

**Columbia County Road Department**

1054 Oregon Street, St. Helens, OR 97051

Aaron Clodfelter, Civil Engineering

Ph: (503) 397-5090 Fax: 397-7215

e-mail: ClodfcA@co.columbia.or.us

December 9, 2003

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

RE: Local Bridge Application Request for Additional Information

Dear Mr. Thompson:

Enclosed are revisions to our previously submitted bridge applications that made the "100% Funding Limit" short list. Most of the information you are requesting was submitted in our original application. However, we have tried to add as much additional information to our applications as possible. Please call if you have any questions. My direct line is 503-366-3962.

Sincerely,

A handwritten signature in cursive script that reads "Aaron Clodfelter".

Aaron Clodfelter
Engineering Intern

Rec'd 12/10
Bridge

NBIS Bridge #: 00142
Short List Rank: 80/209

Road Name: Beaver Falls Rd

Existing truck traffic: 0
Proposed truck traffic: 10

Information from original application

This route has been identified in the county Transportation System Plan as an alternate route for truck traffic created by the Port Westward Industrial Area. There is also a substantial amount of timber only accessed from this road.

How bridge will be used

This bridge will be used to transport timber and rock located adjacent to Beaver Falls Road. There is about 2500 acres of timberland accessible from Beaver Falls Road. It also may be used as an alternate truck route for the Port Westward Industrial Area. Current plans at Port Westward are to develop an Ethanol Plant and Methane Plant as well as two additional power generation facilities. Beaver Falls Rd is a section of the Old Columbia River Highway and as such has a grade limited to 6% or less, attractive to heavy vehicles.

Who will use it and when

The bridge will be used by property owners when harvesting timber, county maintenance vehicles when paving or sanding or by the developments at Port Westward Industrial Area. In addition to the production vehicles at Port Westward, there will be many support trucks. There is also a large area of the site that has potential for development. Fire trucks are also in violation if they were to cross this bridge to put out a fire in one of the 39 houses between Rutters Rd and this bridge.

How it connects to other freight routes

Beaver Falls Road connects directly to Highway 30 and leads to timberland, cottonwood farms, and the Port Westward Industrial Area. This bridge is one out of seven bridges along this route restricting heavy vehicles. Five of them are scheduled for replacement. Although there are seven bridges, there is a detour around the last bridge. Replacing this bridge would at least provide a complete route free of weight restricted bridges.

How the truck average daily traffic was determined

We took into account the connectivity of the road, the amount of timber present adjacent to the road and compared it to other roads with similar characteristics, but without a load posted bridge. As a rule of thumb, truck traffic can be estimated at 5% of total vehicle traffic. 5% of the most recent traffic counts would put truck traffic around 13 trucks per day.

NBIS Bridge #: 09C22
Short List Rank: 45/209

Road Name: Chapman Grange Rd

Existing truck traffic: 0
Proposed truck traffic: 12

Information from original application [Revised, additions]

This road is primarily a logging road, accessing hundreds [thousands] of acres of timber land. It connects with Scappoose-Vernonia Rd, a rural minor arterial, allowing quick access to State Hwy 30 or State Hwy 47. According to information gathered from Longview Fibre and Hancock Forest Management, there are about 35 million board feet of timber above this bridge owned by them. [In addition to Longview Fibre and Hancock, there is BLM forest land and other private land holdings.] The road is essential for the transport of logs, logging and road construction equipment as well as rock trucks. Without replacing this bridge it makes it impractical to harvest much of the timber beyond this structure.

How bridge will be used

Bridge will be primarily used to haul logs and transport other heavy vehicles associated with a logging operation (rock trucks, feller/buncher, log loader, bulldozers, processors, forwarder). A housing development was also in the middle of construction when the load posting was put in place. Concrete trucks and other construction equipment need to cross this bridge as this is the only accessible route.

Who will use it and when

Longview Fibre, Hancock Forest Management, and BLM have substantial timber holdings above this bridge. It will be used by them and other logging firms hired by them to perform logging operations.

How it connects to other freight routes

Chapman Grange Rd connects with Scappoose-Vernonia Rd, a rural minor arterial, allowing quick access to State Hwy 30 or State Hwy 47. See ODOT produced "Oregon Transportation Map Showing Functional Classification" for Columbia County.

