



6100 South Yale
Suite 1300
Tulsa, OK 74136
TEL 918.250.5922
FAX 918.858.0107
www.GarverUSA.com

US-70 over Lake Texoma – Stakeholder Meeting

Mtg Date: March 23, 2023

To: Attendees

From: Garver

RE: Bryan JP 33873(04) US-70 over Lake Texoma (Roosevelt Bridge) – Stakeholder Meeting

Attendees

Anthony Echelle, ODOT District 2 Engineer
Anjie King, ODOT Project Manager, District 2
Justin Hernandez, ODOT Bridge Engineer
Jason Giebler, ODOT Bridge Division
David Saulsberry, ODOT Assistant Environmental Programs Division Manager
Joe Brutsche, ODOT Environmental Programs Division Manager
Kathy Koon, ODOT Environmental Project Manager, District 2
Leslie Novotny, ODOT Environmental Programs Supervisor
Scott Sundermeyer, ODOT Environmental Programs Division (Cultural Resources)
Greg Maggard, ODOT Environmental Programs Division (Cultural Resources)
Cari Foster, ODOT Environmental Programs Division (Cultural Resources)
Rhonda Fair, ODOT Tribal Liaison
Jenny Droscher, ODOT Environmental Program Division (Public Involvement Officer)
Jared Bechtol, ODOT Environmental Programs Division (Section 404 Permit Coordinator)
Bo Ellis, Chickasaw Nation Roads Program
Terry Holman, Chickasaw Nation Roads Program
Phillip Cravatt, Chickasaw Nation Environmental Programs
Jackson Stuteville, Choctaw Nation Government Relations
Craig Dishman, Director, Oklahoma State Parks
Carrie Rush, Oklahoma State Parks
Richard Keithley, Oklahoma State Parks
Lynda Ozan, Deputy SHPO
Kristina Wyckoff, Oklahoma Historical Society
Kary Stackelbeck, State Archeologist
Deb Green, Oklahoma Archaeological Survey
Karen Orton, FHWA Oklahoma Division
Marcus Ware, USACE Tulsa District, Regulatory Branch (ODOT Liaison)
Stacy Dunkin, USACE Tulsa District Biologist
Jake Ellison, USACE Lake Texoma Lake Manager
James Vincent, USACE Lake Texoma Biologist
Cindy Buchanan, USACE Lake Texoma Real Estate

Justin Anderson, USACE Lake Texoma Real Estate
Mike Margolis, USACE Archaeologist
Ryan Chapman, PointeVista
Grant Speakes, PointeVista
Shawn Wiley, PointeVista
Mark Fischer, PointeVista
Brandi Burkhalter, Lake Texoma Association
Janet Reed, Durant Chamber of Commerce
Jenny Sallee, Garver
Matthew Youngblood, Garver
Kirsten McCullough, Garver
Cody Burnett, Garver
Marc Flusche, Garver

1. Welcome and Introductions
 - 1.1. Kirsten McCullough opened the meeting and welcomed everyone. Kirsten introduced Anthony Echelle, who emphasized the importance of the project and the cost.
 - 1.2. Matthew Youngblood and Kirsten McCullough of Garver gave a presentation. A copy of the presentation is included as **Attachment A**.
2. Presentation
 - 2.1. Purpose of the Meeting
 - 2.2. Purpose of the Project
 - 2.3. Existing Conditions (updates since last meeting)
 - 2.4. Section 4(f) Alternatives
 - 2.4.1. Do Nothing
 - 2.4.2. Rehabilitation (with and without widening)
 - 2.4.3. One-way Pair
 - 2.4.4. Bicycle/Pedestrian facility
 - 2.4.5. Monument
 - 2.5. Replacement Alternatives
 - 2.5.1. North and South Offsets
 - 2.5.1.1. New South Alignment
 - 2.6. Timeline and Next Steps
 - 2.7. Q&A
3. Question & Answer
 - 3.1. Mr. Fischer: Where do we go from here? Who makes the final decision on the alternatives? *FHWA makes the final decision on whether the Section 4(f) alternatives are prudent and feasible, based on input from ODOT and the other stakeholders. ODOT will select their preferred alternative after the Section 4(f) decision is made.*
 - 3.2. Mr. Fischer: What are the relative impacts of the various factors considered? Is it mostly cost? *Cost is important, including up front and long-term costs. Other factors are also considered.*
 - 3.3. Mr. Keithley: The high cost of the detour is surprising. Speaking from someone who lives in Marshall County that would be a considerable impact.

- 3.4. Ms. Reed: Is 2029 the estimated start date? *ODOT has some due diligence to perform which is what we are doing now. We would like to start sooner, but not all the funding has been identified. 2029 is a placeholder in the 8 Year Work Plan. This project represents approximately two years of the entire budget for ODOT District 2.*
- 3.5. Mr. Fischer: Appreciate ODOT's transparency and including us.
- 3.6. Mr. Keithley: If the existing bridge is left in place for pedestrians, how would people access it? Would there be connections, parking areas? *Details of the pedestrian option have not been worked out. If this alternative is selected, then those details would be investigated. One of the biggest questions about this alternative is who would maintain the existing bridge.*
- 3.7. Mr. Fischer: What does it mean to put the bridge up for adoption? *ODOT makes the bridge available for an individual or entity to assume ownership and maintenance. Examples include a private owner that took over maintenance of an existing bridge in place. There was a smaller truss in Tulsa County that was moved for a new owner. Moving trusses is a lot of effort.*
- 3.8. Mr. Fischer: Could the "monument" option include use as a fishing pier? *That is something that could be investigated. That is the kind of feedback ODOT would like.*
- 3.9. Mr. Ellison: The USACE is not interested in assuming maintenance for the existing bridge. There is a concern about maintenance to make sure it stays safe. *ODOT appreciates this feedback. The issue of maintenance does factor into the Section 4(f) prudent and feasible decision.*
- 3.10. Mr. Ellison: The USACE appreciates the discussion of compensatory storage and would like to see a zero net fill in the flood pool.
- 3.11. Mr. Ellison: Are there no alternatives to replace the existing bridge completely? *Yes, the offset and new alignment alternatives discussed at the end of the presentation assume that the existing bridge would be removed.*
- 3.12. Mr. Ellison: USACE would like to be kept informed on the future use of the existing bridge.
- 3.13. Mr. Ellison: Will utilities on the existing bridge be moved to the new bridge? *Those questions have not been answered yet. The OG&E line is a big question since it is physically part of the existing bridge structure. There are still a lot of unknowns.*
- 3.14. Ms. Burkhalter: The pedestrian bridge/fishing pier could be a good thing from a tourism perspective. Often the Lake Texoma Association is asked where people can fish if they don't have a boat. Would be great if the existing bridge could be maintained. Maybe a pay to park fee would help towards maintenance. *ODOT appreciates this feedback. Maintenance on this bridge is not an insignificant cost. A recent repair job to avoid load posting cost \$1 million. Anything that is done is a major undertaking due to the size of the bridge.*
- 3.15. Ms. Burkhalter: Is moving the bridge even an option given it is historic? *It can be considered a measure to minimize harm to the bridge. Even though the project might still have an adverse effect to the bridge.*
- 3.16. ODOT requested feedback from the preservation folks.
- 3.17. Mr. Ellison: USACE appreciates the opportunity to work with ODOT – we understand the need to fix the bridge. We will work with ODOT to get the appropriate easement. None of the offsets seem to affect much more USACE property – appreciate ODOT looking at that.

Send feedback to: Kirsten McCullough, Garver
6100 S. Yale Avenue, Suite 1300
Tulsa, OK 74136
Phone: 918-858-3799, Fax: 918-858-0107
Email: kjmccullough@garverusa.com



OKLAHOMA
Transportation



Stakeholder Meeting US-70 over Lake Texoma

March 23, 2023

Attendees

- Oklahoma Department of Transportation (ODOT)
- State Legislators
- Chickasaw Nation
- Choctaw Nation
- US Army Corps of Engineers (USACE)
- Oklahoma Dept of Tourism and Recreation
- Oklahoma Historical Society
- Oklahoma Archeological Survey
- Lake Texoma Association
- Durant Chamber of Commerce
- PointeVista

