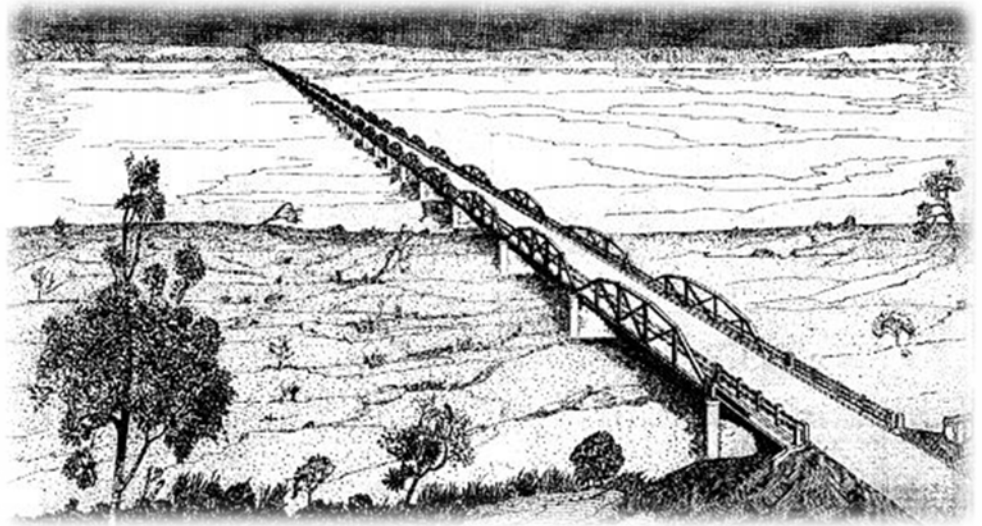


Consulting Party Meeting

US-281 Bridgeport Bridge over the
South Canadian River

Friday June 26, 2015



