

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.
6	OKLA.	21860(04)	2016	B082
REVISIONS				
NO.	DATE	DESCRIPTION		

VINYL ART PANEL NOTES:

VINYL ART PANELS SHALL BE FULL-COLOR, FABRICATED TO THE NOMINAL DIMENSIONS SHOWN, AND CONFIRMED TO FIT WITHIN THE DISPLAY CASES PRIOR TO FABRICATION.

CONTENT ON VINYL ART PANELS TO BE PROVIDED IN HIGH-RESOLUTION DIGITAL FORMAT TO THE CONTRACTOR BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION ENVIRONMENTAL PROGRAMS DIVISION. CONTACT SCOTT SUNDERMEYER AT (405) 325-7201.

DISPLAY CASE NOTES:

DISPLAY CASES SHALL BE SPECIFIED FOR OUTDOOR USE.

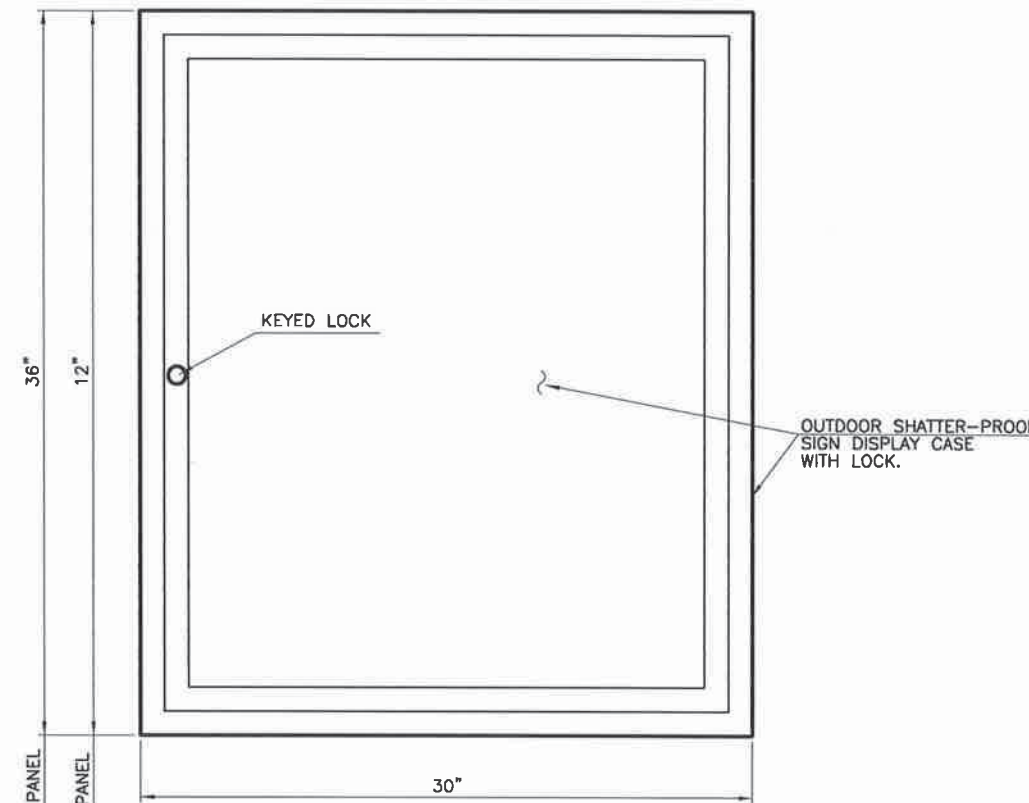
DISPLAY CASES SHALL CONSIST OF A RECTANGULAR BOX WITH SATIN ALUMINUM FRAME AND SINGLE-PANEL WINDOW DOOR WITH SATIN ALUMINUM FRAME.

CASE SHALL BE MOUNTED TO HSS 2 1/2"x1 1/2"x3/16" HORIZONTAL MEMBERS.

CASE SHALL BE WEATHER-PROOF AND VENTILATED TO PREVENT CONDENSATION FROM FORMING.

CASE WILL NOT BE SELF-ILLUMINATED.

