SH-123 over the Caney River

PUBLIC MEETING

MAY 10, 2016
AT 6 PM
Meeting Agenda
Meeting Purpose

Present the alternatives considered and obtain input on the proposed options for further consideration.

Protected Resources – Section 4(f)

- NRHP Eligible Bridge
- NRHP Eligible Dam
- Johnstone Park
- Pathfinder Parkway
- NRHP Eligible Carr-Bartles Mill

NRHP – National Register of Historic Places
Project Location

Project Location Map
SH-123 over the Caney River
JP 24348(10)

SH-123 over the Caney River Bridge
Caney River

SH-123
US-75
US-60
Project Purpose

The purpose of the project is to provide a structurally sound crossing and preserve transportation continuity over the Caney River.

The need of the project is to address the current structural and functional deficiencies of the existing bridge structure and approach roadway.

- The Bridge is classified as structurally deficient
- The Bridge is rated in poor condition
- Currently has a posted 10 ton load limit
NEPA
National Environmental Policy Act

- Federally Funded Projects
  - Complete environmental studies and documentation for ODOT/Federal Highway Administration (FHWA) approval
- Determine Environmental Impacts
  - Avoid
  - Minimize
    - By design
  - Mitigate
NEPA
National Environmental Policy Act

Process includes the following:
◦ Public and Agency Involvement
  ◦ Public Meeting
  ◦ We need your input on these resources and alignment options
  ◦ Solicitations
◦ Environmental Studies
◦ Consultation with Agencies and Tribes
◦ DOT Regulations – If Protected Resources
NEPA
National Environmental Policy Act

Studies and Consultation For:

- Relocations
- Scenic Rivers
- Wetlands & Streams
- Section 106
  - Historic Properties
  - Archeological Sites
  - Tribal Concerns
- Threatened & Endangered Species
- Prime Farmland
- Noise Impacts
- Floodplains
- Permitting
- Hazardous Waste Sites
- Parks & Recreational Areas (Section 4(f) & 6(f))
Section 4(f) & 6(f) Resources
Section 4(f) & 6(f) Resources

Officials with Jurisdiction and Concurrence Requirement

- SHPO – Section 4(f) NRHP Eligible Bridge over the Caney River
- SHPO – Section 4(f) NRHP Eligible Dam – Under Bridge
- City – Section 4(f) Johnstone Park Surrounding Project
- NPS & City – Section 4(f) & 6(f) Pathfinder Parkway
- SHPO – Section 4(f) NRHP Eligible Carr-Bartles Mill
- SHPO – NRHP Nellie Johnstone #1

Section 6(f) Resource – Land and Water Conservation Funds regulated by the Department of the Interior and the Oklahoma Tourism Department protects recreational properties that have used these funds and would require replacement in kind, if impacted.

SHPO – State Historic Preservation Officer
NPS – National Park Service
USDOT
Section 4(f) Regulations

FHWA may not approve an action that uses public park and recreation land, or historic properties, when there is a feasible and prudent alternative.

To reject an avoidance alternative, one must demonstrate that it cannot be constructed as a matter of sound engineering practice (not feasible) and that it does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property (not prudent).
If the analysis of avoidance alternatives concludes that there is no feasible and prudent avoidance alternative, then the FHWA may only approve the alternative that causes the least overall harm to the Section 4(f) property.
NHPA
Section 106

Section 106 Definition
Section 106 of the NHPA requires federal agencies to consider the effects of their projects on historic properties and avoid or minimize those effects. If effects cannot be avoided or minimized, they must be mitigated.
Cultural Resources

Section 106 Consultation to Date

- Consulting Party Comments
  - Delaware Tribe
  - Oklahoma Historic Bridge and Highway Group
  - City of Bartlesville

Key Features

- Stone Masonry for Carr-Bartles Mill
- Nellie Johnstone #1 (NRHP Listed/Section 4(f))
- Johnstone Park (Section 4(f))
- Pathfinder Parkway (Section 4(f) & 6(f))
- Bartlesville Water Company Dam (NRHP Eligible)
Meeting Purpose
Project Area
NEPA
Section 4(f), 6(f), 106
Bridge Conditions
Bridge Rehab
Roadway Conditions
Alignment Options
Meeting Summary

