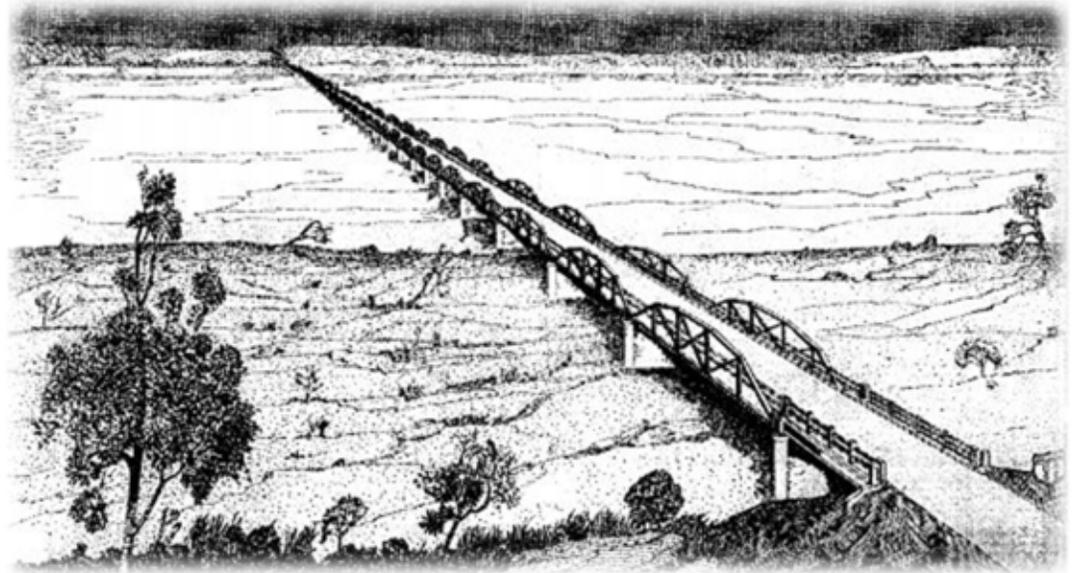


# 2<sup>nd</sup> Section 106 Consulting Party Meeting



US-281 Bridgeport Bridge over the  
Canadian River

Thursday September 22, 2016



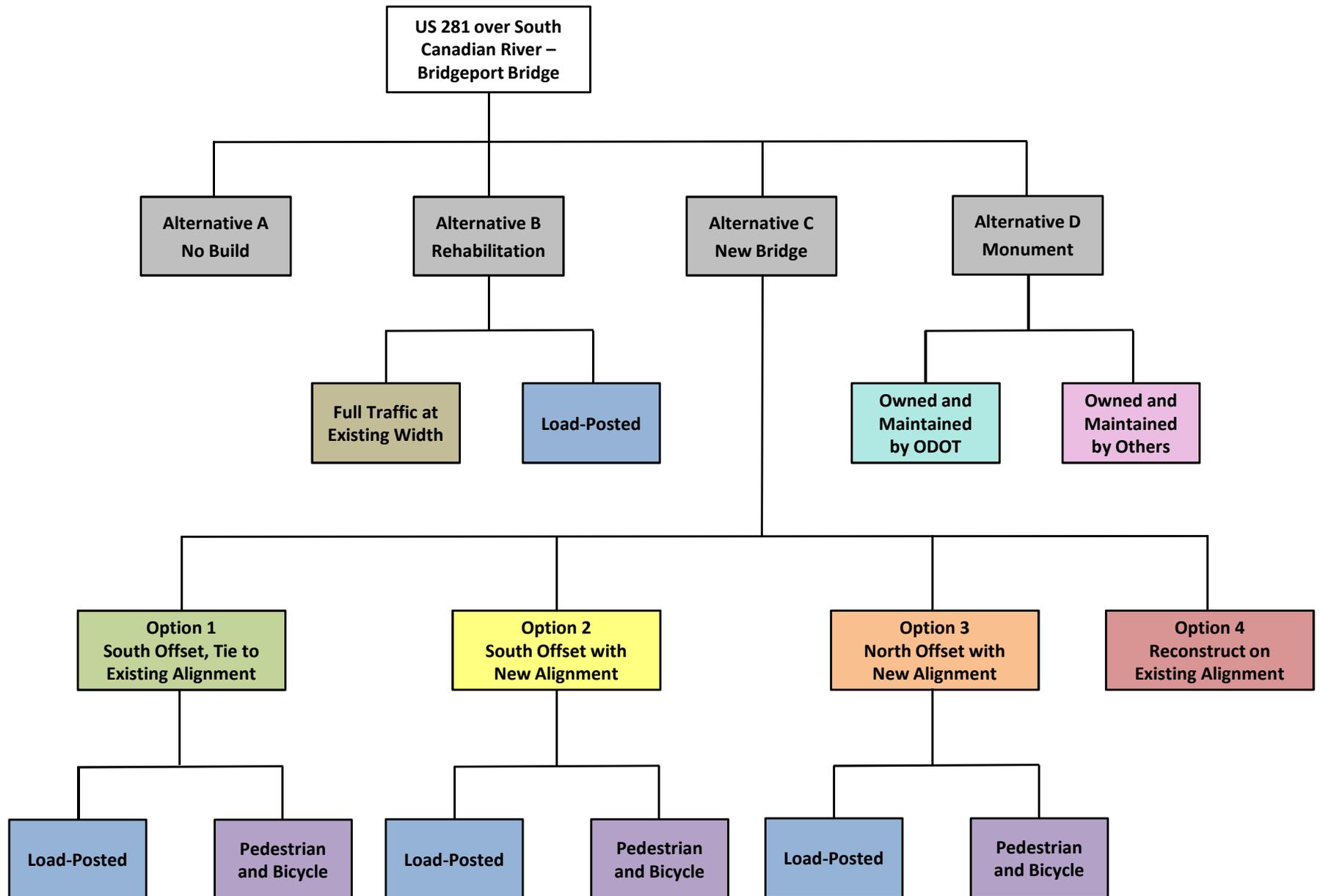
## **The need for the project is as follows:**

- 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



DATE	BY	SWT	PKG. NO.	TOTAL SHEETS
8	OKLA		26380(04)	2018



•Bridge "B"  
Tower Bridge

•Bridge "A"  
Bridgeport  
Bridge

•Bridge "C"

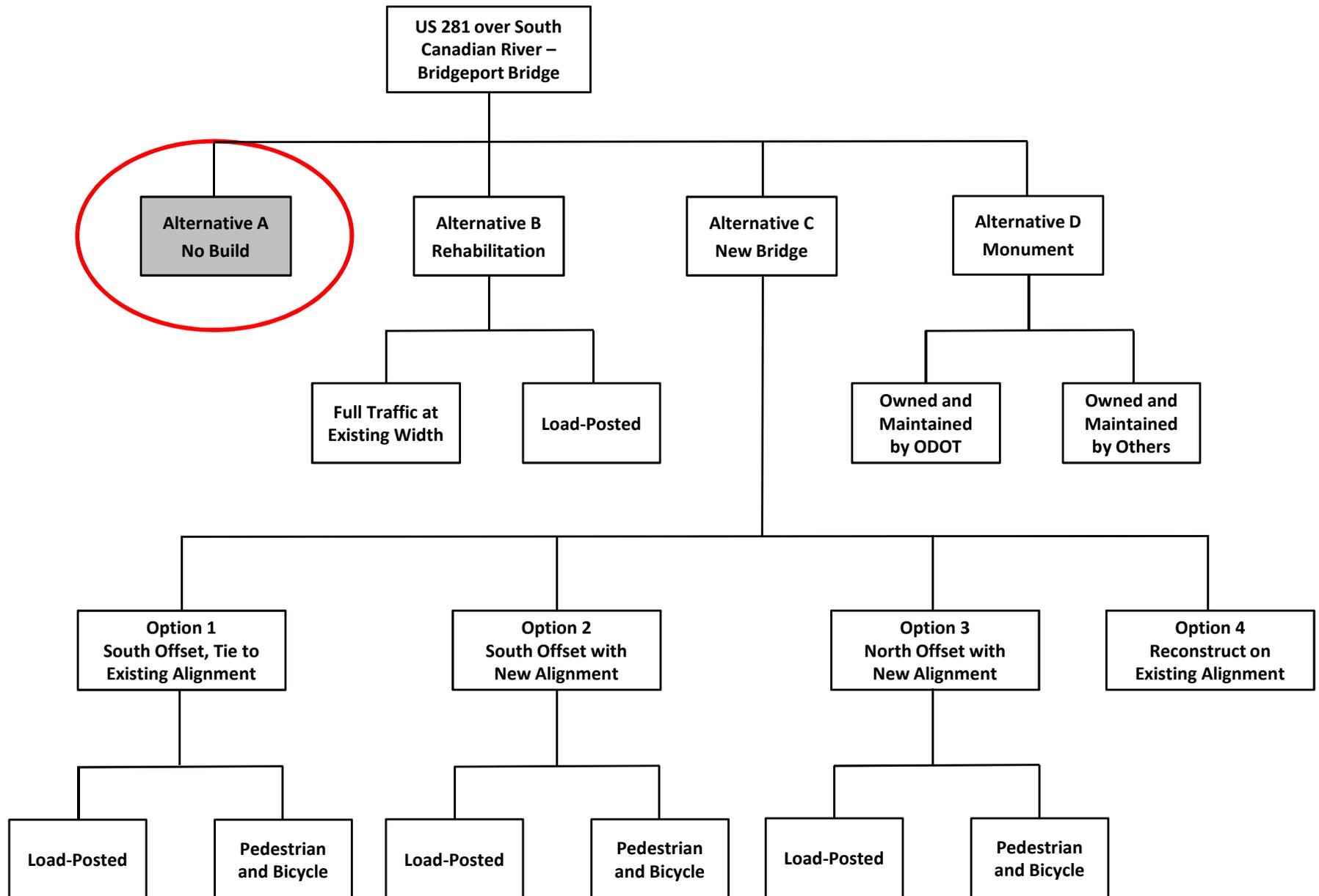
LEGEND	
<span style="color: green;">—</span>	OPTION 1
<span style="color: yellow;">—</span>	OPTION 2
<span style="color: orange;">—</span>	OPTION 3
<span style="color: red;">—</span>	OPTION 4