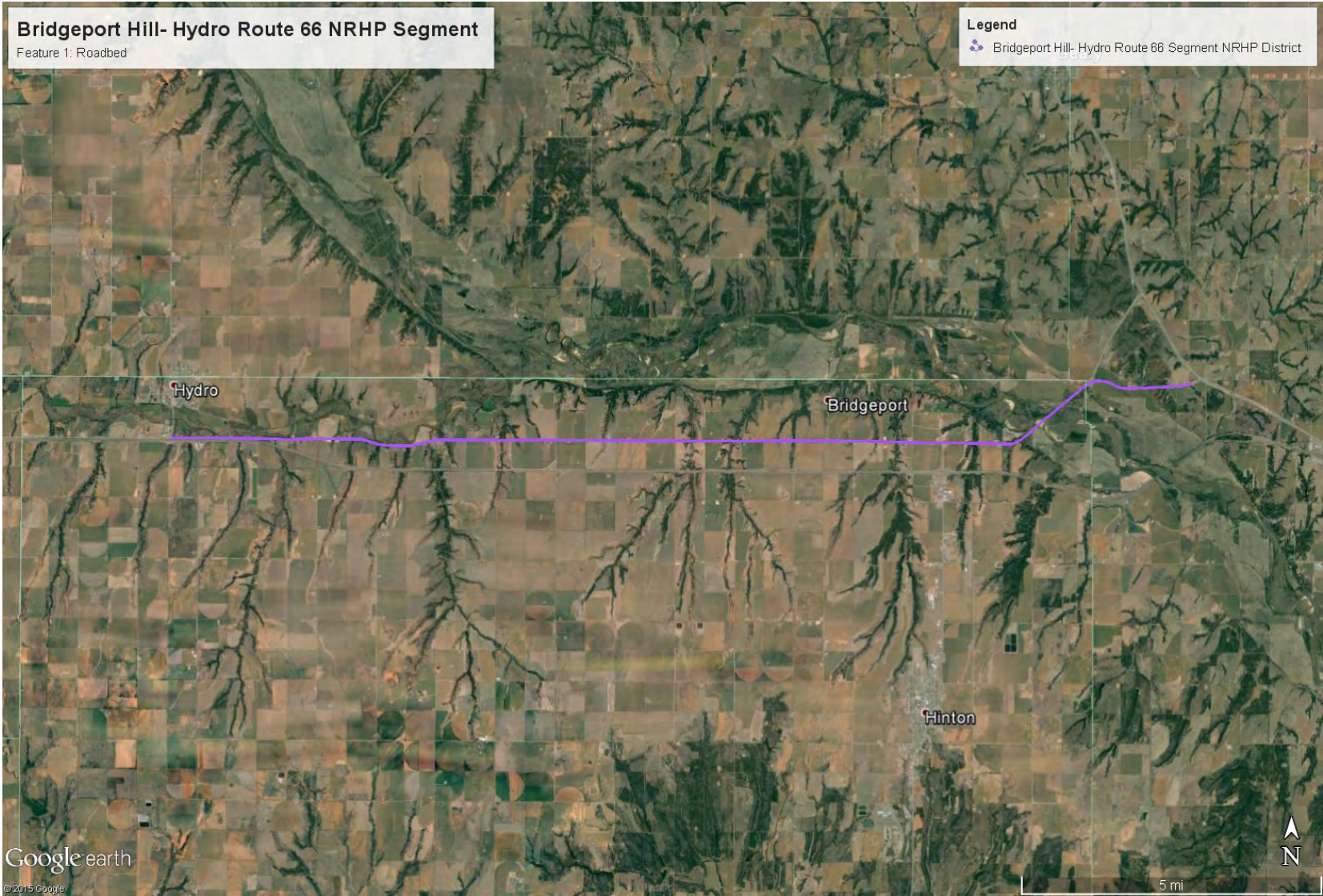
US-281 Bridgeport Bridge



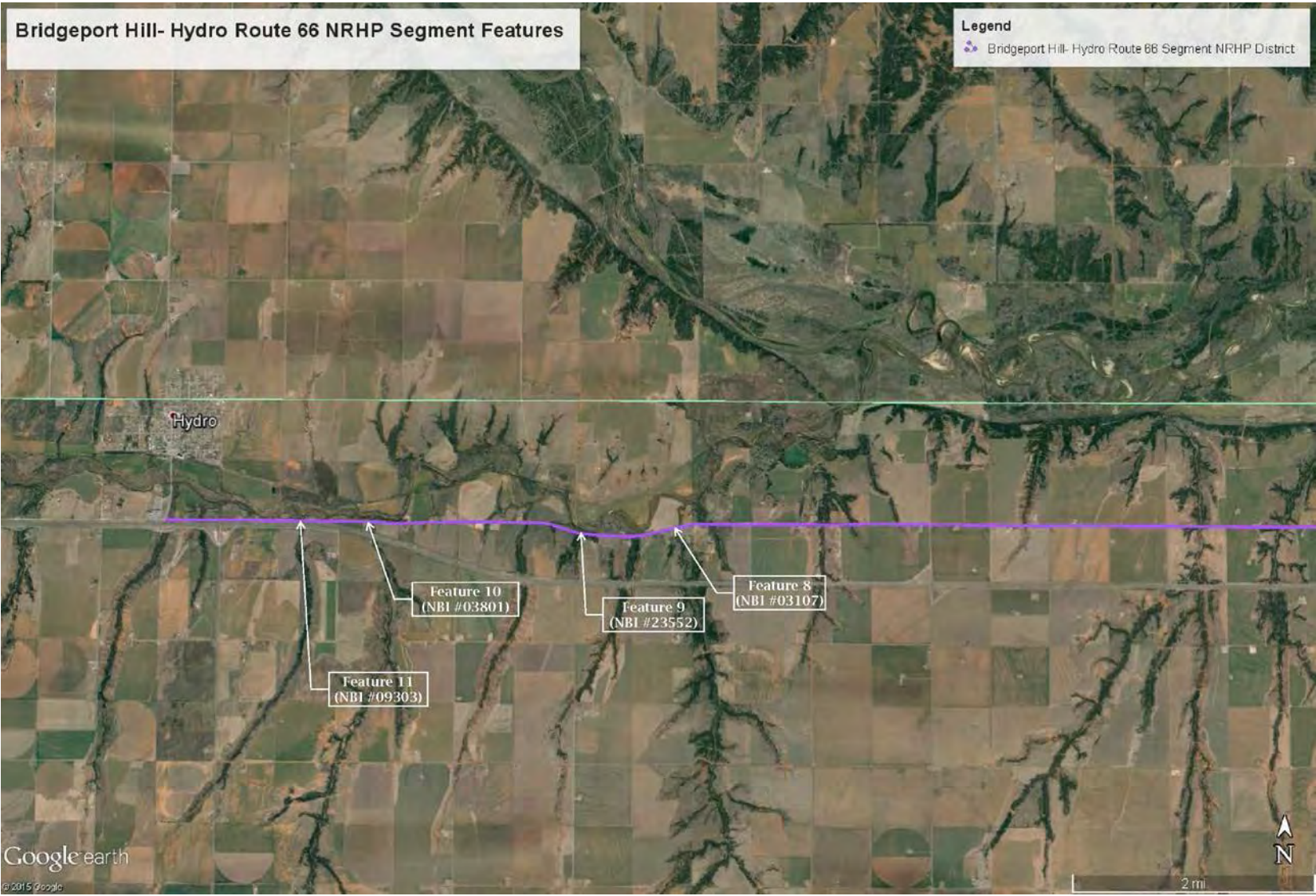
US-281 Bridge over South Canadian River:

