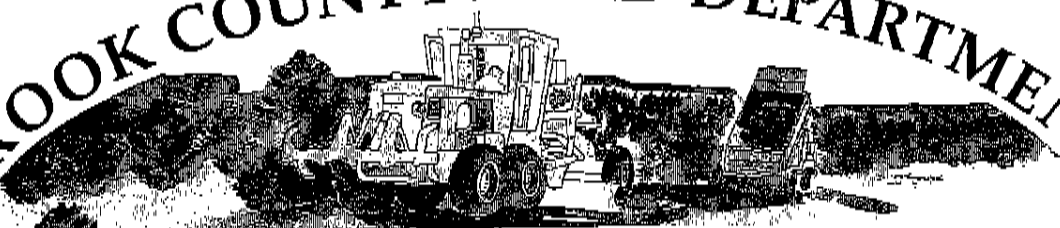


CROOK COUNTY ROAD DEPARTMENT



1306 N. Main • Prineville, Oregon 97754 • Office (541) 447-4644 • Fax (541) 447-2977

December 2, 2003

Mr. Bob Thompson, ODOT Bridge Section
335 Capitol Street NE
Room 301
Salem, OR 97301

RECEIVED

DEC 05 2003

BRIDGE SECTION

Dear Mr. Thompson,

Upon receipt of your letter requesting additional information on our applications for small bridges (less than 30,000 square feet), I have compiled the additional information for both applications and entered it in the Regional Freight Corridor Analysis box. You will also find a map of the area illustrating the detour of traffic with the connections to multiple freight routes.

If I can be of any further assistance, you can reach me at (541)-447-4644 or (541)-480-1365.

Sincerely,



Penny L. Keller, Roadmaster
Crook County Road Department

Cc:file

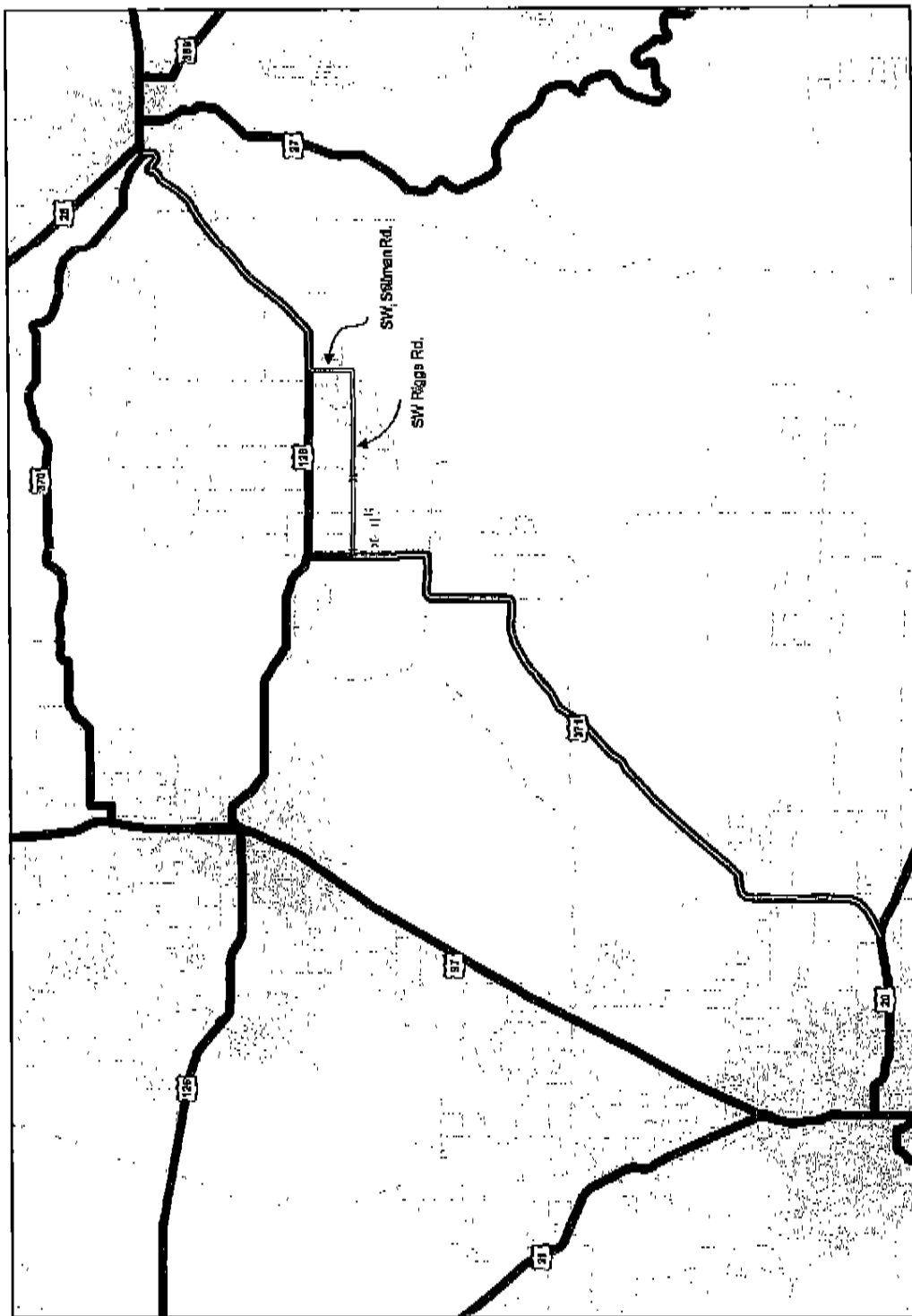
Bridge Project Prospectus Additional Bridge Information