THIS DOCUMENT IS PRELIMINARY  
IN NATURE AND IS NOT A FINAL  
SIGNED AND SEALED DOCUMENT.

DESIGN:	OPAY	2018	US 281 OVER	CADDO/CAROLAN COUNTY
DRAWN:	OPAY	2018	SOUTH CANADIAN RIVER	
CHECKED:	OPAY	2018		
APPROVED:	OPAY	2018		
<b>CR&amp;Y</b>		STATE JOB FILE NO: 26380(04)		

OVERVIEW MAP

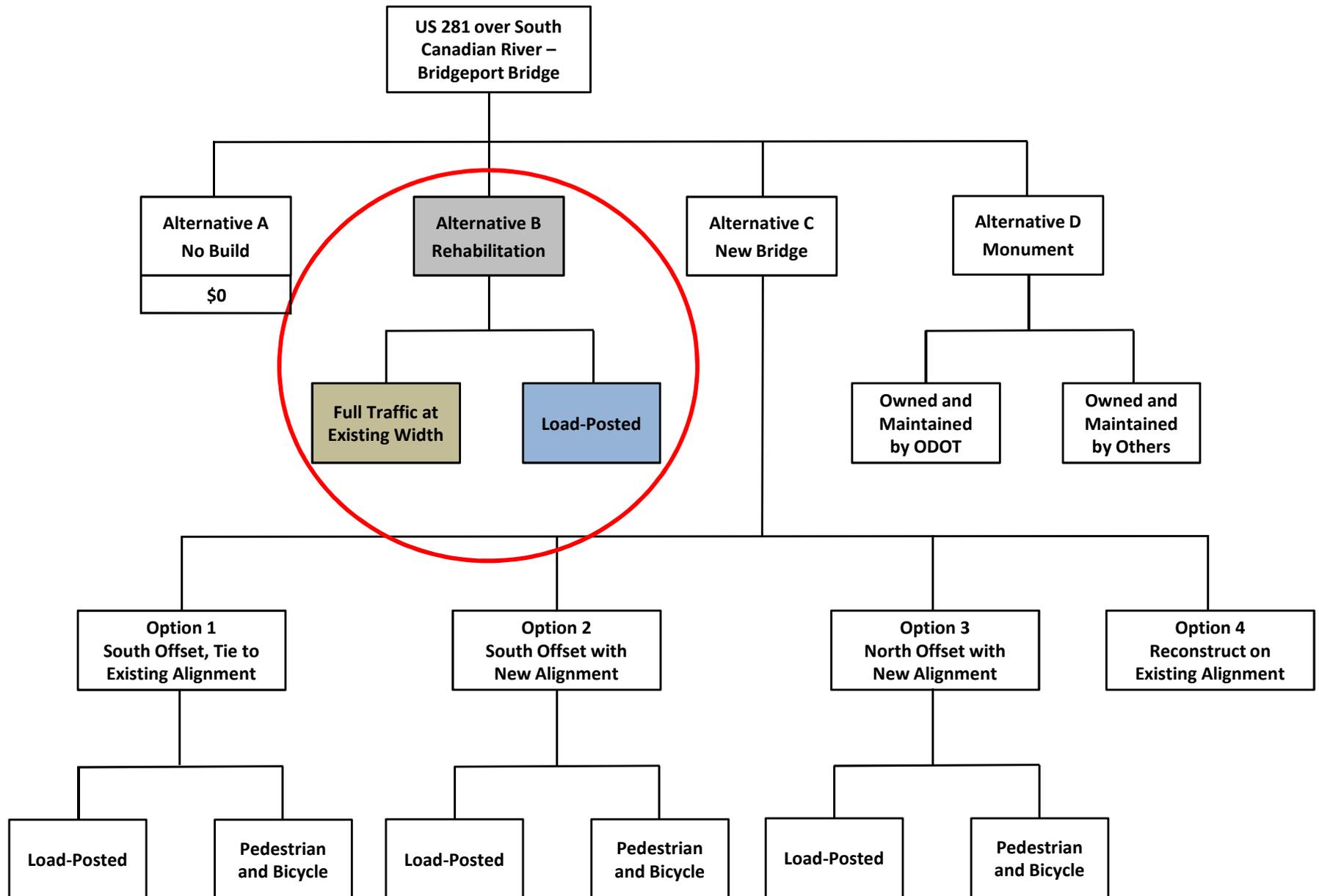
# Alternatives Chart



# Alternative A: No Build

<b>Purpose and Need</b>	Provides a bridge crossing that is structurally sufficient for its intended use	No
	Preserves Route 66 as a tourist destination in Oklahoma	Yes
<b>Project Costs</b>	Construction Cost	\$0
	ROW Cost	\$0
	Utility Cost	\$0
	<b>TOTAL PROJECT COST</b>	<b>\$0</b>
<b>Environmental, Historic, and Economic Impacts</b>	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

