

## Meeting Memorandum

<b>Date:</b> September 22, 2016	<b>Time:</b> 10:00 a.m.
<b>Location:</b> Oklahoma History Center, LeRoy H. Fischer Boardroom	
<b>Project:</b> EC-1408A J/P No. 26360(04) US-281 over South Canadian River	<b>CP&amp;Y Project Number:</b> ODOT1500331.00
<b>Prepared By:</b> Katy McNeil	
<b>CP&amp;Y Attendees:</b> David Neuhauser, Don Steel, Scott Stegmann, Tori Raines, Katy McNeil	
<b>ODOT Attendees:</b> Daniel Nguyen (PMD), Brian Taylor (Division 4), Matt Mitchell (Division 4), Joe Echelle (Division 4), Scott Sundermeyer (Cultural Resources), Siv Sundaram (Environmental), Tim Vermillion (Environmental), Cody Hamblin (Roadway), Lauren Ludwig (Roadway), Steve Jacobi (Bridge), Justin Hernandez (Bridge), Wes Kellog (Bridge), Cody Boyd (Media & Public Relations)	
<b>FHWA Attendees:</b> Randy Leonard, Elizabeth Romero, Karen D. Orton	
<b>OKSHPO Attendees:</b> Lynda Ozan, Jennifer Bailey, Cate Wood, Melvena Heisch	
<b>Other Attendees:</b> David Pettyjohn (POK), Kris Marek (OTRD), Jerry McClanahan (OK Route 66 Assoc.), Jim Ross (Historian)	
<b>Attendees by Phone:</b> Jay Earp (Division 7), Cole Von Holt (Division 7), Kitty Henderson (Historic Bridge Foundation), Nathan Holt (HistoricBridges.org), Marilyn Emde (Route 66 Assoc.)	
<b>Subject:</b> US-281 over South Canadian River, Section 106 Consulting Parties Meeting	

### Purpose:

The purpose was to meet with Consulting Parties to present a review of the bridge condition and the current draft Alternatives Analysis Report for the US-281 Bridgeport Bridge along the Bridgeport Hill-Hydro Route 66 Segment Historic District and to solicit input from the involved parties. This meeting served to identify any revisions to the Alternatives Analysis that shall be completed prior to the Fall 2016 Public Meeting. Following the Public Meeting, a Preferred Alternative will be selected later this year or early in 2017, and further analysis and public engagement will occur at that time.

### Introduction:

- Mr. Sundermeyer opened the meeting by stating that some alternatives were added to the Analysis report since the previous Consulting Parties meeting in June 2015. Also, he stated that the website for the project is up and running with access to bridge inspection reports, the draft alternatives analysis report, and other documents. There have been 20-25 comments received from the website after publicity.

**ODOT Division 4 Presentation of Bridge “A” Condition and Ongoing Repairs:**

- Mr. Taylor introduced the study area, including brief descriptions of the Bridgeport Bridge (Bridge “A”), the section of US-281 containing the bridge, the US-281 Spur, and the ongoing challenges and insufficiencies that the Division faces concerning Bridge “A”.
- Mr. Mitchell presented a summary of the costs associated with maintenance and inspection of the bridge over the last few years.
- Mr. Kellog presented a slideshow of photographs displaying common structural deficiencies and recent repairs made on Bridge “A”.
- Photos illustrated substructure cracks/spalls; heavy pack rust on bearing assemblies causing fixed bearings to rotate; pack rust, cracking, and bending of the gusset plates; pack rust on top flanges of floor beams causing deck lifting; pier beams deformed from abutment piles yielding with supplemental pier beams added; pier beams supported by stiff legs; section loss in the lower chord; pack rust on splice plates; and collision damage.
- Mr. Kellog discussed that many critical areas are difficult to access for repairs, especially gusset repairs on the lower chord, and that repairs are only a temporary fix. He also stated that corrosion issues are worsened by chlorides from winter maintenance and that continued need for winter maintenance (by keeping the roadway open to any vehicular traffic) will exacerbate these issues.
- A print of the presentation is included following the minutes.

**CP&Y Presentation of the Alternatives Analysis:**

- Mr. Neuhauser walked through the presentation of the Alternatives Analysis.
- Purpose and Need:
  - Mr. Neuhauser commented that the intended use of the bridge varies for different alternatives; alternatives may be used for full vehicular traffic, weight-limited vehicular traffic, or bicycle and pedestrian use.
- Alternatives Chart displaying all alternatives considered in the report as it currently stands.
- Alternatives Summaries:
  - Each alternative was summarized with a table noting whether or not the alternative met the purpose and need, the estimated projects costs, and an overview of the environmental, historic/Section 4(f), and economic impacts.
  - Mr. Neuhauser stated that CP&Y will review Alternative B construction costs, particularly regarding gusset plate replacement, as that action may have been inadvertently removed from the cost estimates. He believed that the estimates listed in the presentation were lower than anticipated. The presentation will be updated and sent to the Consulting Parties.
  - Alternative C options provided graphics of the proposed alignment and the viewshed analysis previously completed.
  - Alternative D included a graphic depicting the proposed route modification for the new US-281, utilizing I-40 and the current US-281 Spur.
  - Mr. Neuhauser stated the design life for the bridge for all rehabilitation options is approximately 20 years, compared to a new bridge designed for 75 years.
  - During discussion of Alternative C, Option 1, Mr. McClanahan asked if the Tower Bridge (Bridge “B”) would be replaced in the option. CP&Y responded that the replacement of the Tower Bridge would be its own Section 4(f) use, but is a reasonable and foreseeable outcome of continued vehicular use of the section of US-281. Possible Tower Bridge replacement would require a separate analysis on a separate contract.

- In Discussion of Alternative D, the possibility of adding a load-posted bridge option was suggested. Mr. Taylor responded that a load-posted option would continue to require winter maintenance which, in turn, would promote further deterioration of the bridge. In addition, he stated that limiting traffic with signage is difficult to enforce. This option will not be added.
- Alternatives Chart, updated with total project cost estimates for each alternative and option.
- Next Steps:
  - Mr. Sundermeyer will coordinate scheduling a Public Meeting in Fall 2016, keeping with the current schedule.
- A print of the presentation is included following the minutes.

### **Discussion:**

- Ms. Heisch questioned where cyclists and pedestrians would come from and suggested connecting the bridge to an existing trail system if a Bicycle/Pedestrian option was chosen. CP&Y noted that parking lots would be constructed at each end of the bridge for visitors to park vehicles and walk or cycle across the bridge. Connection to an existing trail system is not out of the question, but has not been considered or pursued during this preliminary analysis.
- Ms. Heisch inquired about having the bridge open only during the summer months to limit the need for winter maintenance. Mr. Taylor responded that closing during winter months is difficult to enforce.
- Mr. Echelle inquired why a 5-ton truck was selected to determine rehabilitation of Bridge "A" for the load-posted options. Mr. Neuhauser responded that the weight of a typical box truck is approximately 5 tons. It was also noted that weight restrictions are difficult to enforce. Mr. Echelle referenced the Rock Creek Bridge at Sapulpa which had clearance bars installed to restrict traffic and suggested a similar barrier be used. Mr. Kellog noted that the clearance barriers on the Rock Creek Bridge have been hit several times since their installation and suggested that without total closure to vehicular traffic, drivers would likely continue to push the limitations.
- Ms. Sundaram asked if motorcycles would still be able to use the bridge if a bicycle/pedestrian option was chosen. Mr. Taylor clarified that motorcycles would be permitted; however, the bridge would not be salted for their safety in winter weather.
- Mr. Ross inquired if the Bridgeport Hill section would still be open in Alternative D. CP&Y replied that yes, it would remain open as part of an access road to the bridge.
- Mr. McClanahan questioned if there was another reliever route for I-40 in Alternative D. Mr. Taylor responded that there would be no reliever, but since the reconstruction of the I-40 over the Canadian River bridges was complete, no reliever route would be needed. Mr. Taylor noted that the section of US-281 between I-40 and the US-281 spur is now a redundant route.
- Mr. Taylor clarified that in Alternative D, Option 1, ODOT would maintain the bridge as they maintain other roadside parks and would continue to clear the bridge of vegetation, mow, and apply herbicide. He also expressed that ODOT would be open to partnering with other agencies to preserve the bridge and expand the parking lots on either side to include more park-like aspects than simple parking. He noted that there is great potential to market the park/monument, but that the specifics regarding a plan for marketing have not been considered at this time.
- Mr. Taylor stressed that allowing vehicular traffic on the bridge in any capacity (aside from strictly managed auto-tour types of occasional traffic) would effectively be a death sentence for the bridge because of the continued wear and tear associated with the chlorides from winter maintenance and potential damage from collisions. In order to truly preserve the bridge in a meaningful way, it is his opinion that vehicular traffic cannot continue to be allowed on the bridge.

**Action Items:**

- CP&Y will review construction costs for Alternative B and revise the Presentation of the Alternatives Analysis and Alternatives Analysis Report accordingly. The revised draft Report and Presentation will be sent to Mr. Sundermeyer prior to the Public Meeting to be distributed to the Consulting Parties and to be updated on the project website.
- Mr. Sundermeyer will schedule the Public Meeting for Fall 2016.



