



Josephine County, Oregon

Board of Commissioners: Jim Brock, Harold L. Haugen, Jim Riddle

PUBLIC WORKS

Robert Weber, Director

201 River Heights Way / Grants Pass, OR 97527

(541) 474-5460 / FAX (541) 474-5472

TDD# 1(800) 735-2900

December 8, 2003

Mr. Bob Thompson, P.E.
 Bridge Operations Engineer
 Oregon Department of Transportation
 355 Capital Street NE, Room 301
 Salem, OR 97301-3871

Re: OTIA III Program
Coyote Creek Bridge - NBIS 122005

Mr. Thompson:

This letter is in response to the letter from Doug Tindall, State Maintenance Engineer. The letter requests additional information on each of the submittals made by Josephine County.

The information requested in Mr Tindall's letter was:

1. How it is used - This bridge is used for local residential, business, farms, and resource extraction.
2. Who uses it and when - This bridge is (or would be due to the weight restrictions) used by residential vehicles, school busses, and delivery trucks on a daily basis. The Bureau of Land Management (BLM) has land in the area which could use this route for timber harvests.
3. How it connects to other freight routes - This road is a dead end road providing access to nine (9) residential properties and commercial forest lands.
4. How the truck average daily traffic was determined - The average daily trips for this section of road was computed using tube type traffic counters. The count was done in February of 2001. The truck count was not performed due to the load limit posting of a maximum of 26 tons.

Please call me at (541) 474-5460 if you have any questions concerning this request.

Sincerely,

Charles A. Desjardis, P.E.
 Civil Engineer II

CD/br

pc: Bridges - OTIA III Program file

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ROADS BRIDGES DRAINAGE ENGINEERING SOLID WASTE FLEET BUILDINGS PROPERTY

"Josephine County is an Affirmative Action/Equal Opportunity Employer and complies with Section 504 of the Rehabilitation Act of 1973"

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December 8, 2003

Mr. Bob Thompson, P.E.
 Bridge Operations Engineer
 Oregon Department of Transportation
 355 Capital Street NE, Room 301
 Salem, OR 97301-3871

Re: OTIA III Program
Sucker Creek Bridge - NBIS 33c13

Mr. Thompson:

This letter is in response to the letter from Doug Tindall, State Maintenance Engineer. The letter requests additional information on each of the submittals made by Josephine County. Since the time of the original application by Josephine County, the State has performed a load rating analysis on the bridge which lowered the maximum load capacity from legal loads to 13 tons.

The information requested in Mr Tindall's letter was:

1. How it is used - This bridge is used for local residential, business, farms, and resource extraction.
2. Who uses it and when - This bridge is (or would be due to the weight restrictions) used by residential vehicles, school busses, and delivery trucks on a daily basis. The local winery and farms use the bridge seasonally. The Bureau of Land Management (BLM) has land in the area which could use this route for timber harvests and aggregate extraction.
3. How it connects to other freight routes - This road provides access to Highway 46. The detour route is 11.5 miles.
4. How the truck average daily traffic was determined - The average daily trips for this section of road was computed using electronic traffic counters. The count was done in November of 2002 which is not a peak seasonal time for trucks in the area. In reviewing the Project Prospectus, the ADT should have read 242 for the existing and 345 for the proposed. The truck count was 8% or 20 for present and 28 for the future.

Please call me at (541) 474-5460 if you have any questions concerning this request.

Sincerely,

Charles A. DeJanvier, P.E.
 Civil Engineer II

CD/br

pc: Bridges - OTIA III Program file

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ROADS BRIDGES DRAINAGE ENGINEERING SOLID WASTE FLEET BUILDINGS PROPERTY

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December 8, 2003

Mr. Bob Thompson, P.E.
 Bridge Operations Engineer
 Oregon Department of Transportation
 355 Capital Street NE, Room 301
 Salem, OR 97301-3871

Re: OTIA III Program
Jones Creek Bridge - NBIS 250005

Mr. Thompson:

This letter is in response to the letter from Doug Tindall, State Maintenance Engineer. The letter requests additional information on each of the submittals made by Josephine County.

The information requested in Mr Tindall's letter was:

1. How it is used - Foothill Blvd. parallels I-5 intermittently on the north and south side from Grants Pass to the City of Rogue River and is used as a bypass for I-5 when required by maintenance activity of accident response.
2. Who uses it and when - Jones Creek Bridge on Foothill Blvd. provides access to Highway 199 and I-5 for numerous freight dependent businesses including: a helicopter (heavy lift) business; a freight and fueling company; an automobile repair business; a commercial freight distribution center (UPS); a tractor sales business; an aggregate resource extraction business; along with numerous other commercial ventures relying on freight delivery and pickup.
3. How it connects to other freight routes - This bridge lies on Foothill Boulevard. A road that meets the definition of a regional freight route.
4. How the truck average daily traffic was determined - The average daily trips for this section of road was computed using electronic traffic counters. The count was done in November of 2002 which is not a peak seasonal time for trucks in the area. In reviewing the Project Prospectus, the AADT should have read 916 for the existing condition.

Please call me at (541) 474-5460 if you have any questions concerning this request.

Sincerely,

Charles A. DeJaavier, P.E.
 Civil Engineer II

CD/br

pc: Bridges - OTIA III Program file

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ROADS BRIDGES DRAINAGE ENGINEERING SOLID WASTE FLEET BUILDINGS PROPERTY

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