Applicant: Crook County		NBIS Bridge Number: 0								
Project Name/Section: SW Riggs Road #209 Riggs Road East/Irrigation Ditch Bridge		Region:	Area: Central Oregon	District: 10						
Funding	Heavy Vehicle Usage		Detour							
Preferred Source <input checked="" type="checkbox"/> OITA III <input type="checkbox"/> Federal HBRR	<table border="1" style="width: 100%; text-align: center;"> <tr> <td></td> <td style="border-bottom: 1px solid black;">Existing</td> <td style="border-bottom: 1px solid black;">Proposed</td> </tr> <tr> <td style="border-right: 1px solid black;">Truck AADT:</td> <td style="border: 1px solid black;">10</td> <td style="border: 1px solid black;">20</td> </tr> </table>			Existing	Proposed	Truck AADT:	10	20	Detour Route: Length: 4 mi Map (Please Attach map)	
	Existing	Proposed								
Truck AADT:	10	20								
Acceptable Source <input checked="" type="checkbox"/> OITA III <input type="checkbox"/> Federal HBRR	Fire Truck Usage <input type="checkbox"/> YES: at least 25% of trips use bridge. <input checked="" type="checkbox"/> No: Less than 25% of trips.									
Regional Freight Corridor Analysis										
Riggs road is an emergency route used by ODOT to detour traffic from Freight Route HWY 126 to HWY 371, which connects to HWY 97 and or HWY 20 both being freight routes. Goods transported on this route are but not limited to Lumber, Groceries, Agriculture products, tires, aggregate, auto haulers, modular homes, emergency services from Prineville Hospital to Saint Charles Hospital in Bend, medical supplies and furniture. AADT for HWY 126 is 6700 with a 9% truck usage. During emergency usage the Truck AADT will be increased by 603. Data obtained from ODOT Traffic Section salem. Current weight posting: Type 3, 10 tons, Type 3-3, 18 tons, Type 3S2, 16 tons.										
Special Consideration:										
Riggs East is on a route that serves as an emergency detour route for State Highways 126 and 371. The bridge will be used by fire trucks for responses to the west side of Powell Butte. Trucks will use the bridge for transporting the agricultural products of mint, hay and grain. The bridge is located in an area of a recently completed fire station, a community hall currently under construction and the future relocation of the Powell Butte School.										
Water in the irrigation ditch restricts adequate inspection of the bridge. The inspection is to be performed following the scheduled October 15 water shut off in the ditch. The inspection report will be submitted immediately after the inspection.										