US 281 BRIDGEPORT BRIDGE

2ND CONSULTING PARTIES MEETING

OKLAHOMA HISTORY CENTER

9.22.2016

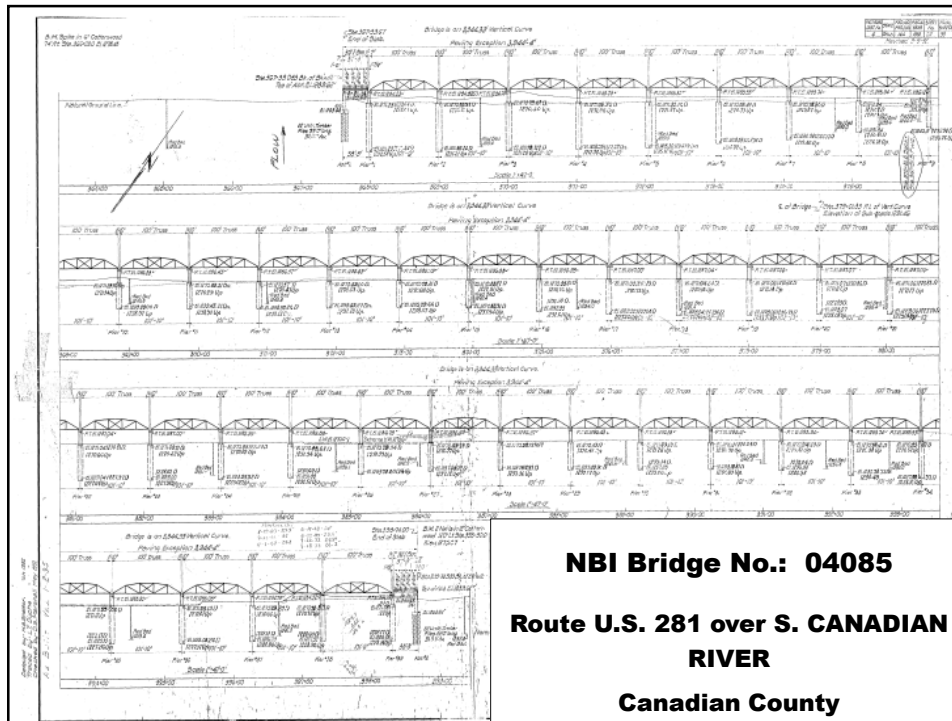
10:00 AM

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405-352-4501 225-252-234  
 405-352-4501 225-252-234





## Maintenance Costs

2012 - 2015		
Date	Labor + Equipment + Material Cost	Man Hours
2012	\$77,751.00	1728
2014	\$13,808.22	292
2015	\$38,910.04	818.5
<b>Grand Total</b>	<b>\$130,469.26</b>	<b>2838.5</b>

## Inspection Costs

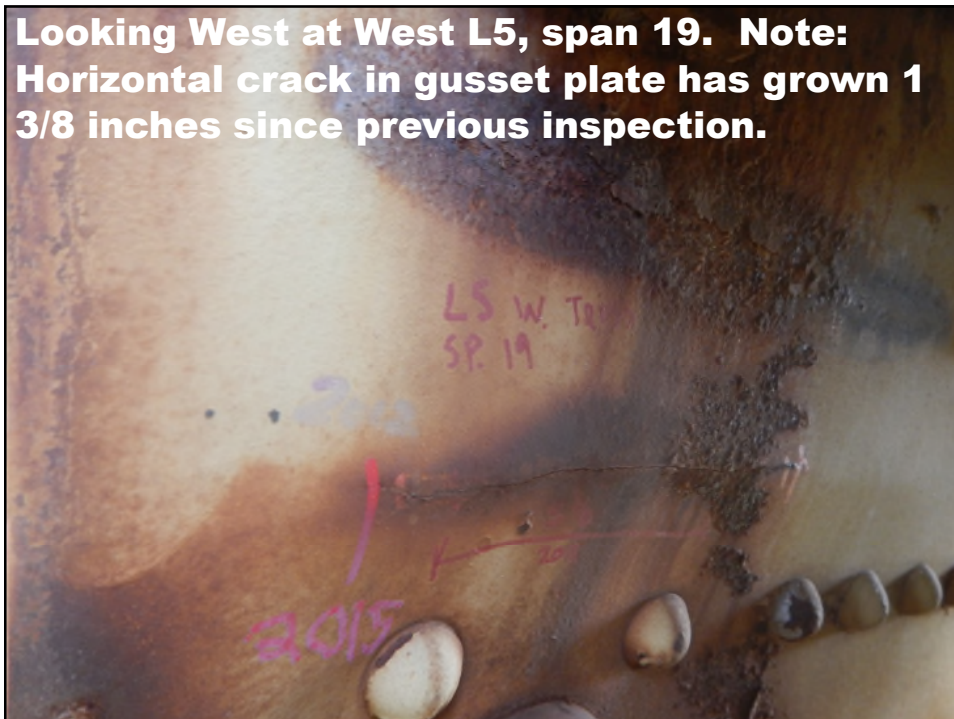
2013 - 2015			
Date	Inspection	Cost	Man Hours
2013-2014	Fracture Critical	\$55,000.00	335.0
	Other Special	\$21,000.00	122.0
2015-2016	Fracture Critical	\$42,000.00	238.0
	Other Special	\$26,000.00	146.5
<b>Grand Total</b>		<b>\$144,000.00</b>	<b>841.5</b>

## Gusset Plates



- **10 Cracked Gusset Plates** ranging from 4  $\frac{3}{4}$ " to 15  $\frac{1}{8}$ " in length
- **Bowed Gusset Plates** near bearings

**Looking West at West L5, span 19. Note: Horizontal crack in gusset plate has grown 1  $\frac{3}{8}$  inches since previous inspection.**





**Looking Northwest at inboard gusset plate of East L0, span 20. Note: Horizontal crack in gusset plate has grown 1 1/2 inches since previous inspection.**



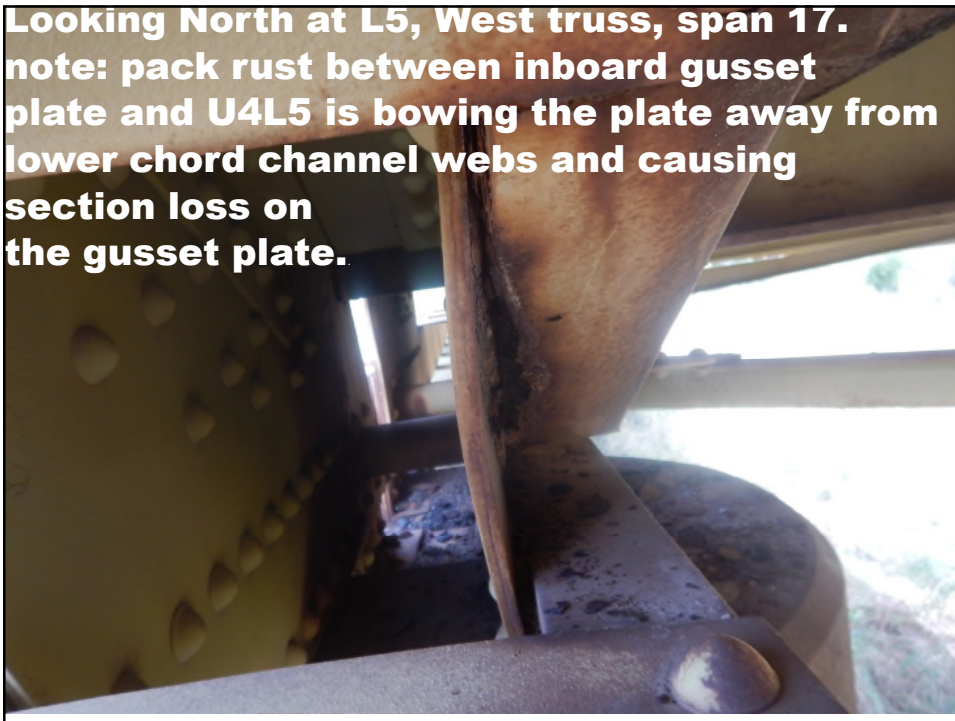
**Looking West at span 18. floor beam 0. E truss L0. Note: 10-inch long horizontal crack in the inboard gusset plate.**