How the truck average daily traffic was determined

Traffic counts were performed before the bridge was load posted. We took into account the connectivity of the road, the amount of timber present adjacent to the road and compared it to other roads with similar characteristics, but without a load posted bridge. There were at least 12 trucks per day at this location according to our traffic counts. Longview Fibre also provided an estimate based on their harvestible timber. They estimated 15 loads per day during a logging operation, not including heavy support vehicles. Please see attached letter dated September 17, 2003 from Longview Fibre.

September 17, 2003

Aaron Clodfelter
Columbia County Road Dept
1054 Oregon St.
St. Helens, OR 97051

RE: Request for Information

Aaron:

I am responding to your letter of 9/8/03 to Pat Smith regarding road use across bridges on Chapman Road and Chapman Grange Road by Longview Fibre Company.

The roads in question are used for hauling logs and heavy equipment to and from company timberlands. Log trucks, logging and road construction equipment, as well as road maintenance equipment and rock trucks require access to company timberlands beyond these bridges. Active use is often concentrated into a relatively short time frame of 3 to 6 months followed by months of limited use.

During periods of active use, approximately 15 loads per day would cross the bridges, carrying approximately 4500 board feet per load. The Chapman Road bridge accesses approximately 160 acres of Longview Fibre Company property that will produce approximately 5 million board feet of logs. The Chapman Grange Road accesses about 1200 acres of Longview Fibre Company property that will produce about 35 million board feet of logs.

Longview Fibre Company is not the only landowner that would benefit from elimination of load restrictions. John Hancock Co. and the U.S. Bureau of Land Management also have extensive timberland holdings that depend on these roads and bridges for commercial heavy hauling. The needs of other neighbors should also be considered.

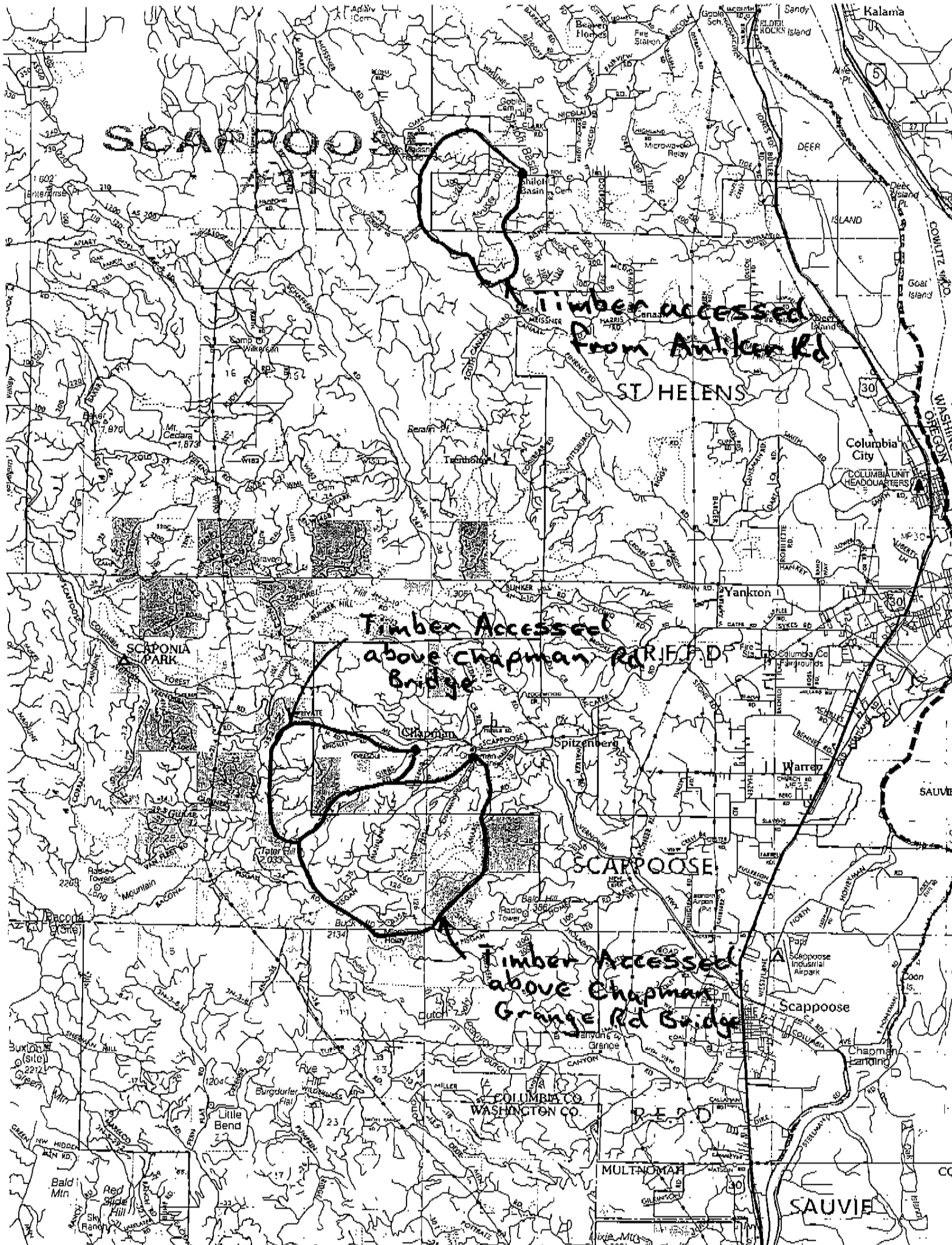
The unrestricted access for the movement of heavy equipment is also important when emergency road maintenance activities are required to prevent downstream calamities in the event of road or culvert failures in the watersheds above the bridges.

