

Linn County Road Department Certified Agency Manual

Section 3

Phase II - Roadway Design

PROJECT DEVELOPMENT & DESIGN PROCEDURES FOR FEDERAL AID PROJECTS

Project Name: _____

Project No.: _____

Key No.: _____

Federal Aid No.: _____

Legend: F= File PE= Project Engineer RM= Region Manager EC= Environmental Coordinator CPM= Certification Program Manager CE= County Engineer
 L= Local Liaison RR= ODOT ROW U= Utility Manager CR= County Roadmaster CC= County Commissioners PM= Project Manager

INITIAL	DATE COMPLETE	WHO INITIATES	COPY SENT TO:	TASK
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Intergovernmental Agreement

		ALL	ALL	1 Project Scoping Trip
		CE	F, L, EC	2 Prepare project Prospectus parts 1, 2, and 3 (including environmental checklist)
		CE	EC	3 Review checklist with EC
		EC	F, CE, L	4 Receive approval for Part 3
		L	F, CE	5 Receive approval for Parts 1 and 2
		CE	CPM, L	6 Request Supplemental & Certification Agreement IGA
		CE	L	7 Request Project IGA
		CPM	F, CE	8 Submit Supplemental & Certification Agreement IGA for County Approval
		L	F, CE	9 Submit Project IGA for County Approval
		CE	CR, CC	10 Submit Project IGA, Supplemental and Certification Agreements for County Approval
		CE	CPM, L	11 Return approved and signed IGA's, Supplemental and Certification Agreements
		CPM, L	F, CE	12 Provide Copy of completed and signed IGA's, Supplemental and Certification Agreements
		CPM, L	F, CE	13 Provide Notice of Funding Authorization and Notice to Proceed - Before any work begins

Soft Match

		CE	CPM, L	1 Request soft match (see Initial Donations/Contributions form)
		L	F, PM	2 Submit soft match approval

Consulting Services

		CE	CPM, L	1 Prepare programming request for consulting services (unless Direct Services Contract to be used)
		L	F, PM	2 Submit programming request for consulting services approval (unless Direct Services Contract)
		CE	CPM, L	3 Prepare Statement of Work for Consulting Services and DBE Goal
		CE	CPM, L	4 Prepare RFP if Direct Services Contract will not be used.
		L	F, PM	5 Submit Approved statement of work and DBE Goal
		CE	F	6 Advertise RFP and go through RFP Consultant Section Process if not Direct Service Contract
		CE	F, CPM, L	7 Review and Select consultant
		CE	F	8 Meet with Consultant and Develop Contract Meeting LAG Guidelines and County Guidelines

	CE	F	9	Obtain, Review, Prepare Documents for Preliminary Engineering, and PS&E
Legend: F= File PE= Project Engineer RM= Region Manager EC= Environmental Coordinator CPM= Certification Program Manager CE= County Engineer				
L= Local Liason RR= ODOT ROW U= Utility Manager CR= County Roadmaster CC= County Commissioners PM= Project Manager				

INITIAL	DATE COMPLETE	WHO INITIATES	COPY SENT TO:	TASK
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				Consulting Services Cont.
		CE	EC, L	10 Prepare Environmental Assessment and permit for review and closeout
		EC	F, PM	11 Submit Environmental Closeout approval from FHWA

				Preliminary Engineering (PE)
		L	F, PM	1 Obtain signed Authorization to Proceed with PE from L
		PE	CPM, L	2 Schedule and conduct meeting for project and identify key ODOT staff
		PE	F, ODOT staff	3 Prepare and distribute meeting summary
		PE	F	4 Prepare roadside inventory
		PE, ODOT	L, CPM	5 Identify, Prepare and submit design exception documentation
		L	PM	6 Submit approved design exception documentation
		PE	F	7 Prepare mobility checklist (if on-system route)
		PE	CPM, L	8 Prepare Public Interest Finding letter
		L	F, PM	9 Submit approved Public Interest Finding
		CE	F, PE	10 Review and Comment on 30% Engineering Plans
		PE	L, F	11 Prepare and Submit 30% Engineering Plans
		PE	L, EC, F	12 Obtain Environmental Closeout and Approval with submittal of Environmental Documents
		PE	F, L, RM	13 Request Access Management Plan (if on State Highway)
		L, RM	F, PM	14 Submit approved Access Management Plan (if on State Highway)
		L, RM	F, PM	15 Submit Approved Official Project Access List (if on State Highway)
		PE	F, Prop owners	16 Prepare and submit property owner notification of upcoming project
		PE	F, L, RM	17 Request pavement design (if on State Highway)
		L, RM	F, PM	18 Submit pavement design (if on State Highway)
		CE	F, PE	19 Review and Comment on 60% Engineering Plans, specifications and estimate
		PE	CPM, L	20 Prepare and Submit 60% Engineering Plans and Specs (ODOT District if impact to or adjacent to ODOT facility)
		L	PM	21 Submit 60% Engineering Plans and Spec review comments

				90% PS&E
		CE	F, PE	1 Review and Comment on 90% Engineering Plans, specifications and estimate
		PE	F, PM	2 Prepare 90% Engineering Plans and Specs
		PE	L	3 Prepare and Submit Q&Q Guide
		L	PE	4 Submit comment/approved Q&Q Guide
		PM	F, OCR, L	5 Submit Request for Goals, Form 731-0663 (include Engineers Estimate, Construction Schedule and CR form)

	OCR	F, PM	6	Submit goals by email (Submitted within 3 days of receipt of above)
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Legend: F= File PM= Project Manager RM= Region Manager EC= Environmental Coordinator CPM= Certification Program Manager CE= County Engineer
L= Local Liason RR= ODOT ROW U= Utility Manager CR= County Roadmaster CC= County Commissioners

INITIAL	DATE COMPLETE	WHO INITIATES	COPY SENT TO:	TASK
		PM	F, OCR, L	7 Publish goals in Bid Booklet (Send paper and electronic copy to LAL and OCR)
		OCR	F, PM	8 Notify Local Agency by email of the receipt (Within 3 days of receipt of Bid Booklet)
		PM, CE	F, L, DBE	9 Submit 90% PS&E Checklist, Bid Booklet, Specifications, Engineering Plans and Ad (6 weeks prior to Ad date)
		L	F, PM	10 Provide FHWA Notice to Proceed - Must be obtained before Advertising

90% PS&E Cont.



Linn County Road Department

*Providing safe and efficient transportation to
citizens and visitors of Linn County.*

DATE: May 17, 2011

TO: Brenda Marcus
Office of Project Letting Manager
Oregon Department of Transportation

Date Received: 05/24/11
Request Type: State Supplied Items
Control No.: 17163-01
Region: 2

FROM: Chuck Knoll, PE,
Linn County Engineer / Project Manager
Linn County Road Department

SUBJECT: LETTER OF PUBLIC INTEREST FINDING
For Approval of Use of Agency Supplied Material (precast concrete slabs)
Project Name: Thomas Creek (Beech Street) Bike - Ped Bridge (Scio)
North Beech Street and South Beech Street, Scio, Oregon
Linn County
Key # 17163
Federal Aid Number X - STP - C043 - (028)

The Linn County Road Department requests approval for use of material (precast reinforced concrete slabs) to be supplied by Linn County for the City of Scio's Thomas Creek (Beech Street) Bike-Pedestrian Bridge Project because this use is in the best interest of the public.

This project is funded for engineering design with part of the Federal-Aid Surface Transportation Program (STP) funds for use on non-highway local agency projects has been made available for engineering design. The cost for engineering design is estimated at \$191,000. Surface Transportation Program (STP) Flexible Funds for use on non-highway projects has recently been designated for construction of this project. The estimated cost for construction is \$723,000 which is subject to change. Final PS&E for this project has been prepared and submitted to the Oregon Department of Transportation and is expected to be approved as complete in May 2011. This project is proposed to go out to bid in June 2011. Construction could be completed as early as November 2011.

This project will construct a bicycle/pedestrian path and bridge over Thomas Creek connecting South Beech Street and North Beech Street. Beech Street is part of the city street system which is within dedicated right of way under the jurisdiction and control of the City of Scio. Part of the project includes an ADA compliant ramp to connect the each end of the bridge to a pedestrian path on Beach Street. The reinforced concrete slabs will be used in the construction of the footings for each ramp.

The City of Scio City-Council, through town hall meetings with the general public and official representatives from Linn County had the vision and intent to construct a pedestrian path and bridge to connect a major residential area to schools, the city hall and businesses. This would provide a safer pedestrian and bicycle route away from State Highway 226, and Main Street, a minor arterial. It would also enhance the City of Scio and provide an emergency route should the Main Street Thomas Creek bridge need to be closed under an emergency condition. The City

and County agreed to provide matching funds for construction of this project. The County indicated they would provide a match in the form of providing reinforced concrete slabs salvaged from a bridge replacement project. These slabs are presently in storage by Linn County. The use of the slabs as a match for this project were described in the request for Flexible Funds which was recently approved for funding by the Oregon Transportation Commission. The Intergovernmental Agreement for this project which has been approved also allows the City of Scio and Linn County to use these slabs as a match.

The request is made for the following items:

The Linn County Road Department will provide four (4) each reinforced concrete slabs that are 20 feet long, 4 feet wide, and 12 inches thick and four (4) each reinforced concrete slabs that are 30 feet long, 4 feet wide, and 12 inches thick for a total combined slab length of 200 linear feet and a total reinforced concrete volume of 29.6 cubic yards . Based on ODOT's 2009 Cost Data Book, the estimated cost of these slabs at \$160.00 per linear foot is \$32,000. These slabs will be used in place of reinforced concrete to be used in the construction of the ramps. The estimated cost for this type of reinforced concrete construction for 29.6 cubic yards at \$900 per cubic yard is \$28,640.

There is an anticipated estimated cost of \$1,800 for transfer of the slabs from Linn County to the project site by use of a light crane and two flat bed trucks. Subtracting the cost of transfer, the value of the slabs to be used as a match for this project is estimated at \$24,840 as provided in the approved request for Flexible Funds submitted by the City of Scio.

The cost of slabs for construction of the footings for the ramps is comparable to the use of reinforced concrete formed and poured in place as used by the Oregon Department of Transportation on pedestrian improvement projects in other parts of Oregon. The use of precast slabs saves construction time associated with placement of concrete forms, reinforcement steel, pouring, finishing, and curing of concrete. The use of precast slabs also eliminates a source of potential pollution associated with the pouring, handling, and finishing of concrete. The use of these concrete slabs is also an excellent example of sustainability for conservation of resources in the State of Oregon, City of Scio and Linn County.

The City of Scio also has limited funds that can be dedicated as a match for this project. The use of these reinforced concrete slabs as a match allows this project to be funded without placement of an economical hardship on the City of Scio.

Buy America Provisions

The reinforced concrete slabs are presently in storage at Linn County and were obtained by salvaging them from bridge replacement projects. The slabs were previously use to construct bridges in the time period between 1964 to 1967 which was prior to the Buy America requirements set forth in 23 CFR 635.410 which were initially adopted in 1983. The provisions do not specifically indicate that any material manufactured before that time are exempt from the requirements. Therefore, documentation needs to be provided to show compliance with the provisions. For the reinforced concrete slabs, Buy America provisions apply only to the steel contained in the concrete slabs. Based on drawings for these reinforced concrete slabs, the total amount of reinforcing steel is 1,143.7 pounds and total amount of prestressed steel is 2,112 pounds. Assuming that all the steel is foreign steel, a determination is made as to the cost of the foreign steel as delivered to the project. The cost of this foreign steel is provided by the current month's import trade data. For March, 2011 the import trade data indicated that reinforcing steel was determined to be \$0.2265 per pound and wire rod (used in prestressing) was determined to

be \$0.299 per pound. This would make the total foreign cost of steel delivered to be worth \$890.53. 23 CFR 635.410 indicates that the contractor shall not incorporate more than \$2,500 of foreign - origin steel into a federally funded project (Oregon Standard Specification 00160.20 (a)). The value of the steel contained in the slabs is less than the maximum amount allowed by \$1609.47.

To ensure that the total imported steel used in this project does not exceed the maximum amount allowed, the special provisions for this contract will specify that the contractor shall not use foreign steel in the project with a value greater than \$1,500. The difference between the current calculated maximum amount allowed and the value to be placed in the special provisions takes into consideration the potential for the escalation of steel prices between March 2011 and when the project will be constructed.

The following will be added to the contract specifications as a Special Provision:

00160.02 Preferences for Materials: (a) Buy America

Add the following:

For this project, the Contractor shall limit the cost of foreign-origin iron or steel permanently incorporated into this project by materials that will be supplied by the Contractor so that it will not exceed \$1,500.00. This is a reduction of the value of \$2,500.00 provided in the "Oregon Standard Specifications for Construction" to allow for the estimated cost of steel contained in the steel reinforced concrete slabs that will be provided to the Contractor by Linn County for incorporation into the project.

Procedures for Donations and Contributions

The reinforced concrete slabs are donated according to the policy and procedures developed by the Oregon Department of Transportation (Revision 10/10/2003). A Donation/Contributions Approval Form has been completed and approved by the Transportation Program Office of the Oregon Department of Transportation. A copy of this approved form is attached.

Summary

It is in the public interest that the used precast reinforced concrete slabs be approved for use for this project.