Meeting Purpose
Project Area
NEPA
Section 4(f), 6(f), 106
Bridge Conditions
Bridge Rehab
Roadway Conditions
Alignment Options
Meeting Summary
Environmental Summary

Impacts Addressed
- NEPA
- Section 4(f), 6(f), and 106

Next Step
- Public Comments and Input
  - Importance of the Environmental Impacts in the project area
  - Rank Impacts on the Comment Card
    - 1 “Not Important” to 5 “Most Important”
Bridge Background

418 Foot Long Truss Bridge
- 3-Span Bridge
- 210 Foot Truss Main Span
- 2-100 Foot Long Pony Truss Spans

Functionally Obsolete
- 24 Foot Bridge Deck Width
- 15 Foot 6 Inch Vertical Clearance
- Sidewalks Do Not Meet Current ADA Standards

Structurally Deficient
- Deck in poor condition
- Superstructure in poor condition
- 10 Ton Limit
- Substructure in poor condition
Bridge Conditions
Bridge Rehabilitation

- Alternative 1: Do nothing (Maintenance Only)
- Alternative 2: Rehabilitation without affecting historic integrity of the bridge
- Alternative 3: Build on new location
  - Alternative 3(a): Rehab and retain existing bridge in vehicular service as part of a one-way pair
  - Alternative 3(b): Retain existing bridge in place, either as a non-functional monument or as a non-motorized pedestrian and/or bicycle facility
Roadway Conditions

- Minor Arterial/Non-NHS
- Posted Speed Limit
  - 35 mph on Bridge
  - 25 mph near Intersection
- 2- 12 Foot Driving Lanes
  - 24 Foot Wide Roadway
- 4 Foot Wide Sidewalk
- Curb & Gutter

- Current Traffic (2016)
  - 4,900 Vehicles Per Day w/ 13% trucks
- Projected Traffic (2036)
  - 6,900 Vehicles Per Day
Alignment Option A

- Reconstruct Along Existing Alignment
- Replace Existing Bridge with New Bridge
- Road Closed for Construction
Alignment Option A

- **Option A Impacts**
  - Removes Historic Bridge
  - Road Closed For Construction
  - Adverse Effect on Historic Aspect of Dam
  - Low Impact to Johnstone Park
    - 2.7 Acres for wider roadway
  - New Bridge Lifespan of 60-75 years
  - Estimated Total Cost is $5.0 Million
    - Estimated Bridge Construction Cost is $3.5 Million
    - Estimated New Roadway Construction Cost is $1.5 Million
Alignment Option B

- Rehabilitate Existing Bridge
- Mill and Overlay Existing Roadway
- Reconstruct Curb and Gutter and Sidewalks

- Road Closed For Construction
- Minimize 4(f) Impact
Alignment Option B

- **Option B Impacts**
  - Historic Bridge Remains In Place
    - Rehabilitate Existing Bridge for Vehicular Traffic
  - Road Closed for Construction
  - Historic Dam is Not Adversely Effected
  - No Impact to Johnstone Park
  - Rehabilitated Bridge Lifespan of 20-30 years
  - Total Estimated Construction Cost is $7.5 Million
    - Estimated Bridge Rehabilitation Cost is $6.5 Million
    - Estimated Roadway Rehabilitation Cost is $1.0 Million
Alignment Option C

- Rehabilitate Existing Bridge as One-way Southbound Bridge
- Construct New Bridge as One-way Northbound Bridge
- Mill and Overlay Existing Roadway for Southbound Traffic
- Construct New Roadway One Block East for Northbound Traffic

Road Closed During Construction

- Rehab Bridge as Southbound Bridge
- Rehab as Southbound Lane
- Construct New Northbound Bridge
- Mill and Overlay Existing Roadway for Southbound Traffic
- Construct New Roadway One Block East for Northbound Traffic

Pathfinder Parkway

Bartlesville Water Company Dam

Johnstone Park

SH-123

Caney River

Delaware Ave.

Hensley Blvd.