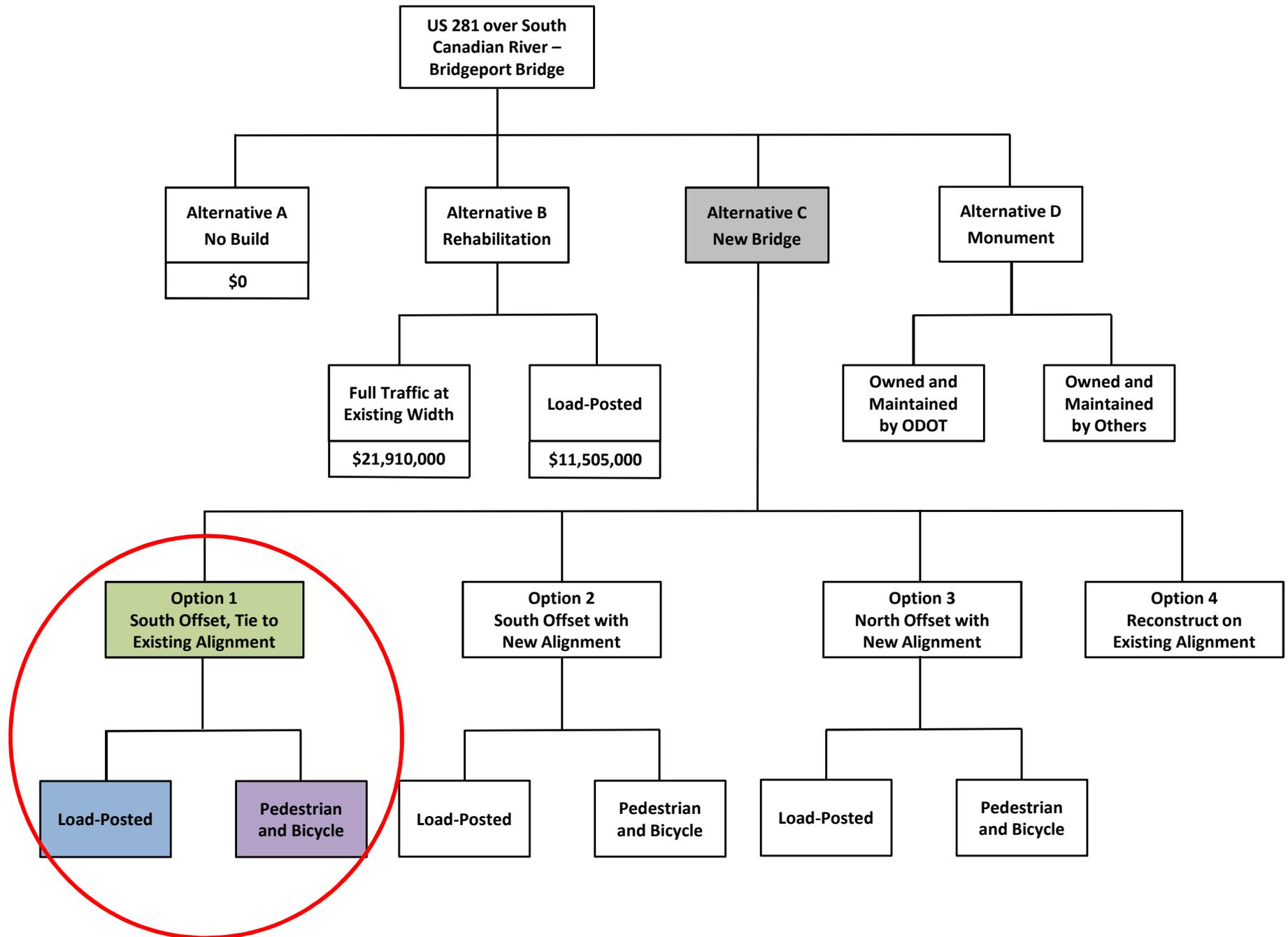
<b>Purpose and Need</b>	Provides a bridge crossing that is structurally sufficient for its intended use	Yes
	Preserves Route 66 as a tourist destination in Oklahoma	Yes
<b>Project Costs</b>	Construction Cost	\$21,710,000
	ROW Cost	\$0
	Utility Cost	\$200,000
	<b>TOTAL PROJECT COST</b>	<b>\$21,910,000</b>
<b>Environmental, Historic, and Economic Impacts</b>	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

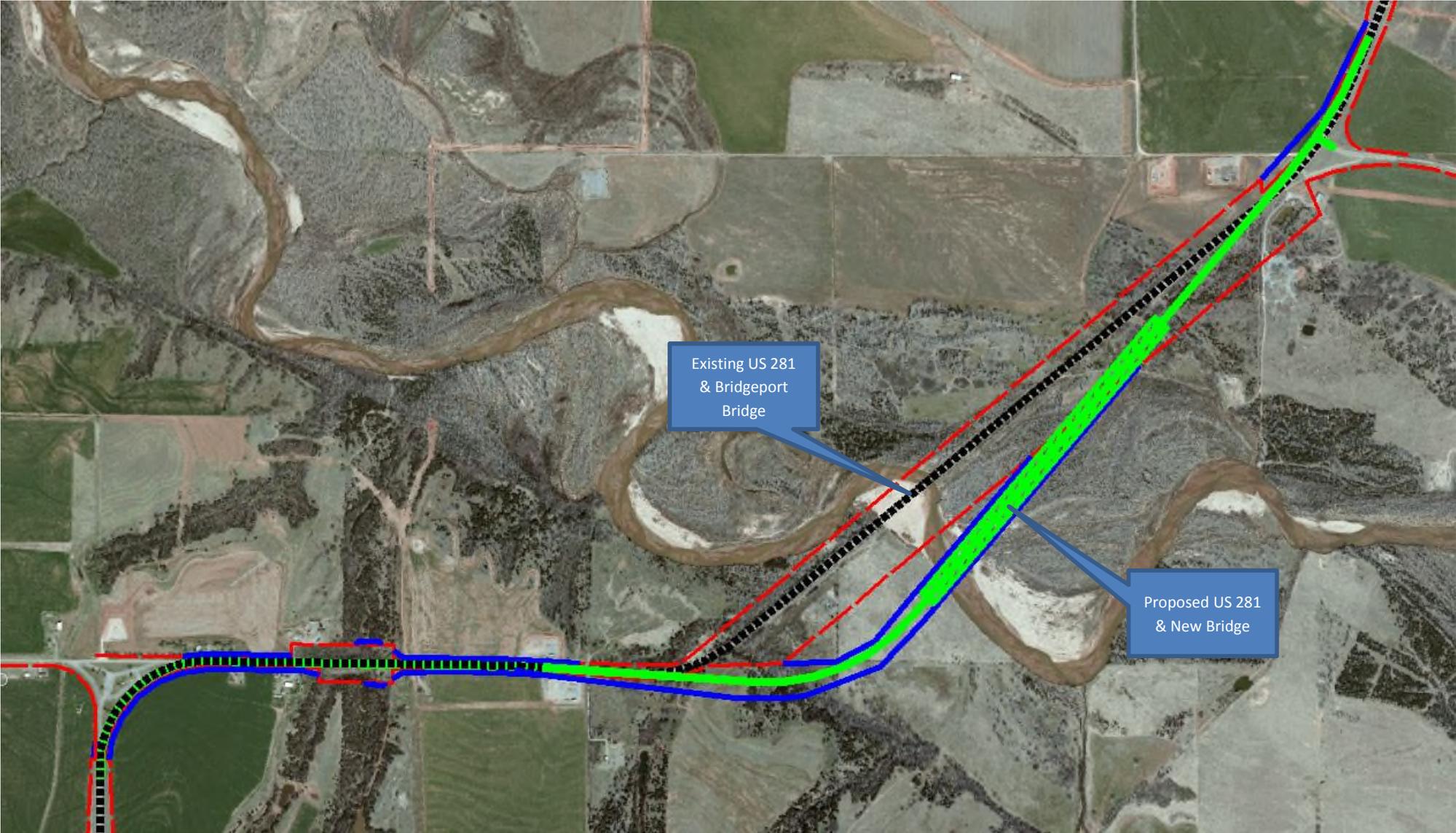
## Rehabilitation to Load-Posted Historic Structure

<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	\$11,305,000
	ROW Cost	\$0
	Utility Cost	\$200,000
	<b>TOTAL PROJECT COST</b>	<b>\$11,505,000</b>
<b>Environmental, Historic, and Economic Impacts</b>	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

