

Virtual Public Open House Executive Summary



Oklahoma Department of Transportation

**SH-100 Bridge over the Arkansas River at the
Muskogee/Sequoyah County Line**

Muskogee County, JP 32100(04)

Prepared by:



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Oklahoma City, OK 73106

May 2021

Executive Summary

This document summarizes the virtual public open house that was conducted for the SH-100/US-64 bridge over the Arkansas River at the Muskogee/Sequoyah County Line. The project begins on the west bank of the Arkansas River east of the Stand Waite Boulevard intersection in Webber Falls and extends approximately 0.5 mile east to terminate on the east bank of the river just west of Sandplant Road in Gore. The purpose of the virtual open house was to inform the public about the proposed highway bridge improvement project, describe the potential environmental impacts, obtain public input, and outline the next steps and proposed project schedule.

Due to concerns about the spread of COVID-19, ODOT held a virtual public open house as opposed to an in-person open house. The public open house was held on-line between February 12 and February 26, 2021. Ten members of the public signed in on the website, however, signing-in was not required. According to the website analytics, 318 unique visitors viewed the website over the 15-day period. After the homepage, the project presentation page was the most frequently viewed, followed by the interactive project map, then the frequently asked questions, and project schematic pages. In total, twenty (20) written comments/questions were received during the virtual public open house, including one (1) agency response, nine (9) comments submitted via the website comment feature, eight (8) written comments received by mail, and two (2) emailed comments that were duplicates of mailed comments.

Agency comments included the following:

- The Oklahoma Department of Environmental Quality (ODEQ) determined that no adverse environmental impacts under ODEQ jurisdiction are anticipated.

Seventeen (17) people submitted a total of nineteen comments on the project; two people submitted the same comment on the website and by sending an email. The majority of the comments were in support of the project most commonly citing safety as an improvement; however, the majority of concerns were about how access and travel patterns would be impacted during the construction phase. The majority were concerned about potential community impacts during the construction, especially for residents of Webbers Falls. Webber Falls does not have many of the services that are found in Gore such as grocery stores, healthcare services, or pharmacies. Many felt that the construction phase would be too long. There were two comments (three counting the comment that was submitted twice) that stated that farmers have operations on both sides of the river and the detour would impact the transport of farming equipment from one side to another, particularly if there were lane closures along the detour route. Two comments stated that there was no need for the project and one asked if building the new bridge on the old bridge road was considered. Comments are tabulated in **Table E1**. Note that the number of comments in the table is greater than 17 because several people submitted comments with more than one concern/issue.

Table E1: Comments

Comments	# of Comments
Approve of Project	8
Safety Improvements	3
Easier to transport farm equipment	3 (1 duplicate comment)
General Support	1
Support with concerns about schedule	2
Construction schedule too long	5
Community impacts	4
Access to necessities such as grocery stores and healthcare/economic hardship	2
Public safety/emergency response	1
Tourism/economic development	2
No need for the project	2
Waste of money	1
Should have shoulders but no extra lanes	1
Resurface and add lane but get rid of shoulders	1
Safety will be improved	4
Pedestrian facilities	3
Farming equipment transport	3 (1 duplicate comment)
Utility placement	1
Loan assistance for utility relocation	1
Navigational issues/pier placements	1

Responses to Comments

Approve of Project:

Thank you for your comments.

Construction schedule is too long:

The bridge construction will be accelerated to minimize road closure times. This includes a method that sequences construction of portions of the new bridge foundations before removing the existing bridge. The side slopes will be preserved to avoid park areas and increase the speed of construction. Existing utilities will also be moved before construction.

Concerns about access to necessities such as grocery stores and healthcare/economic hardship:

Thank you for your input on potential impacts to the communities of Gore and Webbers Falls as result of the proposed bridge closure. ODOT will conduct a Community Impacts Assessment to evaluate and assess potential impacts to the communities as a result of the project and the proposed bridge closure.