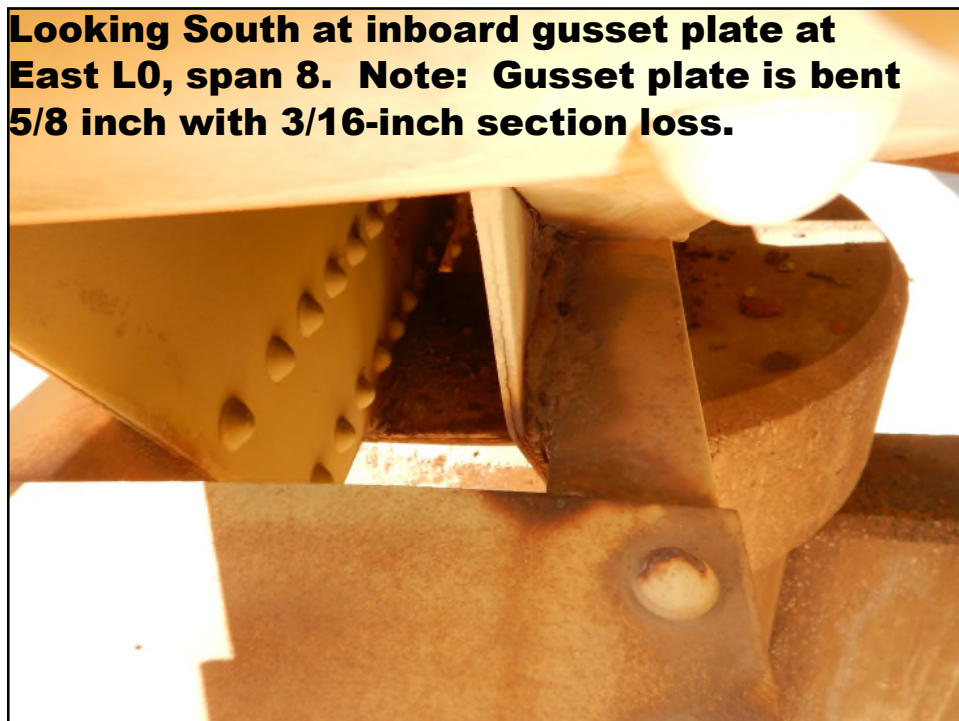
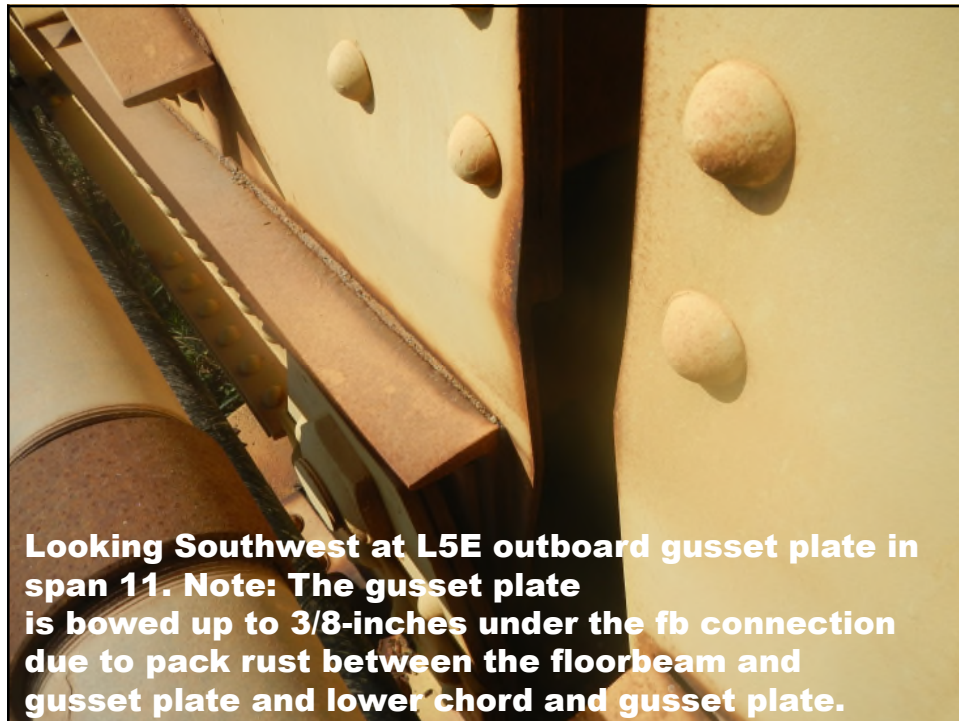


**Looking South at East L0 gusset plates for span 27. Note: Gusset plates bowed up to 5/8 inch due to pack rust.**

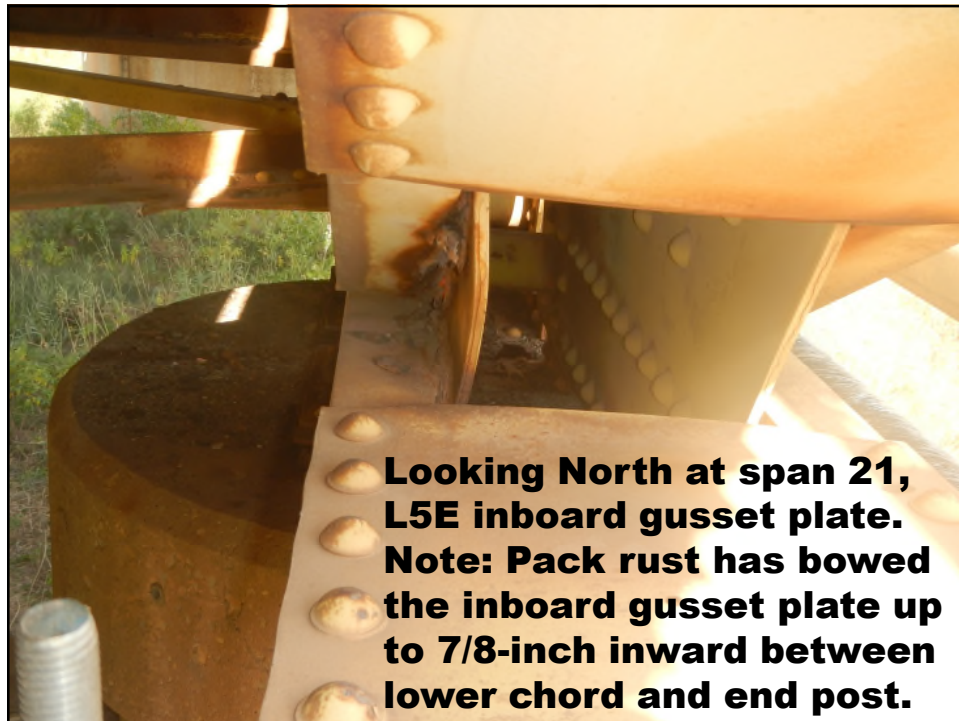


**Looking North at L5, West truss, span 17. note: pack rust between inboard gusset plate and U4L5 is bowing the plate away from lower chord channel webs and causing section loss on the gusset plate.**

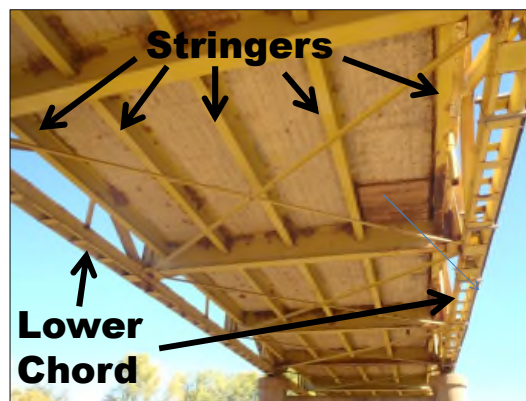








### Chords and Stringers



- 97 Cope Cracks ranging from 1/8" to 2 1/2"
- 59 Connection Cracks ranging from 1 1/4" to 7"
- 87 Missing Stringer Rivets
- 50 Stringers with Section Loss