Please contact me at (541) 967-3919 or e-mail at cknoll@co.linn.or.us if you have any questions regarding this request.

Submitted By: _____

*Chuck Knoll, PE
Project Manager
County Engineer, Linn County Road Department*

Date: May 17, 2011

Concurred By: _____

*Lisa Nell
Planning and Local Program Manager*

Date: 5-24-11

Approved By: _____

*Brenda Marchis
Office of Project Letting Manager*

Date: 5/26/11

Initial Donations/Contributions Approval Form

Linn County May 3, 2011
Name of Local Agency Date

Charles R. Knoll, PE, Linn County Engineer (541) 967 - 3919
Contact Person Phone Number

Thomas Creek (Beech Street) Bike - Ped Bridge (Scio) 17163
Project Name Key Number

Michael Starnes, Local Liaison, ODOT (503) 986-6920
Region Contact Person Phone Number

Type and Description of Donation/Contribution

Materials Services Funds Credit for Property

4 each - Reinforced Concrete Slabs that are 20 ft long by 4 ft wide and 12 inches thick

4 each - Reinforced Concrete Slabs that are 30 feet long by 4 ft wide and 12 inches thick

NOTE: Use of these materials is contingent upon approval of Public Interest Finding.

\$ 24,840.00
Stated Value

We certify that the value of the donation/contribution will be documented in an approved manner by ODOT and incorporated into the project, the donation/contribution has never previously received Federal funding or was paid for with Federal funds, and if the value of the donation/contribution at the end of the project is less than the originally stated value, we will provide funding to make up the difference.


Charles R. Knoll, PE
Linn County Engineer
Linn County Road Department
Signature and Title of Local Agency

May 2, 2011
Date

ODOT Review and Concurrence

ODOT Transportation Program Office
Department

Steve Leep
Contact Person

503-986-4453
Phone Number


Signature

5-4-71
Date

THOMAS CREEK (BEECH STREET) BIKE-PED BRIDGE (SCIO)

STEEL ESTIMATE FOR PRECAST FOOTINGS

Estimate based on OSHD Drawing No. 19526 and field observations. The reinforcing steel will be determined by using the OSHD standard drawing for stirrups and longitudinal bars. The prestressing steel are calculated based on counts made in the field using a high strength magnet to locate the prestressing steel at the slab ends. Drawing 19526 indicates that the diameter of the prestressing steel is 7/16".

All slabs are currently located in the True Love Pit in Linn County.

According to OSHD Drawing No. 19526, the slabs have 3 stirrup sets @ 6" at each end, and stirrup sets @ 9" for the remainder of the length. All stirrups are #3. No longitudinal bars are shown on Drawing No. 19526. Rebar quantities shown on OSHD Dwg. B-202 show approximate rebar quantities for various slab lengths. When these values are compared to stirrup only quantities below, they agree. It can safely be assumed then, that no longitudinal reinforcing was used in the production of these slabs.

Stirrup Bottom Length = $4" + 9.25" + 45.25" + 9.25" + 4" =$	71.75 Inches	
Stirrup Top Length = $4" + 45.25" + 4" =$	53.3 inches	
Total Stirrup Set Length =	125.0 Inches =	10.42 feet

Weight of #3 Reinforcement =	0.376 lb/ft
Each Stirrup Set Weight =	3.92 lbs

Prestressing Steel Weight:
From OSHD Drawing B-202, the 7/16" dia. prestressing steel weighs: 0.400 lb/ft

Slab ID: M-5	
Length =	20.0 ft
No. Stirrup Sets =	30
Total Stirrup Weight =	117.5 lbs
Number of Prestressing Strands =	24
Total Weight of Prestressing Strands =	192.0 lbs

Slab ID: M-6	
Length =	20.0 ft
No. Stirrup Sets =	30
Total Stirrup Weight =	117.5 lbs
Number of Prestressing Strands =	24
Total Weight of Prestressing Strands =	192.0 lbs

Slab ID: M-7	
Length =	30.0 ft
No. Stirrup Sets =	43
Total Stirrup Weight =	168.4 lbs
Number of Prestressing Strands =	28
Total Weight of Prestressing Strands =	336.0 lbs

Slab ID: **M-8**
 Length = **30.0** ft
 No. Stirrup Sets = **43**
 Total Stirrup Weight = **168.4** lbs
 Number of Prestressing Strands = **28**
 Total Weight of Prestressing Strands = **336.0** lbs

Slab ID: **M-9**
 Length = **20.0** ft
 No. Stirrup Sets = **30**
 Total Stirrup Weight = **117.5** lbs
 Number of Prestressing Strands = **24**
 Total Weight of Prestressing Strands = **192.0** lbs

Slab ID: **M-10**
 Length = **20.0** ft
 No. Stirrup Sets = **30**
 Total Stirrup Weight = **117.5** lbs
 Number of Prestressing Strands = **24**
 Total Weight of Prestressing Strands = **192.0** lbs

Slab ID: **M-11**
 Length = **30.0** ft
 No. Stirrup Sets = **43**
 Total Stirrup Weight = **168.4** lbs
 Number of Prestressing Strands = **28**
 Total Weight of Prestressing Strands = **336.0** lbs

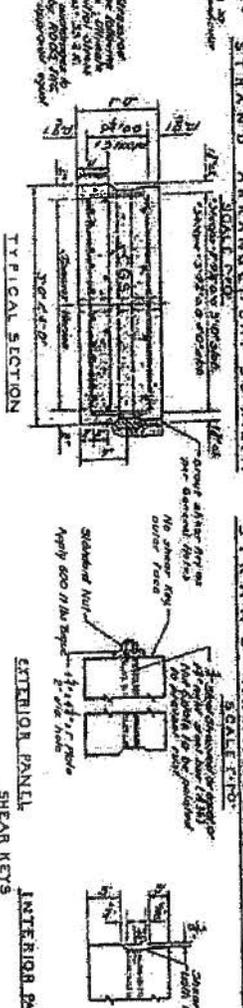
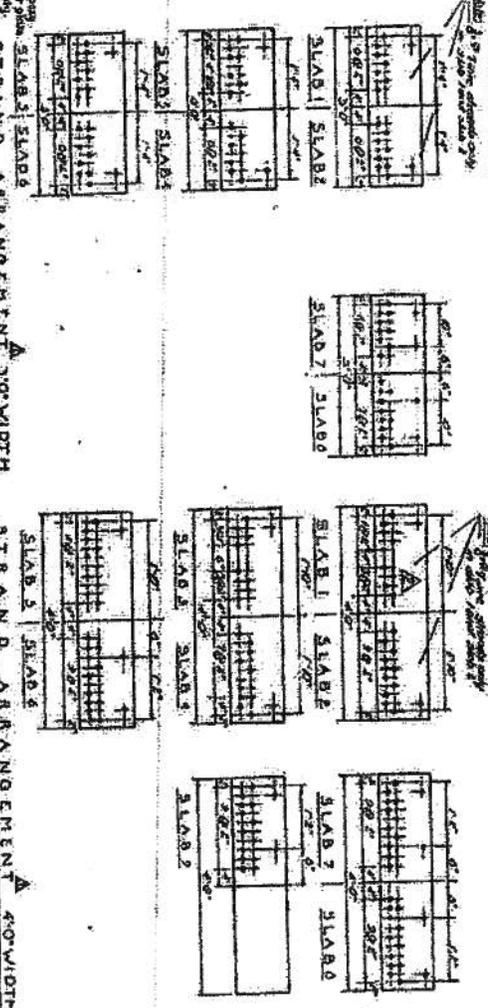
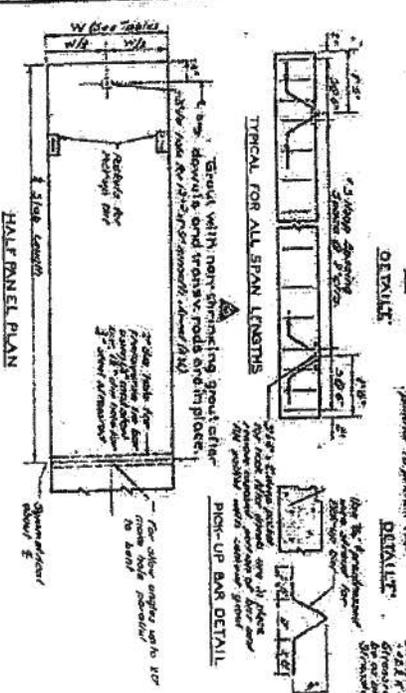
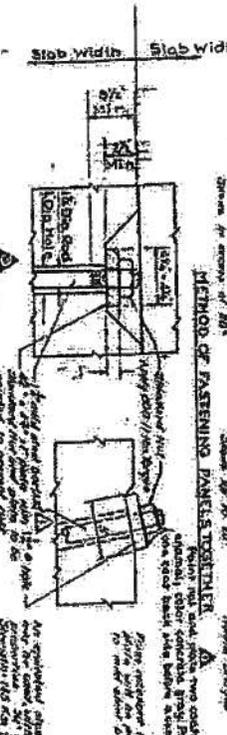
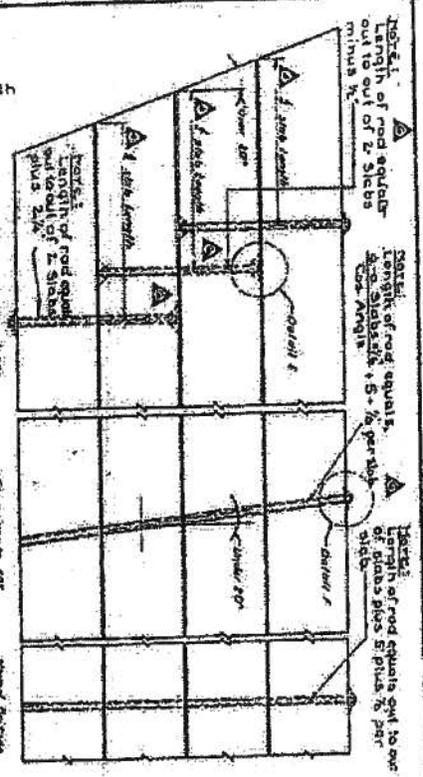
Slab ID: **M-12**
 Length = **30.0** ft
 No. Stirrup Sets = **43**
 Total Stirrup Weight = **168.4** lbs
 Number of Prestressing Strands = **28**
 Total Weight of Prestressing Strands = **336.0** lbs

TOTAL WEIGHT OF REINFORCING STEEL = 1143.7 LBS
TOTAL WEIGHT OF PRESTRESSING STEEL = 2112.0 LBS
TOTAL POTENTIAL FOREIGN STEEL = 3255.7 LBS

Raw Steel Costs (per Letter of Public Interest Finding, dated May 3, 2011):

Reinforcing Steel = \$ 0.2265 /lb
 Prestressing Steel = \$ 0.2990 /lb

TOTAL REINFORCING STEEL COST = \$ 259.04
TOTAL PRESTRESSING STEEL COST = \$ 631.49
TOTAL POTENTIAL FOREIGN STEEL COST = \$ 890.53



GENERAL NOTES

1. Slabs shall be cast in place concrete.

2. Reinforcement shall be as shown on drawings.

3. Slabs shall be cast on formwork.

4. Slabs shall be cured for a minimum of 7 days.

5. Slabs shall be finished with a smooth finish.

6. Slabs shall be protected from damage during construction.

7. Slabs shall be supported by steel beams.

8. Slabs shall be supported by steel joists.

9. Slabs shall be supported by steel girders.

10. Slabs shall be supported by steel columns.

11. Slabs shall be supported by steel walls.

12. Slabs shall be supported by steel foundations.

13. Slabs shall be supported by steel piles.

14. Slabs shall be supported by steel caissons.

15. Slabs shall be supported by steel anchors.

16. Slabs shall be supported by steel bolts.

17. Slabs shall be supported by steel nuts.

18. Slabs shall be supported by steel washers.

19. Slabs shall be supported by steel plates.

20. Slabs shall be supported by steel angles.

21. Slabs shall be supported by steel channels.

22. Slabs shall be supported by steel I-beams.

23. Slabs shall be supported by steel H-beams.

24. Slabs shall be supported by steel wide flange beams.

25. Slabs shall be supported by steel box girders.

26. Slabs shall be supported by steel trapezoidal deck beams.

27. Slabs shall be supported by steel corrugated metal deck beams.

28. Slabs shall be supported by steel composite deck beams.

29. Slabs shall be supported by steel precast concrete beams.

30. Slabs shall be supported by steel precast concrete joists.

31. Slabs shall be supported by steel precast concrete girders.

32. Slabs shall be supported by steel precast concrete columns.

33. Slabs shall be supported by steel precast concrete walls.

34. Slabs shall be supported by steel precast concrete foundations.

35. Slabs shall be supported by steel precast concrete piles.

36. Slabs shall be supported by steel precast concrete caissons.

37. Slabs shall be supported by steel precast concrete anchors.

38. Slabs shall be supported by steel precast concrete bolts.

39. Slabs shall be supported by steel precast concrete nuts.

40. Slabs shall be supported by steel precast concrete washers.

41. Slabs shall be supported by steel precast concrete plates.

42. Slabs shall be supported by steel precast concrete angles.

43. Slabs shall be supported by steel precast concrete channels.

44. Slabs shall be supported by steel precast concrete I-beams.

45. Slabs shall be supported by steel precast concrete H-beams.

46. Slabs shall be supported by steel precast concrete wide flange beams.

47. Slabs shall be supported by steel precast concrete box girders.

48. Slabs shall be supported by steel precast concrete trapezoidal deck beams.

49. Slabs shall be supported by steel precast concrete corrugated metal deck beams.

50. Slabs shall be supported by steel precast concrete composite deck beams.

T.A.B.L.E. "A"

Slab No.	Span	Width	Length	Area	Volume	Weight
1	10'	10'	10'	100	100	100
2	10'	10'	20'	200	200	200
3	10'	10'	30'	300	300	300
4	10'	10'	40'	400	400	400
5	10'	10'	50'	500	500	500
6	10'	10'	60'	600	600	600
7	10'	10'	70'	700	700	700
8	10'	10'	80'	800	800	800
9	10'	10'	90'	900	900	900
10	10'	10'	100'	1000	1000	1000

OREGON STATE HIGHWAY DIVISION
STANDARD PRECAST
STRESSRESSED SLABS
PANEL DETAILS
1956

Knoll, Chuck

From: ODOT Pre-Letting [ODOTPre-Letting@odot.state.or.us]
Sent: Friday, May 27, 2011 9:21 AM
To: Knoll, Chuck; NELL Lisa D; STARNES Michael S
Cc: ODOT Pre-Letting; LIPPSMEYER Michael J
Subject: Letter of Public Interest Finding for Thomas Creek (Beach Street) Bike - Ped Bridge (Scio) (K17163-01)
Attachments: 17163-01_PIF.pdf

Sender **ALLOWED** [[Remove](#)] [[Block](#)]
Anguish Anti-Spam Control Panel

The attached Letter of Public Interest Finding for Thomas Creek (Beach Street) Bike - Ped Bridge (Scio) (K17163-01) has been approved.