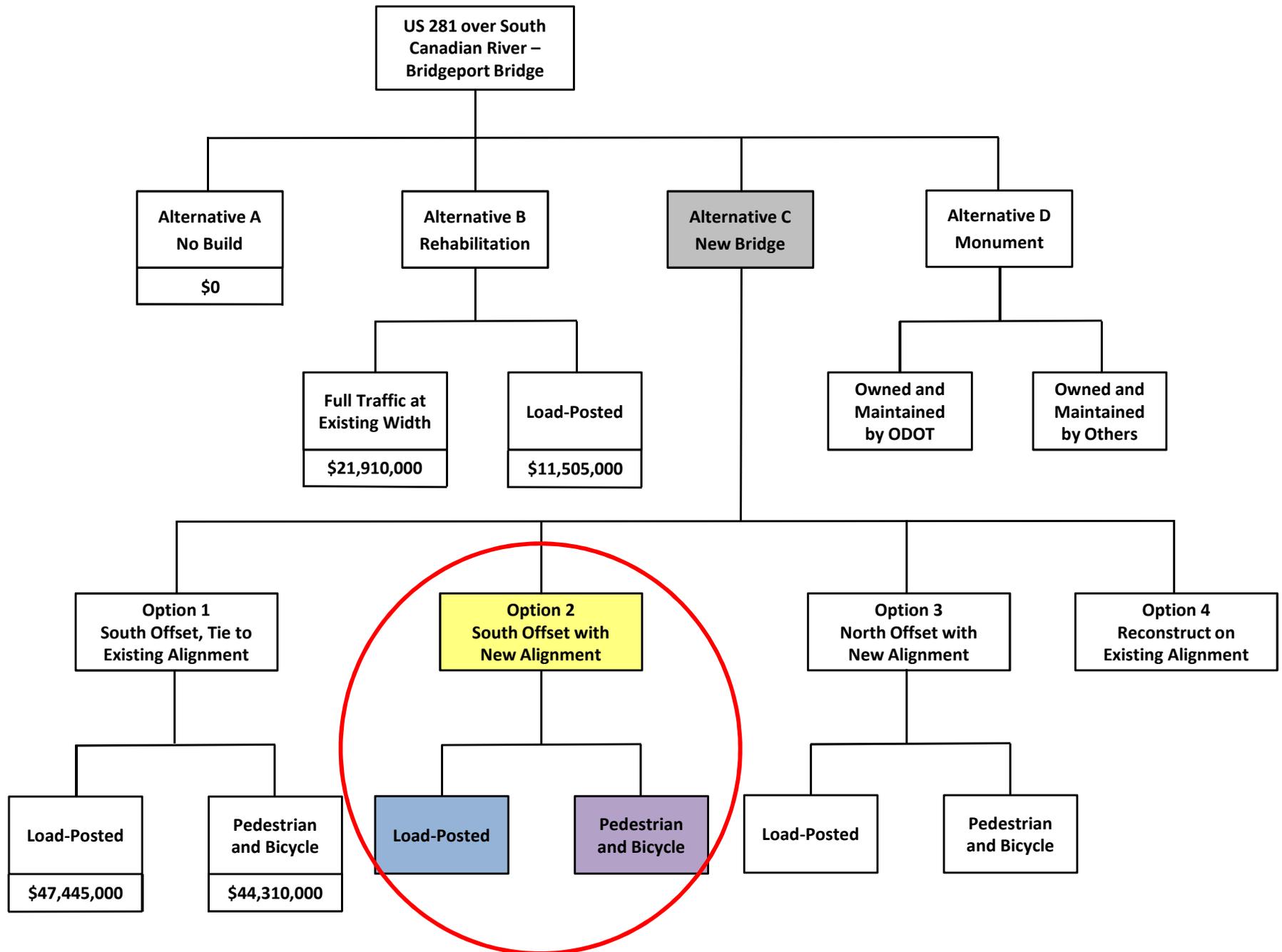
*\*Project Costs shown include the reasonable and foreseeable future replacement of Bridge "B." The cost associated with anticipated replacement of Bridge "B" is \$8,235,000, consisting of \$7,635,000 for Construction, \$45,000 for ROW, and \$555,000 for Utilities.*

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

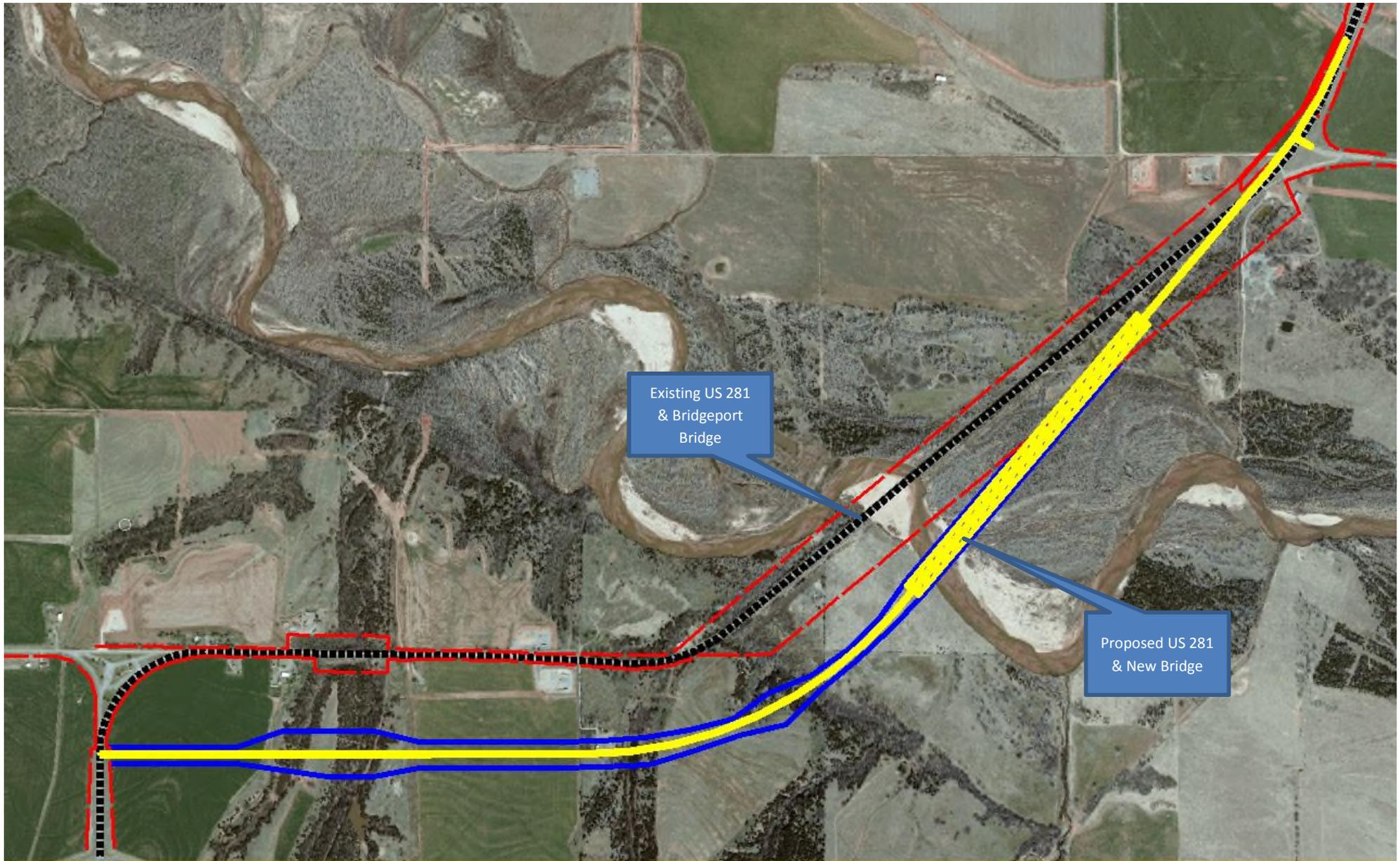
<b>Purpose and Need</b>	Provides a bridge crossing that is structurally sufficient for its intended use	Yes
	Preserves Route 66 as a tourist destination in Oklahoma	Yes
<b>Project Costs*</b>	Construction Cost	\$42,870,000
	ROW Cost	\$380,000
	Utility Cost	\$1,060,000
	<b>TOTAL PROJECT COST</b>	<b>\$44,310,000</b>
<b>Environmental, Historic, and Economic Impacts</b>	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	<ul style="list-style-type: none"> <li>-Individual 4(f) use of Bridge "A" by removal of vehicular traffic</li> <li>- 4(f) use of historic roadway portion by reconstruction and 4(f) use of Bridge "B" by future replacement</li> </ul>
	Qualitative Economic Impacts	<ul style="list-style-type: none"> <li>-Removal of vehicular traffic would be a benefit to structure's life span</li> <li>-Removal of ability to drive across Bridge "A" and the removal of Bridge "B" could deter visitors to the area</li> </ul>

*\*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

<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	\$45,825,000
	ROW Cost	\$710,000
	Utility Cost	\$915,000
	<b>TOTAL PROJECT COST</b>	<b>\$47,450,000</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	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>