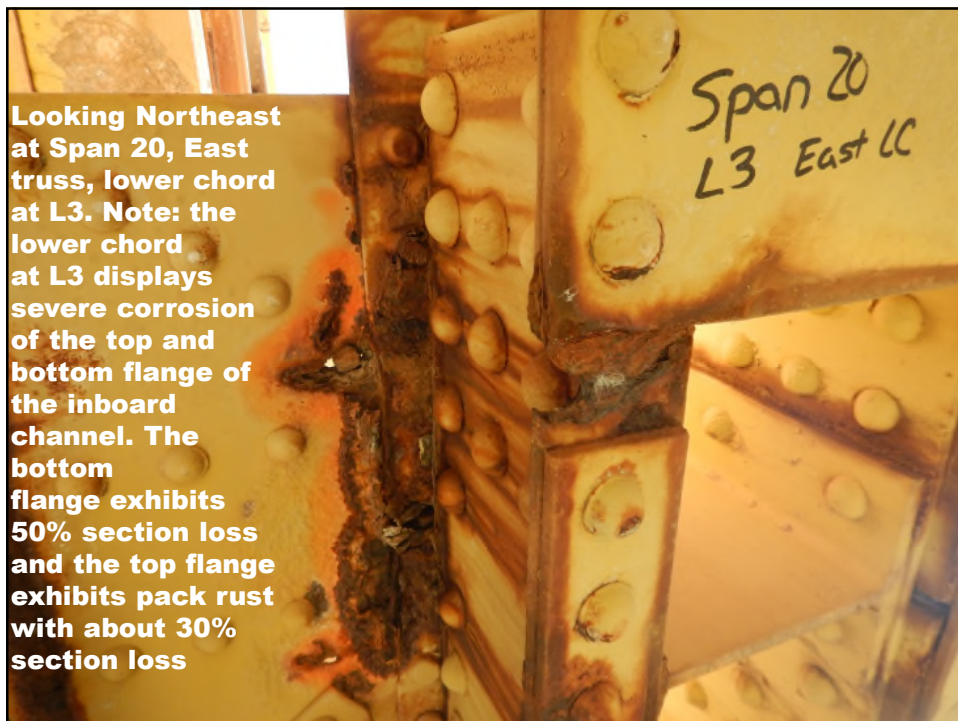


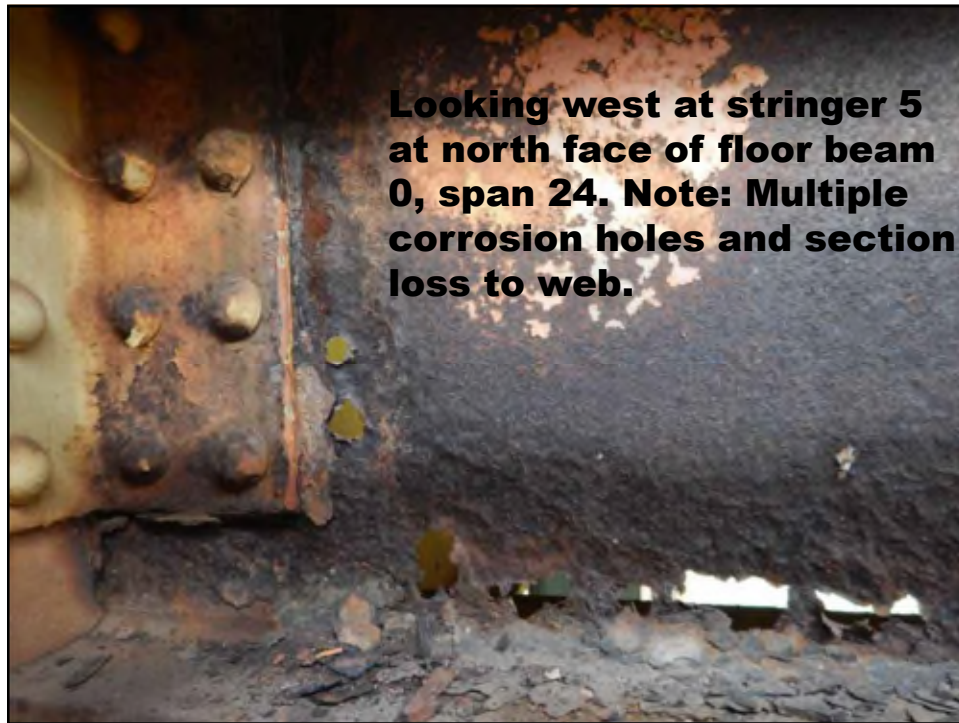
**Looking East at East  
L0L1 at L0, span 7.  
Note: 3/8-inch loss to  
lower chord at bearing**



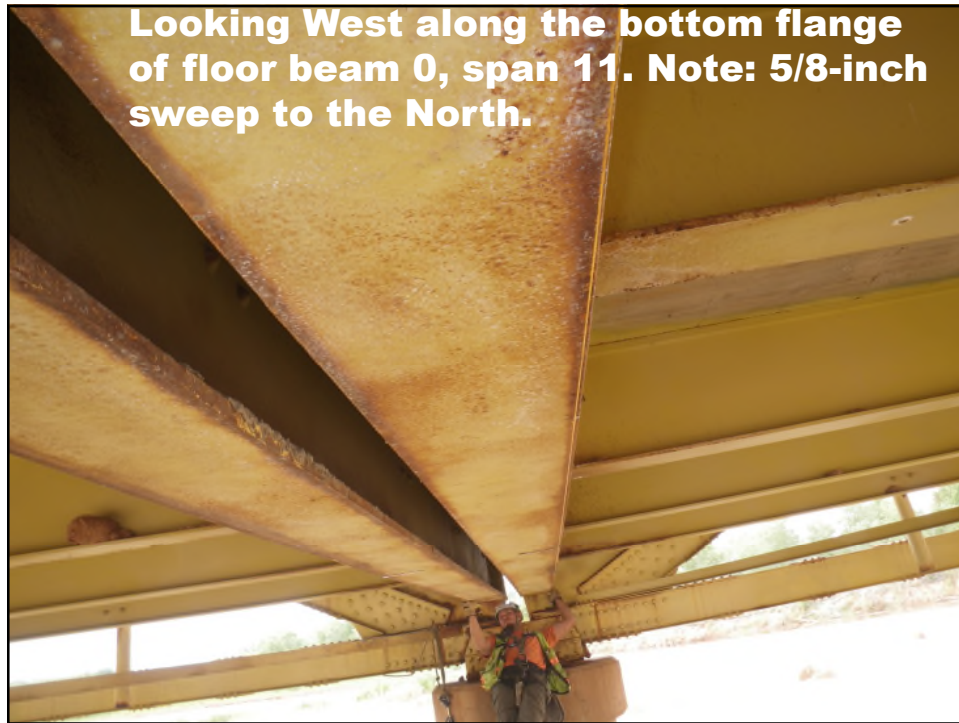
**Looking East at the lower chord at East L2,  
span 2. Note: typical corrosion and  
section loss of the lower chord channels and  
splice plates under floor beams.**





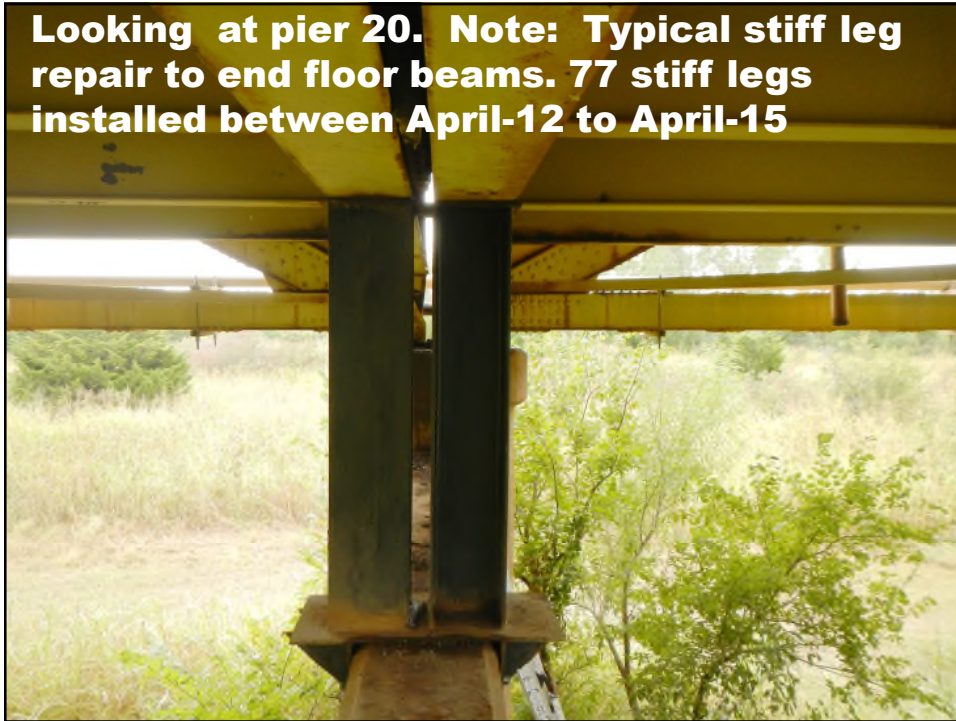






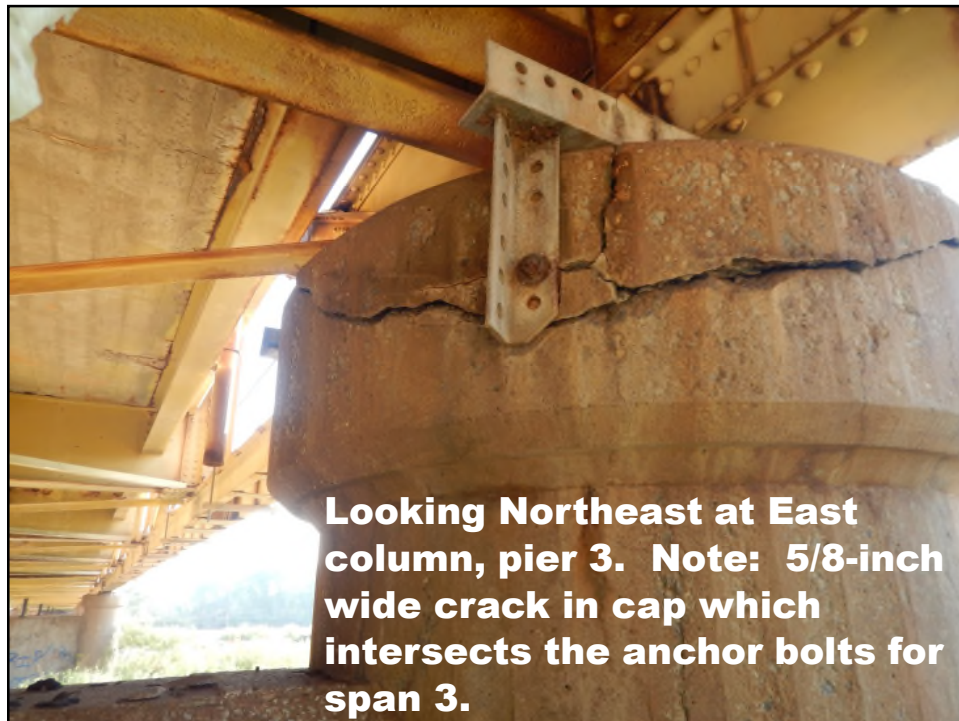


**Looking at pier 20. Note: Typical stiff leg repair to end floor beams. 77 stiff legs installed between April-12 to April-15**