<<17163-01_PIF.pdf>>

Thank you,

Aundrea F Guthrie | Pre-Letting Specialist

Oregon Department of Transportation | Office of Project Letting
4040 Fairview Industrial Dr SE MS #1 Salem, OR 97302-1142

☎: 503-986-3754 | 📠: 503-986-6592 | ✉: ODOTPre-Letting@odot.state.or.us

Work Schedule: Monday through Friday 7:30am to 4:30pm

SECTION 00110 - ORGANIZATION, CONVENTIONS, ABBREVIATIONS AND DEFINITIONS

Comply with Section 00110 of the Standard Specifications modified as follows:

00110.20 Definitions - Add the following:

Whenever the following terms are used in the contract documents, they shall be understood to have the meanings given herein.

Agency - Add the following sentence:

References in the Standard Specifications to "Agency" shall mean "Linn County", except where the context or intended meaning otherwise require.

Agency Level Review - The Agency level review(er) is construed to mean the Linn County Board of Commissioners.

Engineer - The Linn County Engineer acting either directly or through an authorized representative of the Director of the Linn County Road Department..

Legal Holidays - Legal holidays are defined in ORS 187.010.

Region Level Review - The Region level review(er) is construed to mean the Linn County Board of Commissioners.

Standard Specifications - The Standard Specifications, which are applicable to these General, Special, and Technical Provisions herein contained are as follows:

Oregon Standard Specifications for Construction - ODOT/APWA [issue of 2008] hereinafter called the Standard Specifications.

Standard Specifications may be modified, supplemented, or superseded by the General, Special and Technical Provisions herein contained.

Wherever the words "State Transportation Commission", "Division", "Agency", "State of Oregon", or "State" appear in the Standard Specifications, they shall be construed to mean Linn County, Oregon, except for Sections 00170.70(c), 00170.72 and 00170.79, and where the context or intended meaning otherwise requires.

Where the words "ODOT Procurement Office" appear in the Standard Specifications, they shall be construed to mean the Linn County Road Department.

Any errors or omissions are unintentional and shall not be used for financial or contractual gain, and should be brought to the attention of the County Engineer or Project Manager as soon as possible.

Supplemental Specifications - Supplemental Specifications are applicable to the particular Contract, and supplement and modify the Standard Specifications with regard to the Work to be done under the Contract.

SECTION 00120 - BIDDING REQUIREMENTS AND PROCEDURES

00120.00 Prequalification of Bidders

insert these two paragraphs before the last paragraph

Linn County Road Department will use the same forms furnished by the ODOT Procurement Office. If a contractor has been prequalified by ODOT in the Class(es) of Work specified in the special provisions, then the contractor may submit the application submitted to ODOT and the letter of approval for prequalification obtained from ODOT to the Linn County Road Department as prequalification for this project. There is no fee to the bidder for prequalification with Linn County Road Department.

Prequalification forms should not be submitted with the bid, but should be submitted at least 10 Calendar Days prior to the bid opening date; if submitted with the bid, the right to appeal disqualification is forfeited.

Replace this subsection

00120.05 Request for Plans, Special Provisions, and Bid Booklets - Bidding Project Plan, Special Provisions and Bid Booklets are available, on the Linn County web site or may be picked up at the Linn County Road Department, 3010 Ferry St SW, Albany, OR 97322 (telephone 541-967-3919). Refer to the Web Site Address Page for web site information.

Bidders obtaining Plans and Special Provisions from the Linn County web site must register with Linn County's "Plan Holder Registration". Bids will only be accepted from Bidders with a current Linn County "Plan Holder Registration".

00120.40(a-1) edit the paragraph as follows:

For Bids submitted by paper, obtained from either the Linn County Road Department or the Linn County Road Department website, the Bidders shall not alter, in any manner, the paper documents within the Bid Section. Bidders shall complete the certifications and statements included in the Bid Section of the Bid Booklet according to the instructions. Signature of the Bidder's authorized representative thereon constitutes the Bidder's confirmation of and agreement to all certifications and statements contained in the paper Bid Booklet. Entries on the paper documents in the Bid Section shall be in ink or typed. Signatures and initials shall be in ink.

Add the following four subsections:

00120.40(a-2) Electronic Bids - Delete this subsection in its entirety.

00120.40(c-2) Electronic Bid Schedule Entries - Delete this subsection in its entirety.

00120.40(d) Bidder's Address and Signature Pages - Delete the last sentence in the paragraph.

00120.40(e) Bid Guaranty - Replace this subsection, except for the subsection number and title, with the following:

Each proposal shall be accompanied by cash, certified check, or bidder's bond, located in the Bid Section, Appendix B, Section of these specifications, made payable to Linn County in the amount equal to ten percent (10%) of the total amount of the proposal submitted. This check or bid bond shall be given as a guarantee that, if awarded the contract, the successful bidder will execute that attached contract and furnish a properly executed Performance Bond and Payment Bond, each in the full amount of the Contract price within five (5) days after notification that the bid has been accepted.

The successful bidder shall use Linn County's Bond Forms, copies of which are included in the Bid Section of these Special Provisions.

Acceptable Surety companies are limited to those authorized to do business in the State of Oregon.

Forfeiture of Bid guaranties is covered by 00130.60, and return of guaranties is covered by 00130.70.

Replace the following subsection:

00120.40(f) Disclosure of First-Tier Subcontractors - In the sentence that begins "The Subcontractor Disclosure Form may be submitted for paper bid, delete the second bullet and replace with the following:

- By removing it from the paper Bid Booklet, filling it out and submitting it separately to the Linn County Road Department, at the address or facsimile number given in the Bid Booklet.

Delete the paragraph that begins "The Subcontractor Disclosure Form may be submitted for an electronic Bid...".

Replace the following subsection:

00120.45 Submittal of Bids - Replace this subsection, except for the subsection number and title, with the following:

All proposals shall be submitted in a sealed envelope to Ralph Wyatt, Linn County Administrative Officer, prior to the time stated on the cover sheet and on the "DESCRIPTION OF WORK" page in these specifications. Facsimile or electronic bids are not allowed.

No bid will be received or considered by Linn County unless the bid contains a statement by bidder that ORS 279C.840 or U.S.C. 276a will be complied with.

Each bid must certify that the bidder has not discriminated and will not discriminate, in violation of ORS 279A.110, against any minority, women or emerging small business enterprise in obtaining any required subcontract.

It is not necessary to be licensed under ORS 468A.720.

Bidders shall submit a proposal on the attached schedule located in the Bid Section, Appendix B, of these specifications and sign in the location provided.

Attention: Do not include the plans and specifications when submitting your Bid Proposal. Submit only the items included in the Bid Section and any addendum that may have been issued for this project.

The Bid Section includes:

- Bid Schedule Proposal
- Bid Proposal Bond
- First-Tier Subcontractor Disclosure Form
- DBE Commitment and Certification and Utilization Form
- Subcontractors Solicitation and Utilization Form (Submit per section 130.40(f))

Withdrawal of a Bid proposal may be made prior to the time of the Bid Closing, either by fax, written request or in person. Bid Proposals, Bid modifications, and Bid withdrawals will not be accepted after the indicated time and date of Bid Closing.

Each proposal shall be identified on the exterior of the sealed envelope with the name of the project, the bid opening date, and the name and address of the bidder.

00120.60(a) Paper Bids - In both the paragraphs delete the sentences that refer to procurement office

Add the following subsection:

00120.60(b) Electronic Bids - Delete this subsection in its entirety.

00120.70 Rejection of Nonresponsive Bids - in second bullet replace Procurement office with the "Linn County Road Department" and replace ODOT eBIDS with "the Linn County" and replace the word ODOT with " the Linn County "Plan Holders Registration" and delete the word "lists"

Add the following to the end of this subsection:

The Linn County Board of Commissioners reserves the right to reject any or all proposals. Linn County may reject any bid not in compliance with all prescribed public contracting procedures and requirements and may reject for good cause all bids upon a finding by Linn County that it is in the public's interest to do so.

Add the following subsection:

00120.95 Opportunity for Cooperative Agreement - Delete this subsection in its entirety.

SECTION 00130 - AWARD AND EXECUTION OF CONTRACT

Delete the following subsection:

00130.15 Right to Protest Award

00130.40(a) Performance and Payment Bonds -

Add the following paragraphs (if on ODOT ROW):

The Performance Bond is conditioned on the faithful performance of the contract in accordance with the plans, specifications, and conditions of the contract. The contractor(s) and/or subcontractor(s) shall be required as appropriate to acquire a "Dual Obligee Rider" so as to include ODOT as an obligee in the contractor's performance bond for the project.

The successful bidder shall use Linn County's Bond Forms. Copies of which are included in the Bid Section of these Special Provisions.

Modify the following:

Add the following two subsections:-add the word "two" and "s"

00130.40(e) Tax Identification Number - The successful Bidder shall furnish the a copy of the Department of the Treasury Internal Revenue Service form, W-9, Request for Taxpayer Identification Number and Certification.

Add the following subsection:

00130.40(f) Office of Civil Rights Forms - All Bidders shall submit the Subcontractors Solicitation and Utilization Report, ODOT form 734-2721, within 10 days of bid opening. Submit the original directly to the ODOT Office of Civil Rights, and submit a copy to the Agency. This document is included in the Bid Section of this Bid Booklet. An electronic version can be found on the ODOT web site at:

<http://www.oregon.gov/ODOT/CS/CIVILRIGHTS/forms.shtml> under "DBE Forms".

The Contractor shall submit to the Agency a monthly Summary Report of Subcontractors Paid, ODOT Form 734-2722. Both the Contractor and its Subcontractors (with subcontracts greater than \$10,000) shall submit the Monthly Employee Utilization Report (eMEUR), ODOT Form 731-0668. These forms can be found on the ODOT Civil Rights web site at:

<http://www.oregon.gov/ODOT/CS/CIVILRIGHTS/forms.shtml>.

Delete the following subsection:

00130.50(a) By the Bidder -

SECTION 00140 - SCOPE OF WORK

Add the following subsection:

00140.00 Purpose of Contract - Add the following paragraphs:

The Contractor shall supply all labor including a weigh person, supervision, tools and equipment, supplies, and materials necessary to complete the work specified herein. Pursuant to the Linn County Public Contracting Rules 137-049-0200(2), the Contractor shall not assign, sell, dispose of, or transfer rights, nor delegate duties under the Contract, either in whole or part, without the County's prior written consent. Unless otherwise agreed by the County in writing, such consent shall not relieve the Contractor of any obligations under the Contract. Any assignee or transferee shall be considered the agent of the Contractor and be bound to abide by all provisions of the Contract. If the County consents in writing to an assignment, sale, disposal or transfer of the Contractor's rights or delegation of Contractor's duties, the Contractor and its surety, if any, shall remain liable to the County for complete performance of the Contract as if no such assignment, sale, disposal, transfer or delegation had occurred unless the County otherwise agrees in writing.

All equipment and tools shall be in good operating condition and shall be kept in proper adjustment throughout the duration of the project. All materials and supplies shall be of good quality and suitable for the purpose intended. The Contractor shall provide and use all safety equipment including but not limited to signs, hard hats, safety vests and clothing required by State and Federal regulations.

The Contractor shall, upon completion of the contract, remove all equipment, material and debris from the jobsite. Any asphalt concrete left on the shoulder of the road that is 3-inches or larger shall be removed prior to shoulder rock being placed. If in the opinion of the Engineer this cleanup work is not completed as specified herein, it will be cause for immediate shut down of the remaining work under this contract until it has been completed satisfactorily.