- Also known as:
 - **The Bridgeport Bridge*
 - The Grapes of Wrath Bridge
 - The William H. Murray Bridge
 - “The Pony Bridge”
- Constructed in 1932-1933, put into use in 1934
- 38-Span Camelback Pony Truss Bridge, 2nd Longest Bridge still in existence in Oklahoma
- A contributing feature of the NRHP-listed 17.7-mile-long Bridgeport Hill-Hydro Route 66 Segment Historic District AND is individually eligible
- **Arguably the most historically significant bridge still standing in Oklahoma**

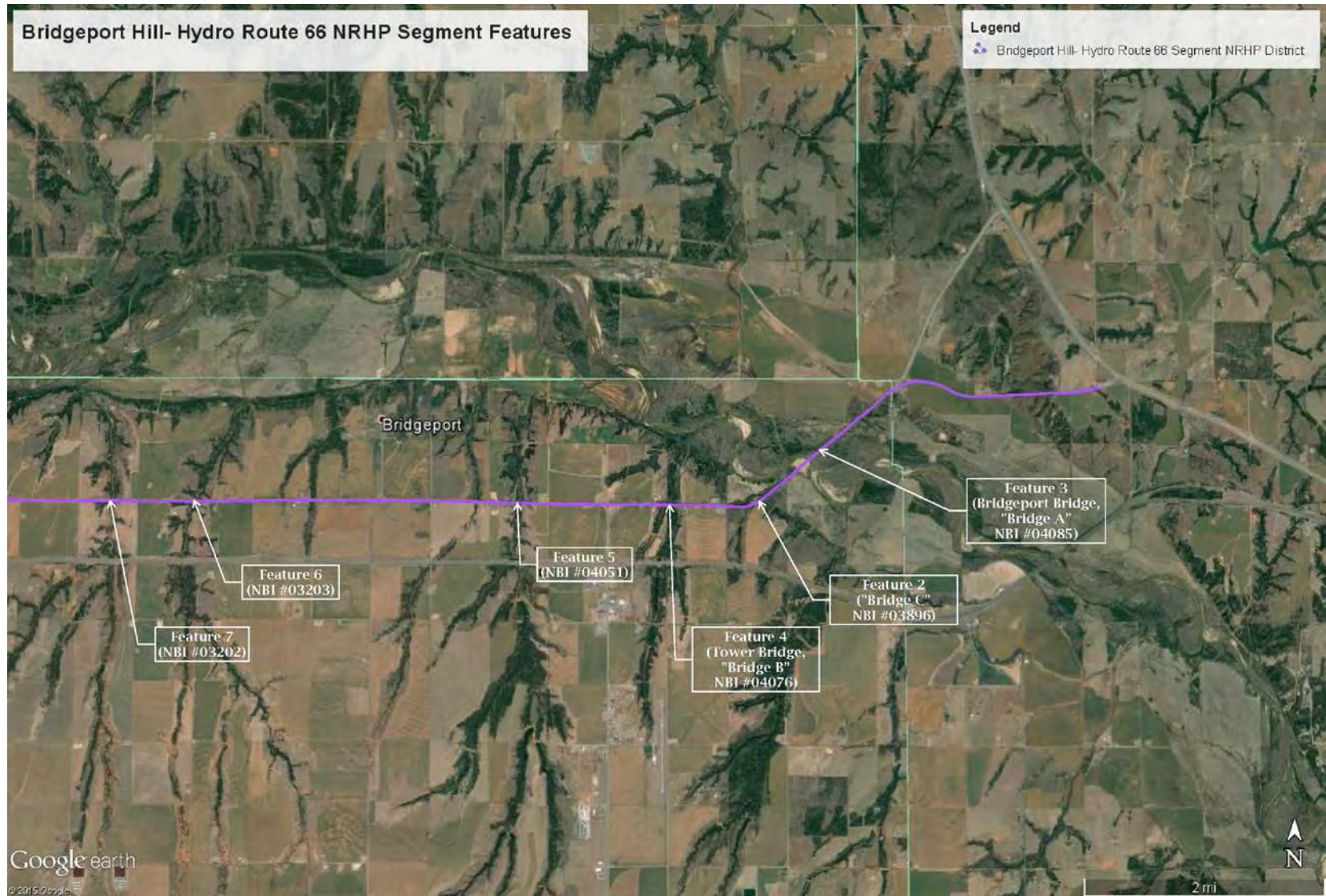
Bridgeport Hill-Hydro NRHP District: Feature 1 Roadbed



