

Bridge Replacement Projects

Canal Creek (Alder Springs Road) Bridge Replacement, Bridge Number: 41C28, Key Number: 11972

This project consists of replacing a 90-ft long RR flat car with posts welded to the side for guardrail. The bridge is functionally obsolete because the RR flat car is only 8.5-ft wide. The replacement will be a single span one-lane wide bridge on the same alignment. There may be less than 1 acre of right-of-way acquired at either end of the bridge to accommodate the widening, guardrails, new ditches, and/or bioswales. This project will increase safety by removing weight restrictions, widening the bridge deck, and improving approaches. Construction is scheduled to begin in 2006.

OR 34: Lint Creek Bridge Replacement, Bridge Number: 04166, Key Number: 14002

This project proposes to repair or replace the Lint Creek Bridge on OR 34 just east of Waldport (MP 0.55 to 0.61). The existing bridge has suffered from severe corrosion, cracking of the girders, and deep delamination in areas of high shear stress. Approximately 6 right-of-way files have been identified as being impacted. Replacement or repair of this structure would not impact future traffic volumes. Construction is scheduled to begin in 2009.

US 101: Millport Slough Bridge Replacement, Bridge Number: 06579, Key Number: 12802

An inspection in June 2002 found the US 101 bridge over Millport Slough to be structurally deficient with a poor substructure, inadequate rails and transitions, and an "intolerable" deck geometry. This project will replace the bridge with a new bridge of the same size in the same location (MP 120.82 to 120.84). No additional right-of-way acquisition is planned for the project. No additional lanes, signalization, channelization, or speed zone changes are planned. Construction is scheduled to begin in 2007.

US 101: Spencer Creek Bridge Replacement, Key Number: 10058

The existing structure was constructed in 1946 and deteriorated at a much faster rate than anticipated. An emergency detour structure was constructed in 1999 to carry traffic. This temporary structure has a design life of 5-8 years. In addition, southern approaches to the structure are threatened by surf erosion of the cliffs adjacent to the highway. The project will replace the existing failed structure (MP 133.65 to 134.34) and protect the new structure approaches from erosion. This is a joint project with the Corps of Engineers shoreline erosion portion. Construction is scheduled to begin in 2006.

Pavement Preservation Projects

US 20: Elk City Road – Eddyville, Key Number: 12808

This project proposes to repave an 8.40 mile stretch of US 20 in Lincoln County. The project extends from about a half-mile east of Elk City Road (MP 16.10) to just past Deer Creek Road east of Eddyville (MP 24.50). A 50 millimeter asphalt overlay is planned for the length of the project. No expansion of the currently paved road surface is anticipated as part of the project. No additional right-of-way is expected to be acquired for this project. Traffic volumes are not expected to change as a result of this project. No additional lanes, signalization, channelization, or speed zone changes are planned.

US 20: US 101 – John Moore Road (Newport) Pavement Preservation, Key Number: 12810

This project proposes to repave a 0.58 mile section of Highway 20 (East Olive Street) from US 101 to John Moore Road in Newport (MP 0.00 to 0.63). A 50 millimeter asphalt inlay is planned for the length of the project. No curb or sidewalk work is anticipated. No additional right-of-way is planned for this project. The repaving will be conducted within the existing highway right-of-way. Traffic volumes are not expected to change as a result of this project. No additional lanes, signalization, channelization, or speed zone changes are planned. The project is located entirely within the City of Newport UGB.

US 101: Coronado Shores – Boiler Bay Wayside Pavement Preservation, Key Number: 12806

This project proposes to repave a 3.21 mile stretch of US 101 from milepost 123.20 to milepost 126.41. The project begins in the Coronado Shores area south of Siletz Bay, about where Lancer Street and Seagrove Drive intersect US 101. The project ends at the border between Boiler Bay State Wayside and the Depoe Bay city limits. A 50 millimeter asphalt inlay is planned for the length of the project. No expansion of the currently paved surface is planned. No additional right-of-way is planned for this project. Traffic volumes are not expected to change as a result of this project. No additional lanes, signalization, channelization, or speed zone changes are planned.

US 101: Wm Keady Wayside-Cooks Chasm Pavement Preservation, Key Number: 13569

This project proposes to repave 10.35 miles of a 10.85-mile stretch of US 101 in Lincoln County, from the William P. Keady State Wayside in Waldport (MP 156.55) south to the Cooks Chasm Bridge (MP 167.40) near the Lane County line. From MP 156.55 to 156.80 a 50 millimeter asphalt inlay with a 50 millimeter asphalt overlay is proposed. From MP 156.80 to 160.05 a 75 millimeter asphalt overlay is proposed, with the exception of a half mile no-work area between MP 159.10 and 159.60, where a previous project added a left-turn lane into Beachside State Park. Approximately 50 square meters of surfacing stabilization is proposed between MP 156.55 and 160.05. From the Big Creek Bridge (at MP 60.05) south to the end of the project a 50 millimeter asphalt inlay with a 50 millimeter asphalt overlay is planned, except for a three-quarter mile stretch through the City of Yachats (MP 164.00 to 165.75) where only a 50 millimeter asphalt inlay is planned. Guardrails along the project route will also be upgraded and replaced. No expansion of the currently paved road surface is planned. This project is a combination of two previously approved projects, Key #12811 (Alsea Bay Bridge to Big Creek, approved by FHWA 2/13/04) and Key #12812 (Big Creek Bridge to Cooks Chasm Bridge, approved 2/18/04). No additional right-of-way is expected to be acquired for this project. Traffic volumes are not expected to change as a result of this project. No additional lanes, signalization, channelization, or speed zone changes are planned. Construction is scheduled to begin in 2006.