If you have any further questions please feel free to call me at (503) 397-6689.

Sincerely,



Michael Cooper
Asst. Tree Farm Manager
Deer Island Tree Farm
Longview Fibre Company



SCAPOOSE

Timber accessed from Antler Rd

ST HELENS

SCAPONIA PARK

Timber Accessed above Chapman Rd Bridge

Chapman

SCAPOOSE

Timber Accessed above Chapman Grange Rd Bridge

Scappoose

COLUMBIA CO WASHINGTON CO

READ

MULTNOMAH

SAUVIE

NBIS Bridge #: 13626A
Short List Rank: 60/209

Road Name: Anliker Rd

Existing truck traffic: 0
Proposed truck traffic: 7

Information from original application

Anliker Rd is classified as a Rural Major Collector. Anliker road is lined with timber on both sides. The quickest way to Hwy 30 is taking Anliker to Nicolai road. If the bridge was replaced, this is the direction most of the log trucks would travel.

How bridge will be used

Bridge will be used by log trucks hauling logs off Anliker Road and by County Road Department trucks hauling rock and equipment to maintain Anliker Road and other roads in the area. It is estimated that 2240 acres of timberland would be accessed using this bridge if it were not load restricted. There are also two small local logging companies based off this road.

Who will use it and when

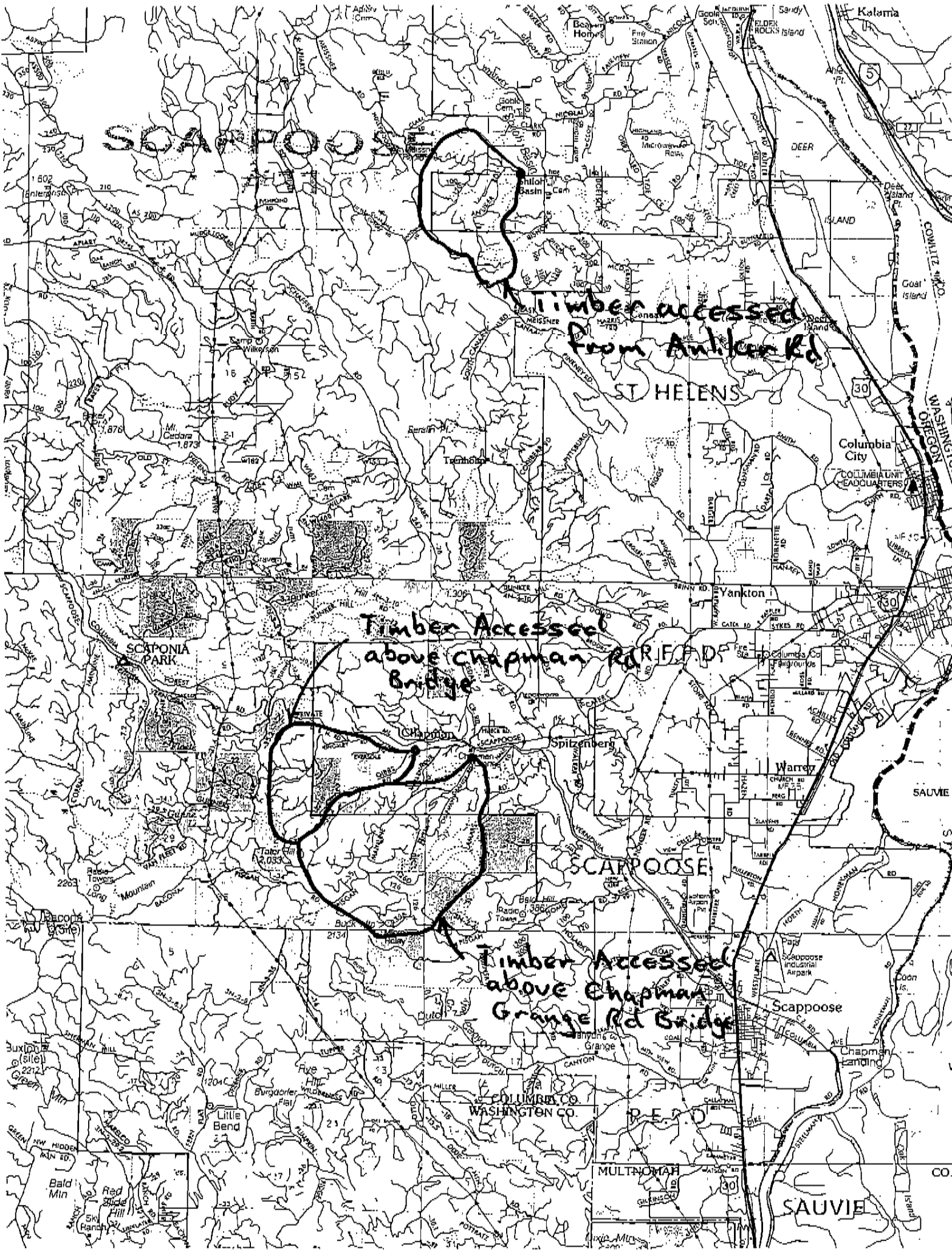
The road will be used by log trucks transporting logs to saw mills and when the county performs maintenance. Two large timber companies, Longview Fibre and Hancock Resource Management hold hundreds of acres of timberland adjacent to the road. Also, the logging companies located on the road will likely use this route daily. Anliker Road connects to Canaan Road and Meissner Road, both with