



OKLAHOMA DEPARTMENT OF TRANSPORTATION

01-27-2011 @ 6:00pm

Catoosa Community Center
105 E. Oak St., Catoosa, OK

PUBLIC INVOLVEMENT MEETING

The Oklahoma Department of Transportation (ODOT) is preparing to replace the existing West-bound Bird Creek Bridge on S.H. 66 with a new, state of the art, facility with a carrying capacity of 45 tons and proper shoulder width.

PURPOSE OF THIS MEETING

The purpose of the meeting is to inform the public on the preferred alternative, proposed mitigation, and receive public comment.

PURPOSE OF THIS PROJECT

The purpose for this project is to improve safety, width and load carrying capacity of the bridge at this location.

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) proposes to replace the Bird Creek Bridge on Rt. 66 in Rogers County. The bridge is located on westbound SH-66, 3.5 miles north of I-44, northeast of Catoosa, Oklahoma. The existing bridge does not meet the current width, load, and safety standards that are required for the high traffic volume the bridge experiences and has been closed to traffic. The four lanes of traffic formerly carried by the two bridges have been shifted and narrowed to 2 lanes, 1 lane each direction, on the eastbound bridge.



QUESTIONS? COMMENTS?

If you have an questions or comments about the Oklahoma Department of Transportation's proposed project, please visit www.odot.org/meetings/other.php to fill out an official comment form, or send an email to environment@odot.org for any questions you might have.

ROAD CLOSURE AND EMERGENCY DETOUR

In December of 2010, the Oklahoma Transportation Commission approved an emergency project to build crossovers before & after the bridges to divert all traffic from the West-bound Bridge to the East-bound Bridge & close the West-bound Bird Creek Bridge to traffic due to it's unsafe nature. This situation provides only one-lane access in each direction across Bird Creek at 35 MPH.



FACILITY INFORMATION

- Current bridge was built in 1936 as part of a realignment of the original Route 66.
- Current Average Daily Traffic (ADT) is approx. 9,500 vehicles a day in each direction with an estimated rise in ADT to 12,800 vehicles a day by 2035.
- Bridge has been rated as "Structurally Deficient" and is closed to traffic.
- Bridge Driving lanes of 24' (2x12') and has limited to no shoulders.
- Bridge has logged more than 40 emergency repairs to holes in the bridge deck or to problems with the truss structure in the past two years (2010: 9 emergency bridge deck repairs, 27 pothole repairs).

MITIGATION

Because of the historic nature of the twin bridges, special care will be taken to help preserve both the historic nature of the 1936 Bird Creek Bridge as well as the historic setting of the 1956 Bird Creek Bridge by following guidelines established in a Memorandum of Agreement (MOA) including:

1. The Department will commit to establishment of a Programmatic Agreement (PA) with the Oklahoma State Historic Preservation Office (SHPO) outlining a statewide approach to highway improvement projects on the Historic Route 66 corridor and preservation strategies regarding ODOT owned Route 66 associated Historic Properties.
2. The Department will relocate at least one, and possibly two of the main through truss spans to Rogers Point Park. At least one of these trusses will be installed along the east entry to the park. The floor beams and deck will be removed and the truss will be set on ground piers and stabilized. Visitors may then drive through the truss when entering or exiting the east entry of the park. This retains some of the feel of driving through the Historic truss, retains some degree of locational integrity as the span would be located very near its original location, and preserves the main engineering attributes of the through truss. If two trusses can be moved, the second could be placed adjacent to and parallel with the truss on the entry and thus commemorate the Twin or Sister bridges. Regardless of whether one or two trusses are moved, an interpretive kiosk or panel will be installed next to the truss presenting the history of the bridge and its Sister bridge. This measure is subject to, and contingent upon approval by the City of Catoosa.
3. The Department will produce, or cause to produce a video documentary of the history of the Sister Bridges.
4. The Department will conduct Historic American Engineering Record (HAER) Level II documentation of the 1936 bridge as well as the existing setting of both historic bridges.

HISTORIC NATURE

The Bird Creek Bridge was originally built in 1936 as part of a re-alignment of the original Route 66, moving the "Mother Road" from it's original alignment just to the West. As of 2007, the bridge has been considered eligible by the National Register of Historic Places after receiving recommendation in 2002.

PREFERRED ALTERNATIVE

During the last Public Meeting that was held in April 2010, ODOT asked the local community to comment on any environmental constraints they might have knowledge about as well as nine (9) Construction Alternatives, which included:

1. No Build - Do nothing to the current facility
2. Rehabilitate the current facility
3. Re-route traffic to other state highways
4. Construct new bridge offset to East (70' or 120')
5. Construct new bridge offset to West (50' or 70' or 120')
6. Replace with a new Concrete Beam Bridge on existing alignment
7. Replace with a new Steel Plate Beam Bridge on existing alignment

ODOT has since taken your comments as well as other information and has made the determination that **Option 7** would be the preferred and most prudent construction alternative. This alternative requires no new right-of-way from Rogers Point Park, has no impacts to surrounding commercial properties, and presents the least overall harm.