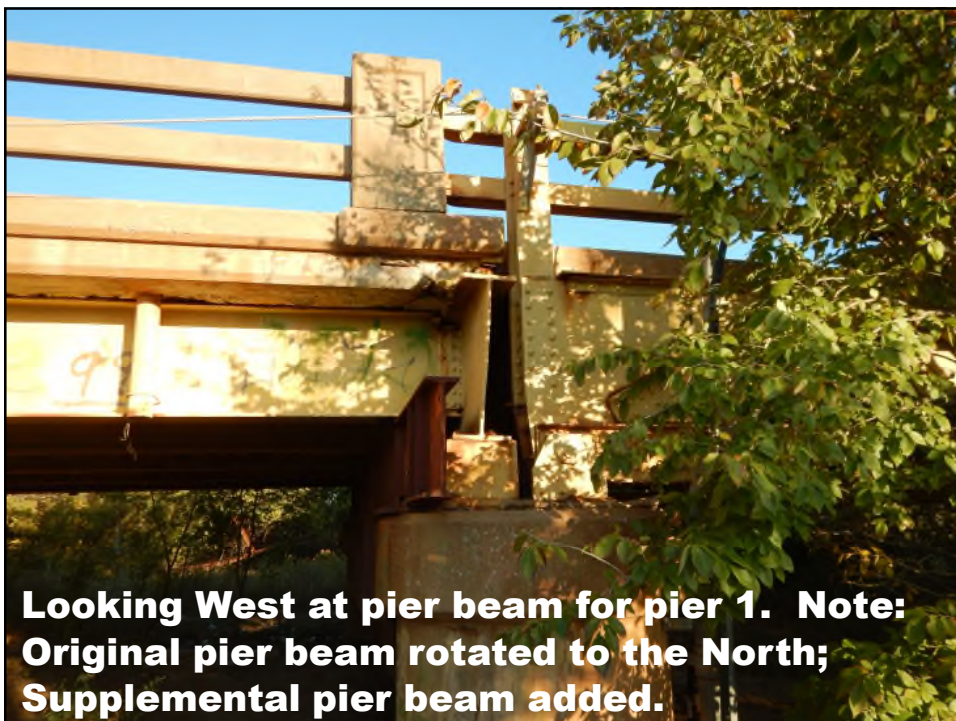
### Other Areas of Concern

- **Columns**
- **Bearings**
- **Pier Beam**
- **Scour**
- **Impacts**





**Looking East at the deck above pier 34. Note: Pack rust up to 1 1/2 inches thick is lifting deck off of top flanges of the floor beams; Joint over fixed bearings is closed.**



**Looking West at pier beam for pier 1. Note: Original pier beam rotated to the North; Supplemental pier beam added.**









## 2<sup>nd</sup> Section 106 Consulting Party Meeting

US-281 Bridgeport Bridge over the  
Canadian River

Thursday September 22, 2016



### The need for the project is as follows:

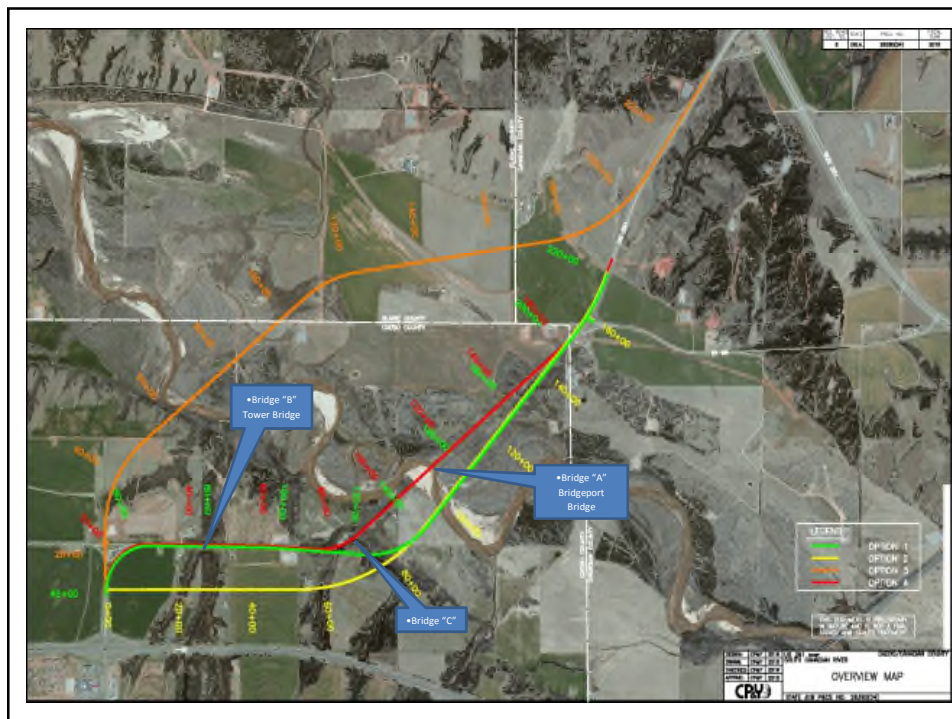
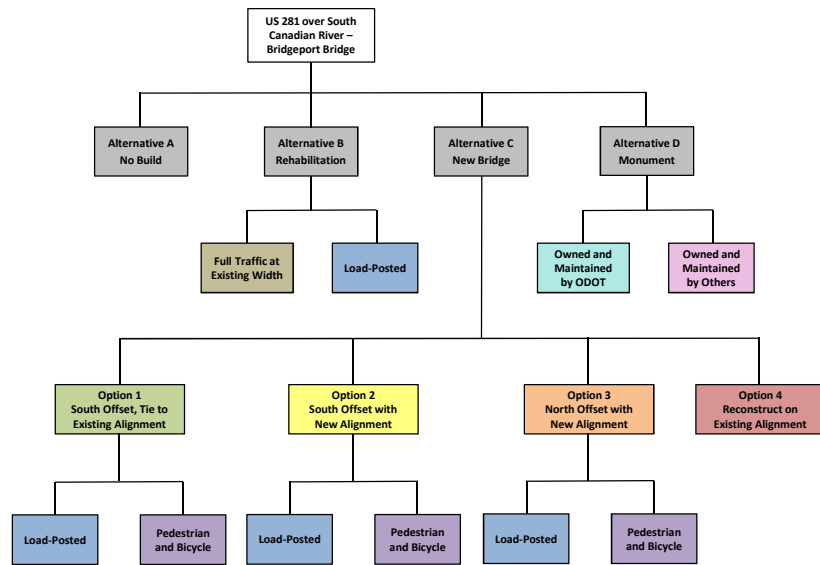
- The existing bridge (Bridge "A"/Bridgeport Bridge) is structurally deficient.
- The existing bridge is of substandard width and does not comply with current AASHTO minimum values.
- The Bridgeport Bridge and adjacent roadway segments are iconic historic features integral to the regional tourism economy.

### The purpose of this project is as follows:

- Provide a bridge crossing that is structurally sufficient for its intended use.
- Preserve Route 66 as a tourist destination in Oklahoma.