Work to be performed under the contract shall include such additional and incidental Work as may be necessary to assure a completed and workmanlike product.

Contractor and Subcontractors shall maintain all fiscal records relating to the Contract in accordance with generally accepted accounting principles ("GAAP"). In addition, Contractors and Subcontractors shall maintain all other records necessary to clearly document their performance and any claims arising from or relating to their performance under the Contract. The County may, at reasonable times and places, have access to and an opportunity to inspect, examine, copy and audit Contractor's and subcontractors' records relating to the Contract. Contractor and Subcontractor shall maintain the records related to the Contract for a minimum of three (3) years from the date of final payment, under the Contract or subcontract, as applicable, or until the conclusion of any audit, controversy or litigation arising out of or related to the Contract, whichever is later.

Add the following subsection:

00140.60 Extra Work - Add the following to the end of this subsection:

Extra work, if required, shall be done only upon the written instructions from the Engineer and as covered under the provisions of Section 00140.60 (Extra Work), 00196 (Payment for Extra Work) and 00197 (Payment for Force Account Work) of the Standard Specifications.

The contractor shall be responsible for the workmanship of all force account work.

SECTION 00150 - CONTROL OF WORK

Add the following Subsection:

00150.05 Cooperative Agreements - Delete this subsection in its entirety.

Add the following Subsection and delete subsections (b-c):

00150.15 Construction Stakes, Lines, and Grades - Replace this subsection, except for the subsection number and title, with the following: (do not add this if no survey work included)

(a) General - The Contractor shall be held responsible for the preservation of all stakes and marks and if any of the stakes have been carelessly or willfully destroyed or disturbed by the Contractor, the cost of replacing them shall be charged against him and will be deducted from the payments for the work.

The Contractor shall furnish at his own expense, any necessary labor and equipment, stakes and other materials, which he may find necessary to construct the work.

In the case of alterations, which involve any changes in stakes, the Contractor shall cooperate with the Engineer and facilitate the prompt re-establishment of field control for the altered work.

(b) Agency Responsibilities - The Agency will perform the Agency responsibilities described in Section 00305.04 of these specifications.

(c) Contractor Responsibilities - The Contractor will perform the Contractor responsibilities described in Section 00305.05 of these specifications.

Delete all remaining 150.15 subsections

Add the following Subsection:

00150.20 Inspection - Add the following:

Under the contract, the Contractor is hereby officially informed as follows:

- The County will maintain on-the-job inspection personnel, adequate to assure substantial conformity to these specifications.
- Inspection will be conducted under the provisions of Section 00150.20 (Inspection) and 00150.25 (Acceptability of Materials and Work) of the Standard Specifications.
- The Contractor shall at all times, during the work under this contract, maintain on the work location, adequate and qualified supervisory personnel to assure the conformity of the finished product to the Plans and Specifications.
- Any item of Work, which will be later concealed by other Work, shall be placed and prior to covering, the Contractor shall inform the Engineer and allow the necessary inspection prior to such concealment. Failure to so comply will be cause for the

Engineer to require the Contractor to adequately and satisfactorily expose such item and allow the Engineer to inspect the same. The Contractor shall then replace the disturbed work and/or any unsatisfactory portion of the subject item, all at the Contractor's own expense and to the satisfaction of the Engineer.

- The Contractor shall perform all work under the intent of these Plans and Specifications. Any requirements in any document will be followed if desirable whether or not it appears in all. If the Contractor fails to call omissions or conflicting statement to the attention of the Engineer prior to submission of the proposal, he agrees thereby to abide by the decision of the Engineer regarding same.
- The intent of the Drawings and Specifications is to outline and control the Work in a manner, which will result in a complete and finished product. Any omissions in the Plans and Specifications pertinent to the requirements of the specified items are unintentional. If any are found, the Contractor will be expected to perform the Work in a workmanlike manner to achieve the intent as stated above, at no additional cost to the County.
- Should the Engineer or his authorized representative observe Specification non-compliance on any item at any time during the Contract, the Contractor will be informed and the Contractor will be required to correct such Work to the satisfaction of the Engineer.
- Any equipment brought into the Work, which in the opinion of the Engineer or his representative, is so worn or in such condition of disrepair as to cast severe doubt upon its ability to perform Specification Work will not be allowed to perform Work on the project. There will be no cost to the County for this equipment. If the rejection of this equipment delays the project, it will not be justification for an approved extension.

00150.35(c) Number and Size of Drawings -

(1) Paper Submittal - replace both # of copies with "one copy" and change plan size from 36 to 34

Modify the following Subsection:

(2) Electronic Submittal - For electronic submissions, contact the Engineer.

SECTION 00170 - LEGAL RELATIONS AND RESPONSIBILITIES

Add the following subsection:

00170.00 General - Add the following:

The Contractor shall at all times keep informed of, observe and comply with all federal, state and local laws, ordinances and regulations in any manner affecting the work including but not limited to the following which are incorporated by this reference:

- A. ORS 279C.500 ("Person" defined).
- B. ORS 279C.505 (Conditions concerning payment, contributions, liens, withholding, drug testing)
- C. ORS 279C.510 (Demolition contracts to require material salvage; lawn and landscape maintenance contracts to require composting or mulching)
- D. ORS 279C.515 (Conditions concerning payment or claims by public officers, payment to persons furnishing labor or materials and complaints).
- E. ORS 279C.520 (Condition concerning hours of labor).
- F. ORS 279C.525 (Provisions concerning environmental and natural resources laws; remedies).
- G. ORS 279C.530 (Condition concerning payment for medical care and providing workers' compensation).
- H. All employers, including Contractor, that employ subject workers who work under this contract in the State of Oregon shall comply with ORS 656.017 and provide the required workers' compensation coverage, unless such employers are exempt under ORS 656.126. Contractor shall ensure that each of its subcontractors complies with these requirements.
- I. ORS 279C.540 (Maximum hours of labor on public contracts; holidays; exceptions; liability to workers; rules).
- J. ORS 279C.545 (Time limitation on claim for overtime; posting of circular by contractor).
- K. ORS 279C.550 ("Retainage" defined).
- L. ORS 279C.555 (Withholding of retainage).
- M. ORS 279C.560 (Form of retainage).
- N. ORS 279C.570 (Prompt payment policy; progress payments; retainage; interest; exception; settlement of compensation disputes).
- O. ORS 279C.580 (Contractor's relations with subcontractors).
- P. ORS 279C.600 & ORS 279C.605 (Notice of Claim Against Bond)
- Q. Contractor's certification of compliance with the Oregon tax laws in accordance with ORS 305.385.
- R. Contractor's certification that all subcontractors performing work described in ORS 701.005(2) (i.e. construction work) will be registered with the Construction Contractors Board before the subcontractors commence work under the contract.
- S. ORS 279C.800 (Definitions for ORS 279C.800 to 279C.870).

- T. ORS 279C.805 (Policy).
- U. ORS 279C.810 (Exemptions).
- V. ORS 279C.815 (Determination of prevailing rates of wage; providing information to commissioner).
- W. ORS 279C.820 (Advisory committee to assist commissioner).
- X. ORS 279C.825 (Fees; rules).
- Y. ORS 279C.830 (Contractual provisions regarding prevailing rates of wage and fee for administration of law).
- Z. ORS 279C.835 (Notifying commissioner of public works contract).
- AA. ORS 279C.840 (Payment of prevailing rate of wage; posting of rates and fringe benefit plan provisions).
- BB. ORS 279C.845 (Certified statements regarding payment of prevailing rates of wage).
- CC. ORS 279C.850 (Inspection to determine whether prevailing rate of wage being paid; civil action for failure to pay prevailing rate of wage or overtime).
- DD. ORS 279C.855 (Liability for violations).
- EE. ORS 279C.860 (Ineligibility for public works contracts for failure to pay or post notice of prevailing rates of wage; certified payroll reports to commissioner).
- FF. ORS 279C.865 (Civil Penalties).
- GG. ORS 279C.870 (Civil action to enforce payment of prevailing rates of wage).
- HH. ORS 187.010 ((Legal holidays; acts deferred to next business day; effect on labor agreements)

Add the following subsection:

00170.60 Safety, Health and Sanitation Provisions - Add the following paragraphs:

The Contractor shall comply with all requirements and regulations of the Occupational Safety and Health Act and the State of Oregon Occupational Safety Regulations.

The Contractor shall provide and maintain a portable toilet at the project site of each unit of work for use by project personnel. Keep toilet areas in a clean and sanitary condition. Each toilet shall have both a toilet seat and a urinal. No separate payment will be made for providing and maintaining the toilet at the project site.

Add the following three (3) subsections:

00170.62 Labor Nondiscrimination - Add the following paragraph:

Any person who believes that he/she has been excluded from participation in, denied benefits or services of any program or activity administered by the Department its sub-recipients, consultants, and contractors on the basis of age, disability, race, color, national origin, sex, or

income status may bring forth a complaint of discrimination under Title VI and related statutes to the Oregon Department of Transportation, Office of Civil Rights, 355 Capitol Street NE, Salem, Oregon 97301, (503) 986-3169.

Add the following two Subsections:

00170.62(a) Contractor Labor Nondiscrimination - The Contractor or Subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this Contract. The Contractor shall carry out applicable requirements of Title 49 CFR Part 26 in the award and administration of Federal-aid Contracts. Failure by the Contractor to carry out these requirements is a material breach of this Contract, which may result in the termination of this Contract or such other remedy as County deems appropriate.

00170.62(b) Disadvantaged Business Enterprise (DBE) Obligations -The contractor, in coordination with State and County, shall agree to ensure that DBE as defined in Title 49, CFR, Part 26, have the opportunity to participate in the performance of contractors and subcontracts financed in whole or in part with federal funds. In this regard, Agency shall take all necessary and reasonable steps in accordance with Title 49, CFR. part 26, to ensure that DBE have the opportunity to compete for and perform contracts. Neither State nor Agency and its contractors shall discriminate on the basis of race, color, national origin or sex in the award and performance of federally-assisted contracts. Agency shall carry out applicable requirements of Title 49, CFR. Part 26, in the award and administration of such contracts. Failure to carry out these requirements is a material breach of this contract and may result in the termination of this contract or such other remedy as deemed appropriate by the Agency.

00170.65 Minimum Wage and Overtime Rates for Public Works Projects - Replace this subsection, except for the subsection number and title, with the following: **Delete second entry of 00170.65**

Add the following:

Add the following subsection:

00170.67 Fees - The fee required by ORS 279C.825(1) will be paid by the Agency to the Commissioner of the Oregon Bureau of Labor and Industries under the administrative rules of the Commissioner.

00170.70(a) Insurance Coverages -

Commercial General Liability	\$1,000,000	\$2,000,000
Commercial Automobile Liability	\$1,000,000	(aggregate limit not required)
Employee Liability	\$500,000	(aggregate limit not required)

The Liability insurance coverage, except professional Liability, Errors and Omissions, or Workers' Compensation, if included, required for performance of the Contract shall include State and County and its divisions, officers and employees as Additional Insured but only with respect to the Contractor's activities to be performed under the Contract. Coverage shall be primary and non-contributory with any other insurance and self-insurance.

00170.70(c) Additional Insured - Add the following paragraph and bullets to the end of this subsection:

Add the following as Additional Insureds under the Contract:

- The State of Oregon and its Department of Transportation, The Oregon Transportation Commission and their members, agents, officers, and employees
- Linn County and its officers, agents, and employees
- Linn County Board of Commissioners

Add the following subsection:

00170.70(e) Notice of Cancellation or Change - Replace this subsection, except for the subsection number and title with the following:

There shall be no cancellation, material change, potential exhaustion of aggregate limits of non-renewal of insurance coverage(s) without (30) days written notice from the Contractor or its insurer(s) to State and County. Any failure to comply with the reporting provisions of this clause shall constitute a material breach of Contract and shall be grounds for immediate termination of this Contract.

00170.72 Indemnity/Hold Harmless - Add the following paragraph and bullets to the end of this subsection:

Extend indemnity and hold harmless to the Agency and the following:

- The State of Oregon and its Department of Transportation, The Oregon Transportation Commission and their members, agents, officers, and employees
- Linn County and its officers, agents, and employees
- Linn County Board of Commissioners

00170.79 Third Party Beneficiary - Replace this subsection, except for the subsection number and title, with the following:

The State of Oregon and its Department of Transportation are a third party beneficiary of the Contract.

SECTION 00180 - PROSECUTION AND PROGRESS

00180.21(d) Terms of Subcontracts - In the paragraph that begins "As required by ORS 279C.800 through ORS 279C.870" add the following bullets:

- The FHWA Form 1273 "Required Contract Provisions, Federal-Aid Construction Contracts" must be physically incorporated, not by reference; and
- Buy America provisions.

Replace colons in bulleted items with semicolons.

00180.21(g) Mentor-Protégé Agreement - Delete this subsection

00180.40(b) On-Site Work Fill in the blank with:

until a preconstruction meeting has been held

00180.40(c) Specific Limitations Delete subsections that are not included in the specials

Replace this subsection:

00180.41 Project Work Schedules - Replace this subsection, except for the subsection number and title, with the following:

The Contractor shall prepare and submit a schedule of the proposed work from start to completion, satisfactory to the Engineer, at the pre-construction conference.