Bridge Project Prospectus Additional Bridge Information

Applicant: <u>Creek County</u>		NBIS Bridge Number: <div style="border: 1px solid black; width: 100px; height: 15px; margin: 2px 0;"></div>						
Project Name / Section: <u>SW Riggs Road #209 Riggs Road West/Irrigation Ditch Bridge</u>		Region: <div style="border: 1px solid black; width: 30px; height: 15px; margin: 2px 0;"></div>	Area: <u>Central Oregon</u>	District: <div style="border: 1px solid black; width: 30px; height: 15px; margin: 2px 0;"></div>				
Funding: Preferred Source: <input checked="" type="checkbox"/> OTIA III <input type="checkbox"/> Federal HBRR Acceptable Sources: <input checked="" type="checkbox"/> OTIA III <input type="checkbox"/> Federal HBRR	Heavy Vehicle Usage: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center; border-bottom: 1px solid black;">Existing</td> <td style="text-align: center; border-bottom: 1px solid black;">Proposed</td> </tr> <tr> <td style="border: 1px solid black;">Truck AADT: <div style="border: 1px solid black; width: 40px; text-align: center; margin: 0 5px;">10</div></td> <td style="border: 1px solid black;">Truck AADT: <div style="border: 1px solid black; width: 40px; text-align: center; margin: 0 5px;">20</div></td> </tr> </table> Fire Truck Usage: <input type="checkbox"/> YES, at least 25% of trips use bridge. <input checked="" type="checkbox"/> No, Less than 25% of trips		Existing	Proposed	Truck AADT: <div style="border: 1px solid black; width: 40px; text-align: center; margin: 0 5px;">10</div>	Truck AADT: <div style="border: 1px solid black; width: 40px; text-align: center; margin: 0 5px;">20</div>	Detour: Detour Route: Length: <div style="border: 1px solid black; width: 60px; text-align: center; margin: 0 5px;">3 mi</div> Map (Please attach map)	
Existing	Proposed							
Truck AADT: <div style="border: 1px solid black; width: 40px; text-align: center; margin: 0 5px;">10</div>	Truck AADT: <div style="border: 1px solid black; width: 40px; text-align: center; margin: 0 5px;">20</div>							
Regional Freight Corridor Analysis: Riggs road is an emergency route used by ODOT to detour traffic from Freight Route HWY 126 to HWY 371, which connects to HWY 97 and or HWY 20 both being freight routes. Goods transported on this route are but not limited to Lumber, Groceries, Agriculture products, tires, aggregate, auto haulers, modular homes, emergency services from Prineville Hospital to Saint Charles Hospital in Bend, medical supplies and furniture. AADT for Hwy 126 is 6700 with a 9% truck usage. During emergency usage the Truck AADT will be increased by 603. Data obtained from ODOT Traffic Section Salem. Current weight posting: Type 3, 21 tons, Type 3-3, 0 tons, Type 3S2, 33 tons.								
Special Consideration: Riggs West bridge will be used by fire trucks for responses to the west side of Powell Butte. Trucks will use the bridge for transporting the agricultural products of mint, hay and grain. The bridge is located in an area of a recently completed fire station, a community hall currently under construction and the future relocation of the Powell Butte School. Functional classification review for proposed functional classification change has been submitted.								
Water in the irrigation ditch restricts adequate inspection of the bridge. The inspection is to be performed following the scheduled October 15 water shut off in the ditch. The inspection report will be submitted immediately after the inspection.								

Alternative Accident Routing



DISCLAIMER: This information is provided for informational purposes only. It is not intended to be used as a basis for any legal or financial decision. The user assumes all responsibility for any use of this information. The user acknowledges that the information is provided "as is" and that the provider makes no warranty, express or implied, for the information. The provider shall not be liable for any damages, including but not limited to, direct, indirect, or consequential damages, arising from the use of this information. © 2004 COUNTY OF CLATSOP





Oregon

Theodore R. Kulongoski, Governor

Department of Transportation
 Transportation Building
 355 Capitol St. NE
 Salem, Oregon 97301

R E C E I V E D
 DEC 01 2003

FILE CODE: MAI

November 24, 2003

CROOK COUNTY ROAD DEPARTMENT

To: Applicants for OTIA III Bridge Funding

U. Tindall
 From: Doug Tindall, State Maintenance Engineer
 Interim Chair, HBRR Committee

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

We need your assistance with the review of applications for local bridge funding under the 2003 Oregon Transportation Investment Act (OTIA III, Enrolled House Bill 2041).