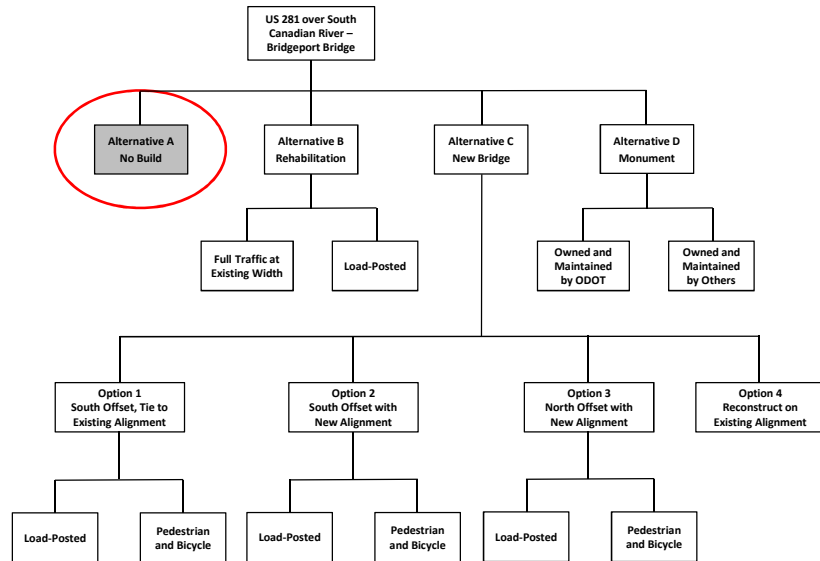


## Alternatives Chart





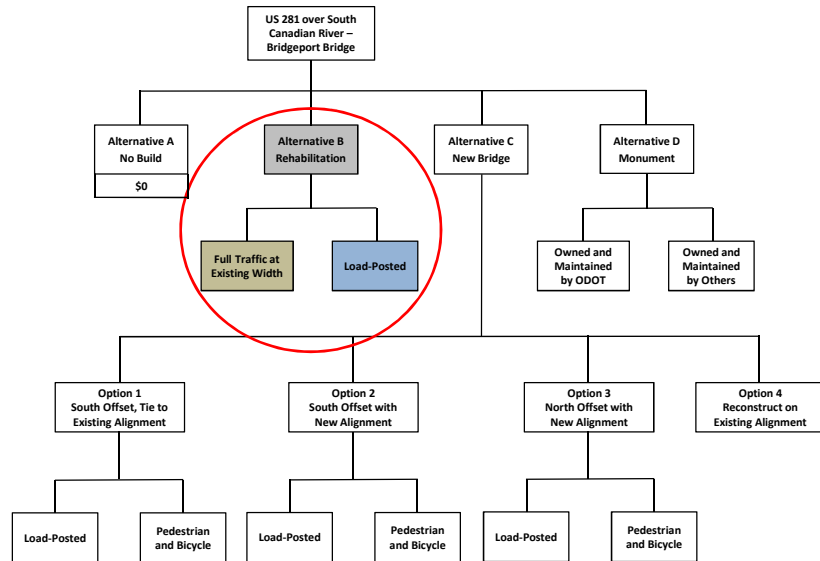
## Alternatives Chart



## Alternative A: No Build

Purpose and Need	Provides a bridge crossing that is structurally sufficient for its intended use	No
	Preserves Route 66 as a tourist destination in Oklahoma	Yes
Project Costs	Construction Cost	\$0
	ROW Cost	\$0
	Utility Cost	\$0
	<b>TOTAL PROJECT COST</b>	<b>\$0</b>
Environmental, Historic, and Economic Impacts	Arkansas River shiner critical habitat	None
	NWI Wetlands and Ponds	None
	NWI Riverine Areas	None
	Historic/Section 4(f) Impacts	No 4(f) use; Continued damage to historic bridge likely
	Qualitative Economic Impacts	Bridge failure, if it occurred, would have detrimental impact to tourism

## Alternatives Chart



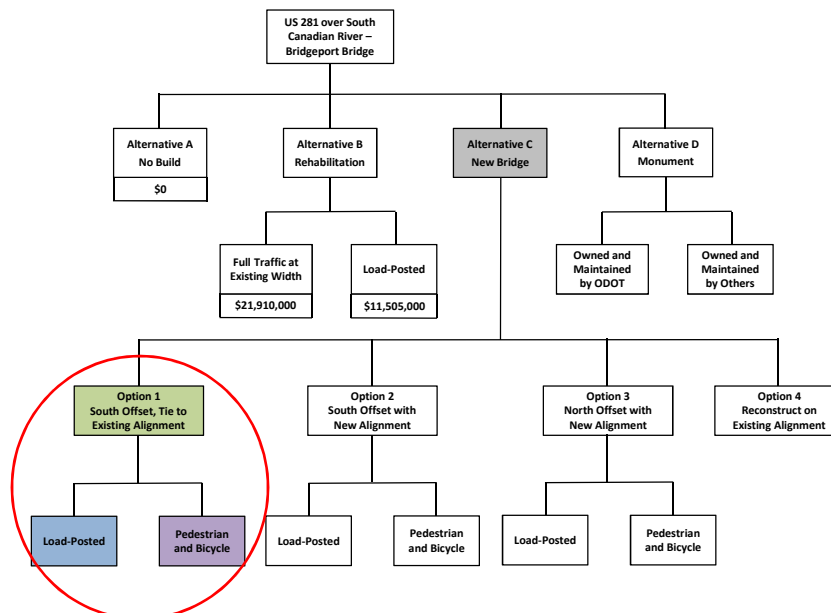
## Alternative B: Rehabilitation Option 1 Rehabilitation at Existing Width

Purpose and Need	Provides a bridge crossing that is structurally sufficient for its intended use	Yes
	Preserves Route 66 as a tourist destination in Oklahoma	Yes
Project Costs	Construction Cost	\$21,710,000
	ROW Cost	\$0
	Utility Cost	\$200,000
	<b>TOTAL PROJECT COST</b>	<b>\$21,910,000</b>
Environmental, Historic, and Economic Impacts	Arkansas River shiner critical habitat	1.6 ac
	NWI Wetlands and Ponds	0.03 ac
	NWI Riverine Areas	0.5 ac
	Historic/Section 4(f) Impacts	-No 4(f) use of bridge; -Rehab per SOI Standards
	Qualitative Economic Impacts	-Rehab of bridge would prolong life span -Continued use by heavy truck traffic is threat to structure and its role in tourism

## Alternative B: Rehabilitation Option 2 Rehabilitation to Load-Posted Historic Structure

Purpose and Need	Provides a bridge crossing that is structurally sufficient for its intended use	Yes
	Preserves Route 66 as a tourist destination in Oklahoma	Yes
Project Costs	Construction Cost	\$11,305,000
	ROW Cost	\$0
	Utility Cost	\$200,000
	<b>TOTAL PROJECT COST</b>	<b>\$11,505,000</b>
Environmental, Historic, and Economic Impacts	Arkansas River shiner critical habitat	1.6 ac
	NWI Wetlands and Ponds	0.03 ac
	NWI Riverine Areas	0.5 ac
	Historic/Section 4(f) Impacts	-No 4(f) use of bridge -Rehab per SOI Standards
	Qualitative Economic Impacts	-Detour of heavy truck traffic could be detriment to main economies of area -Diminished threat of continued damage and deterioration of the bridge by the heavy trucks is positive

## Alternatives Chart





### Alternative C, Option 1: South Offset, Tie-In to Existing



### Alternative C, Option 1: South Offset, Tie-In to Existing Load-Posted Historic Structure

Purpose and Need	Provides a bridge crossing that is structurally sufficient for its intended use	Yes
	Preserves Route 66 as a tourist destination in Oklahoma	Yes
Project Costs*	Construction Cost	\$46,005,000
	ROW Cost	\$380,000
	Utility Cost	\$1,060,000
	<b>TOTAL PROJECT COST</b>	<b>\$47,445,000</b>
Environmental, Historic, and Economic Impacts	Arkansas River shiner critical habitat	4.7 ac
	NWI Wetlands and Ponds	9.6 ac
	NWI Riverine Areas	4.3 ac
	Historic/Section 4(f) Impacts	No 4(f) use of bridge; 4(f) use of historic roadway portion by proposed tie-in
	Qualitative Economic Impacts	-Removal of heavy truck traffic would be a benefit to structure's life span -Removal of RVs (over five tons) could deter travelers -Heavy trucks would have safe crossing, and would be a benefit

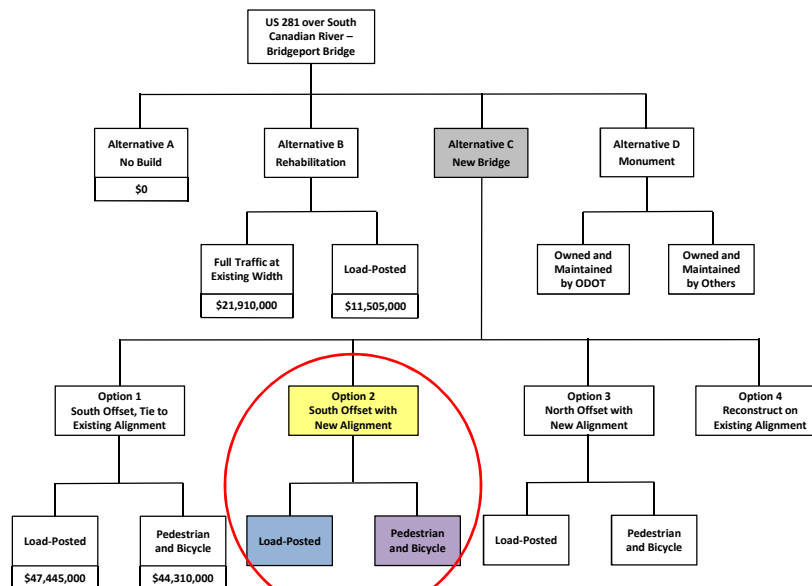
\*Project Costs shown include the reasonable and foreseeable future replacement of Bridge "B." The cost associated with anticipated replacement of Bridge "B" is \$8,235,000, consisting of \$7,635,000 for Construction, \$45,000 for ROW, and \$555,000 for Utilities.

## Alternative C, Option 1: South Offset, Tie-In to Existing Bicycle and Pedestrian Historic Structure

Purpose and Need	Provides a bridge crossing that is structurally sufficient for its intended use	Yes
	Preserves Route 66 as a tourist destination in Oklahoma	Yes
Project Costs*	Construction Cost	\$42,870,000
	ROW Cost	\$380,000
	Utility Cost	\$1,060,000
	<b>TOTAL PROJECT COST</b>	<b>\$44,310,000</b>
Environmental, Historic, and Economic Impacts	Arkansas River shiner critical habitat	4.7 ac
	NWI Wetlands and Ponds	9.6 ac
	NWI Riverine Areas	4.3 ac
	Historic/Section 4(f) Impacts	-Individual 4(f) use of Bridge "A" by removal of vehicular traffic - 4(f) use of historic roadway portion by reconstruction and 4(f) use of Bridge "B" by future replacement
	Qualitative Economic Impacts	-Removal of vehicular traffic would be a benefit to structure's life span -Removal of ability to drive across Bridge "A" and the removal of Bridge "B" could deter visitors to the area

\*Project Costs shown include the reasonable and foreseeable future replacement of Bridge "B." The cost associated with anticipated replacement of Bridge "B" is \$8,235,000, consisting of \$7,635,000 for Construction, \$45,000 for ROW, and \$555,000 for Utilities.