Concerns about public safety and emergency response due to detour:

Methods will be put into place to accelerate the bridge construction and reduce the closure times as much as possible. Local emergency service providers have been notified of the proposed bridge closure and detour route in order to plan for the closure during construction.

Concerns about impacts to tourism and economic development revenue for local businesses:

Thank you for your input on potential impacts to the communities of Gore and Webbers Falls as result of the proposed bridge closure. ODOT will conduct a Community Impacts Assessment to evaluate and assess potential impacts to the communities as a result of the project and the proposed bridge closure.

Project is not needed:

The project will provide a safer crossing over the Arkansas River. The existing bridge is showing signs of structural deterioration and substandard functional aspects of improved safety. In addition, the bridge, which was built in 1969, has reached the end of its intended design life. It requires frequent inspections and maintenance. A new bridge will allow additional traffic to cross more safely.

Safety will be improved:

Improving safety is one of the primary purposes of the proposed bridge. The existing structure is reaching the end of its design life and there are deteriorating conditions.

Impacts to pedestrians who use sidewalk on bridge and suggestion that bike/ped facilities be included:

As proposed, there are no pedestrian facilities included in the design. The existing roadway appears to have a sidewalk, but it functionally is considered the shoulder. It is being replaced by a larger shoulder than is there currently. There is also no adjoining sidewalk on either side of the bridge.

Concerns about difficulties transporting farm equipment from one side of the river to the other:

No projects on I-40 along the proposed detour are currently programmed to occur at the same time as the SH-100 bridge replacement over the Arkansas. ODOT recognizes the need to keep the detour on I-40 open to two lanes during the SH-100 bridge replacement in order to allow for the movement of large farm equipment across the Arkansas River.

Other Questions/Comments:

- Different alignment / location for new bridge
 - *In order to utilize existing highway infrastructure and minimize new right of way or easement to the fullest extent, it was decided to place the new bridge on the existing alignment.*
- Utility Placement
 - *Utilities will be relocated away from the bridge. The relocation will occur prior to bridge construction.*
- Loan assistance for utility relocations
 - *ODOT does not offer financial assistance in the form of loans for utility relocation costs.*
- Navigational issues/pier placements
 - *The number of spans will be reduced from 15 to 7 using fewer piers in the river waters. The new piers will be placed 38' west of the existing pier on the west side of the channel and 38' east of the existing pier on the east side of the channel. The available navigational width will continue to be controlled by the existing pier protection, which will remain unchanged. This will provide increased safety for boaters.*

PROJECT LOCATION



PROJECT INFORMATION SUMMARY

- **Right-of-Way & Utility Location Start:** Fall 2021
- **Construction Start:** FY 2026*
- **Current Annual Average Daily Traffic (AADT) in year 2021:** 4,100 Vehicles Per Day (VPD)
- **Future Estimated AADT by year 2042:** 5,700 VPD

**Construction start date is subject to funding.*

DISTRICT 1 ENGINEER: CHRIS WALLACE, P.E.

*Totals DO NOT include Toll Roads

***Total Road Miles**
1,110.70

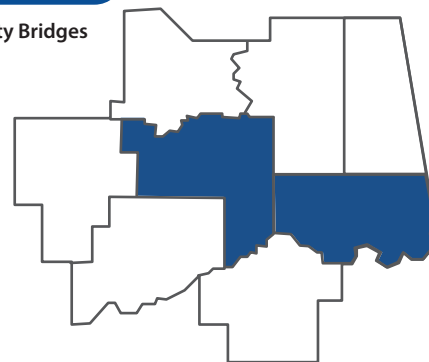
***Total Interstate Miles**
97.31

**Totals DO NOT include County Bridges

****Total Bridges**
704

COUNTIES

Adair, Cherokee, Haskell, McIntosh, **Muskogee**, Okmulgee, **Sequoyah**, Wagoner



PLEASE PROVIDE YOUR COMMENTS BY **FEB. 26, 2021**

For more information about the project:

