Project Readiness

Environmental Risk

ODOT is in the final stages of planning and preliminary engineering for the Roosevelt Bridge project. A six-week long public engagement period was recently concluded, and ODOT is in the process of compiling over 280 comments received. As shown in **Figure 1**, ODOT intends to procure a Progressive Design Build (PDB) team and a Program Manager in early 2024. ODOT will work with the PDB Team to finalize the design, secure right-of-way, relocate utilities, and ultimately construct the project. MPDG funding obligation is anticipated to occur in April 2025 after the completion of NEPA, with construction beginning shortly afterwards. See the detailed schedule at ODOT Roosevelt Bridge.

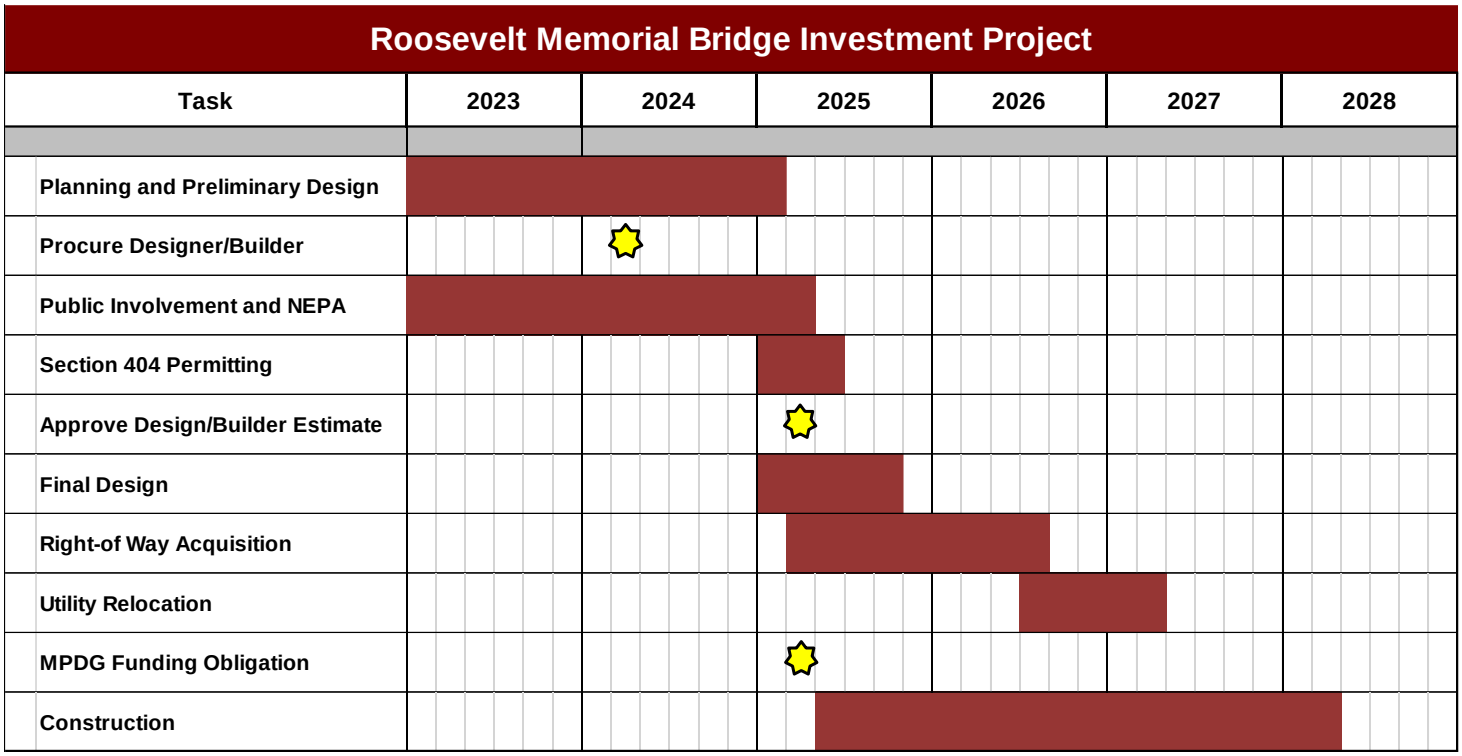

Figure 1: Detailed Project Schedule for the Roosevelt Bridge Project

The project is sufficiently advanced to begin construction in a timely manner and well within the funding deadlines for the 2023-2024 MPDG program. ODOT obligates all required construction funding prior to advertising a project for construction and again prior to awarding a contract for construction. Funding obligation is anticipated to occur over a year before the statutory deadline of September 30, 2026. Even with substantial unanticipated delay, the MPDG funds are in little danger of expiring prior to this deadline.

Required Approvals

NEPA Status

ODOT began the NEPA process with the initiation of the Preliminary Engineering study in late 2020. As a National Register of Historic Places (NRHP)-eligible property, the Roosevelt Bridge is subject to protection under Section 4(f) of the Department of Transportation Act. ODOT has completed an analysis of alternatives that would avoid a "use" of the bridge under Section 4(f) and

would preserve its historic integrity. These alternatives include using the existing bridge as half of a one-way couplet, using the existing bridge as a pedestrian and bicycle facility, and closing the bridge and leaving it in place as a historic monument. The costs and impacts of these alternatives have been studied and compared to determine if any are prudent and feasible alternatives. Concurrently with the Section 4(f) analysis, ODOT has studied numerous alternatives to replace the existing bridge, in the event none of the Section 4(f) alternatives are found prudent and feasible. Replacement alternatives include full and partial offsets of the existing bridge as well as a new bridge alignment. All alternatives were recently presented to local, state, and federal agencies, elected officials, community groups, and the public. To date, public comments received are overwhelmingly in support of replacing the existing bridge due to safety concerns.