The department received 212 proposals for small bridges (less than 30,000 square feet) from cities and counties. The total amount requested is about \$367.4 million, far in excess of amount available.

OTIA III requires the Oregon Transportation Commission to choose projects that support the safe, reliable and efficient movement of goods.

Applications provided information about truck traffic (trucks over 26,000 GW) and the length of the detour route. These are indicators of a bridge's importance to the movement freight and the amount of unnecessary and inefficient travel that a weight-restricted bridge imposes on freight shippers and carriers.

We have received comments from local freight haulers questioning the amount of truck traffic estimated on some routes. We ask that you review and verify your submittals.

Some applications indicate who is using the bridge, or would be using the bridge if it was not weight-restricted, and why the bridge is important to the local economy. Other applications do not.

HBRR Committee requests that you review the information you submitted as part of your jurisdiction's application(s). If you can provide additional

Local Bridge Application Information Request
Response Deadline: December 10, 2003
November 24, 2003
Page 2

information, please provide updated information by 5:00 p.m., December 10, 2003 about your bridge(s):

- How it is used
- Who uses it and when
- How it connects to other freight routes
- How the truck average daily traffic was determined

Please send your revised information to Bob Thompson, ODOT Bridge Section, 355 Capitol Street NE, Room 301, Salem, OR, 97301. Please provide a separate page for each bridge.

Revisions received prior to the deadline will be used as the HBRR Committee reviews the applications and it develops its recommendation to the Oregon Transportation Commission for funding. It is particularly important that we receive the additional information for bridges that carry 50 or fewer trucks per day. If no revision is received, the HBRR Committee will use the information submitted in the initial application, along with comments received about that information.

The HBRR Committee will provide the additional information to the Area Commissions on Transportation and the Freight Advisory Committee.

cc: Andrea Fogue, League of Oregon Cities
Jon Oshel, Association of Oregon Counties
David Evans and Associates

MEH/jah

OREGON DEPT OF TRANSPORTATION BRIDGE INSPECTION REPORT

District	District 10	Owner	County Highway Agency	Bridge ID	13C28
Bridge Name	CROOKED RIVER	County	Crook	Fac Carried	NEWSOM RD CO RD224
Local Name		Record Type	1	Mile Post	0.02
Local ID		Insp Freq	12 Months	Inspector 1	Tuttle, Steve (02015)
Suff Rating	51.90	Insp Date	11/26/03	Inspector 2	
AC Depth	1.5 in	Bridge Length	170.0 ft	Bridge Width	17.5 ft

Signature: _____

ELEMENT CONDITION STATES

Elem	Description	Env	Qty	Units	Element Condition States					Temp
					1	2	3	4	5	
13	Conc Deck Unprt w/AC Olay	Moderate	3000	sqft	0%	100%	0%	0%	0%	N
110	Conc Open Girder	Moderate	340	ft	20%	40%	40%	0%	0%	N
205	Conc Column/Pile Extn	Moderate	4	ea	100%	0%	0%	0%	0%	N
210	Conc Pier Wall	Moderate	1	ea	100%	0%	0%	0%	0%	N
331	Conc Bridge Railing	Moderate	340	ft	80%	20%	0%	0%	0%	N
359	SF - Deck Soffit	Moderate	1	ea	0%	100%	0%	0%	0%	N

APPRAISAL

Appraisal	NBI #	Rating
Scour	113	U Unknown foundation / No eval
Bridge Rail	36A	0 Does not meet standards
Transitions	36B	0 Does not meet standards
Approach Rail	36C	0 Does not meet standards
Rail Ends	36D	0 Does not meet standards
Structural	67	4 Meets minimum tolerable limits to be left in place as is
Deck Geometry	68	0 Structure Closed
Clearance	69	N Not Applicable
Waterway	71	8 Equal to present desirable criteria
Approach Alignment	72	8 Equal to present desirable criteria

NBI CATEGORY

Category	NBI #	Rating
Approach Condition	6	Satisfactory
Deck Wearing Surface	6	Satisfactory
Deck	58	7 Good
Superstructure	59	4 Poor
Substructure	60	7 Good
Channel	61	6 Bank beginning to slump
Culvert/Retaining Walls	62	N Not Applicable