(405) 325-3269
environment@odot.org

<http://www.odot.org/publicmeetings>



VIRTUAL OPEN HOUSE

FEB. 12, 2021 - FEB. 26, 2021

SH-100 Bridge over the Arkansas River
Muskogee/Sequoyah Counties; JP 32100(04)

www.odot.org/SH100ArkansasRiver



VIRTUAL OPEN HOUSE

The Oklahoma Department of Transportation will host a virtual open house to present the proposed improvements to the SH-100 bridge over the Arkansas River at the Muskogee/Sequoyah county line. This open house will present the design for the project and allow the public to submit input. Due to concerns over the spread of COVID-19, this will be a web-based format (no in-person meeting). The information will be available beginning Friday, Feb. 12, 2021, and comments are requested by Friday, Feb. 26, 2021.



Purpose

The purpose of the Virtual Open House is to present information about the proposed improvements to the SH-100 bridge over the Arkansas River and obtain information from the public to further assist in the identification of critical social, economic, and environmental effects that may result from the project.



Join

www.odot.org/SH100ArkansasRiver



OKLAHOMA
Transportation

February 9, 2021

Dear Stakeholders, Property Owners and Utility Owners:

RE: SH-100: Bridge over the Arkansas River at the Muskogee/Sequoyah County line, Muskogee County, ODOT Job Piece 32100(04), Project J3-2100(004)PM

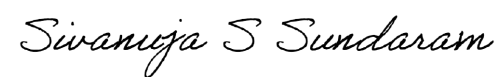
The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to correct the narrow bridge on SH-100 over the Arkansas River. The existing bridge is considered narrow with 11 ft. wide driving lanes and 3 ft. wide shoulders. The existing bridge is also at-risk of becoming structurally deficient. The purpose of the project is to improve safety by addressing the narrow width and structural deficiencies of the existing bridge.

The improvements would replace the SH-100 bridge with a new bridge on the existing alignment. The new bridge would be 40 ft. wide, consisting of two 12 ft. wide driving lanes with 8 ft. wide shoulders. The bridge would be closed to traffic during construction with an estimated closure duration of 24 months with incentives to reduce the closure time. Highway traffic would be detoured to I-40 and SH-10 during the closure period.

Due to ongoing concerns about COVID-19, ODOT will host a virtual open house from **February 12 to February 26, 2021**. The purpose of the open house is to present information about the project and obtain input from the public to further assist in the identification of critical social, economic and environmental effects that may result from the project. This pamphlet contains additional information about the virtual public open house. After the virtual public open house, project information may be viewed at www.odot.org/publicmeetings.

If you are leasing this property, please notify your lessee of this virtual public open house. Should you have any questions or would like additional information regarding this project, please email environment@odot.org, or call 405-325-3269 and leave a detailed message.

