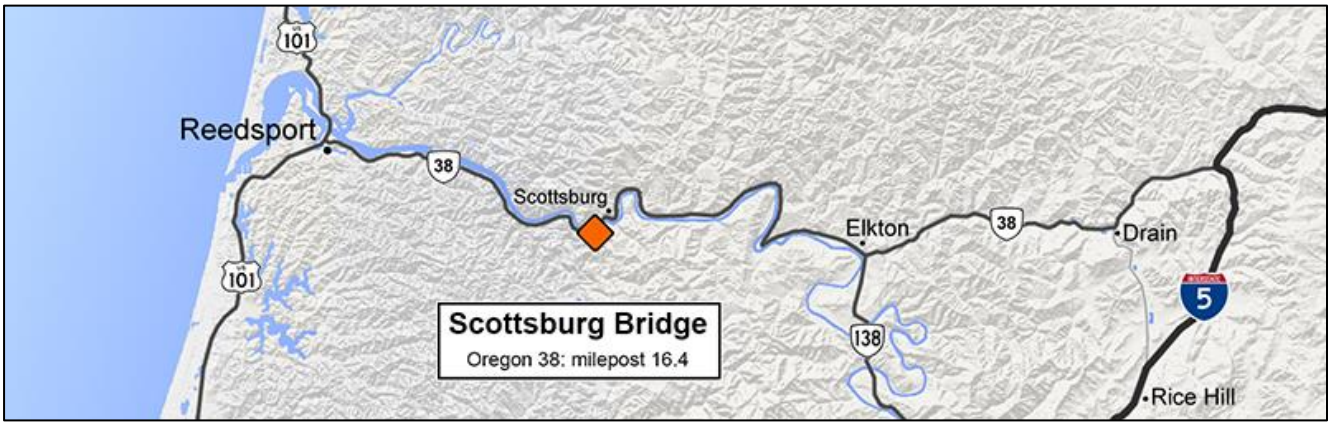
Oregon 38: Scottsburg Bridge Replacement



Oregon 38 (Umpqua Highway) is a vital route between Interstate 5, the southern Oregon coast, and the Port of Coos Bay. Although many other bridges along Oregon 38 have been replaced in recent years, the Scottsburg Bridge remains largely unchanged since it was built. Opened in 1929, during an era when most vehicles were small and speeds low, the bridge's narrow lanes and tight corners at both ends are not designed for modern traffic.

Over the years, ODOT has focused on maintaining the existing bridge and addressing problems as they arise. Fully repairing the bridge would involve sandblasting and repainting the green steel truss and repairing any bad steel sections, repairing and repaving the deck and replacing the deck joints, replacing the concrete railing, repairing the concrete pier caps, and strengthening the bridge to better withstand earthquakes. However, such repairs wouldn't address the more fundamental problems with the bridge—the narrow width, sharp approach curves, and low overhead clearance.

Due to the need for so many repairs and improvements to the existing structure, ODOT concluded that the construction of a new bridge is a better long-term investment. A new bridge will better accommodate modern traffic and will be more likely to withstand a large earthquake or other natural disaster.

ODOT is designing a replacement bridge that meets modern standards. The new bridge will be constructed just downstream of the existing structure, allowing the old bridge to carry highway traffic while construction is underway. Due to the cost of maintaining two structures, the old bridge will be removed after the new one is opened. The project is scheduled to bid in 2019. Construction, including demolition of the old bridge, is expected to continue for approximately three years.

Project Fast Facts

Location	Oregon 38: milepost 16.4
Overall budget	$42,848,000
Bid let	November 21, 2019
Construction timeline	2020-2022
General Goals	▪ Allow better flow of traffic ▪ Improve safety ▪ Reduce long-term maintenance costs

Need More Information?

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Scottsburg Bridge
Project Features

Type of bridge

Steel girder (similar to the Weaver Road Bridge south of Myrtle Creek)

Width

Existing bridge: 24’ (two 12’ lanes, no shoulders)
New bridge: 44’ (two 12’ lanes, 10’ shoulders)

Length

Existing bridge: 845’
New bridge: 1,280’

Other roadways

Main Street: Rebuild and straighten the section under the bridge. The new roadway will be a couple feet higher and clearance under the new bridge will be increased as well.

Scottsburg West Road: The road may be affected by rockfall protection. The goal is to maintain the existing intersection, with better sight distance.

Lutsinger Creek Road: An intersection between the new and existing highway will be built that will provide a connection to Lutsinger Creek Road and a future exit road from Scottsburg Park.

Weaver Road Bridge
Tri City, Douglas County

Scottsburg West Road