high elevations. Anliker Road would be used frequently by sanders and plows in the winter time to access these roads. The closest fire station to houses on Anliker Rd is on Nicolai Rd. Fire trucks however, are restricted from using this bridge. There are 19 houses between the bridge and Meissner Rd.

How it connects to other freight routes

Anliker Rd is part of a link between Meissner Road, a rural major collector, and Highway 30. Anliker Rd is also classified as a rural major collector. See ODOT produced "Oregon Transportation Map Showing Functional Classification" for Columbia County.

How the truck average daily traffic was determined

We took into account the connectivity of the road, the amount of timber present adjacent to the road and compared it to other roads with similar characteristics, but without a load posted bridge.



NBIS Bridge #: 13706
Short List Rank: 42/209

Road Name: Ross Rd

Existing truck traffic: 0
Proposed truck traffic: 10

Information from original application [Revised, additions]

Ross Rd is classified as a Rural Major Collector. The bridge is posted for 5 tons only. This bridge needs to be upgraded to allow trucks, school buses, and fire response vehicles to cross. Many of the structural members are failing and replacement is the only viable solution.

This route has been identified in the Columbia County TSP [and the City of St. Helens TSP] as a West Side Arterial for the City of St. Helens. This bridge needs to be replaced before this can happen. This area of St. Helens is receiving the highest residential growth in the county and ADTs will continue to rise as traffic uses this route to bypass the stop lights in St. Helens.