Respectfully,



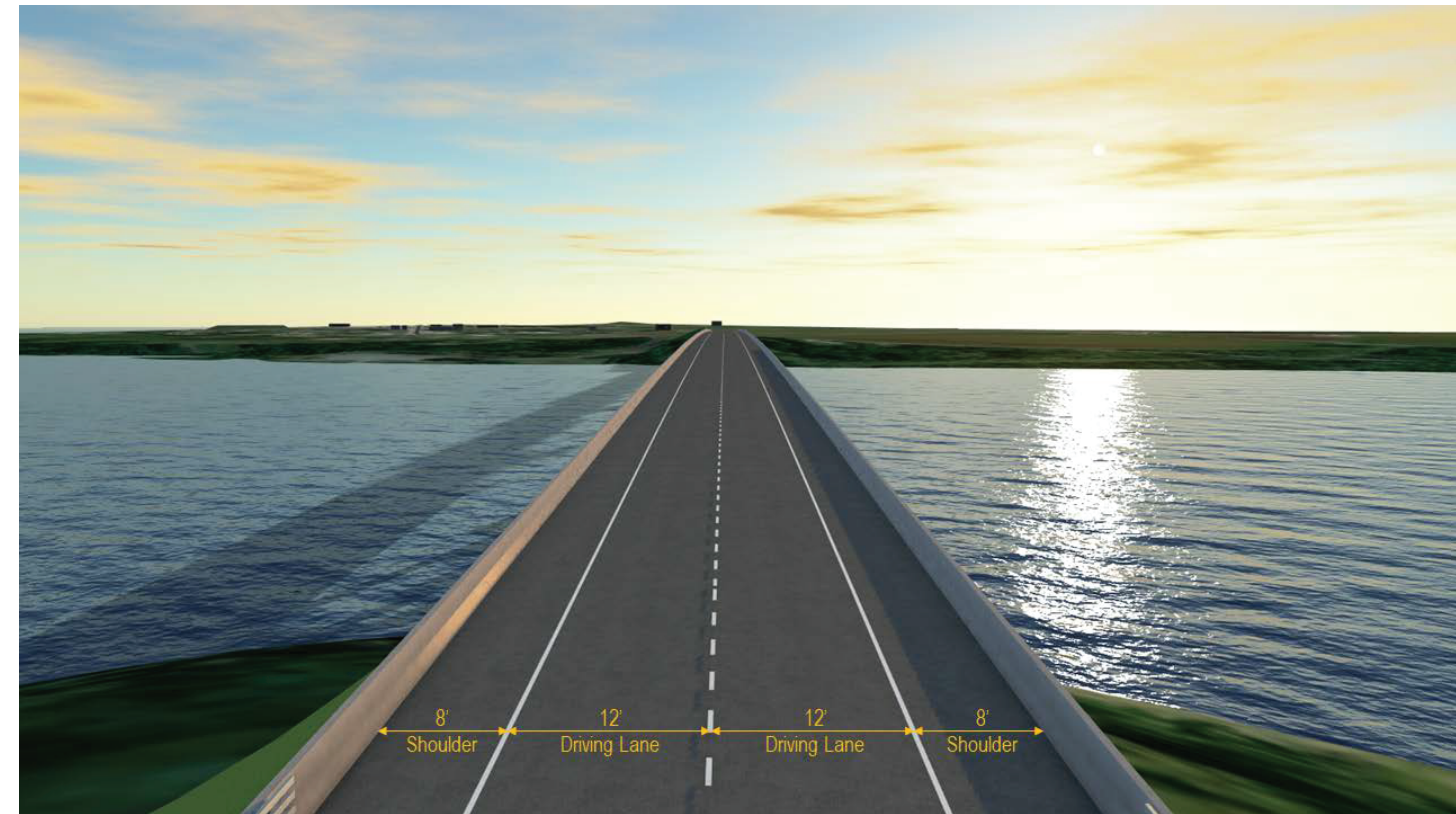
Siv Sundaram, P.E.
Environmental Programs Division Engineer

The Oklahoma Department of Transportation (ODOT) ensures that no person or groups of persons shall, on the grounds of race, color, sex, religion, national origin, age, disability, retaliation or genetic information, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by ODOT, its recipients, sub-recipients, and contractors. To request an accommodation please contact the ADA Coordinator at 405-521-4140 or the Oklahoma Relay Service at 1-800-722-0353, no later than 72 hours before any scheduled event. If you have any ADA or Title VI questions email ODOT-ada-titlevi@odot.org.

"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma."

