



*Land of Cheese, Trees and Ocean Breeze*

TILLAMOOK COUNTY  
PUBLIC WORKS DEPARTMENT  
503 Marolf Loop, Tillamook, OR 97141

(503) 842-3419  
FAX: 842-6473

TDD-NONVOICE  
Oregon Relay Service

December 5, 2003

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

RE: Local Bridge Application Information Request  
OTIA III Project Funding Applications

Dear Mr. Thompson,

Please find attached 6 pages of requested information as per the 11/24/03 letter from Doug Tindall.

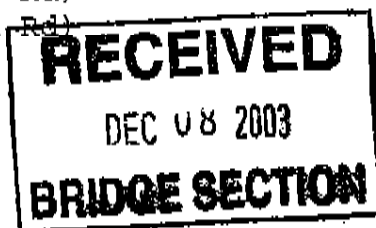
If you have any questions, please let me know.

Sincerely,

Patrick B. Oakes  
Engineering Project Supervisor

Enclosures: Additional Information Pages for:  
#01355A Trask River (Long Prairie Rd)  
#57C45 East Creek (Moon Creek Rd)  
#11380A Nestucca River (Blaine Rd at MP 2.54)  
#57C29 Killam Creek (South Prairie Rd)  
#57C35 Wilson River (Kansas Creek Rd)  
#57C28 Bewley Creek (Bewley Creek Rd)

cc: File



## OTIA III LOCAL BRIDGE APPLICATION INFORMATION REQUEST

December 5, 2003

FROM: Tillamook County Public Works  
Attn: Pat Oakes, Engineering Project Supervisor

BRIDGE: #01355A Trask River (Long Prairie Rd)  
COMMON NAME: Johnson Bridge

We made contact with Tillamook Office of State Forestry. They provide some updated information to supplement the earlier provided information. Tillamook State Forest takes up about 51% of Tillamook County. The Tillamook Burn will be coming online and they will be selling 133 million board feet of timber for each of the next at least 10 years. This amounts to 38,000 logging trucks per year (or 104 ADT). Their estimate of specific ADT impacts of State timber sales/logging on the following OTIA III application bridges are as follows:

BRIDGE	Truck ADT	* Total greater than 100% as multiple bridges are used for single loads. The above ADTs are incorporated with details below.
#01355A Trask River (Long Prairie Rd)	75% or 78 ADT	
#57C35 Wilson River (Kansas Creek Rd)	20% or 21 ADT	
#11380A Nestucca River (Blaine Rd at MP 2.54)	15% or 16 ADT	
#57C45 East Creek (Moon Creek Rd)	10% or 10 ADT	
#57C29 Killam Creek (South Prairie Rd)	1% or 1-2 ADT	

The increased volume of public lands logging will provide significant numbers of family wage jobs and will increase revenue to Tillamook County taxing districts.

**Question:** Answer (as indicated in the ODOT 11/24/03 letter)

**How it is used:**

The Bridge Project Prospectus provides an adequate review of Johnson Bridge's traffic and uses (Project Justification, Regional Freight Corridor Analysis and Special Consideration).

**Who uses it and when:**

The bridge is utilized year round for larger truck loads moving between State Hwy 6 and State Hwy 101 in order to avoid the 90 degree city block turning movements in downtown Tillamook. There is a truss manufacturing firm at the Port of Tillamook Bay. When manufactured loads leave the Port, they are large, long loads that are almost impossible to take through the city without shutting down traffic during their moves. The asphalt plant located on Trask River Road provides asphalt generally Spring through Fall. Johnson Bridge provides a direct route for its asphalt trucks to head to South County. This is the only local AC plant. With the bridge unable to accommodate its loaded trucks, they add to the downtown congestion while also conflicting with the above large truss loads trying to go through downtown in the opposite direction. During Summer months with tourist traffic at its height, these large loads are in direct conflict with other traffic. While most of the logging traffic is from State sales, private property logging does contribute to the ADT on this bridge.

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

The Detour/Vicinity Map with the original application provides a clear picture of how Long Prairie Road connects to State Hwy 6 and State Hwy 101 (the major route thorough-fares into and through the County). It is the only viable route to avoid downtown Tillamook City.

