0	0	0
06:00	132	1	112	17	1	1	0	0	0	0	0	0	0	0	0
07:00	233	1	201	24	2	3	1	0	1	0	0	0	0	0	0
08:00	278	1	223	41	1	5	1	0	4	0	0	1	0	0	1
09:00	241	2	192	37	1	7	0	0	1	0	0	0	0	0	1
10:00	195	3	150	33	1	7	0	0	1	0	0	0	0	0	0
11:00	233	3	183	34	1	7	0	0	2	0	0	0	0	0	3
12:00	241	0	204	30	0	1	0	0	5	0	0	0	0	0	1
13:00	195	1	160	25	1	4	0	0	4	0	0	0	0	0	0
14:00	221	0	186	25	0	6	1	0	3	0	0	0	0	0	0
15:00	261	0	216	28	0	12	0	0	3	1	0	0	0	0	1
16:00	232	1	186	33	1	7	2	0	1	0	0	0	0	0	1
17:00	229	1	187	33	2	5	0	0	1	0	0	0	0	0	0
18:00	230	1	205	19	1	1	0	0	2	0	0	0	0	0	1
19:00	174	3	151	16	1	1	0	0	2	0	0	0	0	0	0
20:00	128	0	115	11	0	1	0	0	1	0	0	0	0	0	0
21:00	130	1	116	11	0	1	0	0	1	0	0	0	0	0	0
22:00	63	1	60	2	0	0	0	0	0	0	0	0	0	0	0
23:00	26	0	23	3	0	0	0	0	0	0	0	0	0	0	0
TOTALS	3515	21	2937	426	13	70	5	0	32	1	0	1	0	0	9
% By Group		1	84	12	0	2	0	0	1	0	0	0	0	0	0

131

AM Peak Hour: 278 (8 :00 - 9 :00) 7.91 % of Daily Total
PM Peak Hour: 261 (15 :00 - 16 :00) 7.43 % of Daily Total
4th Highest Hour: 241 (12 :00 - 13 :00) 6.86 % of Daily Total
8th Highest Hour: 230 (18 :00 - 19 :00) 6.54 % of Daily Total

Traffic Data Collecti Services

Roadway: SOUTH SHORE
Location: BETWEEN WEST VIEW AND LAKE VIEW
SB Traffic

Date: 6/18/2003
Day Of Week: Wednesday

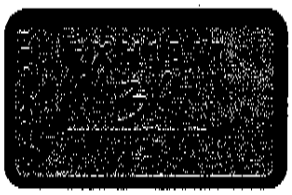
Vehicle Classification Survey

Time Of Day	Total	Bikes	Cars	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Unclassified >2 Axle
00:00	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0
01:00	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0
02:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
04:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
05:00	16	0	15	1	0	0	0	0	0	0	0	0	0	0	0
06:00	44	0	29	9	0	2	0	0	0	0	0	0	0	0	4
07:00	89	0	54	23	1	3	2	0	2	0	0	0	0	0	4
08:00	119	1	87	23	1	5	0	1	0	0	0	0	0	0	1
09:00	152	1	124	19	0	3	1	0	1	0	0	0	0	0	3
10:00	136	0	95	28	1	2	0	1	1	1	0	0	0	0	7
11:00	168	3	130	28	0	2	2	0	0	0	0	0	0	0	3
12:00	265	1	220	32	1	4	0	0	2	0	0	0	0	0	5
13:00	207	0	159	29	1	6	0	0	4	0	0	0	0	0	8
14:00	204	1	164	25	0	2	4	0	1	1	0	0	0	0	6
15:00	261	0	204	31	0	5	4	0	4	1	0	0	0	0	12
16:00	308	0	256	33	0	6	2	0	1	0	0	0	0	0	10
17:00	393	2	323	44	1	7	2	0	2	0	0	0	0	0	12
18:00	288	0	238	30	0	6	2	0	3	0	0	1	0	0	8
19:00	196	0	167	19	0	2	4	0	1	0	0	0	0	0	3
20:00	186	2	162	19	0	0	0	0	0	0	0	0	0	0	3
21:00	140	0	124	11	0	0	1	0	1	0	0	0	0	0	3
22:00	109	0	98	11	0	0	0	0	0	0	0	0	0	0	0
23:00	43	0	40	2	0	0	0	0	0	0	0	0	0	0	1
TOTALS	3372	11	2736	418	6	55	24	2	23	3	0	1	0	0	93
% By Group		0	81	12	0	2	1	0	1	0	0	0	0	0	3

207

AM Peak Hour: 168 (11 :00 - 12 :00) 4.98 % of Daily Total
PM Peak Hour: 393 (17 :00 - 18 :00) 11.65 % of Daily Total
4th Highest Hour: 265 (12 :00 - 13 :00) 7.86 % of Daily Total
8th Highest Hour: 196 (19 :00 - 20 :00) 5.81 % of Daily Total

6397 - 32
6855 5673 344



To: Joel Komarek

From: Christine Hoffmann

Joel, I have done a call down of businesses to find out what kind of businesses use the bridge.

1. Tri-Met Bus Line #36
2. Orowheat
3. Frito Lay
4. Resers
5. UPS
6. Wonder Bread
7. Franz
8. Orowheat
9. School District (deliveries and about 30 buses a day)
10. Furniture companies
11. Maintenance People, pool, lawn and maid service
12. Laundry services
13. Construction Trucks/Equipment
14. Dairy – Alpenrose, etc
15. Buckmaster Coffee
16. Paper goods—bags and card stock companies
17. Video companies
18. Pizza supplier
19. Grimm's Fuel, (15k gross—rock, gravel, barkdust, oil, dirt)
20. Garbage haulers (Rossman
21. Postal trucks
22. Water Delivery
23. Federal Express
24. Gasoline
25. Supplier for Starbucks
26. Coca Cola/Pepsico/other soft drink and beer vendors
27. Wine vendors
28. Fire Trucks
29. City Maintenance Trucks
30. Bakery Goods (for Palisades)