## Alternatives Chart



### Alternative C, Option 2: South Offset, New Alignment



### Alternative C, Option 2: South Offset, New Alignment Load-Posted Historic Structure

Purpose and Need	Provides a bridge crossing that is structurally sufficient for its intended use	Yes
	Preserves Route 66 as a tourist destination in Oklahoma	Yes
Project Costs*	Construction Cost	\$45,825,000
	ROW Cost	\$710,000
	Utility Cost	\$915,000
	<b>TOTAL PROJECT COST</b>	<b>\$47,450,000</b>
Environmental, Historic, and Economic Impacts	Arkansas River shiner critical habitat	3.5 ac
	NWI Wetlands and Ponds	7.9 ac
	NWI Riverine Areas	3.4 ac
	Historic/Section 4(f) Impacts	No 4(f) use with bridge or tie-ins to roadway
	Qualitative Economic Impacts	<ul style="list-style-type: none"> <li>-Removal of heavy truck traffic from structure is considered benefit for life of bridge</li> <li>- Removal of RVs (over five tons) along bridge could be deterrent for travelers</li> <li>-Heavy trucks associated with industry would have a safe, new crossing, which would be a benefit</li> </ul>

\*For a span bridge structure over the channels south of the Tower Bridge in place of the two RCB culverts with significant fill, increase the Construction Cost by \$9,140,000.

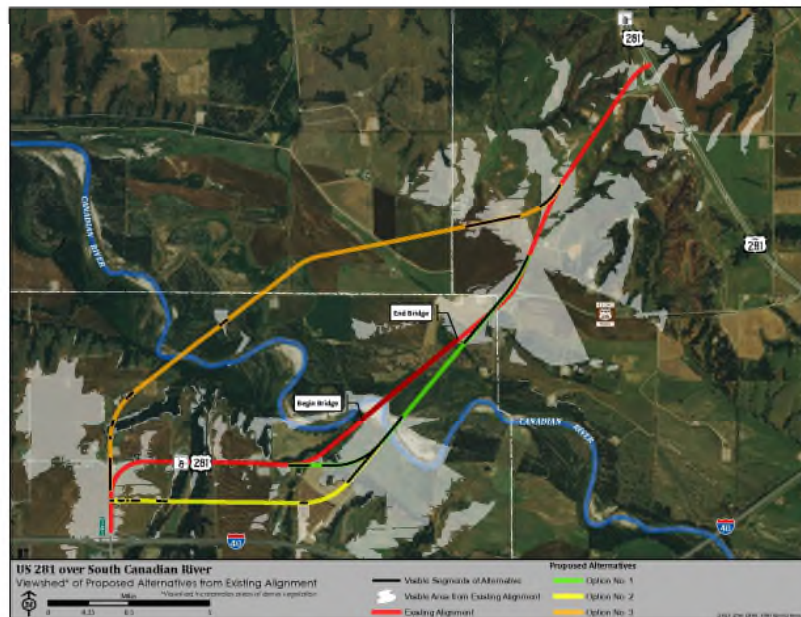


## Alternative C, Option 2: South Offset, New Alignment Bicycle and Pedestrian Historic Structure

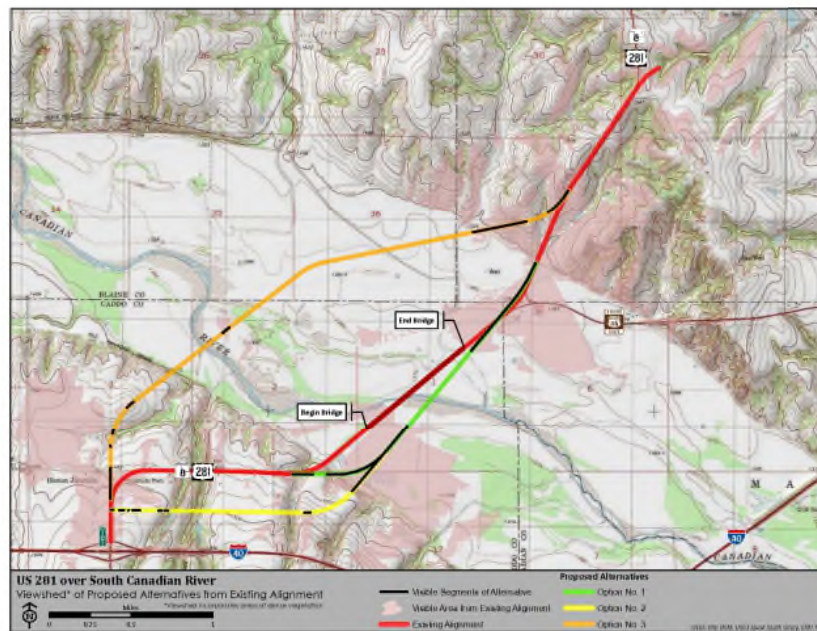
<b>Purpose and Need</b>	Provides a bridge crossing that is structurally sufficient for its intended use	Yes
	Preserves Route 66 as a tourist destination in Oklahoma	Yes
<b>Project Costs*</b>	Construction Cost	\$42,690,000
	ROW Cost	\$710,000
	Utility Cost	\$915,000
	<b>TOTAL PROJECT COST</b>	<b>\$44,315,000</b>
<b>Environmental, Historic, and Economic Impacts</b>	Arkansas River shiner critical habitat	3.5 ac
	NWI Wetlands and Ponds	7.9 ac
	NWI Riverine Areas	3.4 ac
	Historic/Section 4(f) Impacts	Individual 4(f) use by removing vehicular traffic from bridge
	Qualitative Economic Impacts	<ul style="list-style-type: none"> <li>- Removal of vehicular traffic from structure is considered benefit for life of bridge</li> <li>- Removal of ability to drive across bridge could be deterrent for travelers to the area</li> </ul>

*\*For a span bridge structure over the channels south of the Tower Bridge in place of the two RCB culverts with significant fill, increase the Construction Cost by \$9,140,000.*

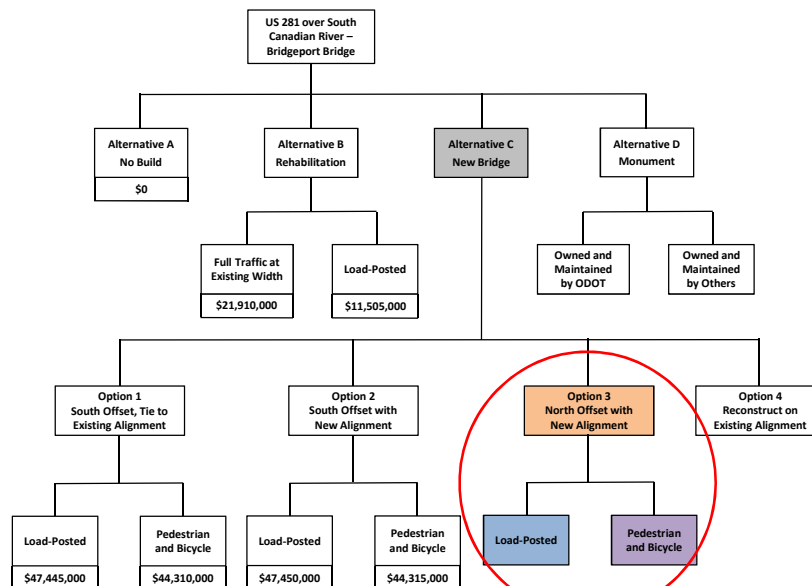
## Viewshed Analysis: Aerial View



## Viewshed Analysis: Topographic View



## Alternatives Chart



### Alternative C, Option 3: North Offset, New Alignment



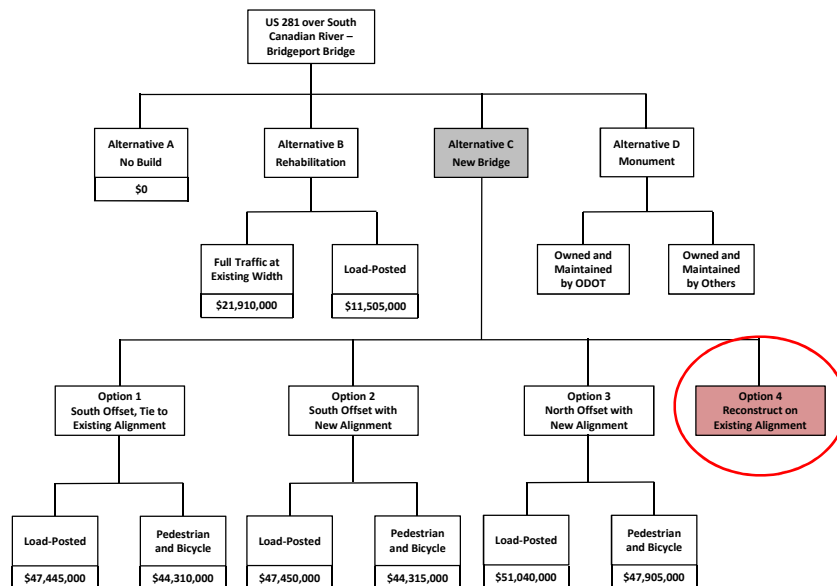
### Alternative C, Option 3: North Offset, New Alignment Load-Posted Historic Structure

