

U.S. HIGHWAY (US) 60 BRIDGE OVER HORSE CREEK

AFTON, OTTAWA COUNTY



PROJECT OVERVIEW

- Provide a structurally sound bridge over Horse Creek.
- Preserve Historic Route 66 and the Route 66 National Scenic Byway as a tourist destination in Oklahoma.

THE FOLLOWING DEFICIENCIES NEED TO BE ADDRESSED

THE EXISTING BRIDGE OVER HORSE CREEK IS STRUCTURALLY DEFICIENT

A bridge is considered to be structurally deficient if significant load-carrying elements are found to be in poor condition due to deterioration and/or damage.

THE EXISTING BRIDGE IS FUNCTIONALLY OBSOLETE AND IS OF SUBSTANDARD WIDTH

Bridges are considered functionally obsolete when the deck geometry, load carrying capacity (comparison of the original design load to the current legal loads), clearance, or approach roadway alignment do not meet current design criteria. In general, functionally obsolete means that the bridge was built to standards that are no longer used today.

THE EXISTING BRIDGE RAILINGS DO NOT MEET FULL-SCALE CRASH CRITERIA

The concrete railings on the outside of the sidewalks do not meet current geometric and safety requirements for overall height and for minimum clear opening dimensions between elements of the railing.

CURRENTLY, THE FOLLOWING ALTERNATIVES ARE BEING STUDIED:

- Do nothing
- Rehabilitate for continued two-way use
- Rehabilitate as part of one-way couplet and construct a parallel structure
- Construct new bridge and retain historic bridge as a monument
- Construct a new bridge and retain historic bridge for pedestrian/trail use
- Replacement

HISTORIC IMPORTANCE

Constructed in 1936, the US 60 Bridge over Horse Creek is listed in the National Register of Historic Places (NRHP). With its dual sidewalks, the bridge is significant as a unique example that accommodated pedestrians in a time when the automobile was fast becoming the dominant mode of transportation. The 143-foot-long steel I-beam bridge is the only remaining bridge in use on Route 66 in Oklahoma that has dual sidewalks. The sidewalks and associated railings are the key elements of the US 60 Bridge that represent its significance. This bridge is also important as an example of a structure built by the Works Progress Administration during the Great Depression.

SECTION 106 PROCESS

Section 106 of the National Historic Preservation Act of 1966 requires federal agencies to take into account the effects of their undertakings on historic properties. In this case, the Federal Highway Administration (FHWA) and Oklahoma Department of Transportation (ODOT) are looking for comment on the effect of various alternatives on the historic US 60 Bridge. Public involvement is a key ingredient in successful Section 106 consultation and we are interested in your views.

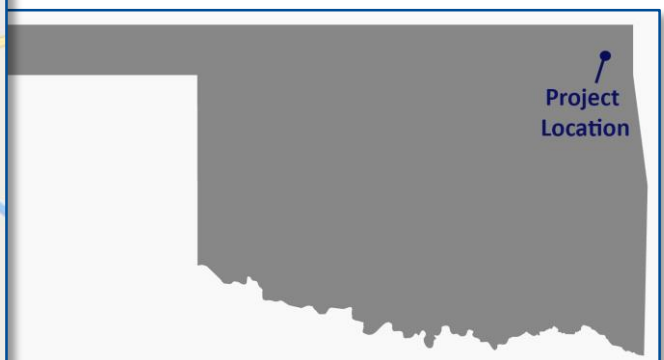
CONTACT

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PROJECT SCHEDULE

Preferred Alternative to be selected fall of 2016
Construction scheduled for 2018

PROJECT LOCATION



Map of Oklahoma - Single Color by FreeVectorMaps.com