Bridgeport Hill-Hydro NRHP District Features (West)



Bridgeport Hill-Hydro NRHP District (East)



Purpose and Need of the project:

Purpose:

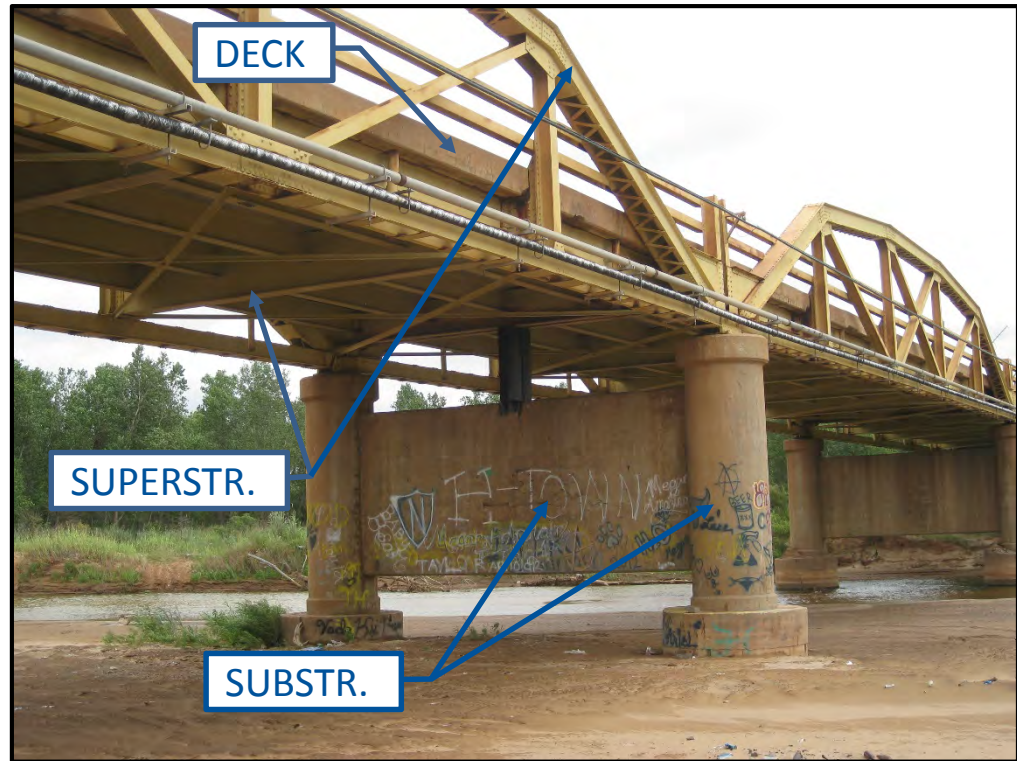
To provide a structurally safe bridge that meets current design standards, and to preserve Route 66 as a tourist destination in Oklahoma

Need:

The existing bridge is structurally deficient and functionally obsolete, and the Bridgeport Bridge and adjacent roadway segments are iconic historic features integral to the regional tourism economy.

Structurally Deficient

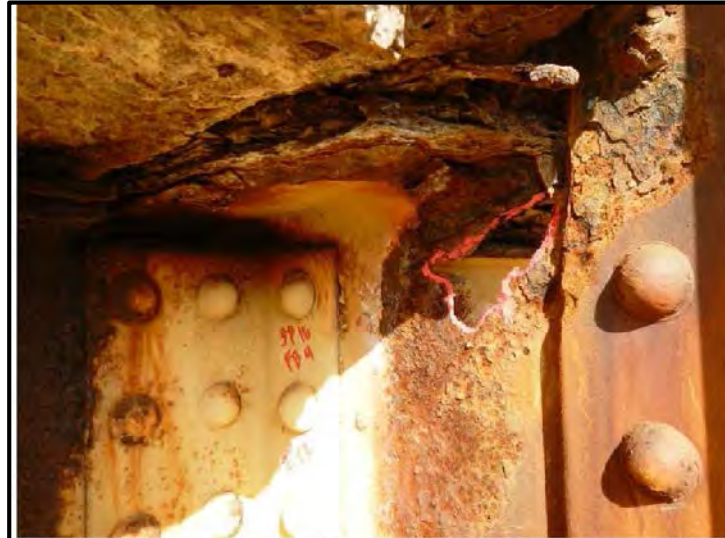
- Bridge Inspection Reports
 - Routine and Fracture Critical
 - Other Special
- Condition Ratings
 - Deck = 5 (Fair)
 - Superstructure = 4 (Poor)
 - Substructure = 5 (Fair)
- Functionally Obsolete
 - Existing 24 ft. Roadway
 - 1,100 Vehicles Per Day/ 16% Trucks
 - Rural Minor Arterial
 - AASHTO Guidelines: 36 ft. Minimum Roadway