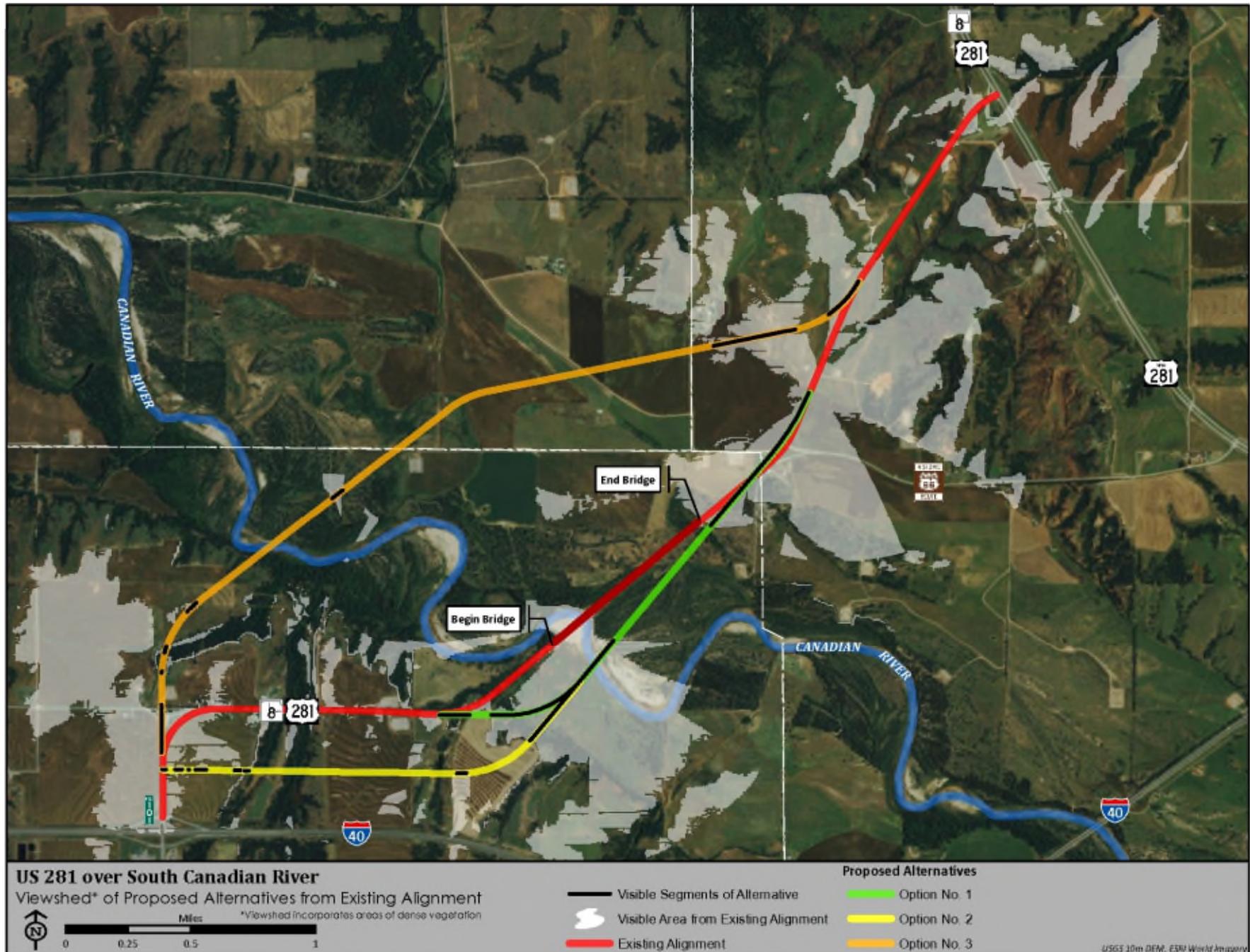
*\*For a span bridge structure over the channels south of the Tower Bridge in place of the two RCB culverts with significant fill, increase the Construction Cost by \$9,140,000.*

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

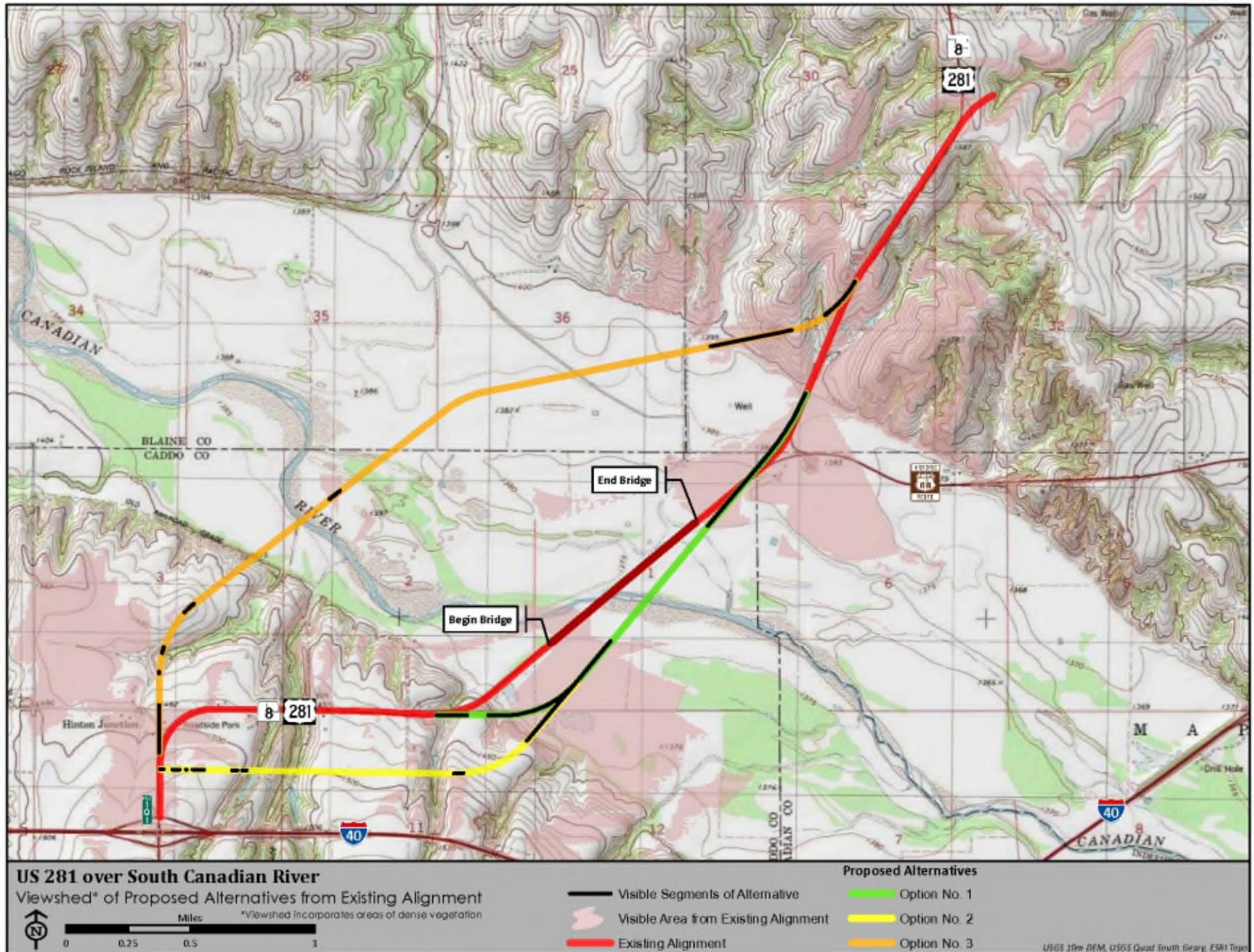
<b>Purpose and Need</b>	Provides a bridge crossing that is structurally sufficient for its intended use	Yes
	Preserves Route 66 as a tourist destination in Oklahoma	Yes
<b>Project Costs*</b>	Construction Cost	\$42,690,000
	ROW Cost	\$710,000
	Utility Cost	\$915,000
	<b>TOTAL PROJECT COST</b>	<b>\$44,315,000</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.*