How bridge will be used

The bridge will be used primarily by residential traffic. This includes school buses, fire trucks and other truck traffic propagated by residential growth. It is projected that this area will continue to be the highest area for residential development for the next 20 years in the county.

Who will use it and when

The bridge will be used by truck traffic supporting the residential growth of the City of St. Helens as well as school busses and fire trucks. As an arterial around the west side of St. Helens, it is anticipated that it will carry a mix of traffic from the entire west side of the St. Helens Urban Growth Area. The arterial would also serve as the primary access to the Columbia County Fairgrounds.

How it connects to other freight routes

Ross Road has been identified in the Columbia County Transportation System Plan as a "West Side Arterial" for the City of St. Helens and is included in the St. Helens TSP as well. There are several housing developments taking place on the northwest side of the city and Ross Rd is an ideal route get there from the south while avoiding the congestion of St. Helens.

How the truck average daily traffic was determined

The projected future AADT is estimated anywhere between 500 and 1000 vehicles per day which would put truck traffic around 25 to 50. Conservatively we estimated 10 trucks per day as it will be sometime before the arterial is fully constructed.

NBIS Bridge #: 13746A

Road Name: Chapman Rd

Short List Rank: 39/209

Existing truck traffic: 0

Proposed truck traffic: 10

Information from original application [Revised, additions]

This road serves several residences and a fire station but also allows access to hundreds [thousands] of acres of timber land. It connects with Scappoose-Vernonia Rd, a rural minor arterial, allowing quick access to State Hwy 30 or State Hwy 47. According to information gathered from Longview Fibre and Hancock Forest Management, there are about 10 million board feet of timber above this bridge. [In addition to Longview Fibre and Hancock, there is BLM forest land and other private land holdings.] The road is essential for the transport of logs, logging and road construction equipment as well as rock trucks. Without replacing this bridge it makes it impractical to harvest much of the timber beyond this structure.

How bridge will be used

Bridge will be primarily used to haul logs and transport other heavy vehicles associated with a logging operation (rock trucks, feller/bunchers, log loaders, bulldozers, processors, forwarders). 53 houses are above this bridge. The Road Department often gets calls from citizens wanting to take heavy trucks over load restricted bridges, especially ones on dead end roads. The calls are usually related to home improvement projects requiring concrete, dirt or delivery trucks.

Who will use it and when

Longview Fibre, Hancock Forest Management and BLM have substantial timber holdings above this bridge. It will be used by them and other logging firms hired by them to perform logging operations. Also, a rural fire station is located above the bridge. The bridge is currently posted below the weight of a fire truck. Many residential parcels remain undeveloped above this bridge that will be developed once the bridge is replaced.

How it connects to other freight routes

Chapman Rd connects with Scappoose-Vernonia Rd, a rural minor arterial, allowing quick access to State Hwy 30 or State Hwy 47. See ODOT produced "Oregon Transportation Map Showing Functional Classification" for Columbia County.

How the truck average daily traffic was determined

We took into account the connectivity of the road, the amount of timber present adjacent to the road and compared it to other roads with similar characteristics, but without a load posted bridge. As a rule of thumb, truck traffic can be estimated at 5% of total vehicle traffic. 5% of the most recent traffic counts would put truck traffic around 18 trucks per day. Longview Fibre also provided an estimate based on their harvestible timber. They estimated 15 loads per day during a logging operation, not including heavy support vehicles. Please see attached letter dated September 17, 2003 from Longview Fibre. Hancock Forest Management gave me similar numbers to Longview Fibre at 15-20 trucks per day.

September 17, 2003

Aaron Clodfelter
Columbia County Road Dept
1054 Oregon St.
St. Helens, OR 97051

RE: Request for Information

Aaron:

I am responding to your letter of 9/8/03 to Pat Smith regarding road use across bridges on Chapman Road and Chapman Grange Road by Longview Fibre Company.

The roads in question are used for hauling logs and heavy equipment to and from company timberlands. Log trucks, logging and road construction equipment, as well as road maintenance equipment and rock trucks require access to company timberlands beyond these bridges. Active use is often concentrated into a relatively short time frame of 3 to 6 months followed by months of limited use.