Photograph 36 - Looking south at west U1, span 31. Note: the inboard flange of U1L2 has a tear as a result of collision damage and the inboard gusset plate has two gouges.

Maintenance Repairs

- Last Month:
 - 5 Repairs
 - 200+ Man Hours
 - \$10,000 Cost
- Previous 6 Months:
 - 1,100+ Man Hours
 - \$53,000 Cost
- Last 3 Years Total:
 - 2,800+ Man Hours
 - \$130,000 Cost



Photograph 23 - Looking northeast at floor beam 4, span 16 at the east truss connection. Note: 3 1/2-inch vertical by 4 1/4-inch horizontal corrosion hole through the floor beam web at the connection to the truss.

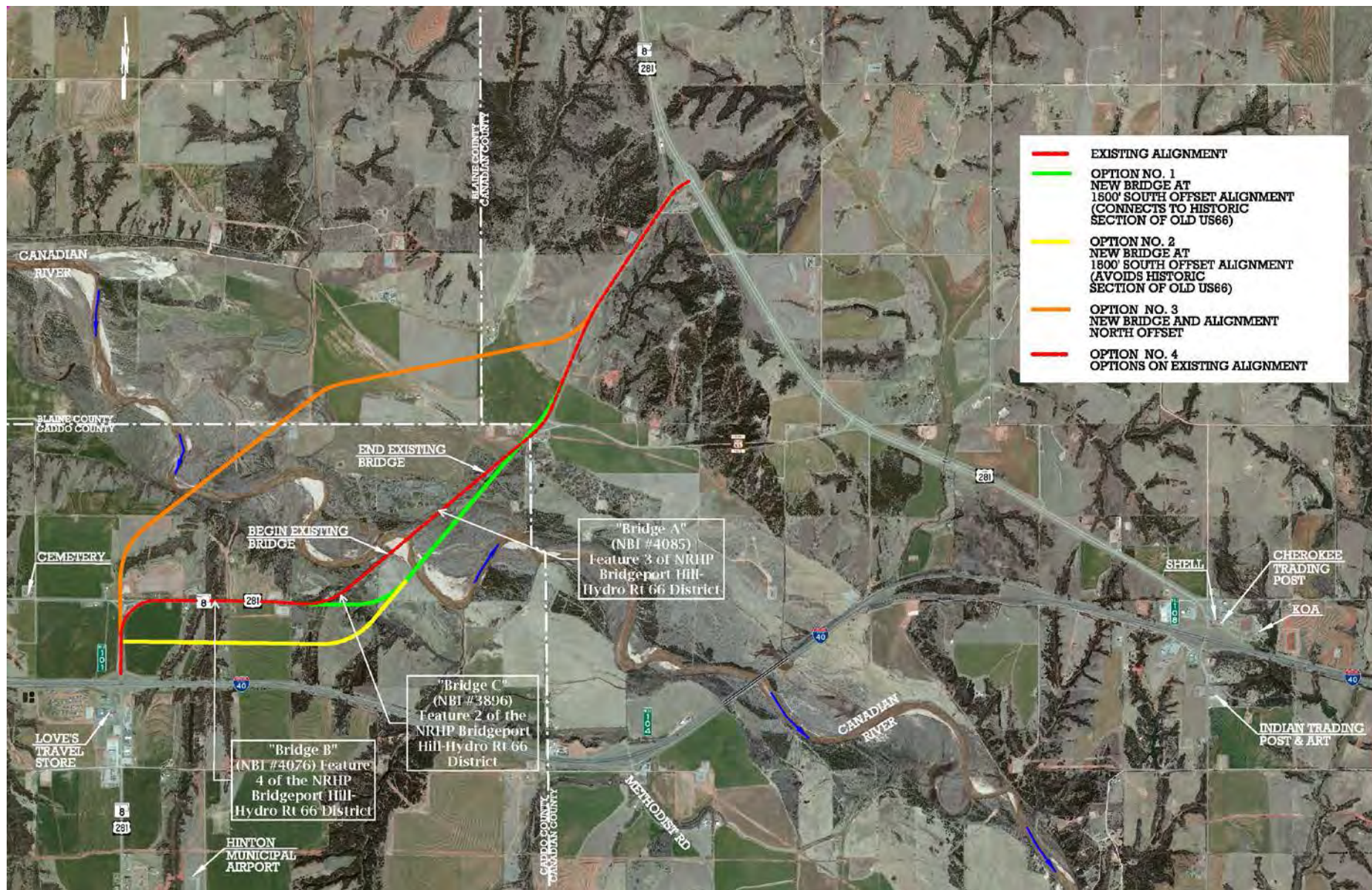


Photograph 14 - Looking northwest at span 2, L0, east truss, inboard gusset plate. Note: Crack has grown 5 7/8 inches since 2013 bringing the crack to 15 1/8 inches total length.