- Garver

Project Contacts

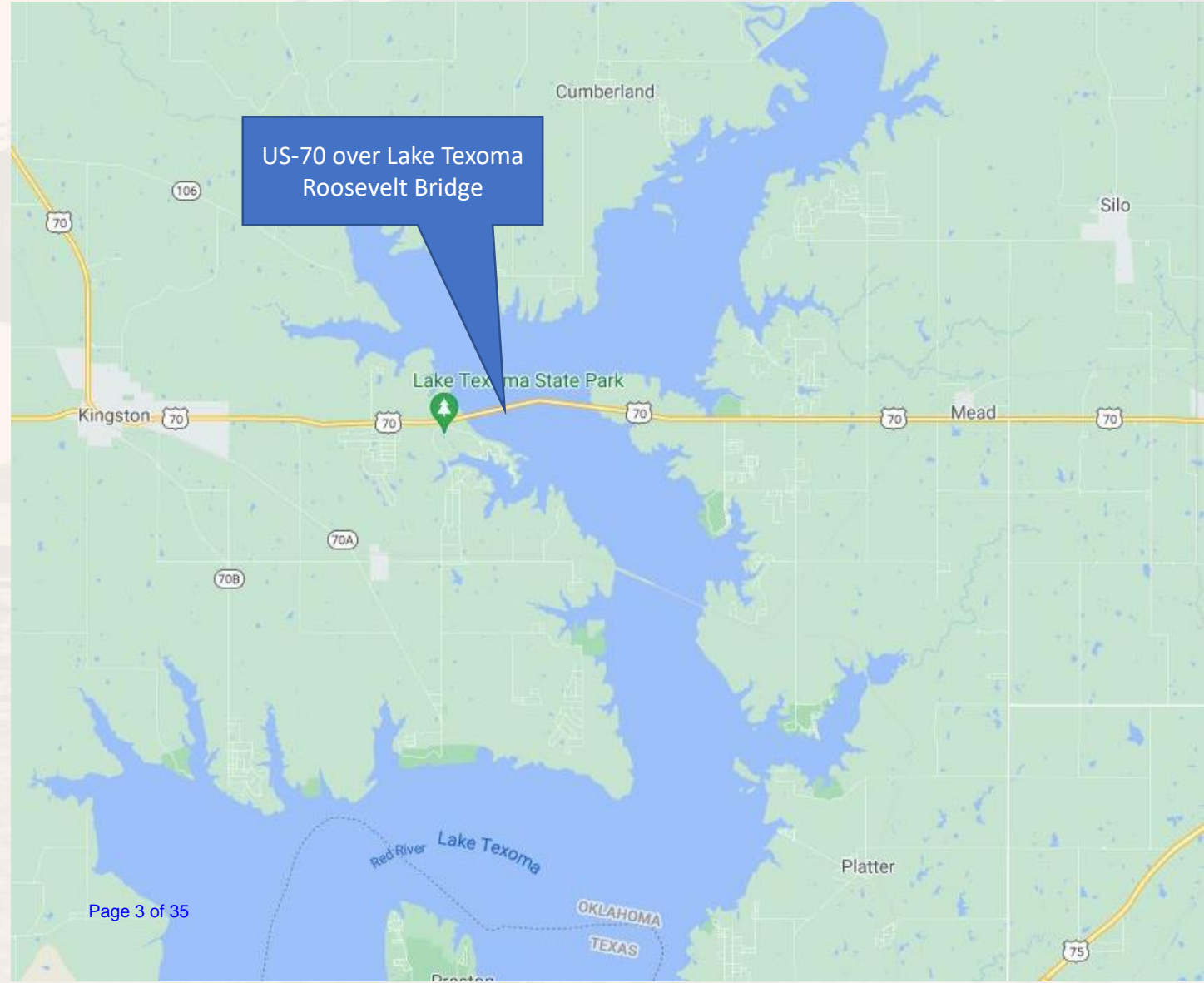
Anjie King
Project Manager - District 2
Oklahoma Department of Transportation
200 NE 21st Street
Oklahoma City, OK 73105
AKing@ODOT.ORG

Kirsten McCullough
Environmental Project Manager
Garver
6100 South Yale Avenue, Suite 1300
Tulsa, OK 74136
(918) 858-3799
KJMcCullough@GarverUSA.com

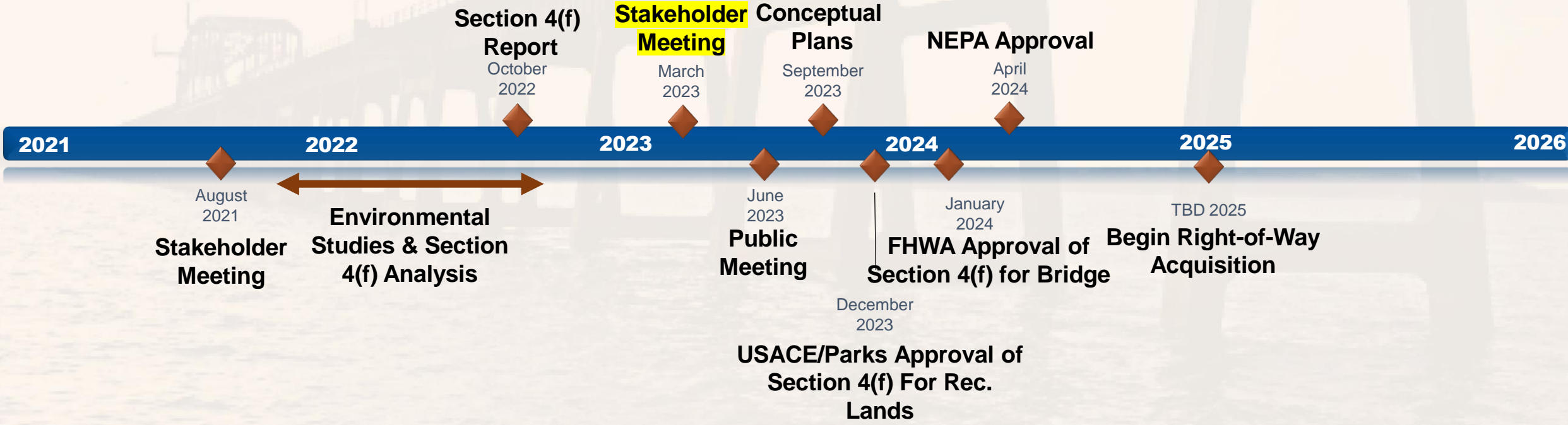
Purpose of the Meeting

Meeting Objectives

- Update Stakeholders on Project Status
- Present Section 4(f) Alternatives Analysis Findings
- Present Overview of Replacement Alternatives
- Obtain Stakeholder Input



Project Timeline



Construction is currently programmed for 2029
(Not fully funded)

Presentation Outline

- Need for the Project
- Existing Conditions
- Section 4(f) Alternatives
- Replacement Alternatives
- Next Steps



Bridge Deficiencies

- Bridge is currently at risk for becoming structurally deficient
 - Deck
 - Floor Beams
 - Railing
- Deck is narrow (24') with no shoulders
- Truss vertical clearance is substandard



Collision History

- 52 Total Collisions; 4 Fatalities
- Statewide Rate Comparison
 - 3% higher total crash (25% higher just on bridge)
 - 130% higher fatal crash rate
- Collision Hot Spots:
 - State Park Road Intersection
 - West approach to Bridge
 - Truss/East Approach to Bridge
 - Willow Springs Drive Intersection

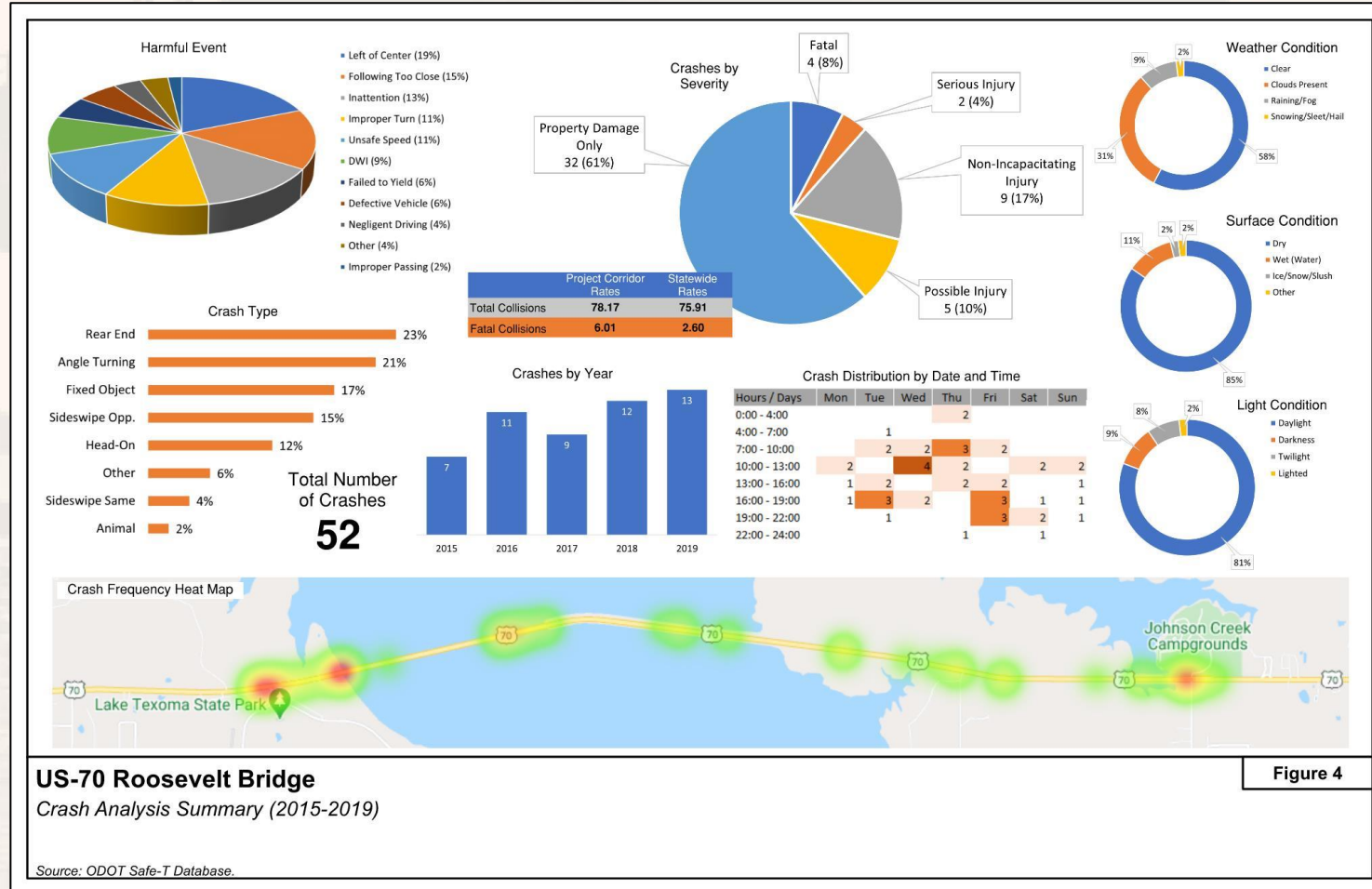
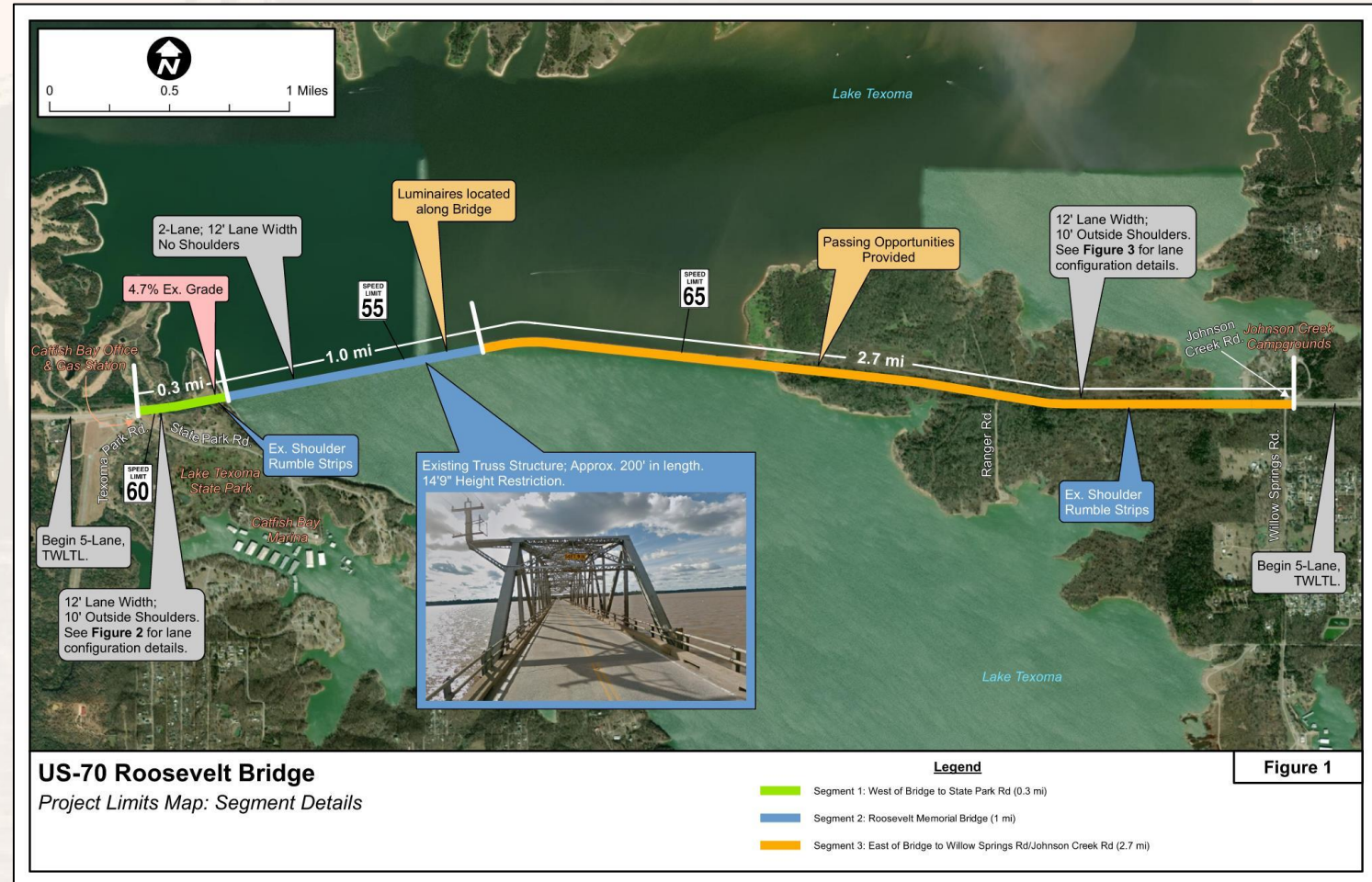