Once public comments are compiled, ODOT will complete the Programmatic Section 4(f) Evaluation for the Roosevelt Bridge for FHWA review and decision on prudence and feasibility. The Oklahoma Division FHWA has been involved in the development of alternatives and their analysis since the inception of the study and have been offered multiple opportunities for input. They have participated in several stakeholder meetings and have reviewed the Section 4(f) alternatives analysis report.

ODOT has completed environmental studies in the vicinity of the bridge to support the NEPA document. Archaeological survey, threatened and endangered species studies, and a hazardous materials assessment have been completed. No significant impacts were identified. Concurrence has been received from the US Fish and Wildlife Service (USFWS) and conservation measures to avoid and minimize impacts to listed species will be integrated into the project. Environmental studies and USFWS concurrence can be found at ODOT Roosevelt Bridge. Once the Section 4(f) evaluation is completed, ODOT will select the preferred alternative and complete the NEPA document, anticipated to be a Documented Categorical Exclusion (DCE). Given the extensive involvement of FHWA in the development of the project, no delays are anticipated in obtaining NEPA approval.

Permitting

Lake Texoma is owned and operated by the USACE, and the Roosevelt Bridge crosses USACE lands. Therefore, this agency has been a key stakeholder in the project. Representatives from the Tulsa District and Lake Texoma USACE offices have offered input at stakeholder meetings and have expressed their preferred outcomes and requirements. The flood storage capacity of Lake Texoma is of key concern. ODOT has investigated multiple ways to avoid or minimize fill into the lake, including retaining walls and removal of the existing causeway. If required, compensatory storage for any loss of flood capacity in Lake Texoma will be negotiated with the USACE and included in the project. Additionally, a Section 4(f) evaluation will be required for the use of USACE lands. A small amount of USACE property is anticipated to be needed to construct the new widened bridge and roadway; however, the impacts are anticipated to be de minimis. Preliminary discussions with the USACE suggest this will be a simple letter documenting the use and any needed mitigation measures.