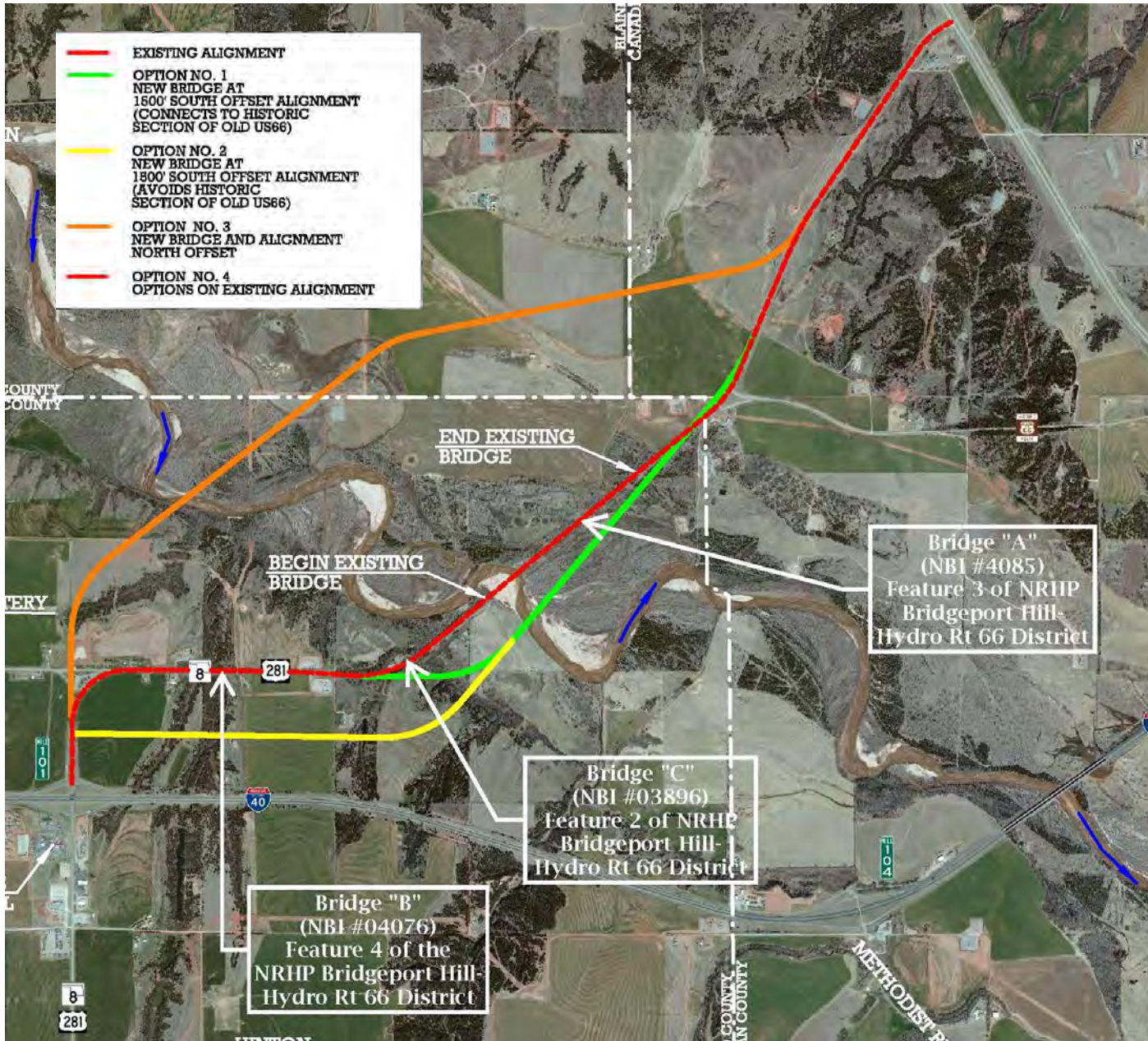
Alternatives to Consider

- Section 4(f) USDOT Act 1966:
 - Stipulates that the Federal Highway Administration (FHWA) and other DOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private **historical sites** unless there is no feasible and prudent avoidance alternative
 - Historic Bridges (three alternatives must be considered):
 - Do Nothing
 - Build a new structure at a different location without affecting the historic integrity* of the old bridge
 - Rehabilitate the historic bridge without affecting historic integrity* of the structure
- *as determined by procedures implementing NHPA