AN EQUAL OPPORTUNITY EMPLOYER

TYPICAL SECTION RENDERING



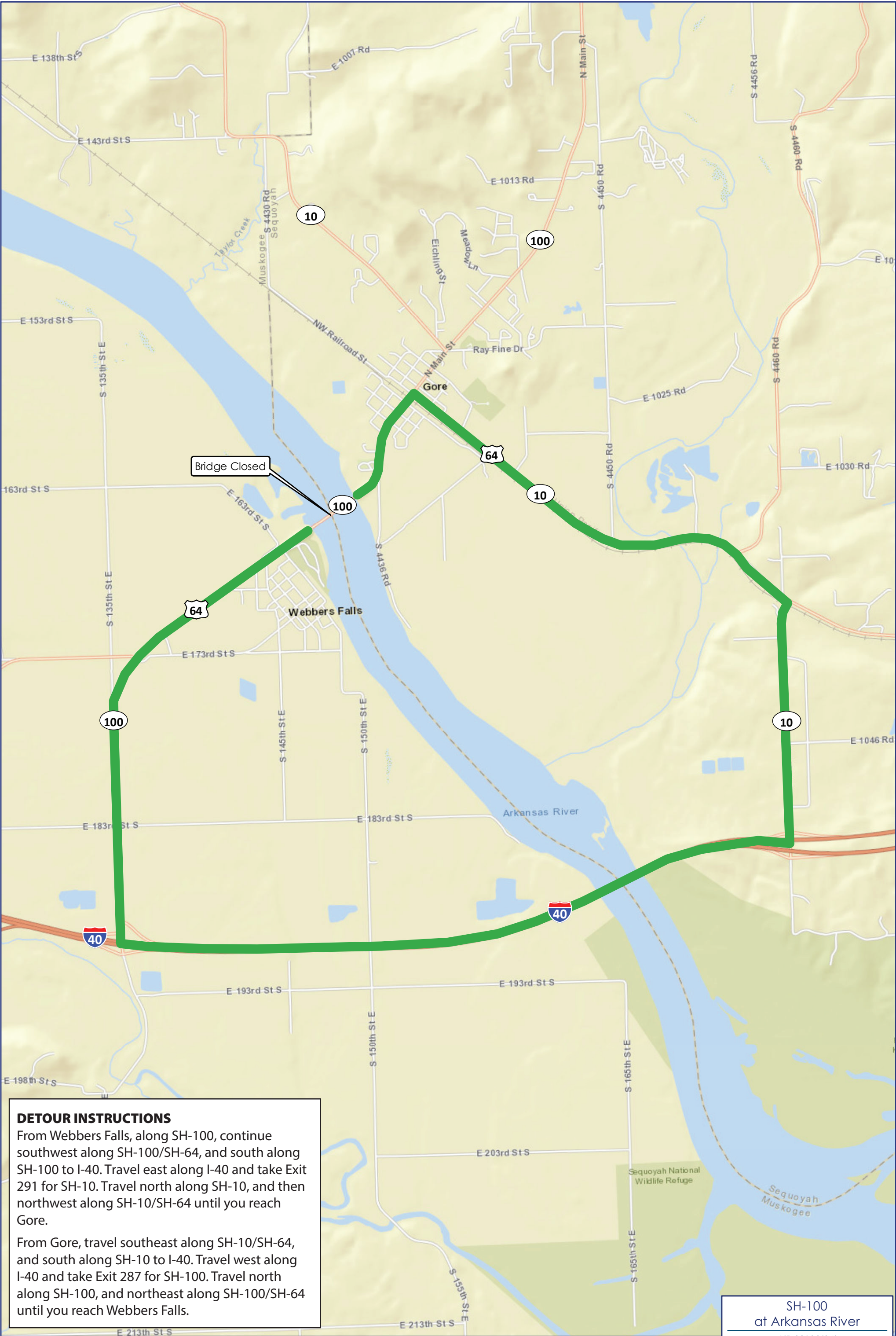
Project Background

The existing SH-100 bridge over the Arkansas River was built in 1969. The existing bridge is considered narrow with 11 ft. wide driving lanes and 3 ft. wide shoulders. The SH-100 bridge is also considered at-risk of becoming structurally deficient.

Project Description

The proposed improvements include replacing the SH-100 bridge with a new bridge on the existing alignment. The new bridge would be 40 ft. wide, consisting of two 12 ft. wide driving lanes with 8 ft. wide shoulders. The new bridge would be constructed within the existing right-of-way.

The bridge would be closed to traffic during construction with an estimated closure duration of 24 months with incentives to reduce the closure time. Highway traffic would be detoured to I-40 and SH-10 during the bridge closure. The enclosed map shows the proposed detour route.



