



**SH-66 NB over Bird Creek
Rogers County, JP 20899(09)
Virtual Section 106 Consulting Party Meeting Minutes
9/20/2021**

Attendees (virtual):

Erin Faulkner, NEPA PM District 8, ODOT	Jennifer Bullard, ODOT Construction Engineer
Joe Brutsche, Division Manager, ODOT Environmental Programs	Matt Casillas, District 8 Bridge Engineer, ODOT
Scott Sundermeyer, ODOT Cultural Resources Program	Cari Foster, ODOT Cultural Resources Program
Justin Hernandez, ODOT Bridge Engineer	Sara Downard, ODOT PM
Katie Brown, ODOT	Jenny Droscher, ODOT Public Involvement
Thomas Askegaard, ODOT	Gregg Hostetler, CONSOR Engineer
Rick Mitchell, Mead and Hunt	Kelly Saladis, CP&Y
Tori Raines, CP&Y	Kitty Henderson, Historic Bridge Foundation
Rhys Martin, Oklahoma Route 66 Association	Kristina Wyckoff, Oklahoma SHPO
Lynda Ozan, Oklahoma SHPO	Chantry Banks, Preservation Oklahoma, Inc.
Karen Orton, Federal Highway Administration	Ralph Nguyen, Federal Highway Administration
Anne Haaker, Route 66, The Road Ahead	Kaisa Barthuli, NPS Route 66 Preservation Program
Marilyn Emde, Oklahoma Route 66 Association	

1. Introductions

Scott Sundermeyer, ODOT Cultural Resources Program

- a. The meeting opened with introductions for each attendee listed above.
- b. Participants were advised that the presentation would be recorded.

2. Presentation

Scott Sundermeyer, ODOT Cultural Resources Program

Gregg Hostetler, CONSOR Engineer

- a. Project background and Section 106 Consultation history
 - i. The bridge is the only resource in the project area that is NRHP-eligible.
 - ii. The roadbed is not eligible for listing in the NRHP.
- b. Bridge Details
 - i. The bridge is eligible under Criterion C for its engineering and design.
 - ii. Route 66 original alignment (just north and west)
 1. If anyone has photos of the original bridge ODOT would appreciate them.
- c. Purpose and Need
 - i. To provide a bridge crossing that is structurally and functionally sufficient for the intended use of the structure.
 - ii. The bridge is in poor condition and fracture critical.
- d. Discussion of current bridge conditions and maintenance and repairs conducted on the bridge.
- e. Alternatives considered under Section 4(f) preliminary evaluation:
 - i. Do Nothing
 - ii. Build on New Location
 1. Retain existing bridge as monument or non-motorized pedestrian or bicycle facility
 - iii. Rehabilitation without affecting historic integrity
 - iv. Additional Alternatives reviewed in Design Analysis
 1. Rehabilitate existing; widen to provide 38-ft roadway

- 2. Replacement on existing alignment
- f. Summary of the Alternatives evaluated in the Design Analysis report, the potential effect on the historic bridge and the recently updated costs
 - i. Alternative 1
 - 1. Do Nothing – Requires maintenance. Doesn't meet purpose and need.
 - ii. Alternative 2(a)
 - 1. Includes widening. Bridge would remain fracture critical.
 - iii. Alternative 2 (b)
 - 1. Rehab, maintain current roadway width (more in-line with Section 4(f).) Bridge remains fracture critical.
 - iv. Alternative 3
 - 1. Six offset alignments were evaluated in March 2011.
 - 2. Effect determination will require consultation with SHPO.
 - v. Alternative 4
 - 1. Replace existing bridge on existing alignment - adverse effect and mitigation
- g. "Next Steps" and upcoming milestones
 - i. Consulting Parties to review and comment on Design Analysis Document
 - ii. Public Meeting anticipated Winter 2021 (in person or virtual)
 - iii. Preferred Alternative anticipated Spring 2022
- h. Comments can be provided on the project website, via email or written letters
 - i. <http://www.odotculturalresources.info/bird-creek-bridge.html>

3. Discussion/Questions

Scott Sundermeyer, ODOT Cultural Resources Program

- a. Ms. Henderson wanted to confirm the design analysis matrix is available online
 - i. Yes, the matrix is on the project website
- b. Mr. Martin inquired whether there are major differences between what we can do with the NB bridge and the options that were considered for the SB bridge.
 - i. All alternatives considered in 2011 for the 1936 bridge are being looked at. Additionally, locations for avoidance, etc., will be reviewed. However, there are challenges because this area is constricted.
 - ii. The intent of this process is to look at ideas resulting from this engagement.
- c. Ms. Henderson inquired how many K-trusses would remain in Oklahoma if this bridge were removed.
 - i. Not many K-trusses would remain, and the K-trusses that are still in Oklahoma are largely on-system.
 - ii. ODOT is currently looking into a large-scale context study to look at the remaining K-truss bridges and a consultant has been identified to prepare that documentation. There may be approximately 15 K-truss bridges remaining. Ms. Henderson noted that nationwide there are very few remaining.
- d. Ms. Barthuli inquired whether other historical factors and values are being considered with regard to the Route 66 roadway through Oklahoma. Such as, how many historic bridges remain along Route 66 in Oklahoma and which ones will be prioritized for preservation/retention?
 - i. ODOT is conducting an updated study and a multi-property document for all of the bridges along Route 66, which may identify additional historic bridges along the roadway.
 - 1. Ms. Barthuli noted that such a study could lead to prioritization of particular bridges and additional investment in those bridges that would help to preserve the bridges.
 - ii. A department-wide plan would have to be discussed with ODOT senior leadership, but ODOT would be open to having the discussion.
 - 1. Ms. Barthuli further noted the tremendous benefit and impact associated with Route 66. She strongly encouraged special prioritized treatment and planning of Route 66 bridges and remaining pristine roadbed.

- e. Mr. Martin questioned whether there has been any discussion/consideration of utilizing a design similar to what has been done with pony bridges, with the trusses removed and used as an aesthetic feature but not load bearing.
 - i. Ms. Henderson noted there was a successful widening of a through-truss in Vermont, she said she will try to share information on that project

4. Additional Items

Scott Sundermeyer, ODOT Cultural Resources Program

- a. Would any party prefer a hard copy of the Design Analysis document?
 - i. SHPO will be provided with a hard copy. A digital version is acceptable to all others.
- b. ODOT will provide notification of the public meeting.
- c. The recording and presentation will be posted on the website.