DOOR SHALL CONTAIN A SHATTER-RESISTANT GLASS, ACRYLIC, OR POLYCARBONATE PANEL WITH A KEYED LOCK. DOOR SHALL BE CONNECTED TO THE CASE WITH FULL-LENGTH PIANO HINGE.



DISPLAY CASE
UPPER PANEL SHOWN; LOWER PANEL SIMILAR

NOTE:
DIMENSIONS SHOWN FOR PANELS AND DISPLAY CASES ARE NOMINAL. DISPLAY CASES MUST BE SELECTED TO FIT WITHIN FRAME STRUCTURE. VINYL ART PANELS MUST BE FABRICATED TO FIT WITHIN DISPLAY CASES.

The Noble Avenue Viaduct

est. 1936 • Guthrie, Oklahoma

Unique in Design

Thomas A. White, a bridge engineer with the Oklahoma State Highway Commission, developed the design to address the specific needs of this crossing.

Design Purpose

Carry Noble Avenue traffic and pedestrians safely over Cottonwood Creek and the railroad tracks.

Maintain vehicle access to the large ice plant and railroad tracks located on the east side of the creek.

Bridge Features

Features are typical of other bridges from that time period and were based on the standard plans from the Oklahoma Highway Commission.

The double deck design and steep vertical geometry is considered entirely unique to this bridge.

There are no other known bridges within Oklahoma to have a similar design.

The Bridge
since 2015

caption here

Opening Day

The bridge was dedicated with a parade and ceremony on March 17, 1936, with a reported 1,000 spectators crossing the bridge.

Invited dignitaries from the state and national level included the Chairman of the State Highway Commission, State Senators and Representatives, The Guthrie Mayor, and the State WPA Director.

“an important milestone in the civic development of the city.”

The Guthrie News Leader on the Bridge Dedication Day.

caption here

caption here

The First Bridge

The first bridge constructed over the creek was a timber trestle through truss bridge completed late in 1889.

caption here

This bridge was washed away within a few years and it is possible that several other trestles were also constructed and lost over the next 3-10 years.

The Noble Avenue Viaduct Bridge

The concrete double deck bridge was built in 1936. The initial plan was to use labor and funding from the Public Works Administration, but it was completed with the Works Progress Administration labor and funding. At the time of its demolition, it was the only known double deck bridge in Oklahoma.

The City of Guthrie and Logan County worked with the Oklahoma State Highway Commission, federal engineers, and the railway engineers to secure funding through the Public Works Administration's Grade Crossing Relief Program to construct a viaduct carrying Noble Avenue over Cottonwood Creek and the Santa Fe Railroad tracks.

The viaduct was a primary travel route over Cottonwood Creek; however, flooding events at the creek continued to wreak havoc on the bridge and the route, with road closures occurring several times annually due to water overtopping the bridge.

Ultimately, there was no way to save the historically significant bridge while still maintaining a safe passage for travelers over Cottonwood Creek.

Cottonwood Creek

The creek was an important body of water for the establishment of Guthrie. The location was prime because of its proximity to rail lines and a water source.

The creek provided advantages to the city, however it was also a major source of trouble for the community. Flooding events were common, and continue to present day. The flooding events not only wreaked havoc and inconvenience upon the townspeople, but they occasionally resulted in loss of life.

UPPER PANEL

Noble Avenue Viaduct Bridge Timeline

1889

The first crossing of the creek was with a single foot log and an enterprising young man charging a dime to walk across or fall in.

1889

A timber trestle bridge was constructed. Following many flood events, the bridge washed out.

1920

A steel truss bridge was constructed. This bridge was closed to traffic by 1920.

1936

Preparation for the double decker bridge begins. The bridge was completed in late 1936.

LOWER PANEL

8.17.2016

DAVID M. NEUHAUSER, P.E.
OKLA. REG. NO. 19980

DESIGN: CPY	SH-33 OVER COTTONWOOD CREEK	LOGAN COUNTY
DRAWN: CPY	HISTORICAL BRIDGE SIGNAGE DETAILS	
CHECKED: CPY		
APPRVD: CPY		
JOB PIECE NO. 21860(04)		SHEET 3 OF 3 SHEET NO. B082

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