DETOUR INSTRUCTIONS

From Webbers Falls, along SH-100, continue southwest along SH-100/SH-64, and south along SH-100 to I-40. Travel east along I-40 and take Exit 291 for SH-10. Travel north along SH-10, and then northwest along SH-10/SH-64 until you reach Gore.

From Gore, travel southeast along SH-10/SH-64, and south along SH-10 to I-40. Travel west along I-40 and take Exit 287 for SH-100. Travel north along SH-100, and northeast along SH-100/SH-64 until you reach Webbers Falls.

Proposed Detour Route (11.8 miles)



1 inch = 0.5 miles
Miles
0 0.25 0.5

SH-100
at Arkansas River

J/P 32100(04)

Muskogee County

Proposed Detour Map



Virtual Open House

S.H. 100/U.S. 64 Over Arkansas River Bridge Replacement

Muskogee and Sequoyah Counties, Oklahoma

Job Piece No. 32100(04)

Welcome to the virtual open house for the State Highway 100 over the Arkansas River bridge replacement project.

Project Purpose and Need

The purpose of the project is to preserve transportation continuity and provide a safe crossing over the Arkansas River.

The project is needed to correct the current structural conditions and functional characteristics of the existing bridge.



The purpose for the project is to preserve transportation continuity by providing a safe crossing over the Arkansas River. The project is needed to correct the deteriorating structural conditions of the existing bridge and substandard functional aspects for improved safety.

The existing bridge was designed and constructed in 1969. The bridge has reached the end of its intended design life and requires frequent inspections and maintenance. A new replacement is proposed to provide increased value to the public.

Proposed Bridge Replacement

Features

- Two-lane facility
- Full shoulders
- Bridge width increase from 28 ft. to 40 ft. clear roadway
- Modern bridge railings



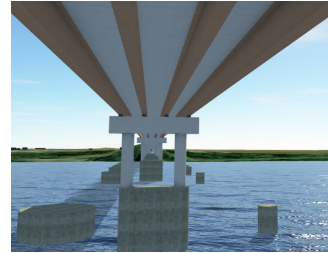
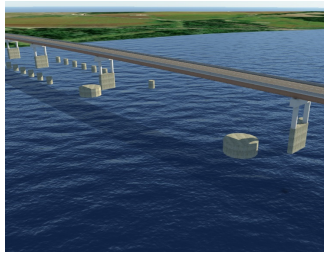
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OKLAHOMA
Transportation

The proposed new bridge will accommodate two driving lanes in each direction similar to the existing bridge. The new bridge will be wider by adding 8 ft. wide shoulders to each side, increasing the roadway width from 28 ft. to 40 ft. through the bridge. Modern 42-inch-tall railings will be incorporated into the design to increase safety for all bridge users.

Proposed Bridge Replacement

- Similar bridge length
- Reduced number of spans
- Increased safety
- Modern design and materials
- More robust pier construction
- Reuse of existing pier protection



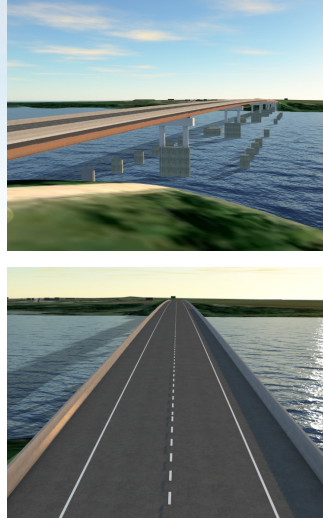
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The overall length will be similar to the current bridge, but the number of spans will be reduced from 15 to 7, using longer spans and fewer piers in the river waters. The reduction in the number of spans will provide increased safety for both boaters and highway users.

Structurally, state-of-the-art hybrid steel plate girders incorporating High-Performance Steel will be utilized to achieve the longer spans. The new bridge piers will implement concrete walls between columns to better resist debris and incidental impacts. The existing dolphin pier protection measures will remain in place for the new bridge.