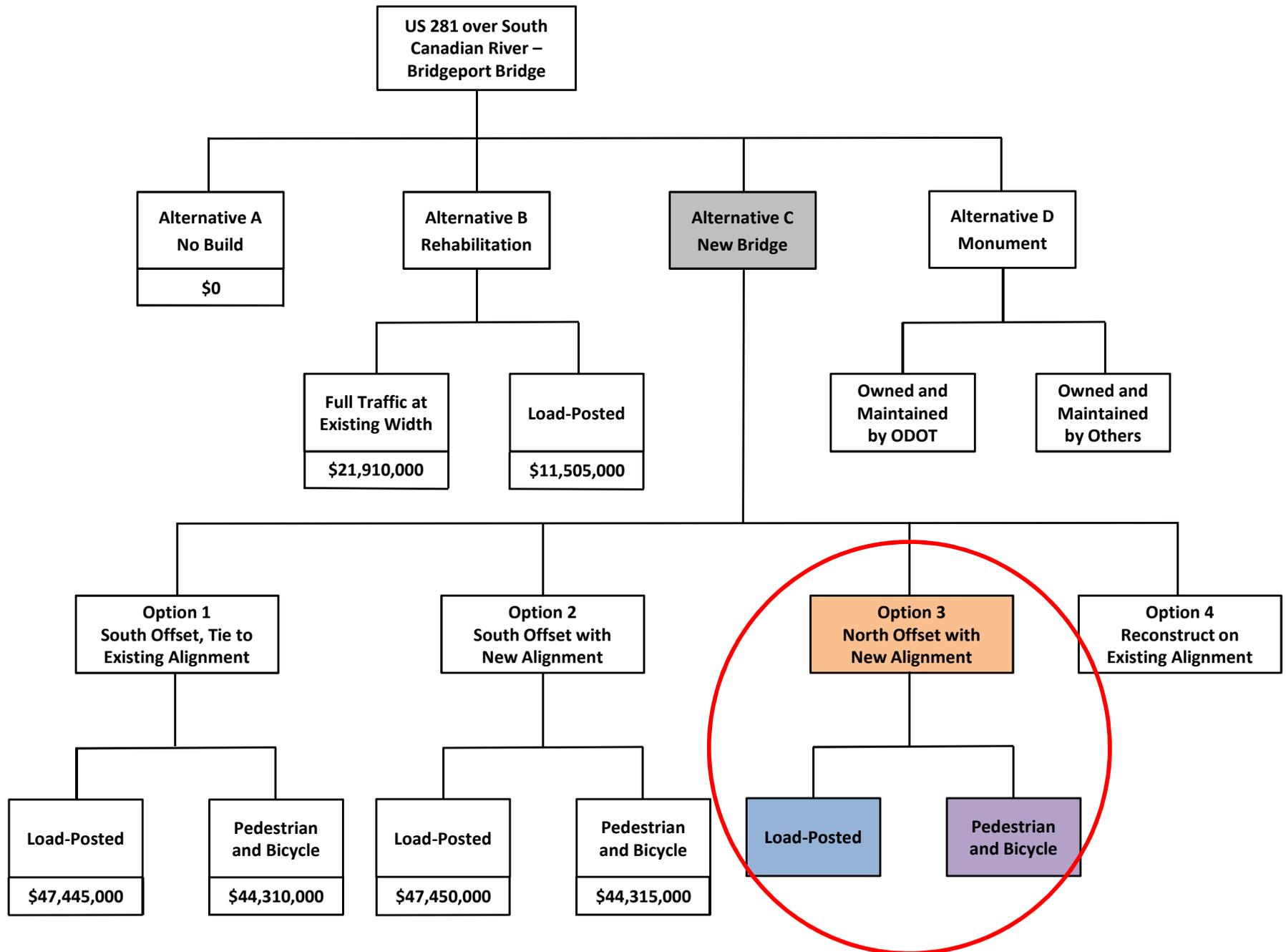
# Viewshed Analysis: Aerial View



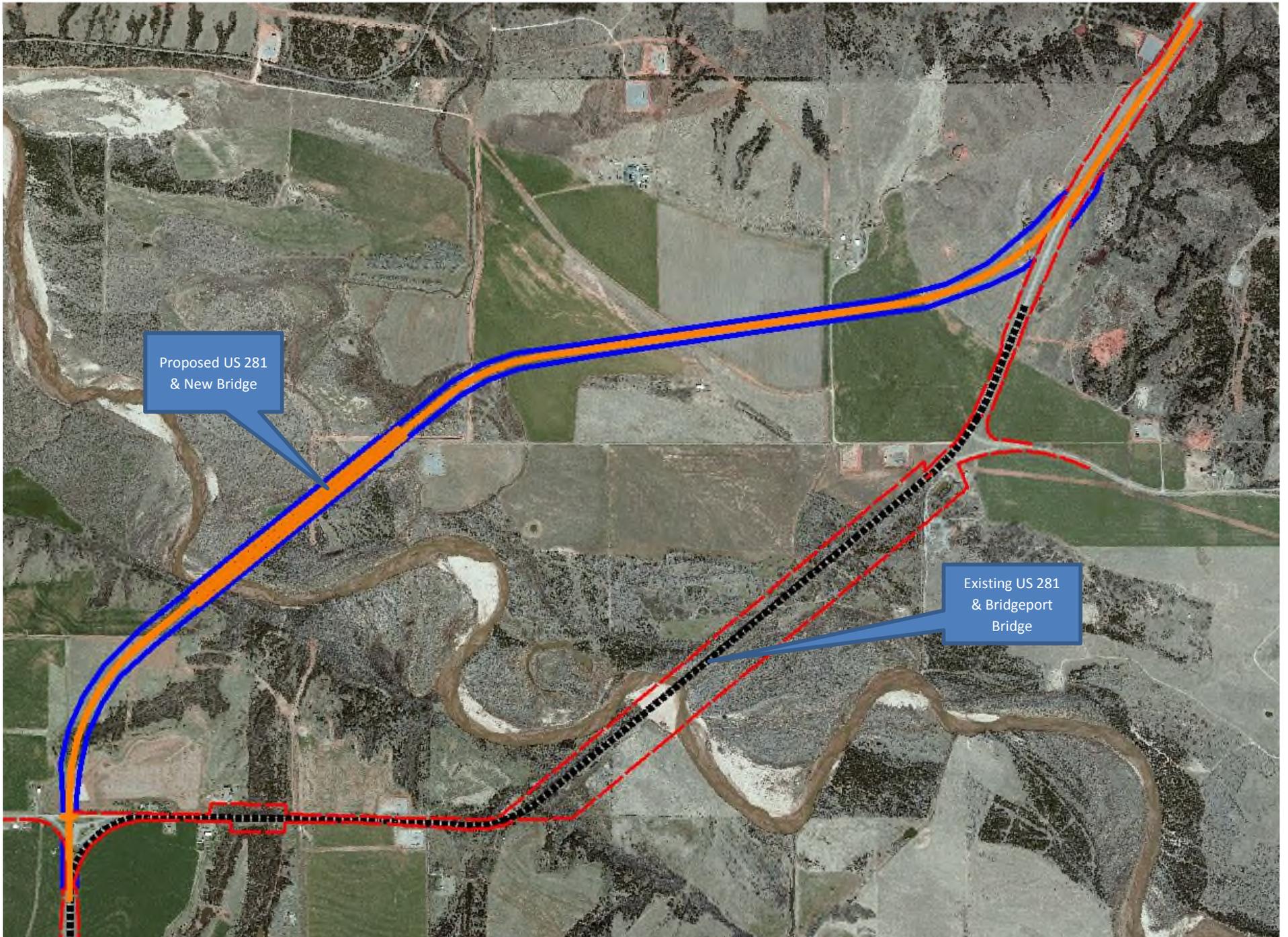
# Viewshed Analysis: Topographic View



# Alternatives Chart



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



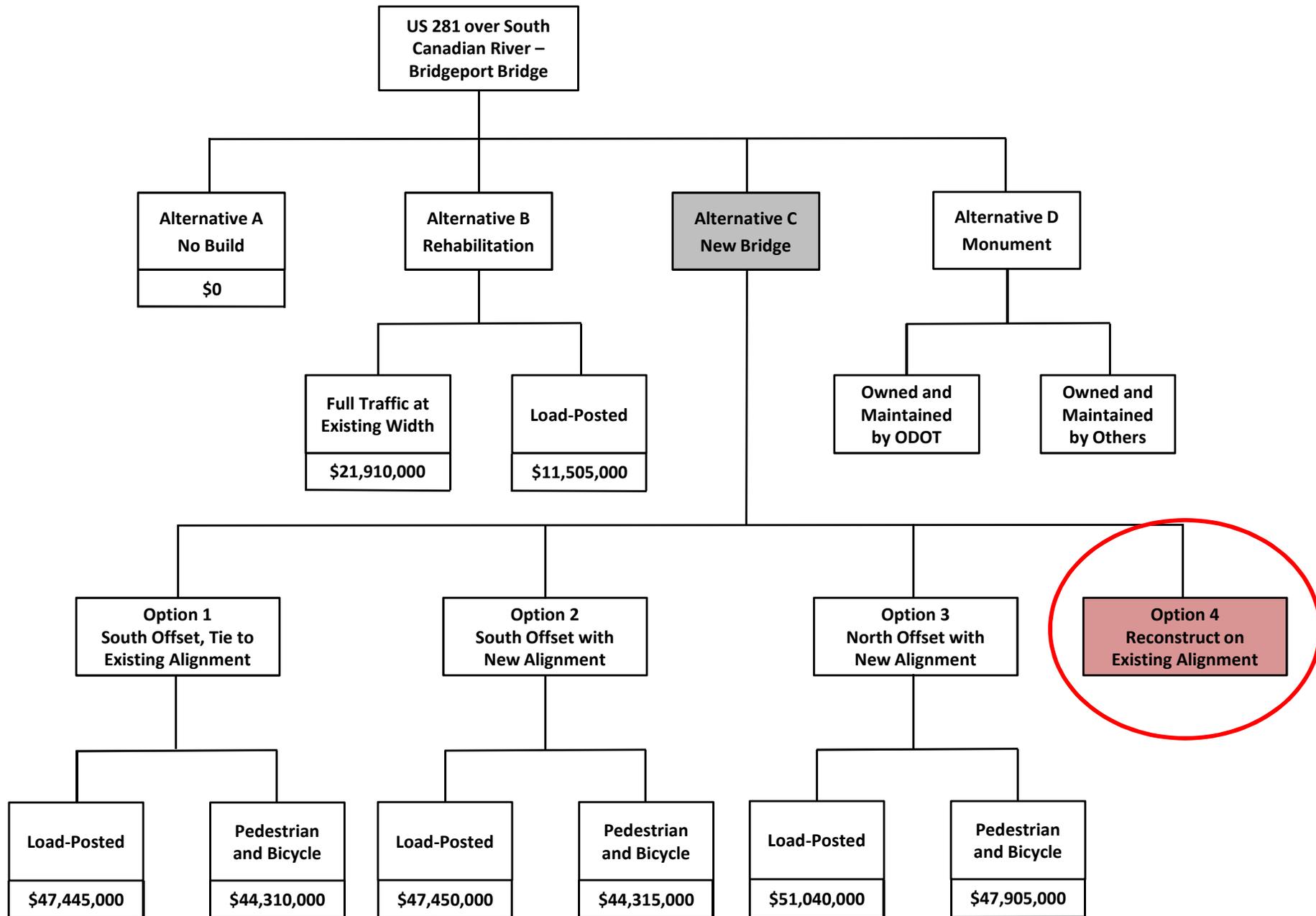
# Alternative C, Option 3: North Offset, New Alignment Load-Posted Historic Structure

<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	\$47,595,000
	ROW Cost	\$880,000
	Utility Cost	\$2,565,000
	<b>TOTAL PROJECT COST</b>	<b>\$51,040,000</b>
<b>Environmental, Historic, and Economic Impacts</b>	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

<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	\$44,460,000
	ROW Cost	\$880,000
	Utility Cost	\$2,565,000
	<b>TOTAL PROJECT COST</b>	<b>\$47,905,000</b>
<b>Environmental, Historic, and Economic Impacts</b>	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	<ul style="list-style-type: none"> <li>-Removal of vehicular traffic from structure is considered a benefit for prolonged life of bridge</li> <li>- Removal of ability to drive across bridge could deter travelers</li> </ul>