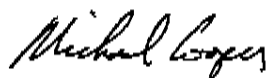
During periods of active use, approximately 15 loads per day would cross the bridges, carrying approximately 4500 board feet per load. The Chapman Road bridge accesses approximately 160 acres of Longview Fibre Company property that will produce approximately 5 million board feet of logs. The Chapman Grange Road accesses about 1200 acres of Longview Fibre Company property that will produce about 35 million board feet of logs.

Longview Fibre Company is not the only landowner that would benefit from elimination of load restrictions. John Hancock Co. and the U.S. Bureau of Land Management also have extensive timberland holdings that depend on these roads and bridges for commercial heavy hauling. The needs of other neighbors should also be considered.

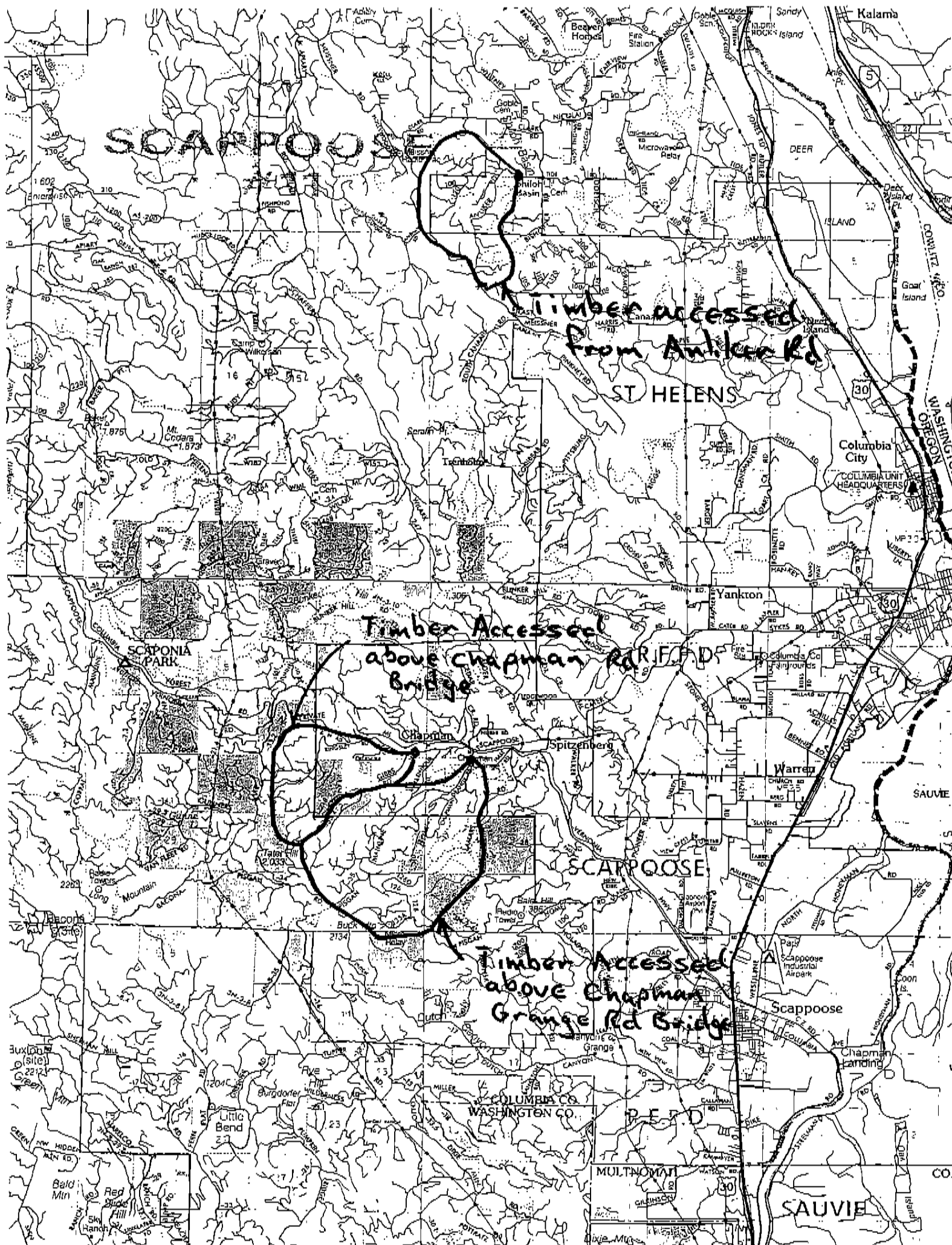
The unrestricted access for the movement of heavy equipment is also important when emergency road maintenance activities are required to prevent downstream calamities in the event of road or culvert failures in the watersheds above the bridges.