Purpose and Need	Provides a bridge crossing that is structurally sufficient for its intended use	Yes
	Preserves Route 66 as a tourist destination in Oklahoma	Yes
Project Costs	Construction Cost	\$47,595,000
	ROW Cost	\$880,000
	Utility Cost	\$2,565,000
	<b>TOTAL PROJECT COST</b>	<b>\$51,040,000</b>
Environmental, Historic, and Economic Impacts	Arkansas River shiner critical habitat	6.8 ac
	NWI Wetlands and Ponds	15.4 ac
	NWI Riverine Areas	6.1 ac
	Historic/Section 4(f) Impacts	No 4(f) use associated with bridge or tie-ins to roadway
	Qualitative Economic Impacts	<ul style="list-style-type: none"> <li>-Removal of heavy truck traffic from structure is considered a benefit for prolonged life of bridge</li> <li>- Removal of RVs (over five tons) could deter travelers</li> <li>-Heavy trucks would have a safe, new crossing, which would be a benefit</li> </ul>

## Alternative C, Option 3: North Offset, New Alignment Bicycle and Pedestrian Historic Structure

Purpose and Need	Provides a bridge crossing that is structurally sufficient for its intended use	Yes
	Preserves Route 66 as a tourist destination in Oklahoma	Yes
Project Costs	Construction Cost	\$44,460,000
	ROW Cost	\$880,000
	Utility Cost	\$2,565,000
	<b>TOTAL PROJECT COST</b>	<b>\$47,905,000</b>
Environmental, Historic, and Economic Impacts	Arkansas River shiner critical habitat	6.8 ac
	NWI Wetlands and Ponds	15.4 ac
	NWI Riverine Areas	6.1 ac
	Historic/Section 4(f) Impacts	Individual 4(f) use by removal of vehicular traffic from bridge
	Qualitative Economic Impacts	-Removal of vehicular traffic from structure is considered a benefit for prolonged life of bridge -Removal of ability to drive across bridge could deter travelers

## Alternatives Chart





### Alternative C, Option 4: Reconstruct on Existing Alignment

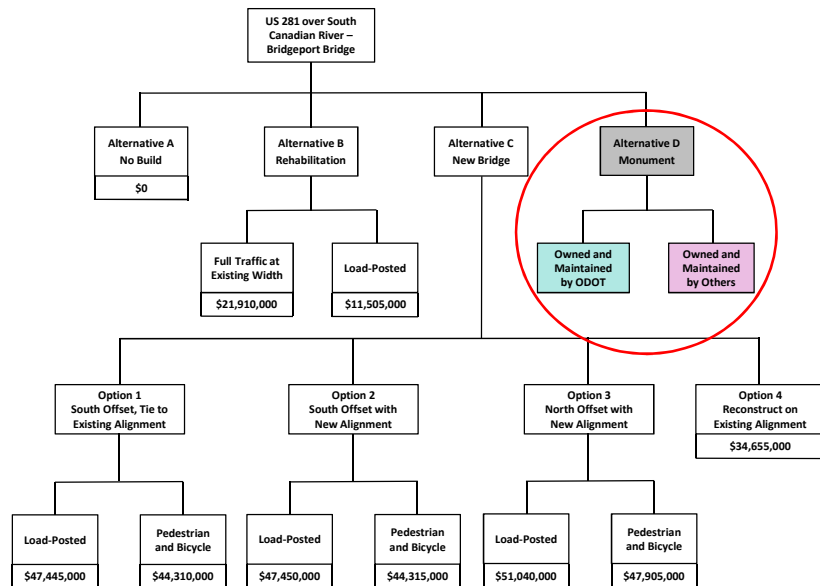


### Alternative C, Option 4: Reconstruct on Existing Alignment

Purpose and Need	Provides a bridge crossing that is structurally sufficient for its intended use	Yes
	Preserves Route 66 as a tourist destination in Oklahoma	No
Project Costs*	Construction Cost	\$33,645,000
	ROW Cost	\$75,000
	Utility Cost	\$935,000
	<b>TOTAL PROJECT COST</b>	<b>\$34,655,000</b>
Environmental, Historic, and Economic Impacts	Arkansas River shiner critical habitat	2.4 ac
	NWI Wetlands and Ponds	0.2 ac
	NWI Riverine Areas	1.2 ac
	Historic/Section 4(f) Impacts	Yes, 4(f) use of bridge and roadway features
	Qualitative Economic Impacts	<p>-Loss of historic bridge and the tourism draw it provides would be detrimental to region and state.</p> <p>-A new, wider bridge in the same location would be of potential benefit for all traffic</p>

\*Project Costs shown include the reasonable and foreseeable future replacement of Bridge "B." The cost associated with anticipated replacement of Bridge "B" is \$8,590,000, consisting of \$7,990,000 for Construction, \$45,000 for ROW, and \$555,000 for Utilities.

## Alternatives Chart



## Alternative D, Options 1 and 2: Off-System Monument Structure



### Alternative D, Option 1: Monument ODOT Owned and Maintained

Purpose and Need	Provides a bridge crossing that is structurally sufficient for its intended use	Yes
	Preserves Route 66 as a tourist destination in Oklahoma	Yes
Project Costs	Construction Cost	\$16,260,000
	ROW Cost	\$45,000
	Utility Cost	\$755,000
	<b>TOTAL PROJECT COST</b>	<b>\$17,060,000</b>
Environmental, Historic, and Economic Impacts	Arkansas River shiner critical habitat	None
	NWI Wetlands and Ponds	None
	NWI Riverine Areas	None
	Historic/Section 4(f) Impacts	Individual 4(f) use by removal of vehicular traffic from bridge
	Qualitative Economic Impacts	-Removal of vehicular traffic from structure is considered a benefit for prolonged life of bridge - Removal of ability to drive across bridge could deter travelers

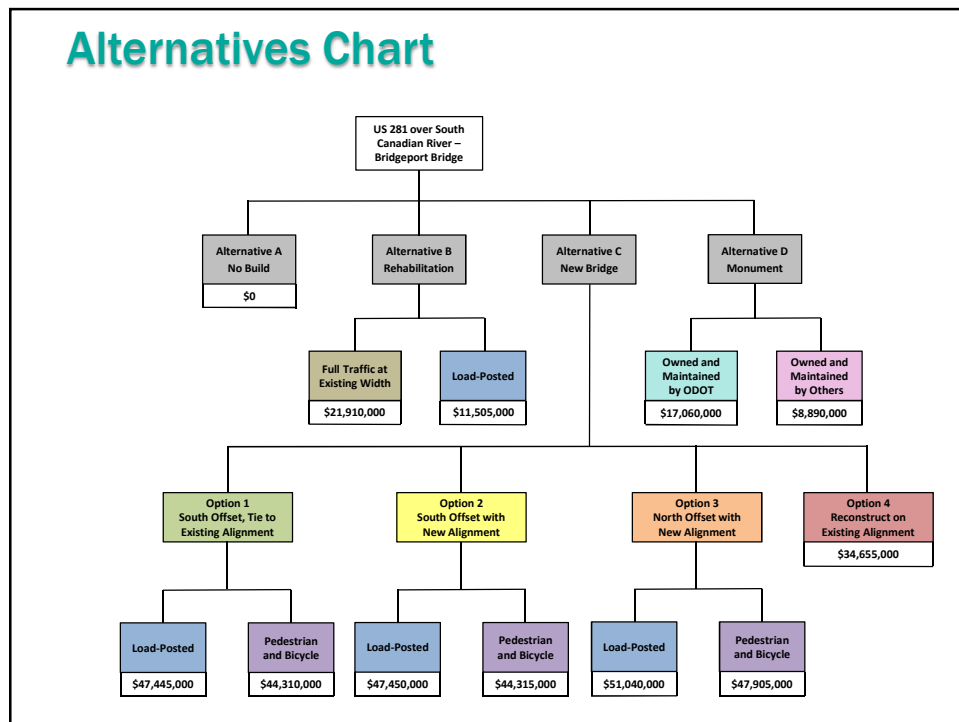
*\*Project Costs shown include the reasonable and foreseeable future replacement of Bridge "B." The cost associated with anticipated replacement of Bridge "B" is \$8,590,000, consisting of \$7,990,000 for Construction, \$45,000 for ROW, and \$555,000 for Utilities.*

### Alternative D, Option 2: Monument Owned and Maintained by Others

Purpose and Need	Provides a bridge crossing that is structurally sufficient for its intended use	Yes
	Preserves Route 66 as a tourist destination in Oklahoma	Yes
Project Costs	Construction Cost*	\$8,090,000
	ROW Cost*	\$45,000
	Utility Cost*	\$755,000
	<b>TOTAL PROJECT COST</b>	<b>\$8,890,000</b>
Environmental, Historic, and Economic Impacts	Arkansas River shiner critical habitat	None
	NWI Wetlands and Ponds	None
	NWI Riverine Areas	None
	Historic/Section 4(f) Impacts	Individual 4(f) use by removal of vehicular traffic from bridge
	Qualitative Economic Impacts	-Removal of vehicular traffic from structure is considered a benefit for prolonged life of bridge - Removal of ability to drive across bridge could deter travelers

*\*Project Costs shown include the reasonable and foreseeable future replacement of Bridge "B." The cost associated with anticipated replacement of Bridge "B" is \$8,590,000, consisting of \$7,990,000 for Construction, \$45,000 for ROW, and \$555,000 for Utilities.*

## Alternatives Chart



## Next Steps

- Gather Input: *Ongoing*
- Public Meeting (Fall 2016)
- Selection of Preferred Alternative (Early 2017)



# Alternatives Chart