Cherokee Ave.
Alignment Option C

- Option C Impacts
  - Historic Bridge Remains In Place
    - Rehabilitate Existing Bridge for One-Way Vehicular Traffic
  - Road Closed For Construction
  - Historic Dam is Not Adversely Effected
  - Moderate Impact to Johnstone Park
    - 4.9 Acres East of SH-123 for New One-Way Roadway
  - Total Estimated Construction Cost is $10.9 Million
    - Estimated Bridge Rehabilitation Cost is $5.1 Million
    - Estimated New Bridge Construction Cost is $3.5 Million
    - Estimated Roadway Rehabilitation Cost is $0.8 Million
    - Estimated New Roadway Construction Cost is $1.5 Million
Alignment Option D

- Construct New Alignment One Block East
- Rehabilitate Existing Bridge as Pedestrian Bridge
- Construct New Bridge along New Alignment

- Rehab Bridge as Pedestrian Bridge
- Construct Pedestrian Trail
- Construct New Bridge
- Bartlesville Water Company Dam
- Pathfinder Parkway
- Johnstone Park
Alignment Option D

- **Option D Impacts**
  - Historic Bridge Remains In Place
    - Rehabilitate Existing Bridge for Pedestrian Traffic
  - Roadway Open During Construction
  - Historic Dam is Not Adversely Effected
  - Moderate Impact to Johnstone Park
    - 4.9 Acres East of SH-123 for New Roadway
  - Total Estimated Construction Cost is $9.1 Million
    - Estimated Bridge Rehabilitation Cost is $2.6 Million
    - Estimated New Bridge Construction is $3.5 Million
    - Estimated New Roadway Construction Cost is $3.0 Million
Alignment Option E

- Construct New Alignment One Block East
- Construct New Bridge along New Alignment
- Existing Bridge to Remain As Monument
Alignment Option E

- **Option E Impacts**
  - Historic Bridge Remains In Place
    - Leave in Place as Monument
  - Roadway Open During Construction
  - Historic Dam is Not Adversely Effected
  - Moderate Impact to Johnstone Park
    - 4.9 Acres East of SH-123 for New Roadway
  - Total Estimated Construction Cost is $8.4 Million
    - Estimated Bridge Rehabilitation Cost is $2.6 Million
    - Estimated New Bridge Construction is $3.5 Million
    - Estimated New Roadway Construction Cost is $2.3 Million
Alignment Option F

- Construct New Alignment About One Half Mile East
- Construct New Bridge along New Alignment
- Existing Bridge to Remain As Monument

Meeting Summary

- Construct New Alignment About One Half Mile East
- Construct New Bridge along New Alignment
- Existing Bridge to Remain As Monument

Diagram:
- Existing Bridge Monument
- Construct New Bridge
- Pathfinder Parkway
- SH-123
- SH-123
- Existing Bridge Monument
- Construct New Bridge
Alignment Option F

- **Option F Impacts**
  - Historic Bridge Remains In Place
    - Leave in Place as Monument
  - Roadway Open During Construction
  - Historic Dam is Not Adversely Effected
  - No Impact to Johnstone Park
  - Wetland Impact of 10.5 Acres
  - Total Estimated Construction Cost is $11.2 Million
    - Estimated Bridge Rehabilitation Cost is $2.6 Million
    - Estimated New Bridge Construction is $3.5 Million
    - Estimated New Roadway Construction Cost is $5.1 Million
Alignment Option G

- Realign SH-123 along Tuxedo Boulevard to US-75 intersection
- Rehabilitate Existing Bridges along Tuxedo Boulevard
- Existing SH-123 Bridge to remain as monument
- SH-123 to Remain as a Local Road without Bridge Crossing
Alignment Option G

- Option G Impacts
  - Historic Bridge Remains In Place
    - Leave in Place as Monument
  - Existing SH-123 Remains as a Local Road without a Bridge Crossing
    - 1 Bridge and 3.3 Miles Removed from the ODOT Highway System
  - Tuxedo Boulevard Resigned as SH-123
    - 4 New Bridges and 2.1 Miles Added to the ODOT Highway System
  - Roadway Open During Construction
  - Historic Dam is Not Adversely Effectected
  - No Impact to Johnstone Park
  - Total Estimated Construction Cost is $18.0 Million
    - Estimated SH-123 Bridge Rehabilitation Cost is $2.6 Million
    - Estimated Tuxedo Boulevard Bridge Rehabilitation is $6.6 Million
    - Estimated Tuxedo Boulevard Rehabilitation Cost is $8.8 Million
Alignment Option W

- Construct New Alignment Offset to the West
- Construct New Bridge along New Alignment
- Existing Bridge to Remain As Monument
Alignment Option W