The schedule shall include the following:

- Time interval [start and completion date] contemplated for each stage of construction
- Equipment to be used
- Materials and their sources, including mix designs when appropriate
- Sub-contractors expected to be used.

The Contractor shall be responsible for notifying property owners and effected persons five business days prior to commencing work that impacts ingress or egress of property included in this project.

The Contractor shall provide a revised schedule to the Engineer, as needed, to allow five business days notice of changes.

The Contractor shall notify each property owner, in writing, as required, a minimum of 24 hours in advance if deviating from the latest schedule. The notification shall include the following:

- Contractor's phone number
- Rescheduled date of work

- The Linn County web site address (<http://www.co.linn.or.us/roads/Roads.asp>) from which updated project scheduling will be available.

Add the following paragraph to the end of the subsection:

00180.85(b) Liquidated Damages

Inclement weather encountered will not be considered a reason for further time extension to complete any of the remaining work after the completion date nor reason for any waiver of liquidated damages unless specifically allowed by the Engineer.

SECTION 00195 - PAYMENT

Modify the following subsection:

00195.11 Fuel Cost Price Escalation/De-escalation - No pay items under this Contract qualify for the fuel escalation/de-escalation program.

Add the following subsection:

00195.50(b) Retainage - Delete the paragraph beginning "The amount to be retained..." and replace with the following paragraph:

The amount to be retained from progress payments will be 5% of the value of Work accomplished, and will be retained in one of the forms specified in Subsection (c) below.



ROADWAY ENGINEERING DESIGN EXCEPTION REVIEW

Page 1 of 1

Review Date:	March 3, 2011
Control No:	15477-01
Reviewer:	Rich Crossler-Laird

Project Name:	Brownsville OR 228 Gateway Project
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DETAILS

Unless noted the project data provided on Design Exception Form is complete and accurate:
Heading and project data appear complete

RECOMMENDED ACTION

Design Exception: Lane Width of 11'

Approval
Rejection

Justification for recommendation of rejection:

Additional Comments:

This project is implementing a cross-section for the Brownsville Downtown Gateway Plan that was approved in 2005 as part of the local TSP. Linn County, Region 2 Roadway and Roadway Technical Services have been collaborating to refine the curb-to-curb cross-section to the proposed 14' median width, 11' travel lane width and 6' bike/shoulder width. The original section included a 13' median for the Gateway section. However, since curb and an 18" concrete gutter is to be used for the shoulder leaving only 4.5' of unobstructed asphalt for bicycle travel, it was determined to widen the median to 14'. Widening the median by 1' will allow some additional room for turning vehicles next to the 11' through lane. This section provided some additional width while still remaining outside the constraints of the potential hazmat areas. The proposed section is not anticipated to cause any safety or operational problems. The section as a whole accommodates vehicles that currently use the roadway, while providing the gateway treatment that the city is attempting to create.

**OREGON DEPARTMENT OF TRANSPORTATION
DESIGN EXCEPTION REQUEST**

For Roadway Section Office use only	
Control No.:	15477-01

Section Name:	Brownsville OR 228 Gateway Project	Route No.:	OR228
Highway Name:	Halsey-Sweet Home	Highway No.:	0212
County Name:	Linn	Region:	2
	Key No.:	15477	EA No.:
			C2221909

PROJECT DATA

Functional Classification:	Minor Arterial		
Current ADT (Year):	4300 (2007)	Design ADT (Year):	6325 (2027)
% Trucks:	13.75%	Freight Route:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Posted Speed:	35	Design Speed:	40
		Bid Date:	March 18, 2011
Funding:	Transportation Enhancement Grant		
Current Estimate:	\$836,000	Additional Cost to Meet Standard:	See Comments Below
Cost over \$5 M :	Yes <input type="checkbox"/>	Design Standard	3R <input type="checkbox"/>
Cost over \$1 M :	Yes <input type="checkbox"/>		4R <input checked="" type="checkbox"/>
		SIP Category:	(1-5) 2
NHS:	<input type="checkbox"/>	Federal Highway Approval Required:	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Non NHS:	<input checked="" type="checkbox"/>		

Design Exceptions		
<input type="checkbox"/> Design Speed	<input type="checkbox"/> Pavement Cross Slope	<input type="checkbox"/> Design Life and V/C Ratio
<input checked="" type="checkbox"/> Lane Width	<input type="checkbox"/> Superelevation	<input type="checkbox"/> Bike Lane/Multi-Use Path Width
<input type="checkbox"/> Shoulder Width/Shy Distance	<input type="checkbox"/> Clear Zone	<input type="checkbox"/> Sidewalk Width
<input type="checkbox"/> Bridge Width	<input type="checkbox"/> Structural Capacity	<input type="checkbox"/> Median Width
<input type="checkbox"/> Horizontal Alignment	<input type="checkbox"/> ADA Standards	<input type="checkbox"/> Parking Width
<input type="checkbox"/> Vertical Alignment	<input type="checkbox"/> Spiral Length	<input type="checkbox"/> Diagonal Parking
<input type="checkbox"/> Grade	<input type="checkbox"/> Superelevation Runoff	<input type="checkbox"/> Bridge Rail
<input type="checkbox"/> Stopping Sight Distance	<input type="checkbox"/> Pavement Design Life	<input type="checkbox"/> Vertical Clearance
<input type="checkbox"/> Interchange Spacing		<input type="checkbox"/> (Other)

Description of Exception:

The segment of highway classification in the 2006 Amended Oregon Highway Plan is a District level highway, Non-NHS, Non-Freight, Non Truck Route, and a Scenic Byway. The Highway Design Manual lists the segment's functional classification as a Rural Minor Arterial. As per the Oregon Highway Plan, page 57, ODOT 4-R/UBA design standards apply to this segment with a posted speed of 35 mph and a design speed of 40 mph.

LANE WIDTH: A reduced lane width of 11 feet from the ODOT standard 12 feet is requested for the travel lanes. This section is 825 feet long.

Description of Project (From Prospectus):

A transportation enhancement (TE) grant was awarded to Linn County for sidewalk development of the Brownsville Downtown Gateway along the Halsey – Sweet Home Highway (OR228). Proposed street improvements to OR228 and Main Street are planned to be consistent with the Brownsville Downtown Gateway Plan (adopted May 2005). This plan identifies three distinct sections along the highway described as “gateway”, “transition” and “rural” areas. This project proposes to install new sidewalks, raised medians,

**OREGON DEPARTMENT OF TRANSPORTATION
DESIGN EXCEPTION REQUEST**

marked crosswalks, landscaping, and lighting to establish the "gateway" section of the highway between Washburn and Templeton Streets on OR228.

Currently, traffic on OR228 often speeds through the unattractive south side of Brownsville, encouraged by the wide and open 60 foot road cross section. The proposed improvements are intended to provide traffic calming and would attract visitors into the historic section of downtown Brownsville on the north side of the Calpoopia River, spurring economic opportunities with increased tourism. Along Main Street, the project will remove existing sidewalk and create a buffer strip from the roadway for street trees and ornamental lighting. At the intersection of OR228 and Main Street the project will place new gateway signage identifying the City of Brownsville and install marked crosswalks.

Location of Design Feature:

1) **LANE WIDTH:** The reduced lane width is for the entire length of the project improvements on OR228 from Sta. 822+25 to Sta. 814+00 (825 feet long). This is consistent with the gateway limits defined by the Brownsville Downtown Gateway Plan (adopted May 2005) that were established at approximately one block west of Washburn and one block east of Templeton Street (MP 6.12 to MP 6.29).

Crash History & Potential: (Specifically as it applies to requested exception)

The existing segment of OR228 is identified as a Safety Investment Program (SIP) Category 2 which indicates 1 to 2 fatal and serious injury crashes per 5 mile segment over a 3 year period (2007-2010). No Safety Priority Index System (SPIS) locations were identified in the project limits. Four accidents were reported during the period of Jan 2006 to Dec 2009 between MP 5 and MP 7. Two of these accidents are rear end and one was a turning collision, and the fourth is categorized as other.

LANE WIDTH: The existing section is striped with a 13 foot continuous left turn lane. Although the highway has a high percentage of trucks, it is not a freight route nor is it listed as a part of the National Highway System (NHS). Individual permits are required for 14 foot wide loads on the highway. No additional crash potential is anticipated with narrower travel lanes as full standards are being constructed in the adjacent features (median width 14ft, and shoulder width 6 ft) to accommodate turning movements and bicyclists.

Reasons For Not Attaining Standard: (Such As Cost/ Benefit, Crash History, Environmental, Etc.)

LANE WIDTH: Throughout the project limits several potentially hazardous material sites have been identified that may expose contaminated materials during construction. Avoiding acquisition of additional property for the roadway improvements will minimize the risk of exposing contaminated soils. One site is located on the SW corner of Washburn and Hwy 228 adjacent to a known hazardous site with four existing monitoring wells.

Effect on Other Standards:

Standard continuous left turn median width of 14 feet will be provided to offset a narrower travel lane. A 6 foot shoulder will be provided for bicyclists as a result of the 18" curb and gutter section being constructed for storm drainage leaving them with a width of 4.5 ft of unobstructed asphalt.

Compatibility with Adjacent Sections:

The highway has 12 foot travel lanes for miles in the rural section heading east from Halsey to Brownsville and for miles in the rural section leaving Brownsville headed to Sweet Home. A majority of that section appears to have 4 foot existing shoulders. Future plans in the Brownsville Downtown Gateway Plan (adopted May 2005) include a transition area of approximately 1000 feet leaving the rural two lane section prior to entering the "gateway" area. The transition aims to facilitate a change in character for the driver. The proposed typical in the Brownsville Downtown Gateway Plan for the "transition area" is 14 foot median and 12 foot travel lanes, with shoulders and curb tight sidewalk.

**OREGON DEPARTMENT OF TRANSPORTATION
DESIGN EXCEPTION REQUEST**

Probable Time before Reconstruction of Section:

No anticipated project is planned for in the next STIP cycle, and is not likely to be reconstructed in the next 15-20years.

Mitigation For Exception Included In Design:

Multiple strategies are being included to provide an obvious change in roadway character for the driver to develop the "gateway" section including a buffer strip with ornamental lighting and street tree plantings. The curb and gutter section construction for storm drainage and construction of two landscaped raised medians entering the area will also add an additional element of roadway constriction for the driver.

Supporting Documentation (Include the appropriate Plan Section, Cross Section, Alignments Sheets & Plan Details):

1. Design Exception Diagram Plan Sheets 1 and 2.
2. Executive Summary, Figure & Photos from Hazmat Report (Nov. 11, 2010) detailing location of potential sources of contaminated material and monitoring wells.
3. Figures from Brownsville Downtown Gateway Plan (May 2005) planning document.

**OREGON DEPARTMENT OF TRANSPORTATION
DESIGN EXCEPTION REQUEST**

Signatures

Prepared By: _____

Date: 2/22/2011

(Engineer of Record)

Print Name:	Charles R. Knoll, PE	Phone:	541-967-3919
Company Name:	Linn County Engineer, Linn County Road Department		
Company Address:	3010 Ferry St. SW		
City:	Albany	ST:	OR
		Zip:	97322

Concurred By: _____

Date: 2/23/11

(ODOT Program Manager: Area Manager, District Manager, BDU, Private Public Partnerships, Local Government)

(Print Name)

Concurred By: _____

Date: 2/22/11

(ODOT Region Tech Center Manager or Region Roadway Manager)

EDWARD CANTRELL

(Print Name)

Approved By: _____

Date: 3-7-11

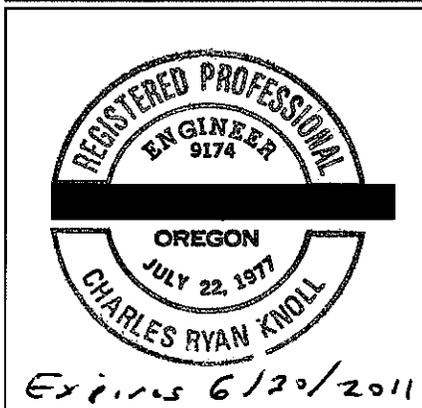
(State Roadway Engineer)

BOB PAPPE

(Print Name)

