

OR 140: BNSF (Dairy) Bridge Replacement

Last Updated: August 17, 2009

Project Components

- Replace the existing bridge with a structure that is larger to allow for wider travel lanes and 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.



The Dairy Bridge on OR 140 looking east.

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 20 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.

Construction of a new bridge should take 10-14 months.

Project Timeline

Final Plans: Spring 2010
Contract bid let: January 2011
Construction begins: Spring 2011
Construction completed: 2012

Total Project Cost

\$2.0 million

ODOT Contacts

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If you would like to learn more about this and other road projects in your area, please visit <http://www.oregon.gov/ODOT/HWY/REGION4/RoadworkImprovements.shtml> where you will find project information and updates, as well as contact information.

