

# Seismic Resiliency on US 97

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## Retrofit/replace bridges and improve slope stability

US 97 is a regional lifeline route in the case of seismic event. It is anticipated that most bridges in western Oregon will suffer serious damage or destruction after an earthquake. The main help for affected areas is expected to come from the eastern part of the state and neighboring states with US 97 serving as a critical route to supply goods and medical supplies for those in need

To ensure US 97 remains a resilient north-south highway corridor to support emergency response and recovery efforts, additional work is needed to upgrade and replace bridges and improving slope stability along the highway. Making these improvement will:

- Enhance the resiliency of the corridor as a regional lifeline route should a significant seismic event occur
- Improve freight mobility and reduce pinch points
- Meet FAST Act requirements
- Reduced rock falls and maintenance costs

## Examples

### *US 97: Spanish Hollow Creek and Trout Creek Bridges*

ODOT plans to seismically retrofit or replace a series of eight bridges on US 97 between I-84/Biggs Jct. and OR 58, north of Madras, in 2018. This project also includes laying back a problematic slope to improve site distance and reduce maintenance from rock falls. These improvements are essential to assist with traffic mobility in the case of a major seismic event, ensuring that US 97 remains a resilient north-south highway corridor that can support emergency response and recovery efforts.

### *Klamath Falls Seismic Resiliency Planning*

ODOT has identified an additional six bridges in need of retrofit or replacement on US 97 near Klamath Falls. ODOT projects that a minimum of \$30 million would be required for the bridges to be retrofitted to meet current seismic standards outside of additional funding needs for bridge replacement, highway widening, improved slope stability, etc. These improvements are needed to improve the function of US 97, ensuring that the entire corridor is seismically resilient and can remain an alternative route to I-5.



Photos showing Spanish Hollow Creek Bridge to be replaced and the California Ave. Bridge in downtown Klamath Falls