REMARKS

Element #	Bent/Span	Member ID	Deficiency Description
13	DECK	PAVE	MODERATE WEAR OF A.C.
13	APPR	PAVE	SOME POTHOLES IN AC AT SOUTH APPROACH W/SETTLEMENT

Routine Bridge Inspection Report

110	S1	G1	6" X 6" X 3" SPALL
110	S2,3	GIRDERS	STRUCTURAL CRACKS > 0.016" TO 0.025" THRU-OUT GIRDERS-CRACK GAUGE AT SPAN 2 & 3 EXTERIOR GIRDERS
110	S1,2	GIRDERS	SOME FINE SHEAR AND FLEXURE CRACKING IN S.1 AND 2. SOME OF THE CRACKS HAVE BEEN SEALED OVER WITH EPOXY PASTE. HOWEVER NONE OF THE CRACKS HAVE BEEN INJECTED. RATED A "2" BY PULZONE 2/02. NO CHANGES WERE MADE TO ELEMENT RATINGS SINCE THIS WAS NOT A FULL INSPECTION.
205	B1	BANK	CHANNEL CROWDING SOUTH BENT-SOME CHANNEL EROSION AT SE DOWNSTREAM BANK
331	ALL	RAIL	MINOR CRACKS
359	DECK	SOFFIT	HAIRLINE CRACKS THROUGHOUT UNDERSIDE
361	INT	BENT	PAST INDICATIONS OF SCOUR VULNERABILITY

MAINTENANCE RECOMMENDATIONS

Work Crew #	Order	Priority	Elem #	Bent/ Span	Member	Work	Est Cost	Comp Date
	Routine/Schedule		13	APPR	PAVE	PATCH AC AT SOUTH APPROACH.	400	
	Urgent		110	S2,3	GIRDERS	MONITOR CONCRETE GIRDERS FOR SHEAR CRACKS	0	
	Monitor		215	B1	BANK	MONITOR SO. EMBANKMT FOR EROSION.	0	
	Monitor		361	INT	BENT	MONITOR FOR SCOUR.	0	

LOAD RATING

Rating Date		Posting Req	(5) = or > legal
Design Load	HS20	Posting Status	Bridge closed to all traffic
Operating Rating	50.0 ton	OR Method	No rating analysis performed
Inventory Rating	36.0 ton	IR Method	No rating analysis performed

Truck	Operating Rating	Inventory Rating	% Below	Posting Required	Controlling Member	Actual Posting	Posting Date
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No load rating postings found.

LOAD RATING CONDITION COMPARISON CHART

Category	NBI #	Rating Condition	Current Condition
Approach Condition			6 Satisfactory
Deck Wearing Surface			6 Satisfactory
Deck	58	7 Good	7 Good
Superstructure	59	7 Good	4 Poor
Substructure	60	7 Good	7 Good
Temporary Repairs	103	No	No
Wearing Surface Thickness			1.5 in

INSPECTION SCHEDULE

Routine Bridge Inspection Report

Activity	Conducted On	Frequency	Next Inspection
Routine Inspection	11/26/03	Every 1 yr	08/18/04
Snooper	08/28/02	Every 2 yr	08/18/04
Underwater Inspection	10/10/00	Every 4 yr	10/10/04
X-Channel Profile	07/12/94	Every 10 yr	08/18/04

