SF Sauk River Bridge 540
Property Owners Meeting - Welcome!

November 30, 2011
Project History
Tina Hokanson, Communications Specialist

- 1977 - westerly log span built
- 1986 - easterly steel span built
- Inspected every 2 years
- 2009 - 3 ton load limit posted
- More frequent inspections scheduled
- Currently rated 11 out of 100 on the sufficiency scale
Why replace rather than rehabilitate?

- Significant rotting of log support girders
- Must rebuild to reach legal load capacity
- Easterly steel section requires additional supports
- Cannot replace center pier in path of river
- Would just delay need for replacement and cost more in the long run
Timber Stringers, east span

Rotting Log Stringers under west span
What has been accomplished to date?

Jim Weelborg, project manager

• Survey field work

• Soil sampling & analysis

• Identified: critical areas (streams, buffers areas) ordinary high water mark

• Have begun analysis of: river flow storm water runoff scour modeling
And . . .

• Contacted all property owners
• Contracted with consultant for archeology/cultural resources study
• Coordinating with the Forest Service
Unique challenges of the site

• No detour route
• Difficult access for standard construction methods and equipment
• Limited seasonal access
• Short window for in water work
• Complex regulatory requirements
• Coordination with multiple agencies
Proposed design

- Steel
- Single span - 215’ long
- Single lane - 15’ wide
- Cable stay style super structure
- Foundations designed to withstand scour

Structure
Ryan Phipps, Project Engineer
• 1-2 construction seasons; *Goal is 1 (6 months)*
• Access limited to pedestrians during construction
Environmental Requirements
Crilly Ritz, Environmental Planner

• Federal Regulations
  • National Environmental Policy Act (NEPA)
  • US Forest Service
  • Army Corp of Engineers

• State & Local Permits/Approvals
  • State Environmental Policy Act (SEPA)
  • Shoreline Management Act
  • Special Flood Hazard Areas Regulations
  • Land Disturbance Activity Regulations
  • Drainage Regulations
  • Hydraulic Code
  • Aquatic Land Use Approval
## Projected Schedule

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Cost: $2.5 to $4 million

Funding:

- 80% BRAC (federal bridge replacement funds)
- 20% Local match, such as could come from:
  - Road Improvement District (RID)
  - County road fund dollars
  - CRAB (State funds)
Time for questions
Thank you for joining us!

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www.snoco.org, search “Br 540”