Figure 4

Roadway Deficiencies

- No shoulders, median, or rumble strips on bridge
- Steep existing grade (4.7%) west of bridge
- Limited Intersection Sight Distance and Minimal Lighting
- Lane Drops to East and West
- Access Management Needs at Gas Station
- Preliminary Traffic Analysis Indicates the Need for Four Lanes





Need for the Project

Bridge Level of Service (LOS) Results

Traffic Volumes

- 2021: 8,500 vehicles per day
- 2050: 12,200 vehicles per day (background)
- 2050: 27,000 vehicles per day (w/ Development)

No-Build (Existing)

- Two 12'-0" Lanes
- No Shoulders
- No Median

Build

- Four 12'-0" Lanes
- 10'-0" Shoulders

Scenario	Level of Service Results	
	No-Build	Build
2021	C	A
2050 (background growth only)	D	A
2050 (with Development)	E	B

Purpose and Need for the Project

Purpose: *Provide a safe crossing along US-70 over Lake Texoma that accommodates current and future traffic demand.*

Need: *Bridge is at-risk of becoming structurally deficient and has a sub-standard roadway width and insufficient vertical clearance at the truss span.*

Specific Corrections:

- Provide structural capacity meeting latest AASHTO loading conditions
- Provide a crash-worthy bridge rail
- Provide 16'-9" vertical clearance
- Provide adequate roadway & shoulder width for the anticipated traffic demand

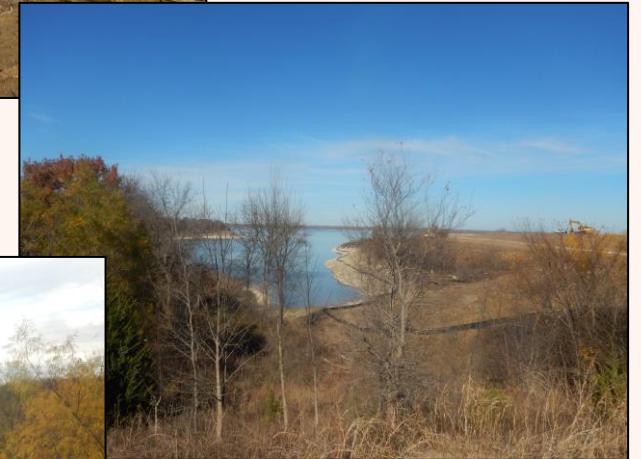


Existing Conditions



Environmental Constraints

- Cultural Resources – ODOT did not identify any significant historic resources beyond the bridge.
- Underwater archaeological sites may need to be investigated further.
- Biological Resources – plan notes will be included to minimize impacts to:
 - American Burying Beetle
 - Whooping Crane
 - Bald Eagle
 - Migratory Birds
- Lake Texoma, wetlands and streams subject to Section 404 permitting
- USACE land subject to Section 4(f) protections



History and Significance of Existing Bridge

- History
 - Warren through-truss with polygonal top chord
 - Construction completed in 1945 by USACE
 - Previously determined eligible for listing in the National Register of Historic Places (Criterion C)
 - Property boundary– 87 spans and original pipe railing to furthest extent.
- Significance/Integrity
 - Only known vehicular example of its type in Oklahoma (Criterion C)
 - Associated with water impoundment and creation of dams and lakes across Oklahoma, and creation of Lake Texoma specifically (Criterion A)
 - Received concurrence with SHPO on boundary and character defining features in May 2021



Historic Significance and Section 4(f)

- FHWA Programmatic Section 4(f) Evaluation
- Alternative Analysis – alternatives that do not affect historic integrity
 - Alternative 1 – Do Nothing
 - Alternative 2 – Rehabilitation (with and without widening)
 - Alternative 3 – One-Way Pair (with and without widening)
 - Alternative 4 – Pedestrian/Bicycle Bridge
 - Alternative 5 – Monument
- Replacement considered only if these are not prudent and feasible
- ODOT made bridge available for adoption in August 2022

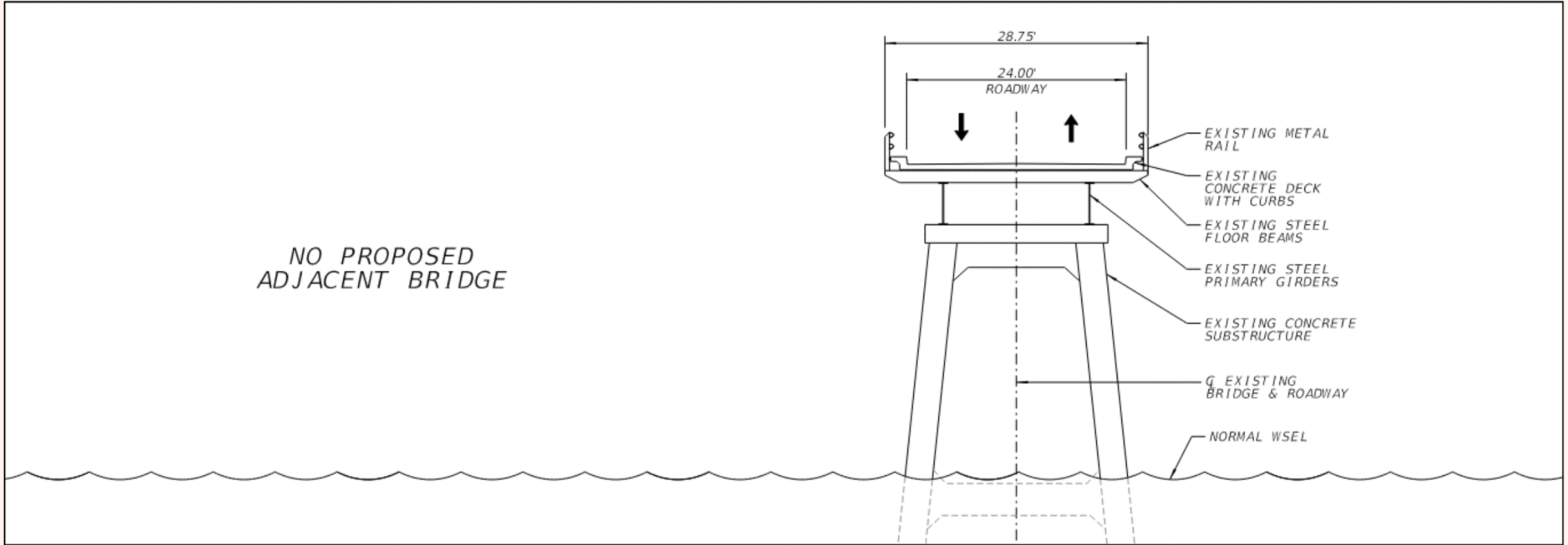


Alternatives Analysis

Alternative 1 – Do Nothing		No Use
Alternative 2A – Rehab (No Widen)		
Alternative 3A – One-Way Pair (No Widen)		
Alternative 4 – Pedestrian/Bicycle Only		
Alternative 5 – Monument Only		
Alternative 2B – Rehab (Widen)		Use
Alternative 3B – One-Way Pair (Widen)		