Structure and Inventory Appraisal Report

51.9 SUFF RATING	Structurally Deficient	STRUCTURE AND INVENTORY APPRAISAL		BRIDGE NO 13C28	INSP DATE 11/03
(122) HIGHWAY/CO RD. (2) HIGHWAY DISTRICT	000224 10	(43) STRUCT MAIN	2 Concrete continuous 02 Stringer/Multi-beam or Girder	(92) CRITICAL FEAT INSP	DATE (93) DATE
(3) COUNTY	13	(44) STRUCT APPR	0 Other 00 Not Applicable	(A) FRACTURE CRIT	n 00 200C
(4) CITY	00000	(45) NUMBER MAIN SPANS	4	(B) UNDERWATER INSP	y 48 200C
(5) INVENTORY ROUTE	141C02240	(46) NUMBER APPR SPANS	0	(94) COST OF IMPROVEMENT	598000.C
(6) FEATURES INT	CROOKED RIVER	(47) HORIZONTAL CLEARANCE	14.5	(95) ROADWAY IMPROVEMENT	59800.C
(7) FACILITY CARRIED	NEWSOM RD CO RD224	(48) MAXIMUM SPAN LENGTH	70.0	(96) PROJECT COST	956800.C
(8) STRUCTURE NUMBER	13C28 224 00002	(49) STRUCTURE LENGTH	170.0	(97) YR OF IMPROVEMENT	2002-01-01 00:00:0C
(9) LOCATION	00.02 SOUTH FAS 161-380	(50) SIDEWALK WIDTH	LT 0.0 RT 0.0	(98) BORDER BR ST-CODE	%
(10) VERT CLEARANCE	100.0 ft	(51) BRIDGE ROADWAY WIDTH	14.5	(99) BORDER STRUCTURE NO	
(11) MILEPOINT	0.02	(52) DECK WIDTH	17.5	(100) DEFENSE HIGHWAY	C
(16) LATITUDE	44.1507 N	(53) VERT CLEAR OVER DECK	100.0 ft	(101) PARALLEL STRUCTURE	N
(17) LONGITUDE	120.4674 W	(54) VERT CLEAR UNDER DECK CD	0.00 ft	(102) DIRECTION OF TRAFFIC	1
(19) BYPASS DETOUR	18.0	(55) MIN LAT UNDERCLEAR CD	N RT 0.0	(103) TEMPORARY STRUCTURE	C
(20) TOLL	3 On free road	(56) MIN LAT UNDERCLEAR	LT 0.0	(104) HIGHWAY SYSTEM	C
(21) CUSTODIAN	02 County Highway Agency	*** CONDITION ***			
(22) OWNER	02 County Highway Agency	(106) YEAR RECONSTRUCTED	7	(107) DECK STRUCTURE	1
(26) FUNC CLASS	08 Rural Minor Collector	(58) DECK	7	(108) WEARING SURFACE	60C
(27) YEAR BUILT	1955	(59) SUPERSTRUCTURE	4	(109) TRUCK ADT	30.0%
(28) LANES ON	1 LANES UNDER 0	(60) SUBSTRUCTURE	7	(110) DESIGNATED NATIONAL NETWORK	C
(29) AVERAGE DAILY TRAFFIC	113	(61) CHANNEL	N	(111) PIER PROTECTION	
(30) YEAR OF ADT	2001	(62) CULVERT	50.0	(112) NBIS BRIDGE LENGTH	y
(31) DESIGN LOAD	5 HS20	(64) OPERATING RATING	36.0	(113) SCOUR CRITICAL BRIDGE	L
(32) APPROACH ROADWAY	16.0 ft	(66) INVENTORY RATING		(114) FUTURE ADT	163.C
(33) BRIDGE MEDIAN	0 None	*** APPRAISAL ***			
(34) SKEW	0	(67) STRUCTURE CONDITION	4	(115) YEAR OF FUTURE ADT	2021
(35) STRUCTURE FLARED	0	(68) DECK GEOMETRY	0	(116) VERT-LIFT CLEARANCE	
(36) TRAFFIC SAFETY FEATURE	0000	(69) UNDERCLEARANCE	N	*** STATE INFORMATION ***	
(37) HISTORICAL SIGNIFICANCE	5	(70) POSTING	5	(117) EST MAINT COST	7700.C
(38) NAVIGATION CONTROL	0	(71) WATERWAY ADEQUACY	8	(118) CULVERT LENGTH	f
(39) NAVIGATION VERT CLEAR	0.0	(72) APPR RDWY ALIGNMENT	8	(119) CULVERT INSIDE HEIGHT	f
(40) NAVIGATION HORZ CLEAR	0.0	(75) TYPE OF WORK	1 Done by contract	(120) INSPECTOR NUMBER	Tuttle, Steve (02015
(41) OPEN STATUS	K	(76) IMPROVEMENT LENGTH	187.0	(121) MAINTENANCE NOTES	
(42) TYPE SERVICE	1 Highway 5 Waterway	(80) INSPECTION DATE	1103		
(12) BASE HIGHWAY NETWORK	0	(91) INSPECTION FREQUENCY	12 MO		
(13) LRS INVENTORY ROUTE	0	(63) OPER RATING METHOD	5		
(105) FEDERAL LANDS HWY	2	(65) INV RATING METHOD	5		