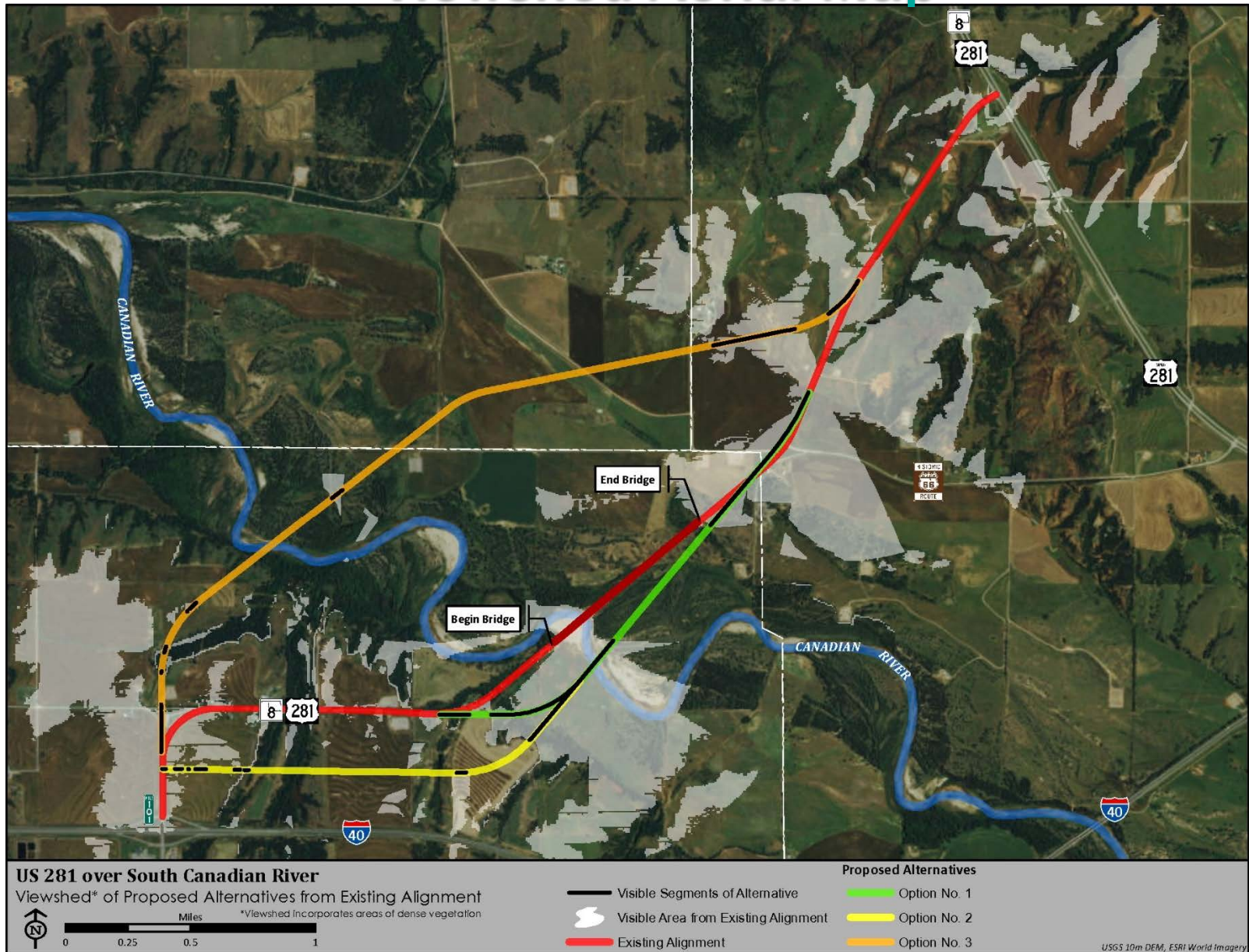
Proposed Alternatives



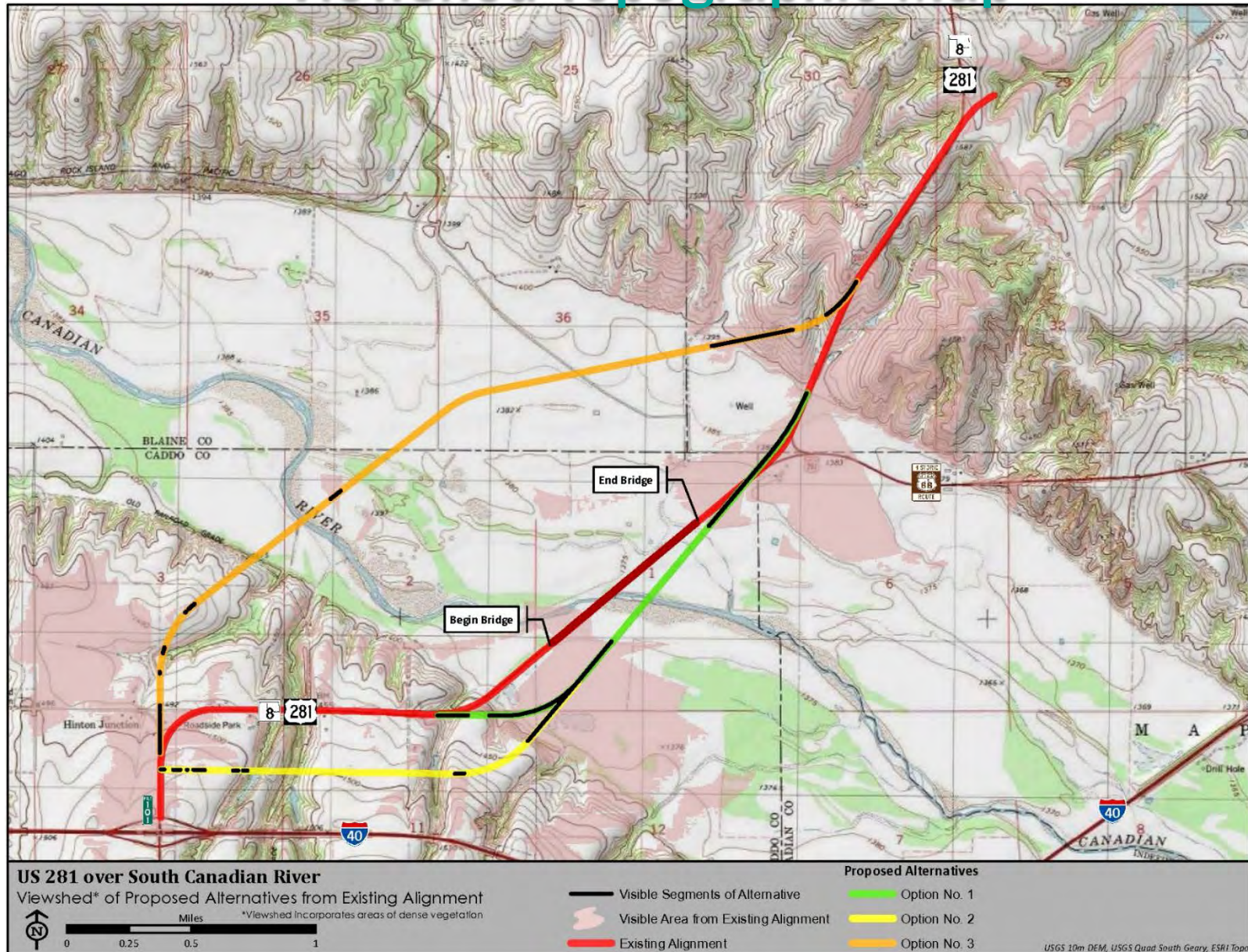
Proposed Alternatives: Closer View



Viewshed Aerial Map



Viewshed Topographic Map



Next Steps

- Gather Input: *Ongoing*
- Gather Reconnaissance Data (Summer 2015)
- Draft Cultural Resources Reconnaissance Report (Summer 2015)
- Draft Design Alternatives Report (Spring 2016)
 - Field Meeting (Spring 2016)
- Section 106 Consulting Party Meeting (Summer 2016)
 - Public Meeting (Fall 2016)
- Selection of Preferred Alternative (Winter 2016)

Project Website

ODOTculturalresources.info/bridgeportbridge.html

- Check website for access to project information and reports as they are available
- Provide comments via website

We value your input!