

LAKE COUNTY ROAD DEPARTMENT  
 PO BOX 908  
 LAKEVIEW, OR 97630  
 PHONE: 541.947.6048  
 FAX: 541.947.6059  
 EMAIL: lakecoroad@gooselake.com  
 ROADMASTER: RICK DUMILIEU

December 2, 2003

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

RE: Deep Creek Bridge #37C041

- The Deep Creek Bridge is used to provide all access to Highway 140 for the South Warner Valley. This access point provides the only access to Highway 140 for an area of approximately 15 square miles. This access point also connects to over 50 miles of Lake County roads and several more miles of BLM and Forest Service roads.

- The Deep Creek Bridge is used heavily to ship hay and cattle commodities from the Warner Valley. A feedlot south of the Deep Creek Bridge provides space for approximately 3700 head of cattle. The feedlot also allows other area ranchers to use their facilities to transport cattle. There are 17 other ranches in the area that use the facilities; they own approximately 15,000 head of cattle. These ranches also produce hay and grain and ship approximately 5,000 ton per year. The feedlot estimates that for their business alone they require about 466 truck trips per year. It is possible to have a road maintenance project together with peak harvesting days that would require 100 truck trips per day over Deep Creek Bridge.

Because the industries prevalent in this area rely heavily on trucking (no rivers, or trains available) the 125 mile detour around this bridge is devastating to their businesses. This detour has a length restriction of 65 feet, as does traveling West on Hwy 140 and the restriction is 60 feet traveling East on Hwy 140. The only option for these businesses is to come from Highway 395 down the Hogback road and cross Hwy 140 and then over this bridge. By posting this bridge, they now have no way out that does not have a restriction. The detour to go around this bridge includes over 50 miles of gravel and during the winter snow season neither Lake County nor Modoc County can guarantee that the road will remain open all day.

This bridge provides the only access for emergency services to the South Warner Valley; ambulances, structure fire engines as well as wildfire engines use this as access to thousands of acres of residential and recreational areas.

- The Deep Creek Bridge is located 1/4 mile south of Highway 140. Highway 140 provides access to Hwy 395. For the South Warner Valley, Highway 140 must be used to go anywhere; it connects to Lakeview and Winnemucca, Nevada. Highway 140 also

connects to Highway 395 to get to Reno, Nevada or Burns or Bend. Highway 140 provides access for several of the ranchers grazing permits in South Eastern Oregon.

- The truck average daily traffic was determined in 2001 by a visual count supplemented with records and documentation from area ranchers.



## United States Department of the Interior

### BUREAU OF LAND MANAGEMENT

Lakeview District Office  
1301 South G Street  
Lakeview, Oregon 97630  
[www.or.blm.gov/lakeview](http://www.or.blm.gov/lakeview)

In Reply Refer To:  
1200/9112

November 26, 2003

Mike Stinson, Project Manager  
Oregon Department of Transportation  
2557 Altimont Drive  
Klamath Falls, OR 97603

Dear Mr. Stinson:

I support the Lake County Commissioners request for the Oregon Department of Transportation to rebuild the bridge south of Adel. The Bureau of Land Management is in full support of improvements to this road system which will enhance our operational capabilities, especially for safety and emergency response. Road improvements such as rebuilding the bridge south of Adel would benefit our wildfire suppression efforts, hazardous fuels treatments, and BLM road maintenance, as all of these endeavors require moving heavy equipment.

If you have any further questions please contact me at 541-947-2177.

Sincerely,

Thomas E. Rasmussen, Manager  
Lakeview Resource Area

Dec 01 03 01:52p

Teresa Gravelle

541 947 3937

T 1 1

**Warner Valley Feeders  
PO Box 95  
Adel, Or. 97620  
Phone: 541-947-4953 Fax: 541-947-3937**

Dec 1, 2003

**RE: DEEP CREEK BRIDGE**

Current Year 2003 - Feedlot

Commodities In

Alfalfa - 55 trucks  
By Products - 63 trucks  
Supplement - 5 trucks  
**Total Trucks = 123**

Cattle In

Average in feedlot 3700 head  
100 per truck load = 37 Cattle trucks in  
85 per truck out - 44 Cattle trucks out  
**Total Trucks = 81**

Current Year 2003 - Ranch

Average 1000 Mother cows  
80% calf crop = 800 calves  
average 85 per truck = 9 trucks (selling only 700 head)  
Cull cows - 1 truck  
Haul cattle to desert - 19 trucks  
**Total Trucks = 29**