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

The 1450 ADT was taken from previously submitted data on file with bridge section. The 290 truck ADT was figured at 20% of the traffic load. This is higher than typical for County traffic, however Long Prairie Road is probably one of the highest percentage routes with truck traffic in the County due to the city bypass and its vicinity to the Port of Tillamook Bay. County has had a series of spot traffic counts taken with in the last 20 years. The average of the spot counts is 1830. In order to compare the ADT of this bridge consistently with others, we opted to used the previously provided lower count information to ODOT.

## OTIA III LOCAL BRIDGE APPLICATION INFORMATION REQUEST

December 5, 2003

FROM: Tillamook County Public Works  
Attn: Pat Oakes, Engineering Project Supervisor

BRIDGE #57C45 East Creek (Moon Creek Rd)  
COMMON NAME East Creek Bridge

We made contact with Tillamook Office of State Forestry. They provide some updated information to supplement the earlier provided information. Tillamook State Forest takes up about 51% of Tillamook County. The Tillamook Burn will be coming online and they will be selling 133 million board feet of timber for each of the next at least 10 years. This amounts to 38,000 logging trucks per year (or 104 ADT). Their estimate of specific ADT impacts of State timber sales/logging on the following OTIA III application bridges are as follows:

BRIDGE	Truck ADT
#01355A Trask River (Long Prairie Rd)	75% or 78 ADT
#57C35 Wilson River (Kansas Creek Rd)	20% or 21 ADT
#11380A Nestucca River (Blaine Rd at MP 2.54)	15% or 16 ADT
#57C45 East Creek (Moon Creek Rd)	10% or 10 ADT
#57C29 Killam Creek (South Prairie Rd)	1% or 1-2 ADT

\* Above total greater than 100% as multiple bridges are used for single loads. The above ADTs are incorporated with details below.

The increased volume of public lands logging will provide significant numbers of family wage jobs and will increase revenue to Tillamook County taxing districts.

**Question:** Answer (as indicated in the ODOT 11/24/03 letter)

**How it is used:**

East Creek Bridge is the only outlet from the North to Blaine Road for farms and logging in the area. While the dairy industry is relatively stable with a defined number of dairy related trips over the bridge, the logging traffic is set to increase as increased numbers of trees are harvested from the Tillamook Burn in the Tillamook State Forest over the next several years.

**Who uses it and when:**

The dairy traffic uses the bridge year round. Logging traffic tends to peak during the Summer months, but the County has received oversize load requests on the bridge throughout the year as various logging contracts have been authorized on public lands over the years. Most logging traffic over this bridge is from public lands, however there are some private timber lands in the area.

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

Blaine Road is the primary East-West collector serving South County. In order to get out of the area to markets in the Tillamook City area, all trucks use Blaine Road. Both Moon Creek and East Creek Road traffic must cross over East Creek Bridge to reach Blaine Road.

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

Truck traffic of 30 ADT was determined at 20% of the overall bridge ADT provided to ODOT in the past. For the relatively low 150 ADT, this 30 ADT is probably a conservative number during Summer months and will likely have to be adjusted upward as the Tillamook Burn harvest comes online.

## OTIA III LOCAL BRIDGE APPLICATION INFORMATION REQUEST

December 5, 2003

FROM: Tillamook County Public Works  
 Attn: Pat Oakes, Engineering Project Supervisor

BRIDGE #11380A Nestucca River (Blaine Rd at MP 2.54)  
 COMMON NAME Sorenson Bridge

We made contact with Tillamook Office of State Forestry. They provide some updated information to supplement the earlier provided information. Tillamook State Forest takes up about 51% of Tillamook County. The Tillamook Burn will be coming online and they will be selling 133 million board feet of timber for each of the next at least 10 years. This amounts to 38,000 logging trucks per year (or 104 ADT). Their estimate of specific ADT impacts of State timber sales/logging on the following OTIA III application bridges are as follows:

BRIDGE	Truck ADT
#01355A Trask River (Long Prairie Rd)	75% or 78 ADT
#57C35 Wilson River (Kansas Creek Rd)	20% or 21 ADT
#11380A Nestucca River (Blaine Rd at MP 2.54)	15% or 16 ADT
#57C45 East Creek (Moon Creek Rd)	10% or 10 ADT
#57C29 Killam Creek (South Prairie Rd)	1% or 1-2 ADT

\* Above total greater than 100% as multiple bridges are used for single loads. The above ADTs are incorporated with details below.

The increased volume of public lands logging will provide significant numbers of family wage jobs and will increase revenue to Tillamook County taxing districts.