- Option W Impacts
  - Historic Bridge Remains In Place
    - Leave in Place as Monument
  - Roadway Open During Construction
  - Historic Dam is Not Adversely Effectected
  - Significant Impact to Johnstone Park
    - 2.5 Acres West of SH-123 for New Roadway
  - Total Estimated Construction Cost is $7.6 Million
    - Estimated Bridge Rehabilitation Cost is $2.6 Million
    - Estimated New Bridge Construction is $3.5 Million
    - Estimated New Roadway Construction Cost is $1.5 Million
  - Not currently being considered due to Park Impacts
## Alignment Summary

<table>
<thead>
<tr>
<th>Alignment Option</th>
<th>Existing Bridge</th>
<th>Existing Dam</th>
<th>Johnstone Park Impact</th>
<th>Wetland Impact</th>
<th>Construction Traffic</th>
<th>Estimated Total Construction Cost</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>Existing Alignment New Construction</td>
<td>Removed</td>
<td>Adversely Effected</td>
<td>Low 2.7 Acres</td>
<td>Low Potential</td>
<td>Road Closed</td>
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<tr>
<td>B</td>
<td>Existing Alignment Rehabilitation</td>
<td>Rehabilitated (Two-Way)</td>
<td>Not Adversely Effected</td>
<td>None</td>
<td>Low Potential</td>
<td>Road Closed</td>
</tr>
<tr>
<td>C</td>
<td>Existing Alignment One-Way and New Alignment One-Way</td>
<td>Rehabilitated (One-Way)</td>
<td>Not Adversely Effected</td>
<td>Moderate 4.9 Acres (East)</td>
<td>Low Potential</td>
<td>Road Closed</td>
</tr>
<tr>
<td>D</td>
<td>New Alignment One Block East</td>
<td>Rehabilitated (Pedestrian Only)</td>
<td>Not Adversely Effected</td>
<td>Moderate 4.9 Acres (East)</td>
<td>Low Potential</td>
<td>Road Open</td>
</tr>
<tr>
<td>E</td>
<td>New Alignment One Block East</td>
<td>Remain (Monument)</td>
<td>Not Adversely Effected</td>
<td>Moderate 4.9 Acres (East)</td>
<td>Low Potential</td>
<td>Road Open</td>
</tr>
<tr>
<td>F</td>
<td>New Alignment Half Mile East</td>
<td>Remain (Monument)</td>
<td>Not Adversely Effected</td>
<td>None</td>
<td>High Potential</td>
<td>Road Open</td>
</tr>
<tr>
<td>G</td>
<td>Sign SH-123 along Tuxedo Blvd. Existing SH-123 to Remain</td>
<td>Remain (Monument)</td>
<td>Not Adversely Effected</td>
<td>None</td>
<td>Low Potential</td>
<td>Road Open</td>
</tr>
<tr>
<td>W</td>
<td>New Alignment About 150 Feet West</td>
<td>Remain (Monument)</td>
<td>Not Adversely Effected</td>
<td>Significant 2.5 Acres (West)</td>
<td>Low Potential</td>
<td>Road Open</td>
</tr>
</tbody>
</table>

Option W is not currently being considered due to the Park Impacts.

An Agreement is required for the existing SH-123 Bridge to Remain as a Pedestrian Bridge or Monument.
Meeting Summary

Impacts and Options Addressed
- NEPA Background
- Section 4(f), 6(f), and 106 Information
- Existing Bridge Conditions
- Bridge Repair or Replacement Alternatives
- SH-123 Alignment Options and Impacts

Next Step
- Public Comments and Input
  - Rank Impacts on the Comment Card
    - 1 “Not Important” to 5 “Most Important”
  - Rank Alignments and Bridge Options on Comment Card
    - 1 “Not Important” to 5 “Most Important”
Project Schedule

- Receive Public Comment: May 24, 2016
- Select Preferred Alignment
- Environmental Studies
- Engineering Design
- Right of Way and Utilities
- Construction
Thank You

Please Submit Your Comments by May 24, 2016

Leave Your Comment Form Here Tonight

Mail the Comment Form Back to ODOT:
Environmental Programs Division
Oklahoma Department of Transportation
200 NE 21st Street
Oklahoma City, OK 73105

Fax Your Comments to (405) 522-5193

Email Your Comments to ODOT-ENVIRONMENT@ODOT.ORG

Submit Online at www.ODOT.org/PublicMeetings