**TOTAL TRUCKS JUST FOR OUR BUSINESS = 233**

Dec 01 03 01:52p

Teresa Gravelle

**Gross Product of Warner Valley****Employment - 80-100 jobs****Cattle**

Capacity: 21,000 Mother Cows  
 Current: 16,500 Mother Cows  
 Current Production: 13,500 calves  
 Current Shipments: 4,000 tons, or 165 truck loads  
 Current Value: \$6,000,000

**Grain for Sale**

Current Production: 3,000 tons or 125 truck loads  
 Current Value: \$300,000

**Hay for Sale**

Current Production: 7,800 tons or 325 truck loads  
 Current Value: \$665,000

**Totals**

Current Production: 14,800 tons or 615 truck loads  
 Current Value: \$6,965,000

**Value Added Products**

Feedlot

**Road Economics****Accessibility**

North-South route no winter maintenance  
 East-West route most direct to markets

**Shipping Options**

Trucking only form of transportation  
 Interstate trucks are illegal  
 Very few legal trucks available, most are incapable of long distance hauling

**Freight Rates**

Cattle: a 500 mile trip would cost <sup>additional</sup> \$45/100 <sup>additional</sup>  
 Grain & Hay: 150 mile haul would cost \$5/ton  
 Future costs will sky-rocket as fewer trucks are willing to violate the law

**Road Taxes Hwy. 140 East (100 trucks per day)**

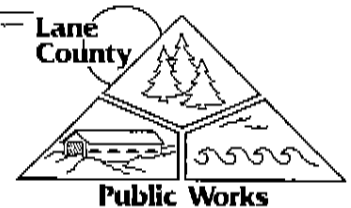
PUC annual tax: \$297,402.00  
 Fuel annual tax: \$474,500.00

**Fuel Taxes Lake County**

State gas: 5,500,000 gal @\$0.24 \$1,320,000  
 Fed gas: 5,500,000 gal @\$0.184 \$1,012,000  
 State DIF: 250,000 gal @\$0.24 \$60,000  
 State PUC: 9,490,000 mi @\$0.1455 \$1,376,000  
 FET DIF: 1,750,000 gal @\$0.244 \$427,000  
 Total County Revenue: \$4,195,000

**Solutions****Short-term**

Permit similar to Hwy. 140 west of Lakeview



**December 9, 2003**

**Bob Thompson  
Bridge Section  
Oregon Department of Transportation  
355 Capitol St. NE, Room 301  
Salem, OR 97301**

**RE: Local Bridge Application Information Request**

In a letter from Doug Tindall dated November 24, 2003, agencies participating in the OTIA III program were asked to elaborate on truck traffic data submitted with their bridge applications. The letter asks agencies to better characterize what type of truck freight traffic is using their candidate bridges and to what extent. While we generally feel these questions were addressed in our application materials, the following summarizes that information and further explains how truck ADTs were determined for the following six Lane County bridge applications (New truck data is enclosed for Sharps Creek MP 6.48):

- Row River Rd. MP 16.64 #39C224
- Sharps Creek Rd. MP 6.48 #39C235
- London Rd. MP 8.73 #14868A
- London Rd. MP 11.25 #039C24
- London Rd. MP 13.01 #14875A
- Fir Butte Rd. MP 0.68 #39C431

**How it is used and who uses it and when:**

All six of the bridges are in the vicinity of large tracts of Forest and Exclusive Farm Use zoned lands, facilitating forest and agricultural product freight movement from these extensive resource lands to major freight corridors on the state highway system. Truck traffic can vary on a day to day and on a seasonal basis. However, ongoing natural resource freight movement is expected in the long term for all areas accessed by our bridge candidates.

Forest product movement is the primary activity over the **Row River** and **Sharps Creek** bridges, with major landowners in the area consisting of Forest Service, BLM, and Weyerhaeuser. In addition, quarry and mining land can be accessed by traveling over either of these bridges. Forest product movement is also the primary freight activity in the **London Road** area. This is supplemented by agricultural freight movement from farm sites along **London Road**. Farming is the predominant use in the **Fir Butte** Road area, with the **Fir Butte** bridge linking agricultural freight traffic to the state highway system and nearby City of Eugene.

*cc: Bridge Section  
12/11/2003*



The Freight Route Maps submitted with the applications show the land use designations adjacent to the bridge candidates, indicating the extent of farm and forest lands that are accessed by travel over the bridges.