Alternative 6 – Replacement [NOT IN THE SECTION 4(F) DESIGN ANALYSIS REPORT]

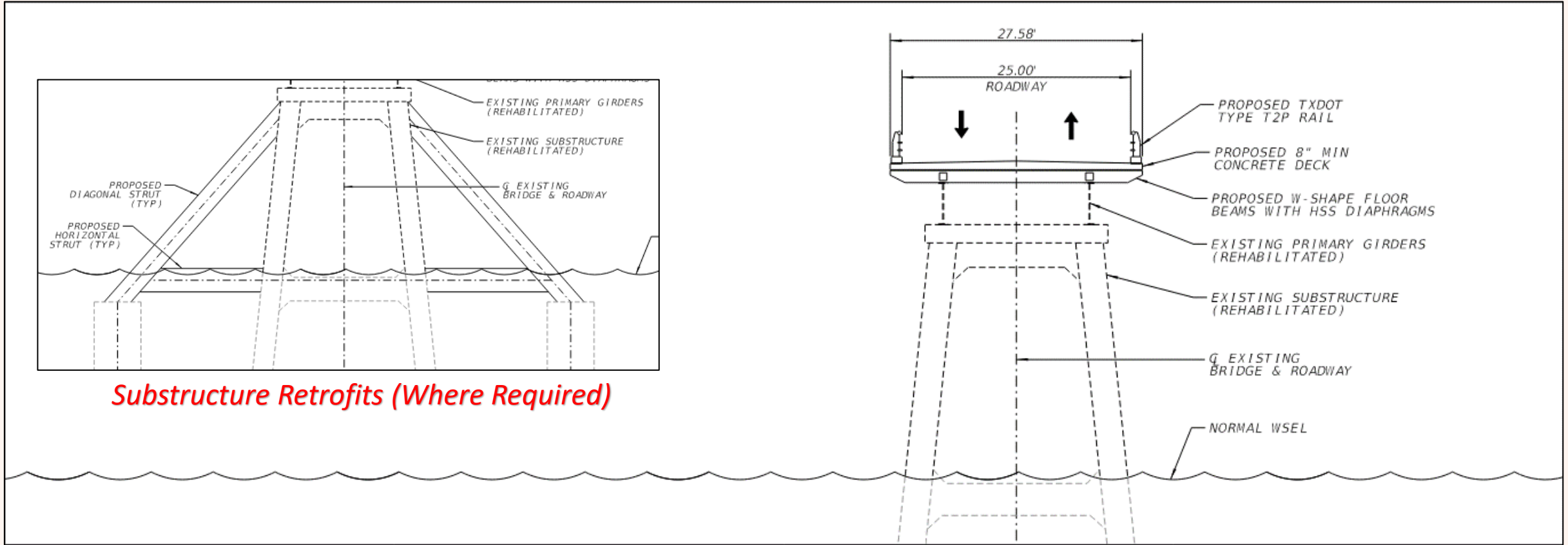
Alternative 1 – Do Nothing



[Report Pages 41-47]

Meets Purpose & Need: NO

Alternative 2A – Rehab (No Widen)

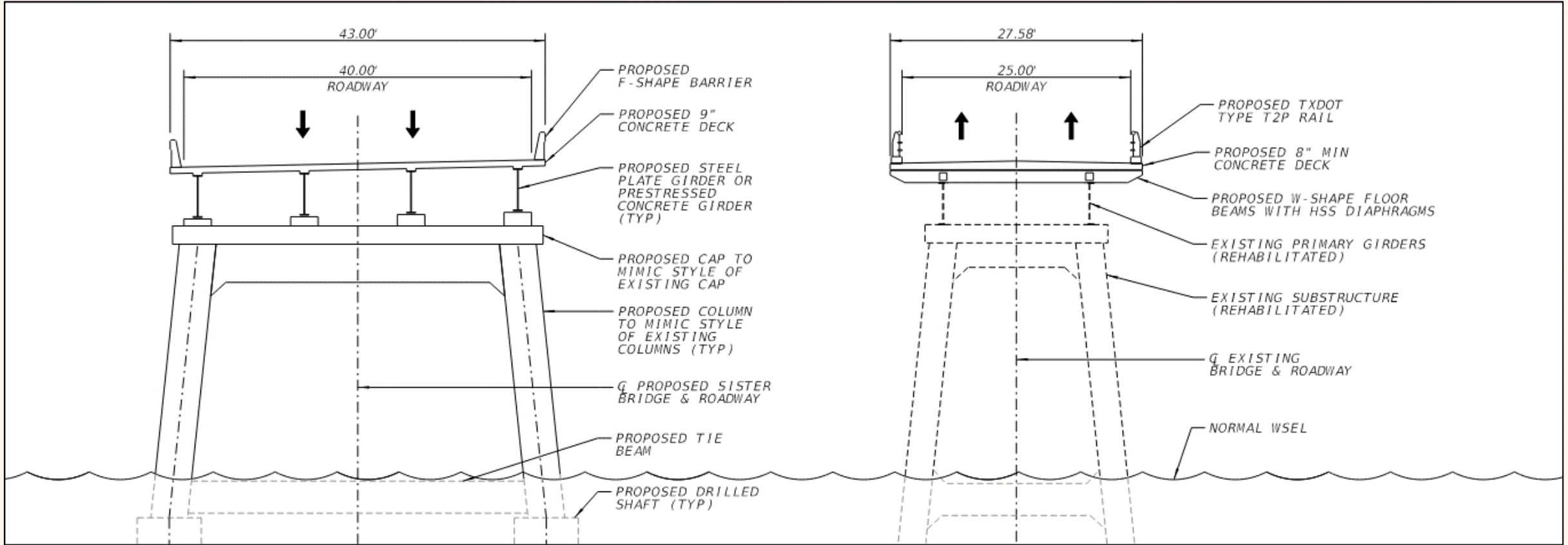


Substructure Retrofits (Where Required)

[Report Pages 48-51]

Meets Purpose & Need: NO

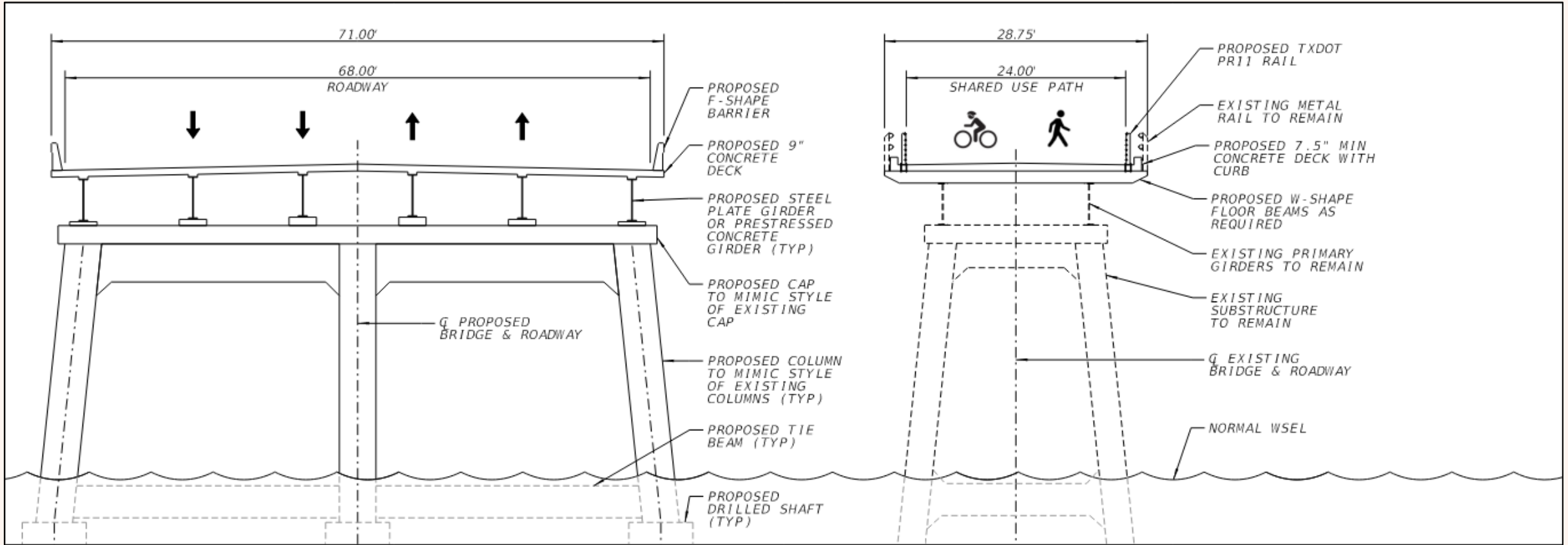
Alternative 3A – One-Way Pair (No Widen)



[Report Pages 52-54]

