

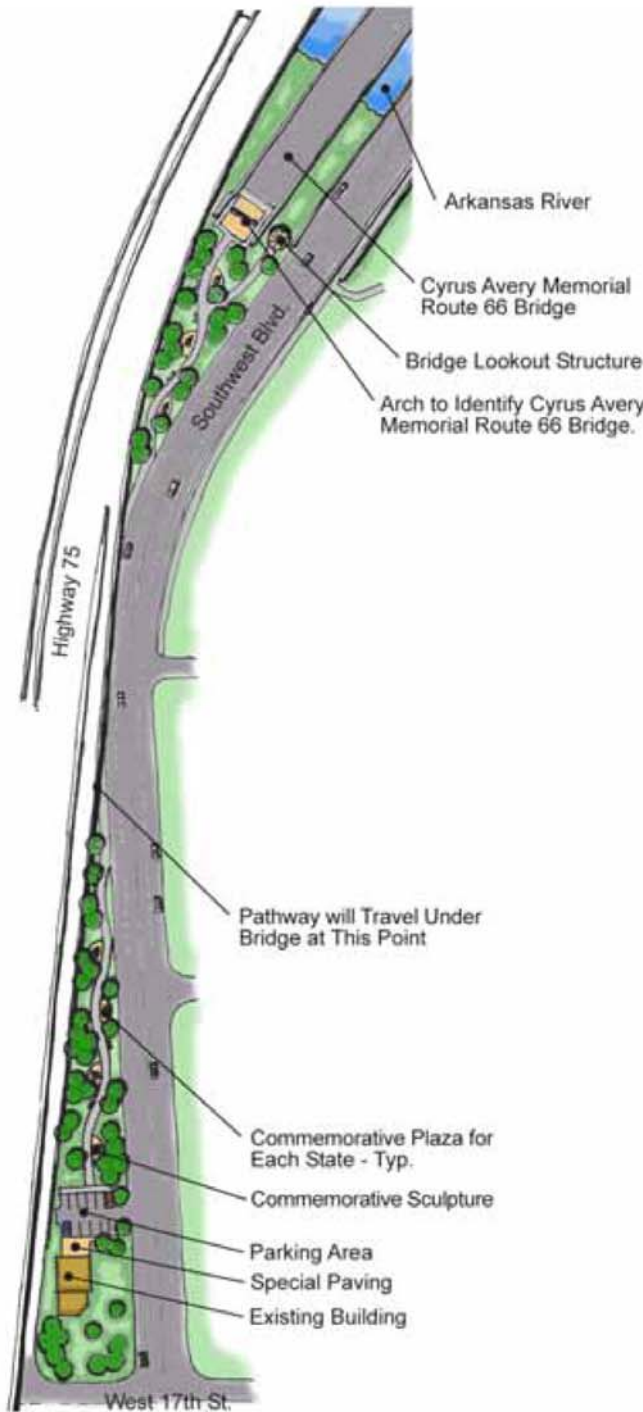
Avery Park Southwest is designed to include eight plaza areas representing the eight states through which Route 66 travels.

Avery Park Southwest

Avery Park Southwest is located on the southwest side of Cyrus Avery Route 66 Memorial Bridge. Avery Park Southwest is designed to include eight plaza areas representing the eight states through which Route 66 travels. To commemorate each of the states, an artifact from each state will be placed in one of the plaza areas.

The terminating ends of the pathway are a plaza area at the parking lot to the southwest and Cyrus Avery Memorial Route 66 Bridge to the northeast. The plaza area near the bridge is the same design that will occur at the northeast corner of the bridge in Cyrus Avery Centennial Plaza. Also, incorporated into the design is a lookout structure to view the interesting deco style architecture the Cyrus Avery Route 66 Memorial Bridge has to offer. An image of the conceptual design for Avery Park Southwest is shown here.

Like its counterpart on the other end of the bridge (the Cyrus Avery Centennial Plaza), Avery Park Southwest will be designed to connect to the existing trail system developed by the River Parks Authority.



Avery Park Southwest Conceptual Design

Cyrus Avery Route 66 Memorial Bridge

Cyrus Avery Memorial Route 66 Bridge is listed on the National Register of Historic Places and abuts ODOT property. Therefore, use of federal funds to rehabilitate the bridge will require SHPO participation. In 2009, \$650,000 in local resources was expended to stabilize the deck and piers, replace missing concrete rails, install thematic lighting and secure the approaches with ornamental wrought iron.

Budgetary cost estimate in 2006 dollars for:

- River Parks trail connection extension under Cyrus Avery Route 66 Memorial Bridge and Southwest Boulevard bridge; (preliminary concept complete): no cost estimates
- Cyrus Avery Route 66 Memorial Bridge full rehabilitation: \$15,000,000

The bridge consists of two separate structures joined by a common deck. The two bridges are comprised of 18 spandrels. The upstream bridge was constructed in 1916; the downstream bridge was constructed in 1932. An extensive professional engineering analysis of both structures was completed in 2006.

Constraints to in the bridges' viability include:

- Water from the Arkansas River was used to mix concrete for construction; elements in the water could be problematic to the long term cohesion
- Salt used on decking during inclement weather increased severe deterioration resulting in holes through the surface and under-decking
- Decking and rails were constructed as a unit; to replace the deck entails removing the rails
- Some scouring has occurred on the piers. However, it is believed this occurred primarily before the Keystone Dam was constructed.

Heritage tourism is on the rise, particularly in Oklahoma which has one of the most diverse ecosystems in the country. Tulsa as a heritage region is increasing its stature. Miami, Claremore, Catoosa, Stroud and Arcadia all have prominent Route 66 attractions. Route 66 is now a statewide Oklahoma Scenic Byway. In addition, eastern Oklahoma boasts of six other Scenic Byways: Osage National Heritage Trail; Talimena Drive; Wichita Mountains; Cherokee Hills; Mountain Gateway and Mountain Pass.

Tulsa resources allocated to commemorate and revitalize historic Route 66 already exceed \$21,000,000

Tulsa River Parks Authority manages more than 50 miles of trails along the banks of the Arkansas River. Amenities for biking, jogging, low impact recreation accent the trail and plans were announced in the spring of 2009 to add a thematic restaurant. Future plans include commercial and residential development of the river's west bank.