The Project will also require a Section 404 Clean Water Act permit from the USACE. Permitting for the Project is expected to fall under Nationwide Permit 14. In addition to the extensive coordination that has already taken place, ODOT has agency liaisons in place at the USACE which will greatly accelerate permitting reviews. The project will also require notifying the Federal Aviation Administration (FAA) of proposed construction via FAA Form 7460-1 prior to construction, in accordance with 14 CFR 77.13– 7.17 due to the location of Lake Texoma State

Park airfield within the project area. The Oklahoma Aeronautics Commission (OAC) is familiar with the project and anticipates the submittal of this form. Finally, the contractor will be required to obtain authorization under the Oklahoma Department of Environmental Quality (ODEQ) OKR10 general construction permit for stormwater. This permit is obtained after letting and before construction begins. No special conditions are anticipated.

Right-of-Way Acquisition

Relocations are not anticipated for the Roosevelt Bridge Project. Right-of-way will be needed to construct the project, primarily in the form of easements from the USACE as the majority of the project is on USACE lands. Private property from the Pointe Vista development may also be required. ODOT has been coordinating with the Pointe Vista developer as both projects move forward to determine future needs. ODOT anticipates beginning the right-of-way acquisition process in early 2025. ODOT will perform all right-of-way acquisition according to the Uniform Relocation Act and applicable regulations.

Public Engagement

ODOT recently completed a six-week long public engagement process, including an on-line virtual open house (www.odot.org/US70LakeTexoma) and an in-person public meeting in Kingston, OK. ODOT requested input from tribes, and local, city, state, and federal agencies as well as the public. Over 140 people attended the public meeting and over 280 comments have been received. All but one of the comments was in support of improving and/or replacing the existing bridge. Many indicated a need for a four-lane structure and shoulders. Emergency service providers also attended the meeting and expressed a need to improve the bridge to allow for faster incident response.

ODOT's public involvement procedures for including environmental justice communities are documented in ODOT's Public Involvement Plan and are consistent with USDOT's *Promising Practices for Meaningful Public Involvement in Transportation Decision Making Guide*. Outreach to environmental justice populations in the study area is done through coordination with area tribes as well as direct mail deliveries to reach all households, regardless of owner status. More information about the proposed public involvement strategy for the Roosevelt Bridge Project can be found in **Section 5** of the Outcome Criteria.

State and Local Approvals

The Project is currently included in the ODOT 8-Year Construction Work Plan. Construction is currently programmed in 2029 but is not fully funded. Should MPDG funding become available this project would be accelerated and moved into the ODOT Statewide Transportation Improvement Program (STIP). A letter demonstrating ODOT's commitment to provide matching funding and to appropriately program the project is included with this application.

Federal Transportation Requirements Affecting State and Local Planning

- **ODOT Statewide Freight Transportation Plan:** US-70 is included in ODOT's Freight Transportation Plan, 2023-2030 Freight Investment Plan.
- **Statewide Transportation Improvement Program (STIP):** The ODOT STIP incorporates the first four years of the ODOT 8 Year CWP. The Project will be added to the STIP upon MPDG award.
- **Long Range Transportation Plan (LRTP):** The ODOT LRTP 2020-2045 is a policy document that provides a strategic direction for the development of the Oklahoma multimodal transportation system. The Roosevelt Bridge Project aligns with ODOT's long range strategic direction.

- **Transportation Asset Management Plan (TAMP)**: The project is consistent with the goals set out in ODOT's 2022-2031 Transportation Asset Management Plan with the goal of maintaining and preserving Oklahoma's transportation network.

Assessment of Project Risks and Mitigation Strategies

Potential risks and mitigation strategies to minimize the potential impact of those risks are summarized in **Table 1**. There is some environmental risk to the project given FHWA and the State Historic Preservation Officer (SHPO) have not yet approved the Section 4(f) Evaluation and NEPA document. Meaningful public involvement has occurred that engaged the disadvantaged community affected by the project and the public overwhelmingly supports the project. ODOT has sufficient capacity to implement the proposed activities according to the schedule presented. The agency has committed state matching funds from reliable and dependable sources that meet statutory match requirements. This match will ensure ODOT is able to begin construction in a timely manner until grant funds are reimbursed. The PDB method is anticipated to reduce construction phase risk through the authorization of multiple work packages.