Meets Purpose & Need: **PARTIALLY**

Alternative 4 – Pedestrian/Bicycle Only

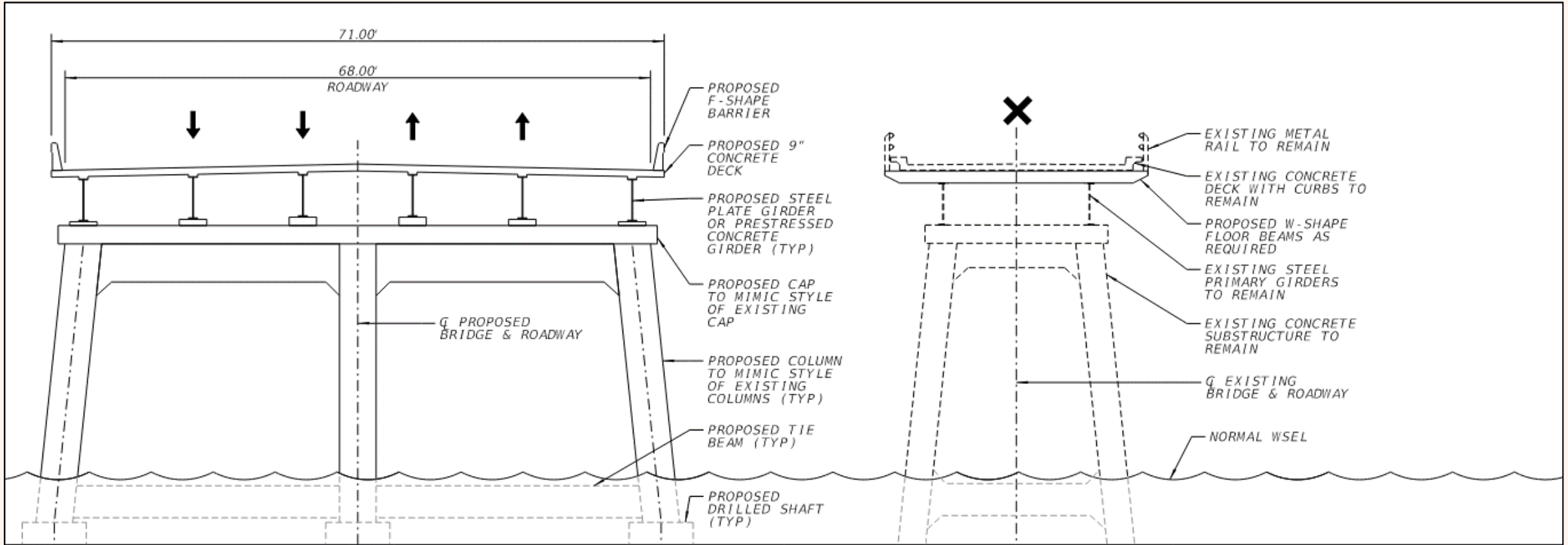


[Report Pages 55-61]

Meets Purpose & Need: YES

Alternative Summaries

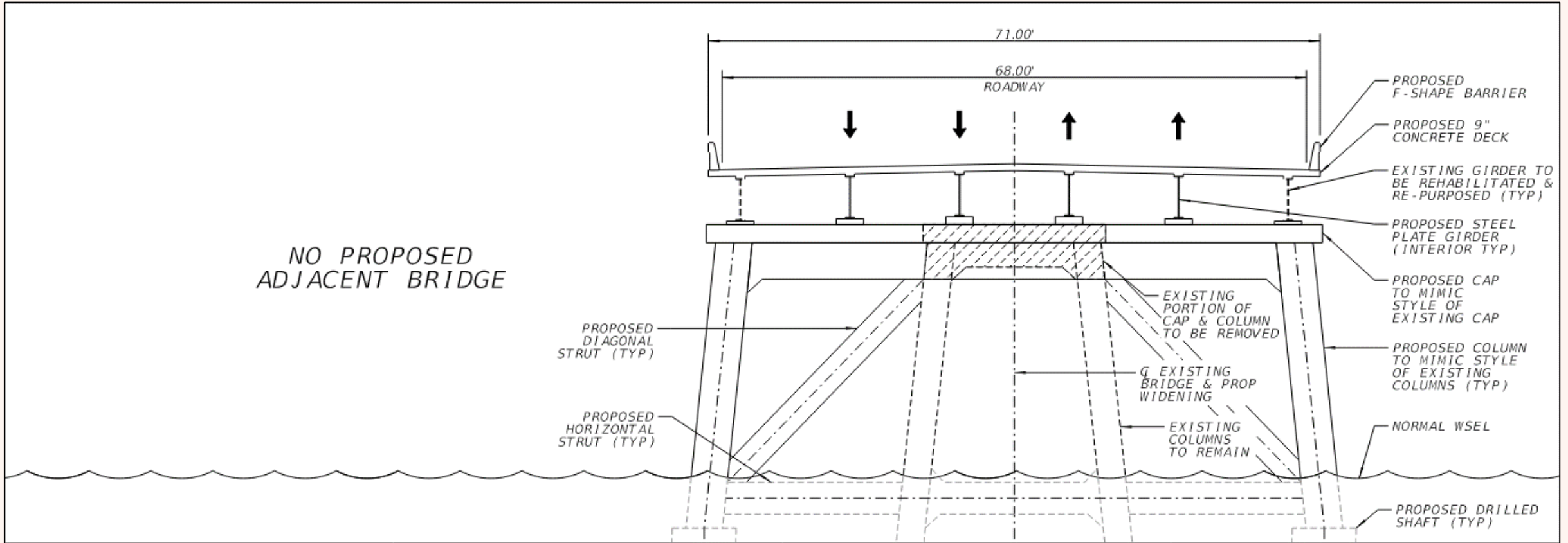
Alternative 5 – Monument Only



[Report Pages 62-66]

Meets Purpose & Need: YES

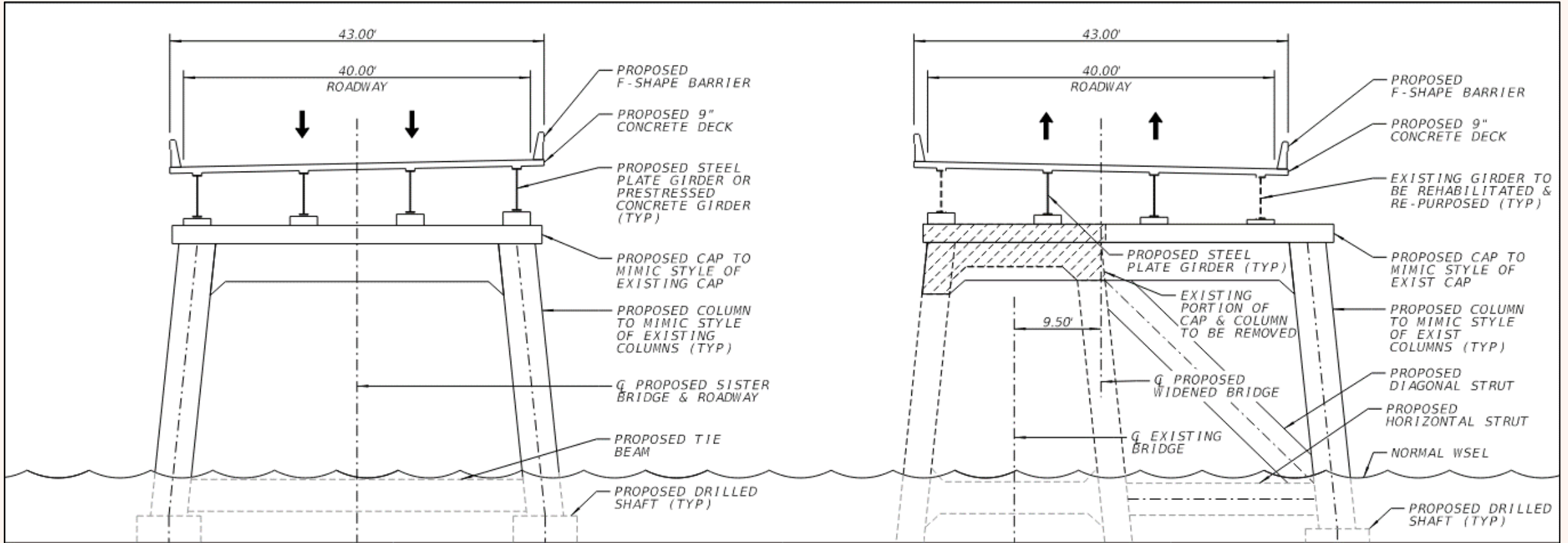
Alternative 2B – Rehab (Widen)



[Report Pages 67-69]

Meets Purpose & Need: YES

Alternative 3B – One-Way Pair (Widen)



[Report Pages 70-72]

Meets Purpose & Need: YES

Alternative Summaries

Alternative Analysis					Existing Bridge Rehabilitations Required									
Alternatives	Existing Bridge Section Width	Total Traffic Lanes Accommodated	No Use or Use	Existing Superstructure					Existing Substructure					
				Bridge Rail	Concrete Deck	Steel Floor Beams	Steel Primary Girders	Steel Truss	Concrete Caps	Concrete Columns	Concrete Piers	Concrete Abutments		
ALT 1	Do Nothing	No Change 2 Lanes No Shoulders	2	No Use	No Retrofit	No Retrofit	No Retrofit	No Retrofit	No Retrofit	No Retrofit	No Retrofit	No Retrofit	No Retrofit	No Retrofit
ALT 2 (Option A)	Rehab (No Widen)	No Change 2 Lanes No Shoulders	2	No Use	Replace	Replace	Replace	Major Retrofit	Minor Retrofit	No Retrofit	Moderate Retrofit	No Retrofit	No Retrofit	No Retrofit
ALT 3 (Option A)	One-Way Pair Rehab (No Widen)	No Change 2 Lanes No Shoulders	4	No Use	Replace	Replace	Replace	Major Retrofit	Minor Retrofit	No Retrofit	Moderate Retrofit	No Retrofit	No Retrofit	No Retrofit
ALT 4	Pedestrian/Bicycle	No Change (Shared Use Path)	4	No Use	Replace	Replace	Minor Retrofit	No Retrofit	No Retrofit	No Retrofit	Moderate Retrofit	No Retrofit	No Retrofit	No Retrofit
ALT 5	Monument	No Change (Not Used)	4	No Use	No Retrofit	No Retrofit	Minor Retrofit	No Retrofit	No Retrofit	No Retrofit	Moderate Retrofit	No Retrofit	No Retrofit	No Retrofit
ALT 2 (Option B)	Rehab (Widen)	Widened 4 Lanes With Shoulders	4	Use	Replace	Replace	Remove	Minor Retrofit	Major Retrofit	Replace	Major Retrofit	No Retrofit	Minor Retrofit	Minor Retrofit
ALT 3 (Option B)	One-Way Pair Rehab (Widen)	Widened 2 Lanes With Shoulders	4	Use	Replace	Replace	Remove	Minor Retrofit	Major Retrofit	Replace	Major Retrofit	No Retrofit	Minor Retrofit	Minor Retrofit