**How it connects to other freight routes:**

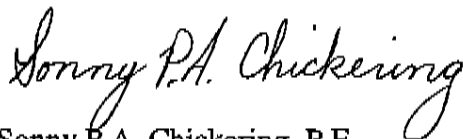
As shown in the Freight Route Maps, the bridges are located along routes that connect resource areas to the state highway system. As the road system is limited in these rural areas, the bridges are typically along roadways that offer only one viable travel option to and from the resource lands. With the presence of load restricted bridges, heavy trucks face limited and long detour routes to access lands served by the bridge candidates. Such is the case for the **London Road, Sharps Creek Road, and Row River Road** bridges, which ultimately connect traffic to Interstate 5. The **Fir Butte** bridge allows connection to State Highway 126, just a few miles to the south.

**How the truck average daily traffic was determined:**

Onsite vehicle classification counts were collected on **London Road** in 2001, showing the ADT by vehicle type. Vehicle classification counts were recently collected on Row River Road that verify the proposed truck ADT (55) submitted with the application for the **Row River** bridge. No truck traffic data was available for **Fir Butte Road**, and no new data is available, so the default 5 percent of ADT was used for existing truck ADT and a conservative 10 percent of ADT estimate was used for proposed truck traffic based on known truck counts on similar roads in the county system. The **Sharps Creek** bridge also assumed the default five percent of total ADT, with the proposed truck ADT showing a conservative projection of 10 percent of current ADT. However, this data has been revised as new information has become available. In discussions with Steve Swanson, the area engineer for Weyerhaeuser, he indicated that Weyerhaeuser would resume timber removal above the **Sharps Creek** bridge within the next five years. This would result in approximately 36 truck trips per day over the **Sharps Creek** bridge for Weyerhaeuser activities alone. See the new Bridge Project Prospectus data form submitted for **Sharps Creek** that revises the proposed truck ADT and provides further explanation in the Regional Freight Corridor Analysis and Special Considerations sections.

Please feel free to contact me if you have any further questions.

Sincerely,



Sonny P.A. Chickering, P.E.  
County Engineer

Encl: Revised Additional Bridge Information page for the Sharps Creek Bridge Project Prospectus

## Bridge Project Prospectus Additional Bridge Information

Applicant: <input type="checkbox"/> Lane County		NEIS Bridge Number: 90215						
Project Name/Sharp's Creek Rd. MP 6.64 at 16.65		Region: 2	District: 5					
Section:		Area: 5	District: 5					
Funding:	Heavy Vehicle Usage:		Detour:					
Preferred Source: <input checked="" type="checkbox"/> OTIA III <input type="checkbox"/> Federal HBRR  Acceptable Source: <input checked="" type="checkbox"/> OTIA III <input checked="" type="checkbox"/> Federal HBRR	Truck AADT: <table style="display: inline-table; border: 1px solid black;"><tr><td style="text-align: center;">Existing</td><td style="text-align: center;">Proposed</td></tr><tr><td style="text-align: center;">12</td><td style="text-align: center;">36</td></tr></table>		Existing	Proposed	12	36	Detour Route: Length: <table style="display: inline-table; border: 1px solid black;"><tr><td style="text-align: center;">30.3 miles</td></tr></table> Map: (Please attach map)	30.3 miles
Existing	Proposed							
12	36							
30.3 miles								
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:								
<p>Timber operations are the principal freight activity, but are limited at this time, so 5% of ADT was assumed for existing truck usage. However, potential truck usage will be higher as cyclical timber harvests resume above the bridge. Major land owners in the area include the Forest Service, BLM, Weyerhaeuser, and a few smaller private land holders. Steve Swanson, the area engineer for Weyerhaeuser, indicated that Weyerhaeuser will resume timber removal from their lands within five years. This will result in approximately 36 daily truck trips over the bridge, as well as occasional overweight load trips to move equipment in and out of the active timber sites. Steve Swanson indicated that load limitations on this bridge, coupled with the infeasibility of the detour route, would hinder Weyerhaeuser operations in the Sharps Creek Road area. The proposed truck ADT has been updated from the original application to reflect future Weyerhaeuser operations only. The potential of concurrent timber sales by the Forest Service and/or timber harvests from smaller land holders in the area could greatly increase the proposed 36 daily truck trips over the bridge.</p>								
Special Consideration:								
<p>Large number of acres of F1 and F2 forest lands are located in this area, linking timber product truck traffic west to the I-5 corridor. There is also Quarry and Mining designated lands at the southeastern portion of the roadway, as shown on the Freight Route Map. Since the bridge provides access to tens of thousands of acres of forest land, continued truck passage can be expected in the long term.</p>								
<p>The road loops through resource lands to the Row River bridge at MP 16.64, which also is rated as having zero load carrying capacity, making both Sharps Creek and Row River strong candidates for bridge replacement. Both have been submitted for the OTIA III program.</p>								