# Alternatives Chart



# Alternative C, Option 4: Reconstruct on Existing Alignment

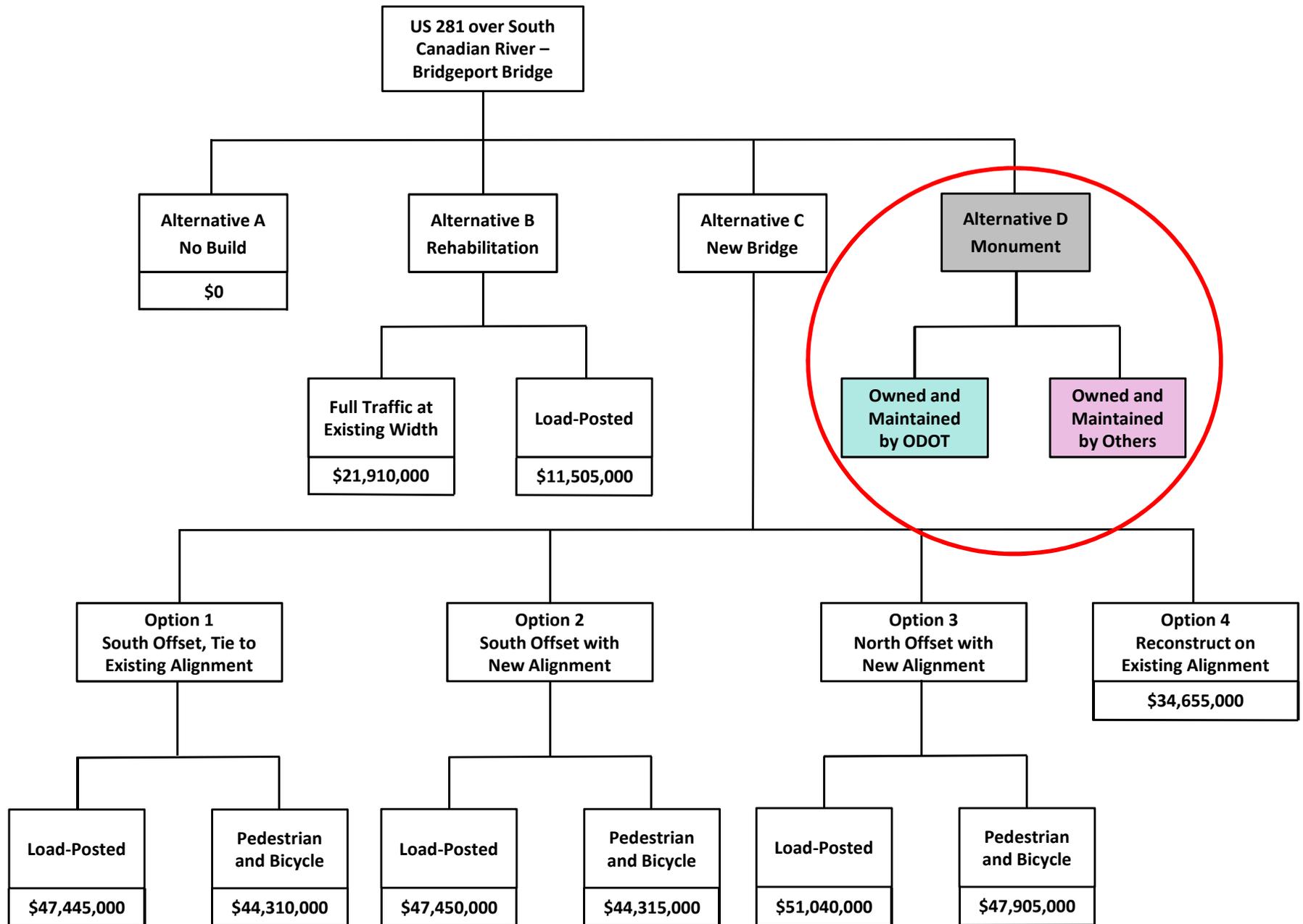


# Alternative C, Option 4: Reconstruct on Existing Alignment

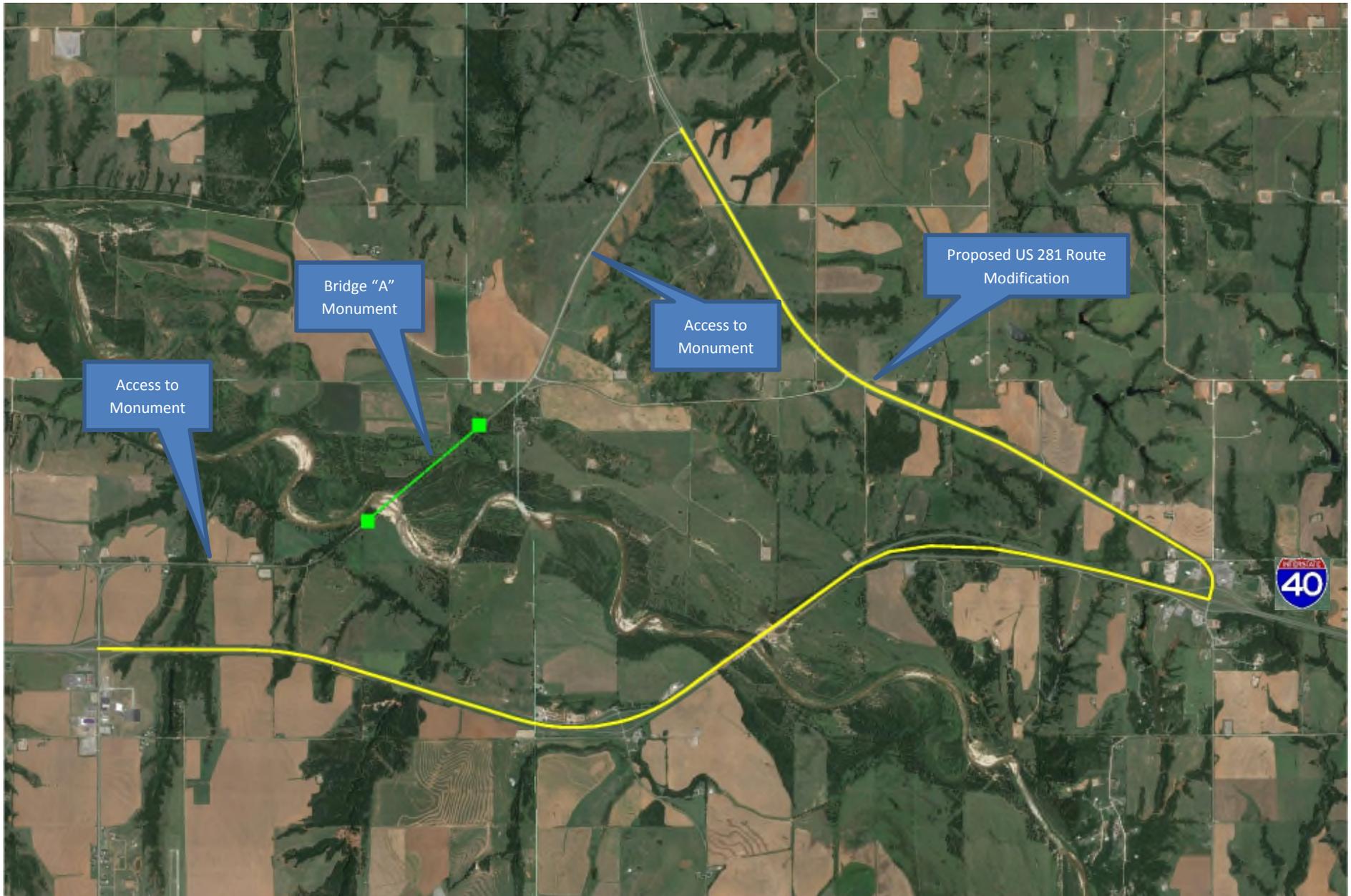
<b>Purpose and Need</b>	Provides a bridge crossing that is structurally sufficient for its intended use	Yes
	Preserves Route 66 as a tourist destination in Oklahoma	No
<b>Project Costs*</b>	Construction Cost	\$33,645,000
	ROW Cost	\$75,000
	Utility Cost	\$935,000
	<b>TOTAL PROJECT COST</b>	<b>\$34,655,000</b>
<b>Environmental, Historic, and Economic Impacts</b>	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

<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	\$16,260,000
	ROW Cost	\$45,000
	Utility Cost	\$755,000
	<b>TOTAL PROJECT COST</b>	<b>\$17,060,000</b>
<b>Environmental, Historic, and Economic Impacts</b>	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	<ul style="list-style-type: none"> <li>-Removal of vehicular traffic from structure is considered a benefit for prolonged life of bridge</li> <li>- Removal of ability to drive across bridge could deter travelers</li> </ul>