Overall Level of Retrofit

None

Major

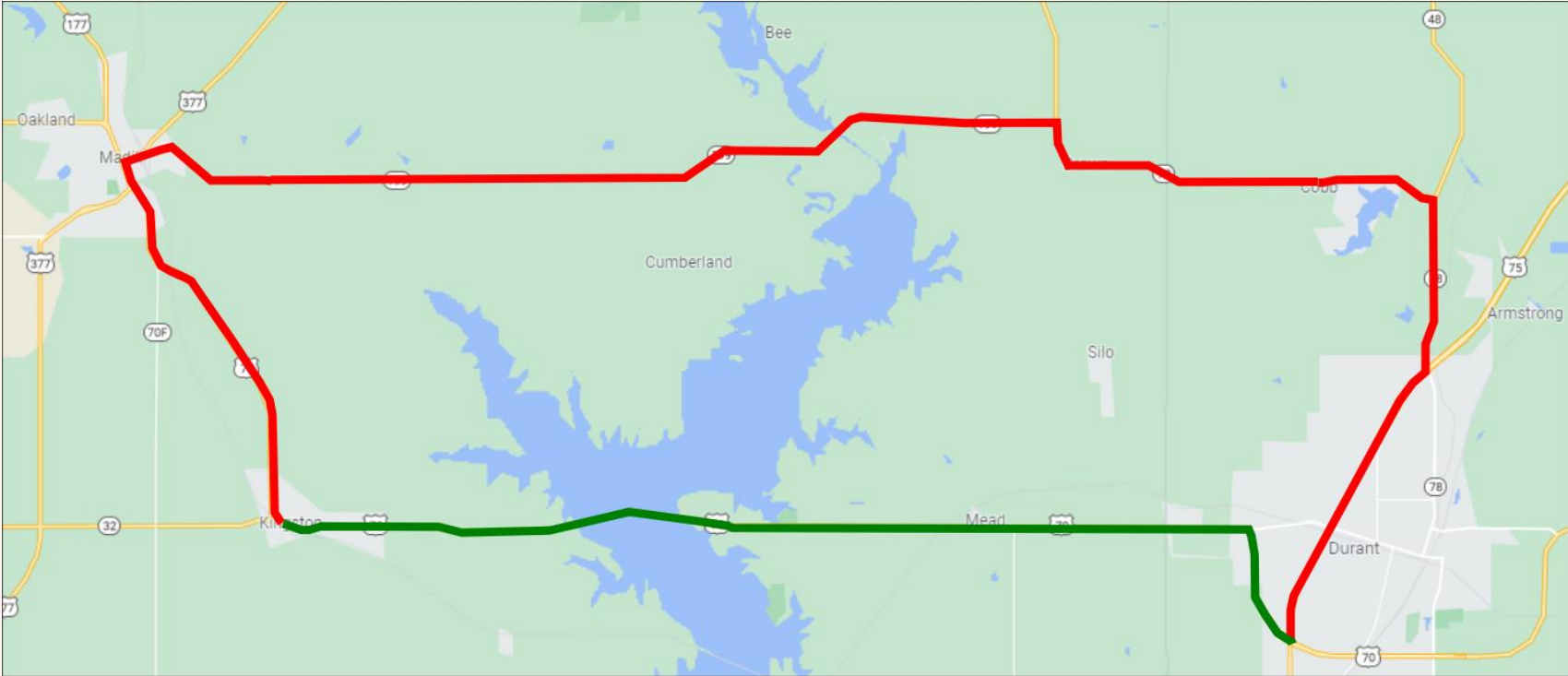
Moderate

Minor

Major (Significant Change)

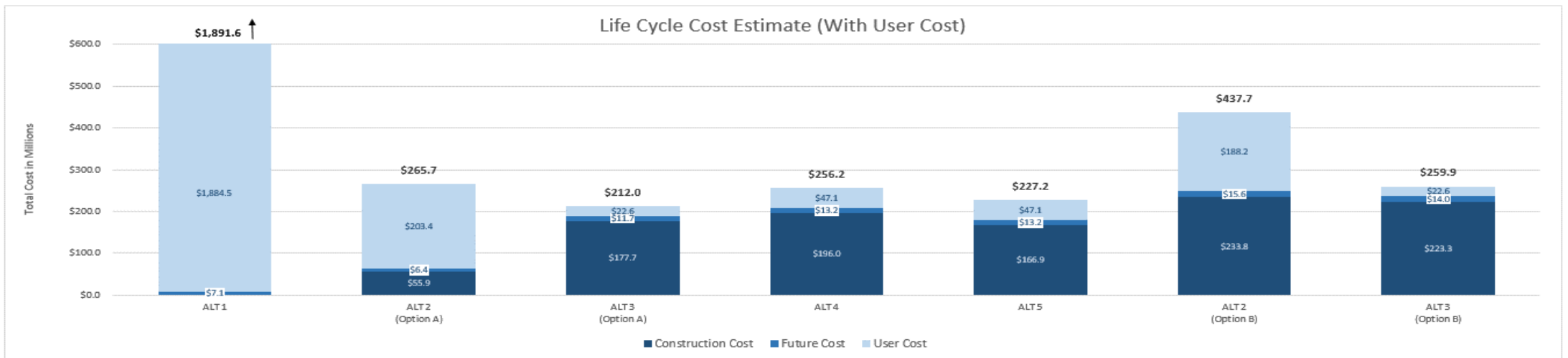
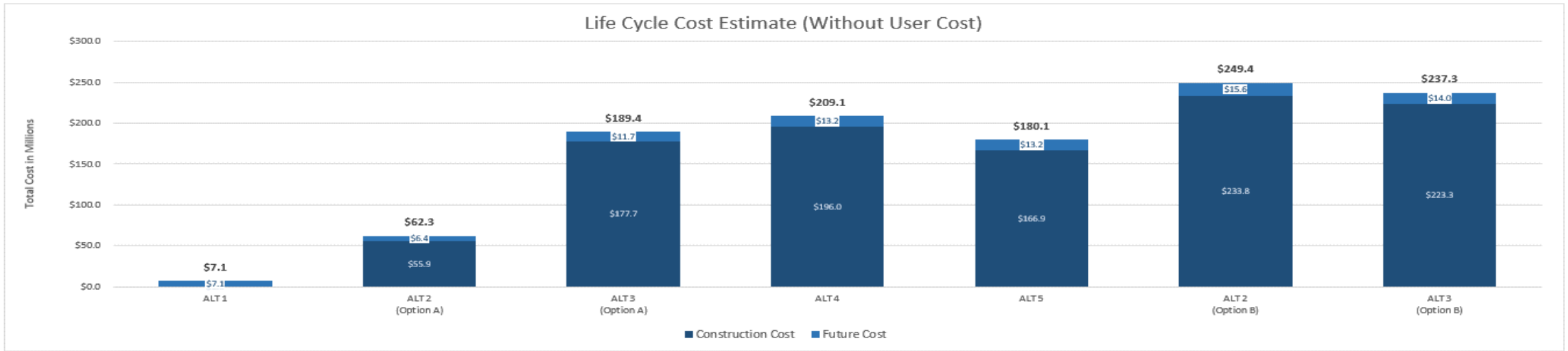
Section 7 – Alternatives Cost Estimate

Detour



- Green: Normal Route
- Red: Required Detour
- 39.1 Miles
- Alternatives 2A & 2B (rehab existing bridge in place)

Alternatives Cost Estimate



Summary

Alternative Analysis					Meets Project Purpose & Need	Operational & Safety Risk	Social, Economic, & Environmental Risk	Community Disruption	Construction & Future Cost **	Life Cycle Cost ***
Alternatives	Existing Bridge Section Width	Total Traffic Lanes *	No Use or Use							
ALT 1	Do Nothing	No Change 2 Lanes No Shoulders	2	No Use	No	High	High	High	Low	Very High
ALT 2 (Opt. A)	Rehab (No Widen)	No Change 2 Lanes No Shoulders	2	No Use	No	High	High	High	Low	High
ALT 3 (Opt. A)	One-Way Pair Rehab (No Widen)	No Change 2 Lanes No Shoulders	4	No Use	Partially	Moderate	Low	Low	High	Moderate
ALT 4	Pedestrian/Bicycle	No Change (Shared Use Path)	4	No Use	Yes	Low	Low	Low	High	Moderate
ALT 5	Monument	No Change (Not Used)	4	No Use	Yes	Low	Low	Low	Moderate	Moderate
ALT 2 (Opt. B)	Rehab (Widen)	Widened 4 Lanes With Shoulders	4	Use	Yes	Low	High	High	High	High
ALT 3 (Opt. B)	One-Way Pair Rehab (Widen)	Widened 2 Lanes With Shoulders	4	Use	Yes	Low	Moderate	Low	High	Moderate

* "Total Lanes" accounts for an additional vehicular bridge where applicable.