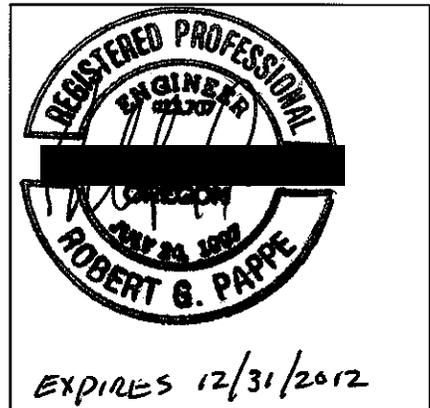
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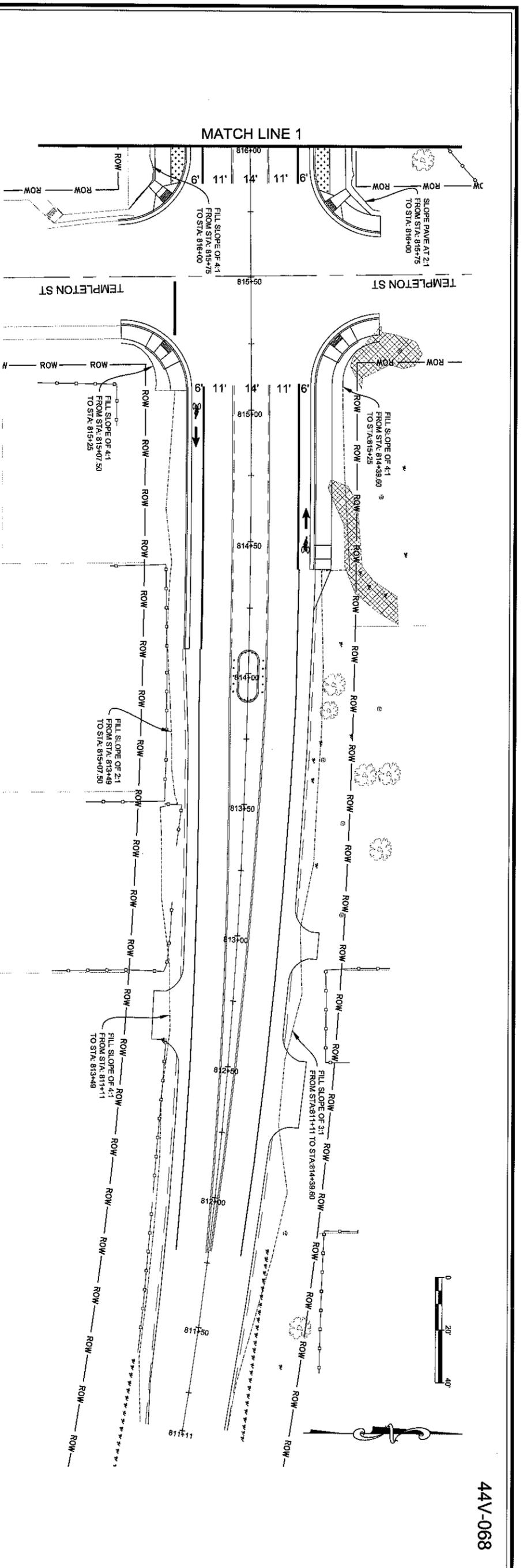
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PROFESSIONAL
ENGINEER STAMP**



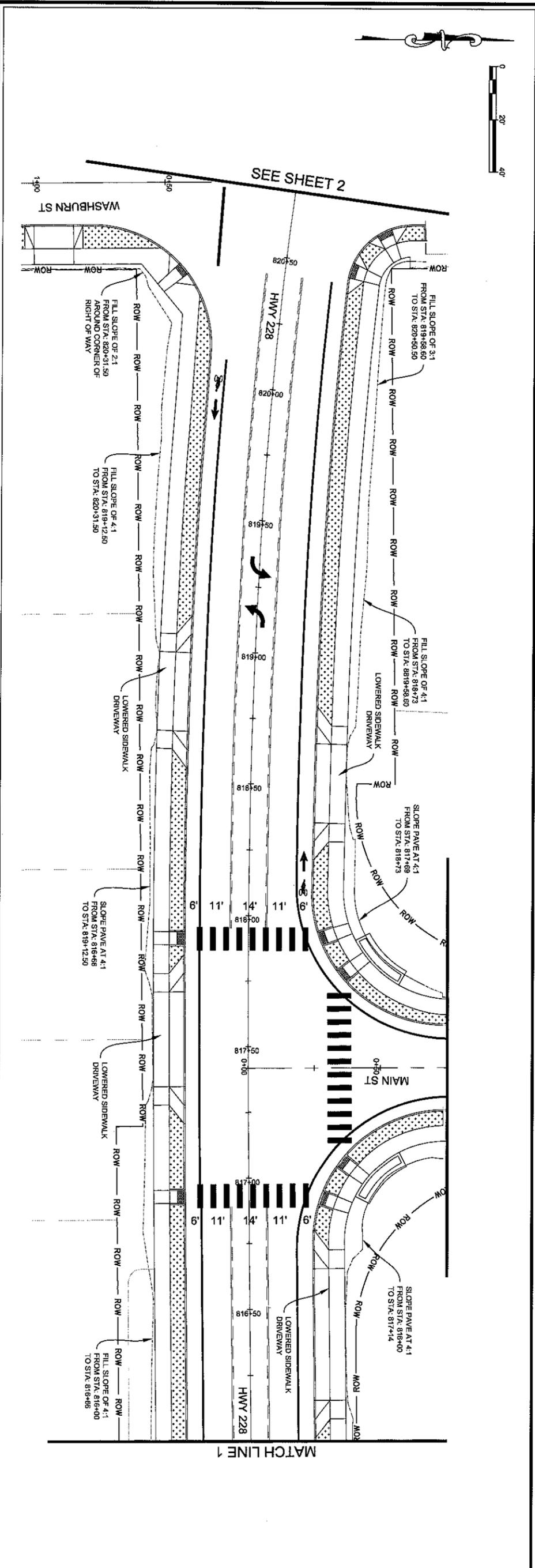
APPROVED BY:

**STATE ROADWAY ENGINEER
PROFESSIONAL
ENGINEER STAMP**





44V-068



LINN COUNTY
ROAD DEPARTMENT
 3010 FERRY STREET SW
 ALBANY, OREGON 97122
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 FAX: (503) 864-0202
 EMAIL: Roaddep@linncounty.org

COUNTY COMMISSION
 ROGER NYQUIST
 CHAIRMAN
 JOHN LINDSEY
 WILLIAM TUCKER

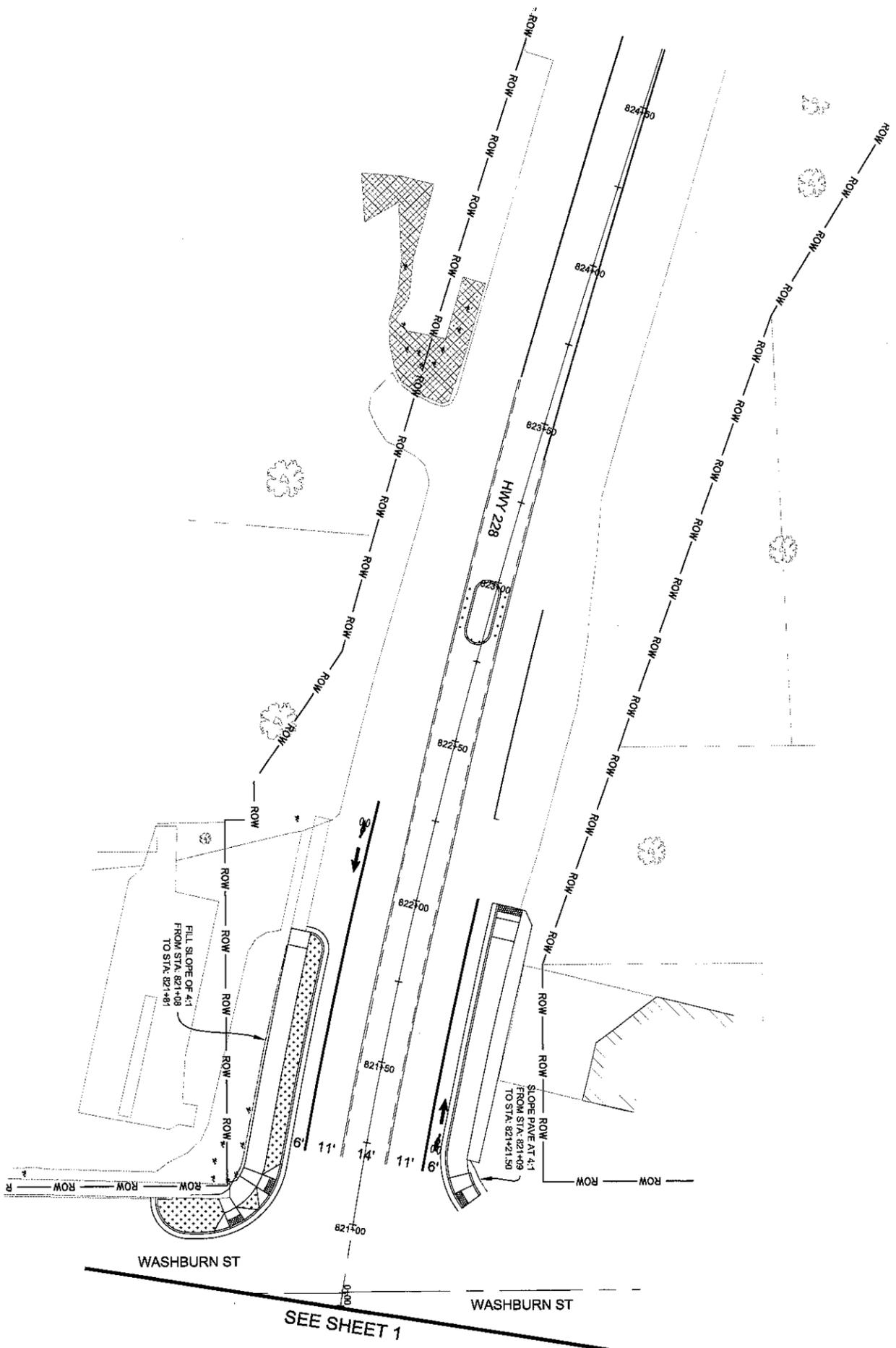
NO.	REVISION

REGISTERED PROFESSIONAL ENGINEER
 9174
 CIVIL
 CHARLES RYAN KNOLL
 EXPIRES 6/30/11

OR228 & MAIN ST SIDEWALK/ LANDSCAPE (BROWNSVILLE) DESIGN EXCEPTION DIAGRAM
HWY 228 STA: 811+11 TO STA: 820+75

ROAD NO: CR0425	PROJ. NO: CR085	DATE: 2/10/11
DESIGNED BY: D. MALONE	CHECKED BY: CRK	
DRAFTED BY: D. MALONE	REVIEWED BY: CRK	

SCALE: 1" = 20'
 SHEET 1



44V-068



LINN COUNTY
ROAD DEPARTMENT
 3010 FERRY STREET SW
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ROADMASTER
 DARRIN L. LANE

COUNTY ENGINEER
 CHARLES R. KNOLL

COUNTY COMMISSION
 ROGER NYQUIST
 CHAIRMAN
 JOHN LINDSEY
 WILLIAM TUCKER

NO.	REVISION



OR228 & MAIN ST SIDEWALK/ LANDSCAPE (BROWNSVILLE) DESIGN EXCEPTION DIAGRAM
HWY 228 STA: 820+75 to STA: 823+75

ROAD NO: CR0425 | PROJ. NO: CR085 | DATE: 2/10/11
 DESIGNED BY: D. MALONE | CHECKED BY: CRK
 DRAFTED BY: D. MALONE | REVIEWED BY: CRK

SCALE: 1" = 20'
 SHEET 2

Hazardous Materials Corridor Study

**OR228 & Main Street Sidewalk/Landscape (Brownsville)
Brownsville, Oregon; Linn County
Linn County Road Department
Township 14 South, Range 3 West, Section 1
Township 14 South, Range 2 West, Section 6**

November 11, 2010

Prepared by:

Ryan Tobias

Cascade Earth Sciences

3511 Pacific Boulevard SW
Albany, Oregon 97321

Executive Summary

Cascade Earth Sciences (CES) conducted a Hazardous Materials Corridor Study for the OR228 & Main Street Sidewalk/Landscape (Brownsville Gateway) Project (herein referred to as the Project). The purpose of the assessment was to identify potential environmental conditions (sources of hazardous materials or contaminated media) that could impact Project construction.

The Corridor Study identified the following potential environmental conditions that could impact the proposed construction or right of way acquisitions:

- The Brownsville Body Shop at 105 E. Bishop Way (OR228) is listed as an active Oregon Department of Environmental Quality (ODEQ) leaking underground storage tank (LUST) facility. Petroleum contamination was documented in shallow groundwater and soils at the property in 1998. The lateral extent of the contamination is currently unknown, and the exact source has not been verified. However, shallow soils at the property near the Project Corridor appeared to contain low concentrations of petroleum hydrocarbons.
- Jerry's Chevron at 203 W. Bishop Way is also listed as an active ODEQ LUST facility. Elevated concentrations of petroleum hydrocarbons have been documented in shallow soils and groundwater near the Project Corridor at OR228 and Washburn Street. Moreover, free product was identified in shallow groundwater, indicating a release may be ongoing at the facility. Based on the elevated concentrations of petroleum hydrocarbons in the subsurface near OR228 and Washburn Street, the Project Corridor may be adversely impacted by the Jerry's Chevron service station. However, recent excavation activity by the City of Brownsville north of the property did not encounter any contaminated media in the shallow subsurface.
- Petroleum contamination was identified in 2007 by City of Brownsville (City) contractors during sewer line construction near the northwest intersection of OR228 and Washburn Street. The contamination appeared to extend 30 feet north and less than 10 feet south from OR228, and continued 100 feet west of the intersection. Depth of contamination ranged from 4 to 15 feet below ground surface. Following discovery of the contamination, petroleum-contaminated soil (PCS) was segregated and approximately 400 to 500 cubic yards of material was stockpiled at the City's Public Works maintenance facility. Available records indicated the extent of the contamination was identified and removed during construction activities.
- Several former service stations operated adjacent to the Project Corridor at various dates between 1936 and the mid-1970's.
 - Available aerial photographs, Linn County Assessor's Office records, and interviews with City personnel indicated the property at 221 West Bishop Way (Central Linn Video) was used as a service station and truck repair shop from at least 1963 to the mid-1970's.
 - Available aerial photographs and interviews with City personnel identified an apparent service station adjacent to the south of the intersection of OR228/Main

Street, east of the current Assembly of God Church (near 100-107 Bishop Way) from at least 1948 to 1971.