**Question:** Answer (as indicated in the ODOT 11/24/03 letter)

**How it is used:**

Blaine Road is the primary East-West collector route in South County. This road serves as a Tillamook County connection to Carlton in Washington County as well as to the Siuslaw National Forest used for logging and various recreational uses. Sorenson Bridge is at Milepost 2.5 on Blaine Road which is over 14 miles long at which point it enters the federal lands to the East. There is a lot of traffic from feeder roads (residential and forest related) utilizing Blaine Road further to the East. Given the Blaine Road is the only East-West route in the area of Beaver and North of Hebo, the bridge serves as the vital link for emergency services in and out of the area.

**Who uses it and when:**

See above. There is higher traffic volume during Summer and Fall months with increased use of state and federal forest recreational areas and fishing along the Nestucca River. While logging can and does occur throughout the year, it tends to increase during Summer months. The various dairy farms East of Beaver use the road year round for bringing their goods to market in Central Tillamook via State Hwy 101. Most logging traffic over this bridge is from public lands, however there are some private timber lands in the area.

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

State Hwy 101 is the primary freight route that Blaine Road connects to carry market goods including dairy and forest products Central Tillamook for processing.

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

Based on annual traffic averages, it is estimated that about 30% of the traffic on Blaine Road is truck related. That percent is the basis for the 200 ADT out of 670 ADT. While the 30% might be called a liberal number by some observers, as the Tillamook State Forest starts to come online for harvest, the truck traffic will certainly increase making the 30% figure seem very conservative.

## OTIA III LOCAL BRIDGE APPLICATION INFORMATION REQUEST

December 5, 2003

FROM: Tillamook County Public Works  
Attn: Pat Oakes, Engineering Project Supervisor

BRIDGE: #57C29 Killam Creek (South Prairie Rd)  
COMMON NAME: Killam Creek Bridge

We made contact with Tillamook Office of State Forestry. They provide some updated information to supplement the earlier provided information. Tillamook State Forest takes up about 51% of Tillamook County. The Tillamook Burn will be coming online and they will be selling 133 million board feet of timber for each of the next at least 10 years. This amounts to 38,000 logging trucks per year (or 104 ADT). Their estimate of specific ADT impacts of State timber sales/logging on the following OTIA III application bridges are as follows:

BRIDGE	Truck ADT
#01355A Trask River (Long Prairie Rd)	75% or 78 ADT
#57C35 Wilson River (Kansas Creek Rd)	20% or 21 ADT
#11380A Nestucca River (Blaine Rd at MP 2.54)	15% or 16 ADT
#57C45 East Creek (Moon Creek Rd)	10% or 10 ADT
#57C29 Killam Creek (South Prairie Rd)	1% or 1-2 ADT

\* Above total greater than 100% as multiple bridges are used for single loads. The above ADTs are incorporated with details below.

The increased volume of public lands logging will provide significant numbers of family wage jobs and will increase revenue to Tillamook County taxing districts.

**Question:** Answer (as indicated in the ODOT 11/24/03 letter)

**How it is used:**

Without use of the portion of South Prairie Road with Killam Creek Bridge, most current traffic out area would be forced to use the North intersection of South Prairie Road with Hwy 101. This would be much pressure on ODOT for improvement of this road intersection to handle the traffic increase. South Prairie Road serves also as an alternative North-South route parallel to State Hwy 101. Any closure of Hwy 101 forces all traffic onto South Prairie Road over Killam Creek Bridge. South Prairie Road became a vital North-South County link for traffic during the major flooding events in 1996 and 1999.

**Who uses it and when:**

Current traffic is a mix of residential traffic and that of local dairies. There is a significant expansion project for the Port of Tillamook Bay planned in the next couple of years. The Port is planning on having additional recreational and residential traffic (let alone the construction traffic for the development) use an exit onto South Prairie Road. Given there is a grade school at the North end of South Prairie Road at Hwy 101, there will significant local resident pressure to force the additional traffic over Killam Creek Bridge to the South to avoid the school. A new proposed golf course will likely be only seasonal. All other traffic is expected to be year round.

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

As a parallel route to State Hwy 101, South Prairie Road connects to the State Hwy 101 at two locations North and South of Killam Creek Bridge. During major flood events, Brickyard Road gets utilized as an extension of South Prairie Road for local and through traffic to reach Long Prairie Road and thus connect to State Hwy 6 and northern Tillamook County.

