



OR 140: BNSF (Dairy) Bridge Replacement

Last Updated: Summer 2012

Project Components

- Replace the existing bridge with a structure that is larger to allow for wider shoulders.
- A decorative bridge rail is being considered in keeping with the design of the original bridge.
- Traffic will be detoured to the south of the existing bridge during construction. No significant delays are expected.

Why this project is needed

OR 140 is an important part of the State's transportation system in south central Oregon. It provides an important economic transportation link between Jackson, Klamath and Lake Counties. Keeping these roads in good condition and providing for safe travel are critical parts of the mission for the Oregon Department of Transportation (ODOT).

The current bridge was constructed in 1936 and is a Conde McCullough design. The bridge is known as the OC&E Railroad Overcrossing and/or the Dairy Bridge. The bridge spans a former Burlington Northern Santa Fe rail bed which currently serves as a bicycle and pedestrian trail called the [OC&E Trail](#). The trail is owned and operated by the Oregon Parks and Recreation Department.

The bridge was last inspected in December 2006 and received a structural rating of between "Fair" and "Poor". The bridge is rated as "Structurally Deficient" but currently there are no load restrictions. The bridge railings and curbing are in very poor condition. The roadway width on the bridge is 26 feet, narrow for today's standards. There are no shoulders on the bridge.

What ODOT is planning to do

The existing bridge is slated to be replaced with a new bridge in the same location. The new structure will be approximately 12 feet wider to accommodate two 12-foot travel lanes and the addition of shoulders. There will not be sidewalks on the new bridge.

A two lane detour will be constructed to the south of the existing bridge. No significant traffic delays are expected. A temporary speed zone reduction will be in effect during the project.

The OC&E Trail will remain open to pedestrian and bike traffic during construction, except for short, intermittent closures during the week. The Trail will be open on all weekends.

A decorative rail is being considered for the bridge. One option is to stamp the outsides of the concrete rail which is visible from the recreation trail below.

Project Timeline

Final Plans:	Fall 2010
Contract bid let:	February 2011
Construction begins:	Spring 2011
Construction completed:	Fall 2011

ODOT awarded a \$1.9 million construction contract to Key Constructors, Inc. of Bend, Oregon to replace the Dairy Bridge on Oregon Highway 140. Work began in March 2011. The contractor was not able to complete the work in 2011 but finished the project in spring 2012.

ODOT Contacts

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