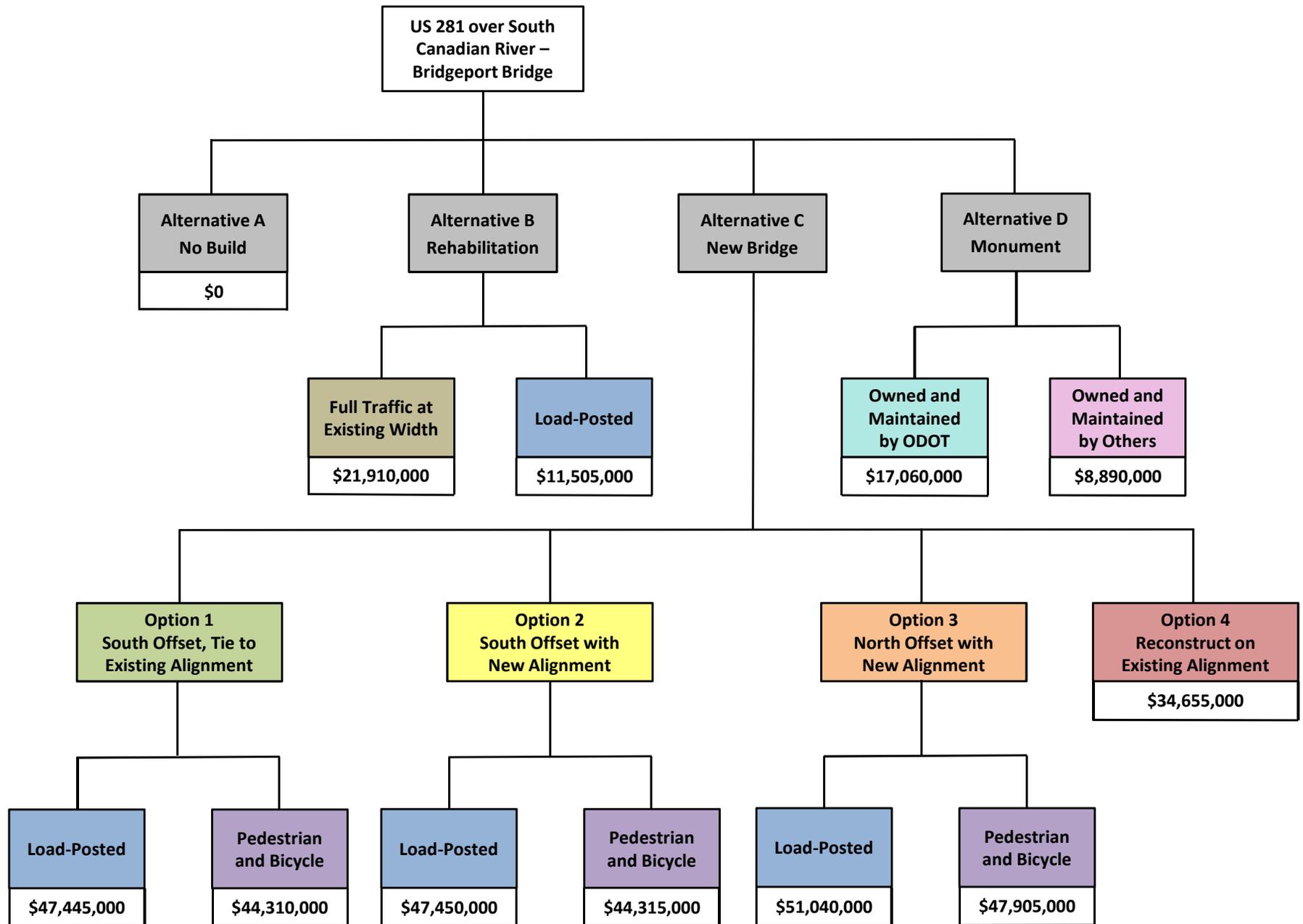
*\*Project Costs shown include the reasonable and foreseeable future replacement of Bridge "B." The cost associated with anticipated replacement of Bridge "B" is \$8,590,000, consisting of \$7,990,000 for Construction, \$45,000 for ROW, and \$555,000 for Utilities.*

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

<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*	\$8,090,000
	ROW Cost*	\$45,000
	Utility Cost*	\$755,000
	<b>TOTAL PROJECT COST</b>	<b>\$8,890,000</b>
<b>Environmental, Historic, and Economic Impacts</b>	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	<ul style="list-style-type: none"> <li>-Removal of vehicular traffic from structure is considered a benefit for prolonged life of bridge</li> <li>- Removal of ability to drive across bridge could deter travelers</li> </ul>

*\*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)