Table 1: Project Risk and Mitigation Strategies

Project Risk (Probability of Occurrence)	Mitigation Strategies
Section 4(f)/NEPA Approval Delay (Moderate)	- FHWA approval of the Section 4(f) document is anticipated by early 2024. Should this be delayed, it could affect the schedule for NEPA completion and funding obligation. However, the schedule currently shows funding obligation in 2025, well in advance of the statutory deadline. ODOT has begun consultations with the SHPO and FHWA and have presented information at multiple meetings.
Cost Increases (Moderate)	- If the existing bridge is preserved, this would add rehabilitation and future maintenance costs. ODOT's cost estimates are conservative and include sufficient contingency to incorporate rehabilitation of the existing bridge for non-vehicular use. - Cost increases have become more common with rising inflation. Project estimates were completed in February of 2023 but are based on less than 30% design. All estimates include a 20% contingency reflecting the preliminary level of design. - The PDB Team will provide Guaranteed Maximum Price (GMP) figures for milestones throughout project delivery. Cost increases will be able to be absorbed as the project advances. - ODOT has included the project in its 8 Year CWP and remains committed to adjusting as needed to meet all MPDG and statutory deadlines for funding obligation. ODOT has consistently seen a contract growth of less than 3%, which is covered by other formulas federal funds or Oklahoma State ROADS funds.
Geotechnical Issues (Moderate)	- Due to the depth of the lake and size of the bridge, only limited geotechnical information has been collected. The PDB Team would collect additional geotechnical information and use it to inform the design prior to setting the GMP.

Utility Issues (Moderate)	- The large electric transmission line on the existing bridge will need to be relocated. ODOT has reached out to Oklahoma Gas & Electric to discuss this relocation. The cost estimate for relocation included in this project is conservative to account for multiple scenarios.
Delays Securing Right-of-Way (Low)	- Easements from USACE will be needed. ODOT has been coordinating with USACE throughout the study and has already begun discussing the needed easements. The USACE has indicated a new bridge is needed and is willing to grant the needed easements, so no schedule delay is anticipated.
Section 404 Permitting Delays (Low)	- ODOT has begun discussions with the USACE and has designed alternatives to reduce fill in Lake Texoma. - The Project is anticipated to fall under Nationwide Permit 14. - ODOT has a liaison in place at the USACE to accelerate and streamline approvals if needed. See **Project Readiness**.
Weather Related Construction Delays (Moderate)	- Storm events and flooding could hinder construction progress and could threaten the new bridge. The new bridge will be higher than the existing to avoid flood impacts. - PBD allows ODOT more control over the design build process and they will work closely with the PDB Team to track project time and make any necessary adjustments while still meeting project commitments.
Public Opposition (Low)	- Extensive public engagement has occurred, and the public is overwhelmingly in support of the project. See above and **Section 5** of the Outcome Criteria.
USACE Construction and Maintenance Agreement (Low)	- ODOT and USACE have negotiated numerous maintenance agreements on previous projects and have standard language and terms. Discussions on maintenance have already begun.

Technical Capacity

ODOT has the technical capacity to successfully complete the Roosevelt Bridge Project. ODOT has been awarded several discretionary grants from various programs, including MPDG, and is familiar with developing grant agreements, administering the funding, and providing the necessary reporting. ODOT has the technical expertise and resources dedicated to the project to provide quality control over all aspects of design and construction, ensure the project meets all federal requirements, and keep the public informed of the project's progress. ODOT's Contract Compliance Division oversees the Department's Disadvantaged Business Enterprise (DBE) program and ensures that ODOT and all its consultants and contractors comply with applicable Civil Rights requirements.

ODOT has extensive experience completing projects with a similar scope, having recently completed replacement of the Willis Bridge (US-377) over Lake Texoma located just 15 miles southeast. ODOT worked with the USACE to construct this bridge and encountered similar site conditions. ODOT also recently completed construction on the US-77 Bridge over the Canadian River. This was also a large historic bridge that required Section 4(f) analysis on an accelerated schedule due to imminent safety concerns. ODOT successfully mitigated the impact to the historic bridge and provided a safe multimodal crossing between the communities of Purcell and Lexington, Oklahoma.