Proposed Bridge Replacement



- Existing alignment maintained
- Lowered roadway/bridge height
- Minimized project extents
- Minimized construction/ road closure time
- Constructed within existing right-of-way
- Utilities will be relocated

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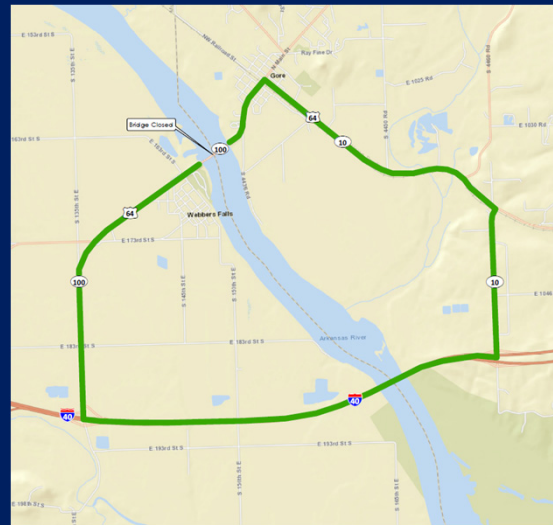


The existing highway horizontal alignment of S.H. 100/U.S. 64 will be maintained while the vertical alignment will be lowered by reducing the bridge height and optimizing the clearance of the bridge over the navigation channel. Project extents will be minimized on either side of the proposed bridge and new guardrail will transition to blend in with the existing guardrail.

Plans will incorporate accelerated bridge construction methods to minimize road closure times. This includes sequencing the construction of portions of the new bridge foundations prior to taking the existing bridge out of service. Special considerations will also be taken to preserve the side slopes of the existing embankments to avoid park areas and increase speed of construction. The project can be constructed within existing right-of-way and no property acquisitions are anticipated. The existing utilities will be relocated off and away from the current bridge prior to construction of the new bridge.

Proposed Detour Route

- The bridge will be closed during construction and traffic will be detoured
- The duration of the closure is estimated to be around 24 months with incentives to reduce the closure time
- Once the project is let for construction, information on actual date of closure and duration of closure can be obtained from the ODOT Field District 1 at (918) 687-5407



The SH-100 bridge over the Arkansas River will be closed during construction. It is estimated that the bridge will be closed for around 24 months with contract incentives to reduce the closure duration.

The proposed detour route from the bridge in Webbers Falls is as follows. Travel southbound on SH-100/US-64 to the junction with I-40, then proceed east on I-40 to SH-10, then north on SH-10 to SH-100 in Gore, and vice-versa when traveling from Gore to Webbers Falls. While the state highway detour will be signed for the through state highway traffic, local traffic will be able to utilize local county or city roads. When the project is let for construction, more information on the actual date of closure and duration can be obtained by calling ODOT District 1 at (918) 687-5407.

Typical Environmental Evaluation Criteria

Natural Resources

- Threatened and Endangered Species
- Wetlands and Waters of the U.S.
- Critical Waters Resources

Cultural Resources

- Historic Properties / Structures
- Archeological Sites
- Historic Cemeteries
- Tribal Properties

Other

- Hazardous Waste Sites / Fuel Storage Tanks
- Environmental Justice
- Community Impacts
- Parks / Recreational Areas



Environmental studies have been conducted for the proposed improvements. These studies include such things as evaluating impacts to threatened and endangered species, impacts to streams and wetlands, cultural resources, hazardous waste sites, impacts to minority and low-income communities, and impacts to park or recreational areas.

Noteworthy Environmental Study Findings

Waterways and Wetlands

- The project includes crossing the Arkansas River, a navigable waterway regulated by the U.S. Army Corps of Engineers (USACE) and U.S. Coast Guard. A Section 10 permit under the Rivers and Harbors Act is required.
- Avoidance and minimization measures will be implemented to minimize impacts to the Arkansas River and any wetlands. Stream crossings and temporary work roads can be permitted by the USACE under Section 404 of the Clean Water Act.