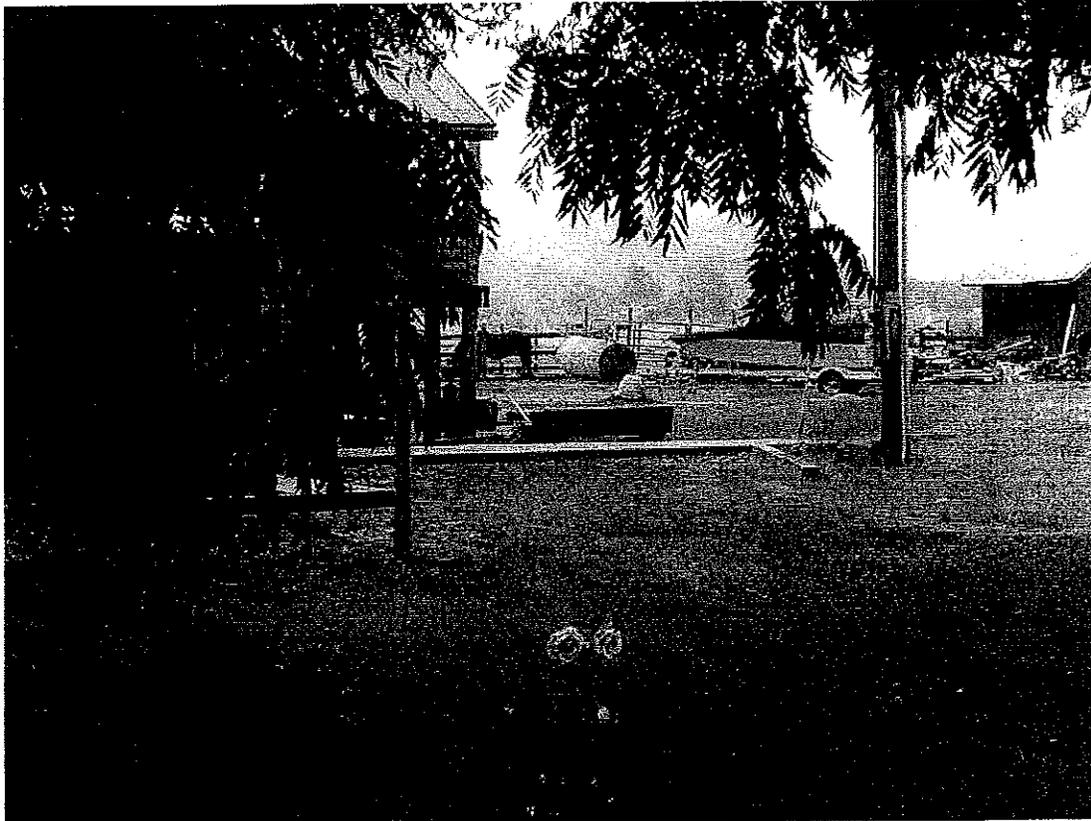
- Available aerial photographs indicated a possible service station operated just south of the Dari-Mart at 220 Main Street from at least 1948 to the late 1950's.
- Sanborn Fire Insurance Maps documented an automobile repair shop and underground gasoline tank northwest of the intersection of Washburn Street and OR228 in 1921. In addition, City personnel indicated a former service station also reportedly operated at this property until the mid-1970's. The current occupant of the property is the Brownsville Car Wash (204 Bishop Way).
- Sanborn Fire Insurance Maps documented a service station at the property at 313 Washburn Street (current Assembly of God) in 1931.

Based on these findings, CES recommends the following:

- During the 1998 investigation at the Brownsville Body Shop, groundwater was measured at about 11 feet below ground. Additionally, no soil contamination was encountered in borings GP-3 or GP-4, which were located nearest the proposed right-of-way construction areas. Furthermore, the limited projected vertical excavation below ground for curb, gutter, and sidewalk construction would not likely result in contacting shallow groundwater. As such, possible groundwater contamination under Bishop Way (OR228) and Main Street should not pose an environmental threat to construction activities. Nonetheless, construction workers should be notified of the possible presence of petroleum contamination in the subsurface, potential exposure risks, and recommended personal protective equipment (PPE). Moreover, if visual or olfactory evidence of contamination is discovered during construction activities, ODEQ will need to be notified and contaminated media will need to be handled and disposed in accordance with applicable ODEQ regulations.
- The Project Corridor near the intersection of OR228 and Washburn Street may be adversely impacted by the Jerry's Chevron service station. However, recent shallow excavation by the City did not encounter apparent petroleum contamination. Notwithstanding this, construction workers should be notified of the possible presence of petroleum contamination in the subsurface, potential exposure risks, and recommended PPE. If visual or olfactory evidence of contamination is discovered during construction activities, ODEQ will need to be notified and contaminated media will need to be handled and disposed in accordance with applicable ODEQ regulations.
- The source of the petroleum contamination at the intersection of OR228 and Washburn Street is unknown, although the presence of the Jerry's Chevron facility in the apparent upgradient direction could explain the source of the PCS discovered during trenching activities. In addition, the presence of the Brownsville Car Wash, former automobile repair shop, and reported service station adjacent to the northwest of the intersection of OR228 and Washburn Street may be indicative of potential contamination. Nonetheless, the PCS encountered in 2007 appears to have been remediated and should not affect Project construction activities. However, construction workers in this area should be notified of the former presence of petroleum contamination in the subsurface, potential exposure risks, and recommended PPE.

- Construction workers should be notified of the possible presence of petroleum contamination in the subsurface near former service stations at 221 West Bishop Way (Central Linn Video); 100-107 Bishop Way (vacant building and Brownsville Animal Clinic) south of the intersection of OR228 and Main Street; 220 Main Street (Dari Mart); and 313 Washburn Street (Assembly of God). Although Project construction activities will likely not exceed to a depth where petroleum contamination would be encountered, construction workers should be informed of potential exposure risks, and recommended PPE. If visual or olfactory evidence of contamination is discovered during construction activities, ODEQ will need to be notified and contaminated media will need to be handled and disposed in accordance with applicable ODEQ regulations.
- In the event PCS is encountered in any of the above-mentioned areas of the Project Corridor, samples of the material should be collected to identify possible health risks to construction workers. The lowest ODEQ risk-based concentration for gasoline range hydrocarbons is 28 milligrams per kilogram (mg/kg), and the lowest ODEQ soil matrix cleanup level for diesel fuel range hydrocarbons is 100 mg/kg. Handling options may vary, but disposal at an ODEQ approved facility (i.e., Coffin Butte Landfill in Corvallis) may be the timeliest alternative. Storage, treatment, and/or aeration would require ODEQ approval and potential air quality and soil waste permits.

If the scope of the Project changes to include additional excavation or right of way acquisition, please contact the Region HazMat Coordinator.



Photograph 5. Looking south from OR228 toward AST at J & S Supply.



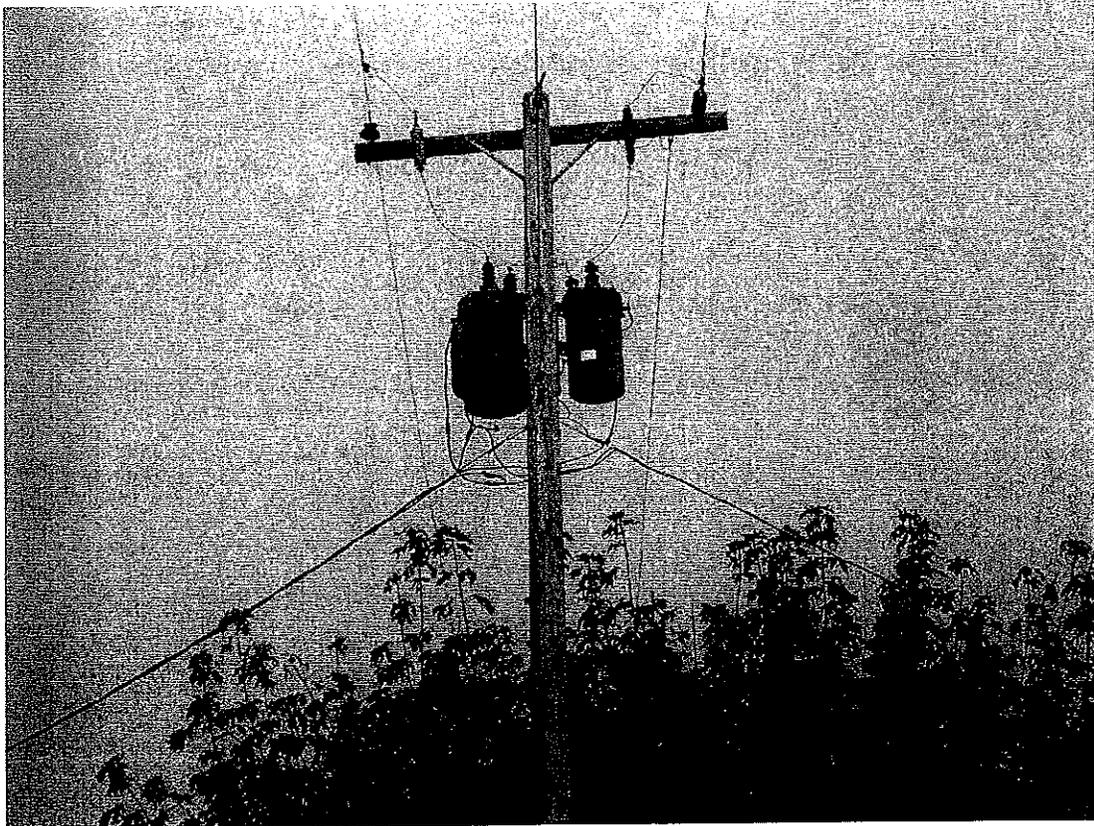
Photograph 6. Chevron station southwest of the intersection of OR228 and Washburn Street.



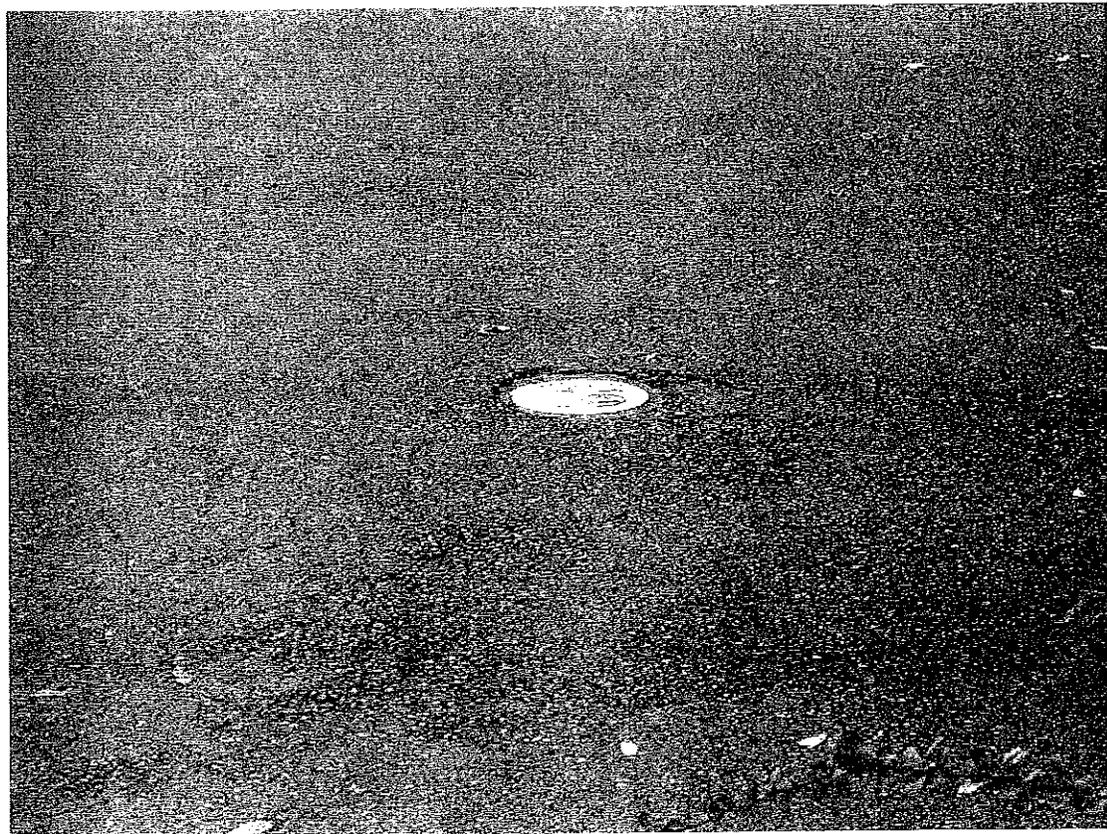
Photograph 9. Looking west toward Car Wash (former auto repair shop - 1920).