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

The 150 ADT is 15% of the estimated 1000 ADT on South Prairie Road. During anticipated construction activities for pending development at the Port of Tillamook Bay, this truck ADT figure will likely significantly increase as truck traffic is forced to bypass the grade school on the North part of South Prairie Road.

## OTIA III LOCAL BRIDGE APPLICATION INFORMATION REQUEST

December 5, 2003

FROM: Tillamook County Public Works  
Attn: Pat Oakes, Engineering Project Supervisor

BRIDGE: #57C35 Wilson River (Kansas Creek Rd)  
COMMON NAME: Josi Bridge

We made contact with Tillamook Office of State Forestry. They provide some updated information to supplement the earlier provided information. Tillamook State Forest takes up about 51% of Tillamook County. The Tillamook Burn will be coming online and they will be selling 133 million board feet of timber for each of the next at least 10 years. This amounts to 38,000 logging trucks per year (or 104 ADT). Their estimate of specific ADT impacts of State timber sales/logging on the following OTIA III application bridges are as follows:

BRIDGE	Truck ADT
#01355A Trask River (Long Prairie Rd)	75% or 78 ADT
#57C35 Wilson River (Kansas Creek Rd)	20% or 21 ADT
#11380A Nestucca River (Blaine Rd at MP 2.54)	15% or 16 ADT
#57C45 East Creek (Moon Creek Rd)	10% or 10 ADT
#57C29 Killam Creek (South Prairie Rd)	1% or 1-2 ADT

\* Above total greater than 100% as multiple bridges are used for single loads. The above ADTs are incorporated with details below.

The increased volume of public lands logging will provide significant numbers of family wage jobs and will increase revenue to Tillamook County taxing districts.

**Question:** Answer (as indicated in the ODOT 11/24/03 letter)

**How it is used:**

Josi Bridge is used by several residences in the area. Its primary use during peak months is by logging traffic.

**Who uses it and when:**

Josi Bridge on a the primary route for logging truck traffic entering and leaving the Tillamook State Forest. As the Tillamook Burn starts to come online in the next several years, there will likely be a significant increase in logging traffic. As evidenced by past storm events (1996 and 1999) and the road closures resulting, logging traffic relying on a road connection to Trask River Road to the South or on the precarious 2 mile Northeast detour route to State Hwy 6 is not realistic. Josi Bridge is the most actively used route to get to State Hwy 6 from the South side of the Wilson River. Logging traffic tends to peak during Summer, drier months of the year but does continue year round.

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

State Hwy 6 is only about 300 feet from Josi Bridge. Most logging and residential traffic turns West on Hwy 6 to head toward market activity in Tillamook City 13 miles away. Most logging traffic over this bridge is from public lands, however there are some private timber lands in the area.

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

The 37% truck traffic figure was develop from 30 ADT out of total 80 ADT. Residential and State Forest tourist traffic is relatively light on this route. The current relatively small number of logging related trucks represents a fair size of the total traffic. With the Tillamook Burn coming online in the next couple of years, the % of truck traffic will increase significantly.

## OTIA III LOCAL BRIDGE APPLICATION INFORMATION REQUEST

December 5, 2003

FROM: Tillamook County Public Works  
Attn: Pat Oakes, Engineering Project Supervisor

BRIDGE: #57028 Bewley Creek (Bewley Creek Rd)  
COMMON NAME: Bewley Creek Bridge

Question: Answer (as indicated in the ODOT 11/24/03 letter)

**How it is used:**

The traffic over Bewley Creek Bridge is a mix of residential, private logging and quarry traffic. The logging and quarry traffic uses Bewley Creek Road as the primary public route to reach markets in the Tillamook area.

**Who uses it and when:**

See above. Residential traffic uses the road year round. Logging tends to increase during better weather months, but does continue year round. The quarry traffic tends to peak during better weather months (Summer) when rock resources are more in demand.

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

Bewley Creek Road connects with State Hwy 101 which is the primary North-South freight corridor in the County. Logging traffic often heads North toward Tillamook City for processing at the main mill in town. Rock trucks head Northeast to the one asphalt plant in the area. Virtually all traffic exits onto State Hwy 101.

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

The 30 ADT was rounded up from an estimated 10% of the 240 total ADT. The seasonal increase in truck traffic due to logging and the quarry is the primary reason for the number being rounded up.