Threatened and Endangered Species

- Consultation with the U.S. Fish and Wildlife Service will be required under Section 7 of the Endangered Species Act for potential adverse effects to the Indiana Bat and the Northern Long Eared Bat
- Measures will be implemented prior to and during the bridge construction to minimize and mitigate any potential harm to endangered species

Cultural Resources

- No known cultural resources will be adversely affected by the proposed action

Hazardous Waste

- No hazardous waste concerns were identified during the environmental review



The Arkansas River at the SH-100 crossing is a navigable waterway regulated by the Army Corps of Engineers and the US Coast Guard. A Section 10 permit under the River and Harbors Act will be required. A Section 404 permit under the Clean Water Act will also be required for the construction proposed within the Arkansas River channel. Habitat for endangered bat species was identified within the project area and consultation with the US Fish and Wildlife Service is ongoing for potential adverse effects to these species. Measures will be taken to minimize and mitigate potential impacts to any endangered species. No cultural resources or hazardous waste concerns were identified during the environmental studies.

Project Schedule and What to Expect

- Preliminary Design (Complete)
- Virtual Open House (February 2021)
- Complete Environmental Process (Summer 2021)
- Utility Relocation (Fall 2021)*
- Final Construction Plans (Summer 2023)
- Construction (Fiscal Year 2026)*

*Dates are subject to funding



Regarding project schedule, the preliminary bridge design is complete. The virtual open house will be open from February 12 to February 26. The environmental process is expected to be completed this summer and utility relocation can begin once the environmental process is complete. Final construction plans are scheduled for the summer of 2023 and construction is scheduled to begin in fiscal year 2026. These dates are subject to funding and the project could be advanced if funding becomes available.

Thank You for Participating!

Please visit other areas of the website for more information.



Comments or Questions?

- Submit a written comment or question using the “Submit a Comment” page on the ODOT website
www.odot.org/SH100ArkansasRiver
- Email environment@odot.org

Comments are requested by February 26, 2021. For more information, please call (405) 521-3050



Thank you for visiting the virtual open house for the proposed improvements to SH-100 over the Arkansas River. Please look around the website for other helpful project information. We encourage you to sign-in on the website sign-in sheet and use the website comment form to provide any comments you may have. Please provide your comments by February 26, 2021.



BEGIN PROJECT

EXISTING RIGHT-OF-WAY

EXISTING RIGHT-OF-WAY

END PROJECT



SH-100 OVER MKARNS
MUSKOGEE/SEQUOYAH COUNTIES
J/P 32100(04)
FEBRUARY 2021





FREQUENTLY ASKED QUESTIONS (FAQs)

Why is the bridge being replaced?

The existing bridge has exceeded its planned design life and currently requires costly ongoing maintenance and frequent inspections. A replacement structure is planned to reduce ongoing costs and provide increased value to the public.

Is the current bridge dangerous?

The existing bridge is safe for travel. Conditions are being routinely monitored and any needed repairs will be addressed until the bridge is replaced.

Can the bridge be rehabilitated and/or widened instead of replacing it?

Bridge repair costs are increasing as the bridge continues to age. Rehabilitating and widening the bridge will ultimately be more expensive than replacing the structure.

Why is a new bridge safer?

A new bridge can be built wider for highway users and using fewer bridge piers in the water that can be struck by boaters and barges. Additionally, a new bridge can be designed to use more durable materials and structural systems than typically available when the current bridge was built.

Why must the road be closed for so long?

The bridge is very large and must be constructed over open waters from barges. This prevents construction operations from progressing as quickly when done from dry land. Furthermore, the river is an active commercially navigable inland waterway and barge traffic must be maintained as much as practically possible.

Will new right-of-way be required?

No acquisition of new permanent right-of-way or easement is currently anticipated for the project.

When is construction scheduled to begin?

Construction is anticipated to begin in 2026. However, the schedule is dependent on funding and subject to change.