If you have any further questions please feel free to call me at (503) 397-6689.

Sincerely,



Michael Cooper
Asst. Tree Farm Manager
Deer Island Tree Farm
Longview Fibre Company



NBIS Bridge #: 13764A
Short List Rank: 25/209

Road Name: Scappoose Vernonia Rd

Existing truck traffic: 175
Proposed truck traffic: 175

Information from original application [Revised, additions]

Scappoose-Vernonia Rd is the epitome of a regional freight corridor. Virtually all freight moving from the West part of the County to the East side of the County uses Scappoose-Vernonia Rd. It is the only road connecting Hwy 47 to Hwy 30 for 40 miles. [Hundreds Dozens] of trucks use this route every day carrying mostly wood products, the back bone of Columbia County's economy.

How bridge will be used

Scappoose-Vernonia Rd is primarily used to transport goods (generally timber related) from one side of the county to the other. If this bridge were load restricted it would be devastating to the economy of Columbia County. This route has been identified by regional agencies as an emergency transportation route. Scappoose-Vernonia Rd is one of the County's two county roads designated as a Minor Arterial.

Who will use it and when

This bridge will be used year round by cars and trucks alike. Processed and unprocessed timber products use this road every day, along with rock trucks, trucks carrying heavy equipment and road maintenance vehicles. There is a lumber mill in Mist, as one example. Dozens of trucks from this mill alone use this route on a daily basis. Currently all road aggregate for the Vernonia area is transported from the St. Helens area over this route.

How it connects to other freight routes

Scappoose-Vernonia Rd is a direct link between State Highway 47 and State Highway 30. Several roads connect into it along its 20 mile stretch serving thousands of acres of timber and hundreds of houses. It is the primary route for the citizens of the Vernonia area to access Highway 30, or to do business in St. Helens, the county seat.

How the truck average daily traffic was determined

The truck ADT was determined by traffic counts in 1996. A truck count of 175 is a conservative estimate based on projected values from 1996 of 167 trucks per day.

NBIS Bridge #: 13771A
Short List Rank: 11/209

Road Name: Scappoose Vernonia Rd

Existing truck traffic: 175
Proposed truck traffic: 175

Information from original application [Revised, additions]

Scappoose-Vernonia Rd is the epitome of a regional freight corridor. Virtually all freight moving from the West part of the County to the East side of the County uses Scappoose-Vernonia Rd. It is the only road connecting Hwy 47 to Hwy 30 for 40 miles. [Hundreds Dozens] of trucks use this route every day carrying mostly wood products, the back bone of Columbia County's economy.

How bridge will be used

Scappoose-Vernonia Rd is primarily used to transport goods (generally timber related) from one side of the county to the other. If this bridge were load restricted it would be devastating to the economy of Columbia County. This route has been identified by regional agencies as an emergency transportation route. Scappoose-Vernonia Rd is one of the County's two county roads designated as a Minor Arterial.

Who will use it and when

This bridge will be used year round by cars and trucks alike. Processed and unprocessed timber products use this road every day, along with rock trucks, trucks carrying heavy equipment and road maintenance vehicles. There is a lumber mill in Mist, as one example. Dozens of trucks from this mill alone use this route on a daily basis. Currently all road aggregate for the Vernonia area is transported from the St. Helens area over this route.

How it connects to other freight routes

Scappoose-Vernonia Rd is a direct link between State Highway 47 and State Highway 30. Several roads connect into it along its 20 mile stretch serving thousands of acres of timber and hundreds of houses. It is the primary route for the citizens of the Vernonia area to access Highway 30, or to do business in St. Helens, the county seat.

How the truck average daily traffic was determined

The truck ADT was determined by traffic counts in 1996. A truck count of 175 is a conservative estimate based on projected values from 1996 of 167 trucks per day.