** Accounts for rehabs, proposed construction, future inspections and future maintenance

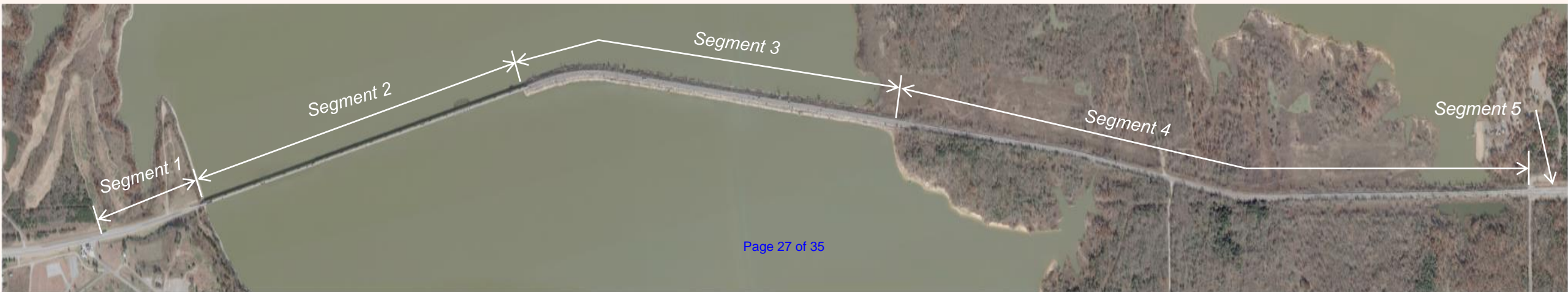
*** Accounts for Construction & Future Cost as well as User Costs

Segment Overview

Segment Definition

Segment	Extents	Length	Existing Roadway Section
Segment 1	State Park Rd. to Roosevelt Br.	1,585 ft	Four 12' lanes; 8' Shoulders; 16' TWLT
Segment 2	Existing Roosevelt Bridge	5,000 ft	Two 12' Lanes; No Shoulders
Segment 3	Lake Causeway	5,220 ft	Two 12' Lanes; 8' Shoulders
Segment 4	Land Causeway	9,545 ft	Two 12' Lanes; 8' Shoulders
Segment 5	Segment 4 to Willow Springs Rd.	1,941 ft	Four 12' lanes; 8' Shoulders; 16' TWLT

TWLT: Two-Way Left Turn Lane



Roadway

Design Speed – 65 MPH

Typical Section

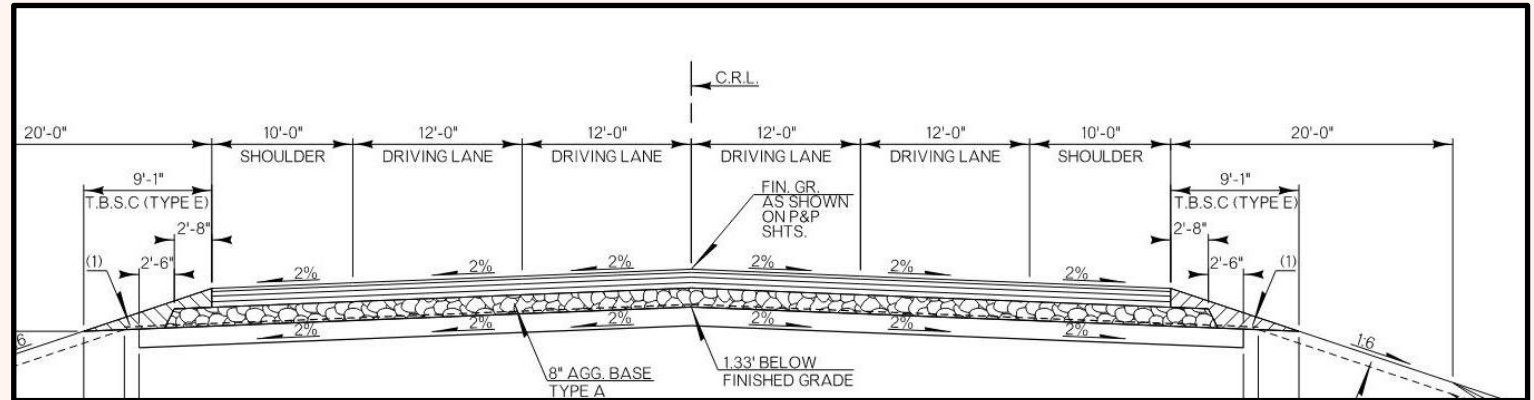
- 4-12' Lanes
- 10' Shoulders
- 14' Center Turn Lane at Both Ends

Causeway Typical Section

- 4-12' Lanes
- 10' Shoulders
- 5' Guardrail Widening Both Sides

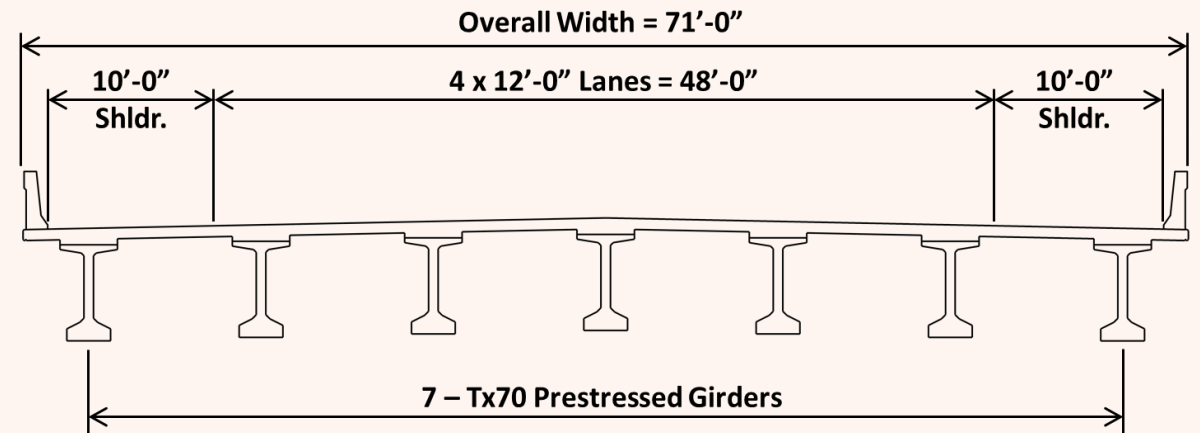
Clear Zone – 30'

8% Max Superelevation – Less than 6%



Bridge

- Bridge Replacement Report
- Different Structure Lengths
 - 4,492 LF / 5,422 LF / 6,146 LF / 10,625 LF
- Typical Section
 - 4-12' Lanes, 2-10' Shoulders, 2-F-Shaped Parapets (1.5')
- Superstructure (12 types studied)
 - Span Optimization (spacing, sizing, lengths)
 - 7-Beam Lines (Tx70 PCB) x 150' Max Length
- Substructure
 - Drilled Shaft Supported Piers (DS Varying Sizes)
- Retaining Walls (Soldier Pile and MSE)
- Signature Bridge Study



Bridge Length	Unit Price
4,492'	\$157/SF
4,492' (Phased)	\$182/SF
5,422'	\$162/SF
6,146'	\$159/SF
10,625'	\$133/SF

Hydraulic and Compensatory Storage

Profile Grade Raise

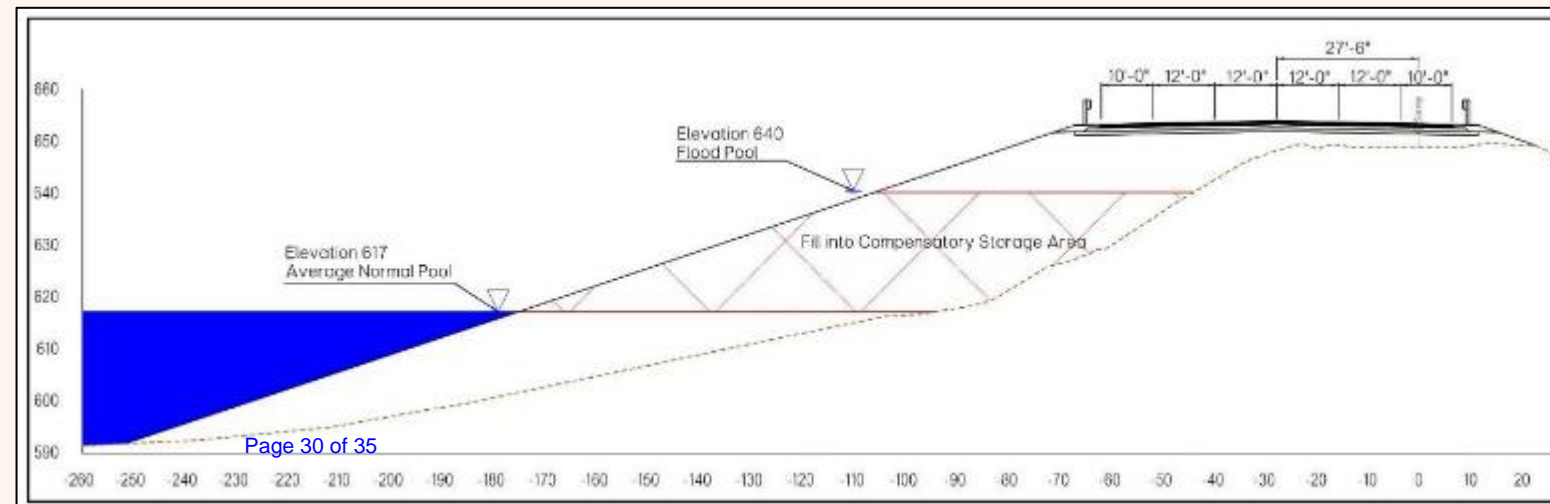
- Finished grade of causeway at 650' to prevent subgrade from submersion during the 100-year storm event
- Bridge will be raised 5' to 655' to increase resiliency to flooding events and withstand the 200-year storm without overtopping
- All alternatives produced a no-rise scenario in the 100-yr event

Compensatory Storage

- Loss of flood storage due to fill material into the flood pool
- Normal pool = 617'
- Flood pool elevation is 640'
- Mitigation considered



2015 Storm reached an elevation of 645.5 feet



Development

Pointe Vista

- Preliminary Review for Traffic
- Not Reflected in Survey
- Large Traffic Generator
- Update Meetings Ongoing

Bridge Pointe

- Impact with North Alternatives
- Entrance Close to Existing Highway
- Utility Requests

Pointe Vista Master Planned Community



Alternative Overview

- Alignment Alternatives
 - Total Alternatives = 23 (125+ potentials)
 - Total Alignments = 19
 - Alignment Sub-Options = 4
- Offsets
 - Partial = 27'-6" from Existing Alignment
 - Full = 57'-0" from Existing Alignment
 - New = New Southern Alignment
- Selection Potential
 - Based on Feasibility, Cost, and Impacts
 - Low-Potential = 7
 - Medium-Potential = 5
 - High-Potential = 11
- Only High-Potential Alignments Studied