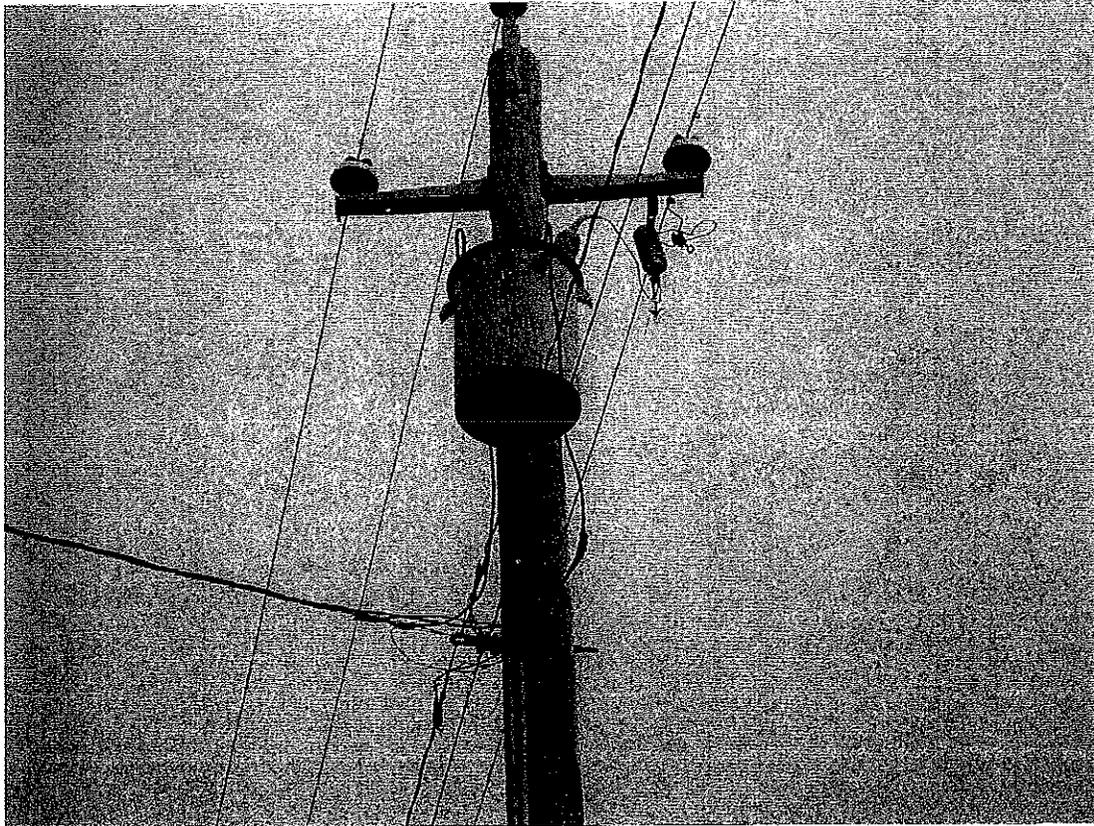
Photograph 10. Drain in the hand wash area of the Brownsville Car Wash.



Photograph 11. Pole mounted transformer along OR228 .



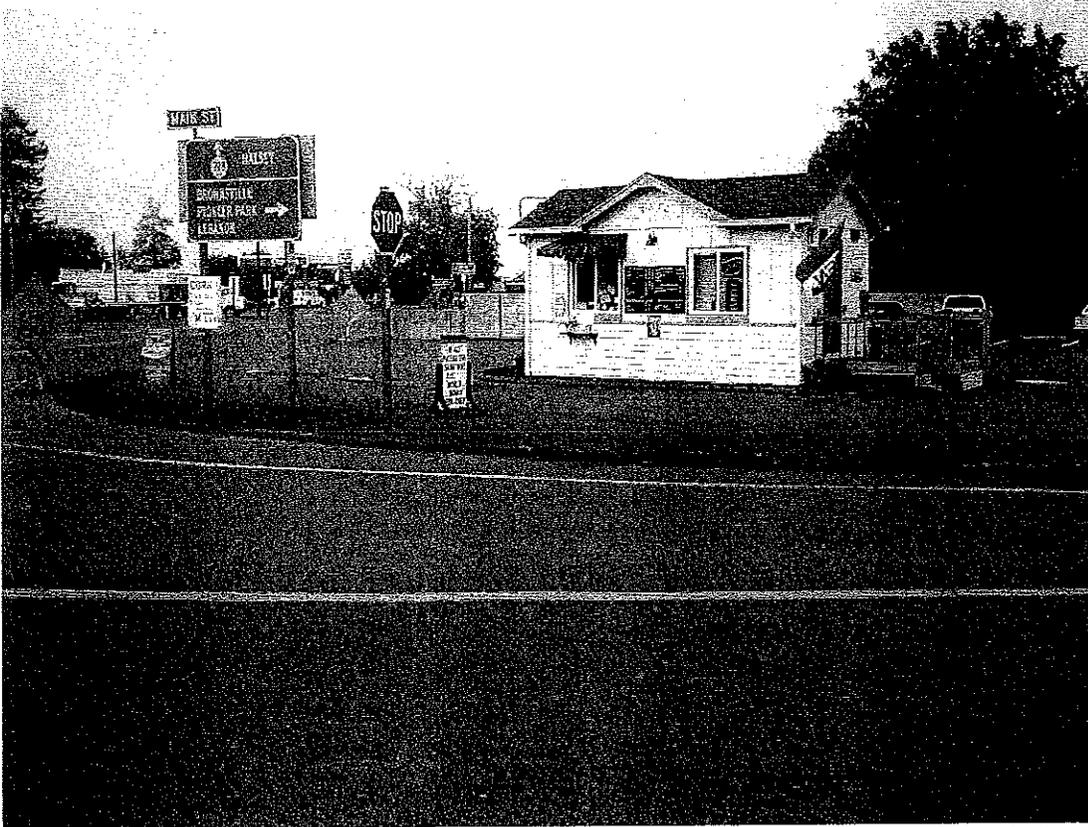
Photograph 12. Groundwater monitoring well at the Chevron station south of the Project Corridor.



Photograph 13. Pole mounted transformer along Main Street with no sticker.



Photograph 14. Lighting adjacent to the east of Main Street in the Project Corridor.



Photograph 15. Looking west at the approximate location of a former service station at the intersection of OR228 and Main Street.



Photograph 16. Former truck repair shop adjacent to the south of OR228 at 221 Bishop Way.

2 RECOMMENDATIONS

The recommendations in this section are grouped as follows:

- OR 228 Highway Design
- OR 228/Main Street Intersection Design
- Gateway Design (OR 228/Main Street)
- Main Street Design (OR 228 to the Calapooia River)
- Access Management Recommendations
- Bicycle and Pedestrian Circulation

Some of the recommendations in this plan are based on concepts initially proposed in the 2003 ODDA report for Brownsville. This plan further develops those concepts through technical analysis and conceptual design.

OR 228 HIGHWAY DESIGN

Three Cross-Sections to Reflect Adjacent Land Uses

Three different cross sections for OR 228 are recommended, to reflect the different conditions of the highway within the City of Brownsville, as described below. The cross sections are illustrated in Figure 4 and the extent of each is illustrated in Figure 5.

- **Gateway Area** – The Gateway Area cross-section applies to OR 228 from about one block west of Washburn Street and about one block east of Templeton Street. The cross-section includes sidewalks, a landscape buffer, bike lanes, and narrower travel lanes and left turn lanes. The land use in this area is almost exclusively commercial and lends itself to aesthetic treatments and slower traffic to support the gateway entrance into the city. This area is discussed in detail in the OR 228/Main Street Intersection Design section below.

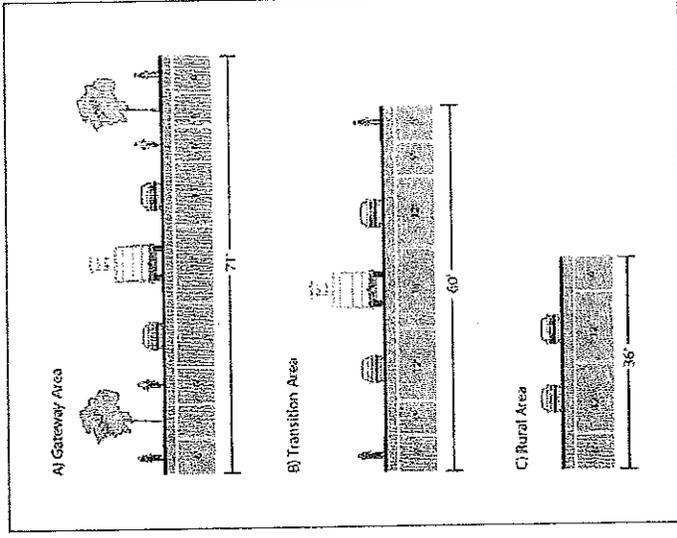


FIGURE 4
OR 228 Cross Sections

- **Transition Area** – The Transition Area cross-section applies to the area that connects the core commercial/industrial uses near Main Street with the residential and commercial/industrial uses to the east and west. The design for this segment includes sidewalks without landscape strips and uses standard lane widths. The sidewalks will allow pedestrians to move safely from the edges of the developed area of the city to the gateway area at Main Street.

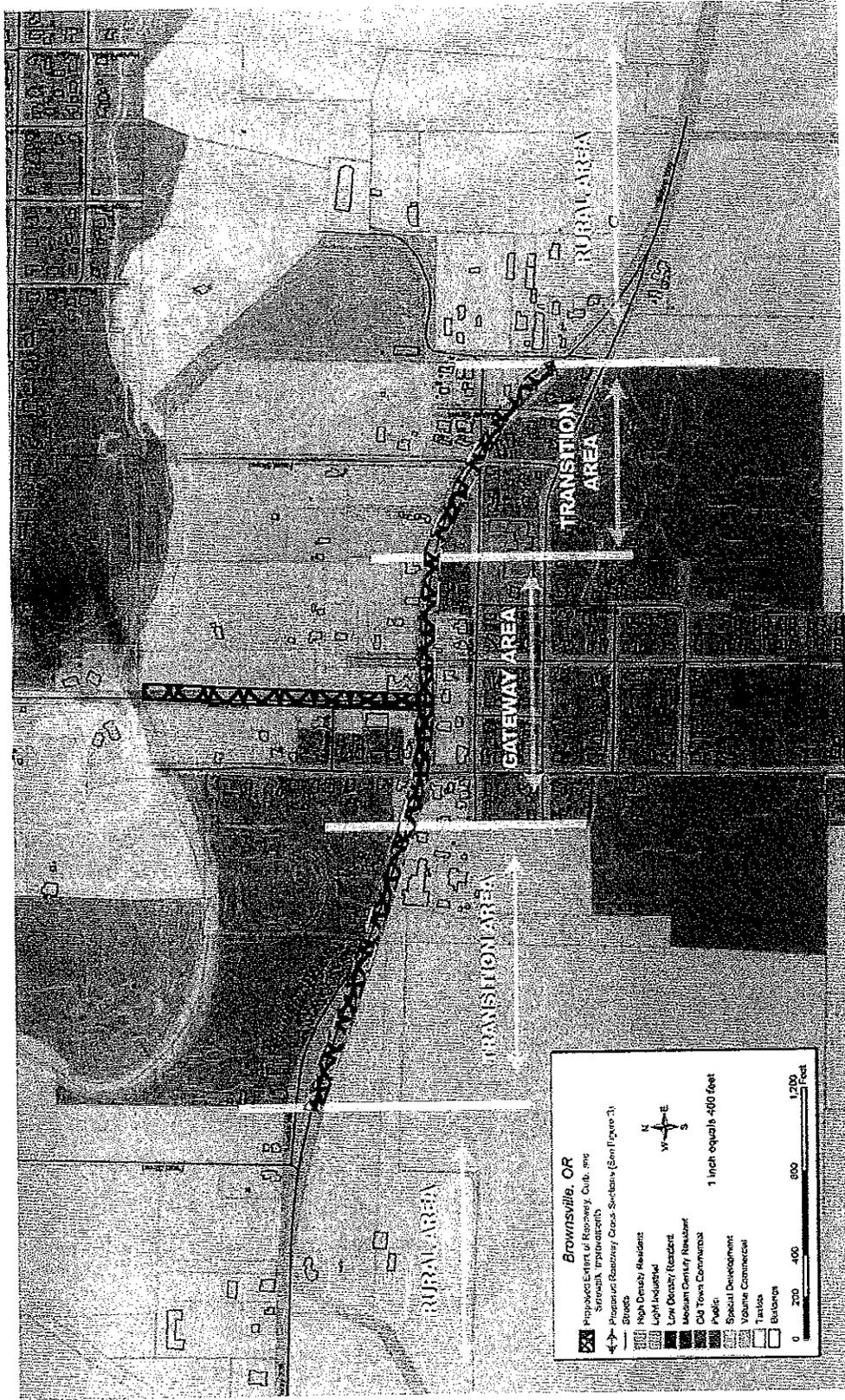


FIGURE 5
 OR 228 Roadway, Curb, and Sidewalk Modifications