Alignment Alternative	Offset				Selection Potential
	Direction	Bridge	Lake Causeway	Land Causeway	
6-1	North	Full	Full	Full	Low
6-2A	North	Full	Partial	Partial	High
6-2B	North	Full	Partial	Partial	High
6-3	North	Full	Partial	Existing	High
6-4	North	Full	Existing	Existing	Medium
6-5	North	Partial	Full	Full	Low
6-6A	North	Partial	Partial	Partial	High
6-6B	North	Partial	Partial	Partial	High
6-7	North	Partial	Partial	Existing	Medium
6-8	North	Partial	Existing	Existing	Low
6-9	South	Partial	Full	Full	Low
6-10	South	Partial	Partial	Partial	Medium
6-11	South	Partial	Partial	Existing	Medium
6-12	South	Partial	Existing	Existing	Low
6-13	South	Full	Full	Full	Low
6-14	South	Full	Partial	Partial	High
6-15	South	Full	Partial	Existing	High
6-16	South	Full	Existing	Existing	Medium
6-17A	South	New	New	Existing	High
6-17B	South	New	New	Existing	High
6-18A	South	New	New	Partial	High
6-18B	South	New	New	Partial	High
6-19	South	New	New	Full	Low

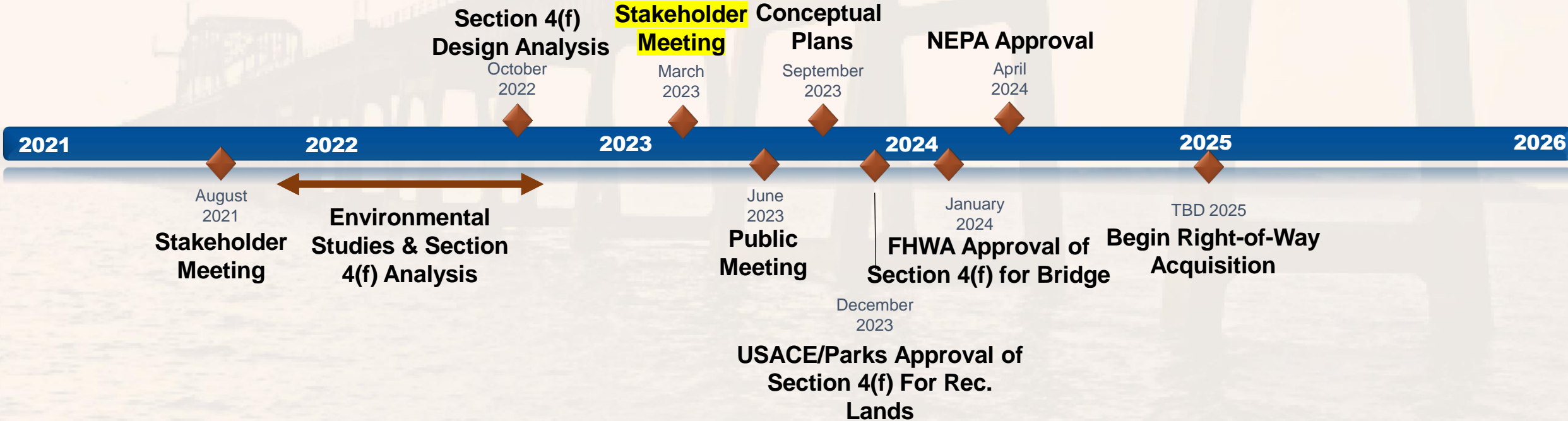


JP No. 33873(04), US-70 over Lake Texoma (Roosevelt Bridge), Project Summary Matrix

Alternative Name and Description	Sub-Option	Construction Cost (1)	Right-of-Way Cost (2)	Utility Relocation Cost (3)	Total Bridge Length (ft)	Total Retaining Wall Cost	Flood Storage Impacts (cy)	Wetlands (ac)	Streams (ac)	Johnson Creek PUA (ac)	Texoma State Park (ac)	USACE Property (ac)	Tribal Land (ac)	Hazardous Materials Site	Archeological Site 34BR11
6-2 North Offset Bridge - 57' Lake Causeway - 27.5' Land Causeway - 27.5'	A	\$153.1 M	\$1.73 M	\$ -	4,942	-	590,165	0.77	0.11	3.8	2.83	62.96	0	N	Y
	B	\$200.48 M	\$.7 M		6,146	\$58.81 M	-811	0.67	0.06	2.2	2.83	20.65	0	N	Y
6-3 North Offset Bridge - 57' Lake Causeway - 27.5' Land Causeway - On Existing Alignment	-	\$152.92 M	\$1.67 M	\$ -	4,942	-	595,520	0.81	0.09	3.74	2.65	64.3	0	N	Y
6-6 North Offset with Phased Bridge Construction Bridge - 27.5' Lake Causeway - 27.5' Land Causeway - 27.5'	A	\$154.44 M	\$1.69 M	\$ -	4,942	-	595,169	0.49	0.07	3.18	3.39	51.8	0	Y	Y
	B	\$160.96 M	\$1.08 M		4,942	\$35.31 M	279,876	0.49	0.07	3.18	3.39	32.61	0	Y	Y
6-14 South Offset Bridge - 57' Lake Causeway - 27.5' Land Causeway - 27.5'	-	\$158.75 M	\$2.7 M	\$ -	4,942	-	590,165	1.32	0.09	3.74	6.19	64.76	1.16	Y	Y
6-15 South Offset Bridge - 57' Lake Causeway - 27.5' Land Causeway - On Existing Alignment	-	\$158.45 M	\$2.68 M	\$ -	4,942	-	595,520	0.89	0.08	3.73	6.19	64.79	1.16	Y	Y
6-17 New Southern Alignment Land Causeway - On Existing Alignment	A	\$433.3 M	\$3.45 M	\$ -	5,422	-	1,101,425	1.09	0.09	3.73	6.56	105.16	1.43	Y	N
	B	\$159.6 M	\$1.99 M		10,625		226,348	1.09	0.09	3.73	6.56	58.97	1.43	Y	N
6-18 New Southern Alignment Land Causeway - 27.5' Offset	A	\$432.35 M	\$3.46 M	\$ -	5,422	-	1,120,416	1.49	0.08	3.74	6.34	106.15	1.43	Y	N
	B	\$157.72 M	\$2.01 M		10,625		226,348	1.49	0.08	3.74	6.34	60.06	1.43	Y	N

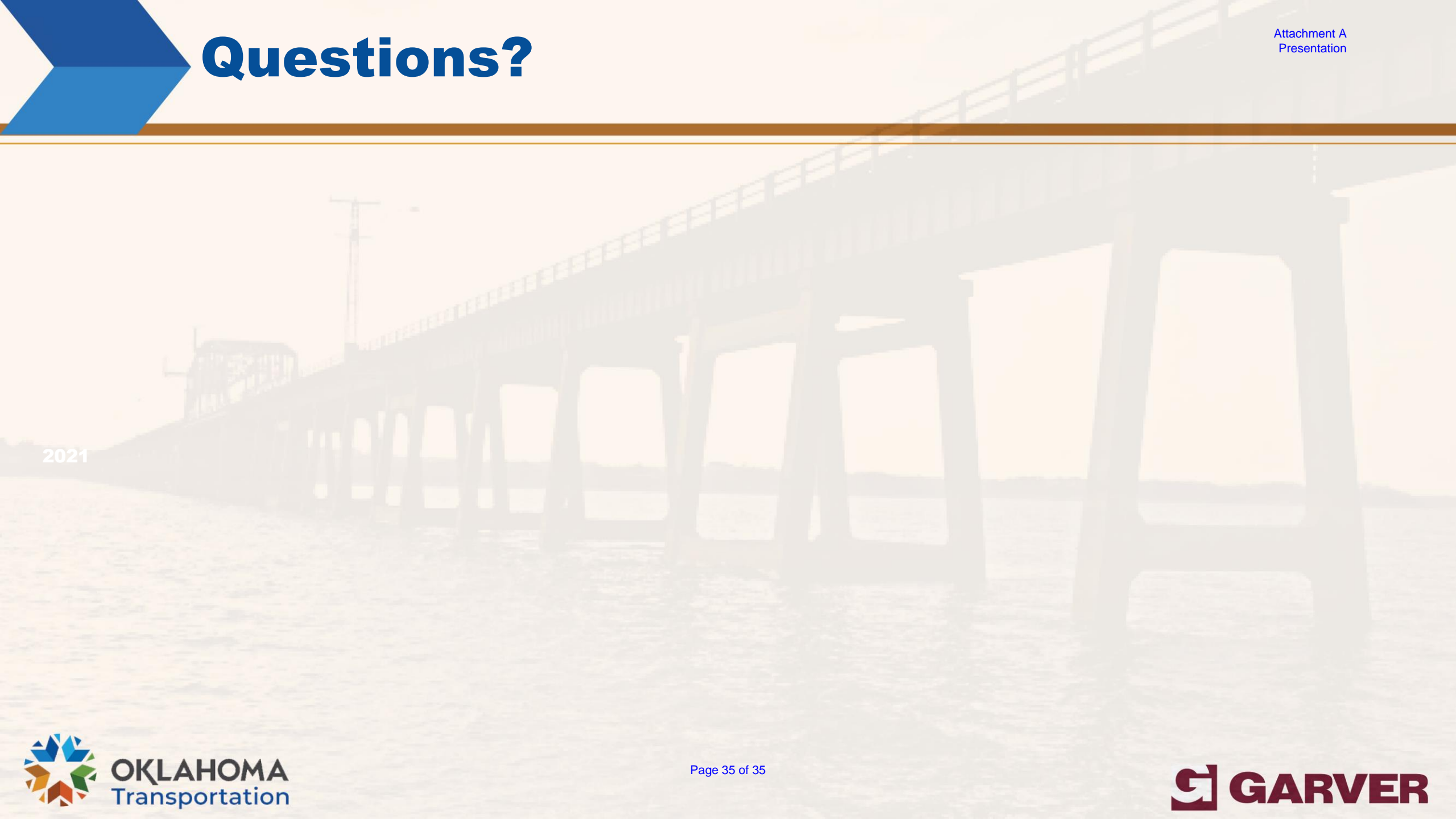
Next Steps

ODOT was awarded a FY 2022 Bridge Investment Program Planning Grant – schedule TBD





Questions?



2021