

Roosevelt Memorial Bridge Investment Project

Bryan and Marshall Counties, Oklahoma
May 2024

Project Readiness

Detailed Project Schedule

ODOT is in the final stages of planning and preliminary engineering for the Roosevelt Bridge project. As shown in **Figure 1**, ODOT intends to procure a Progressive Design Build (PDB) team and a Program Manager in early 2025. 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 early 2026 prior to construction letting, with construction beginning shortly afterwards.

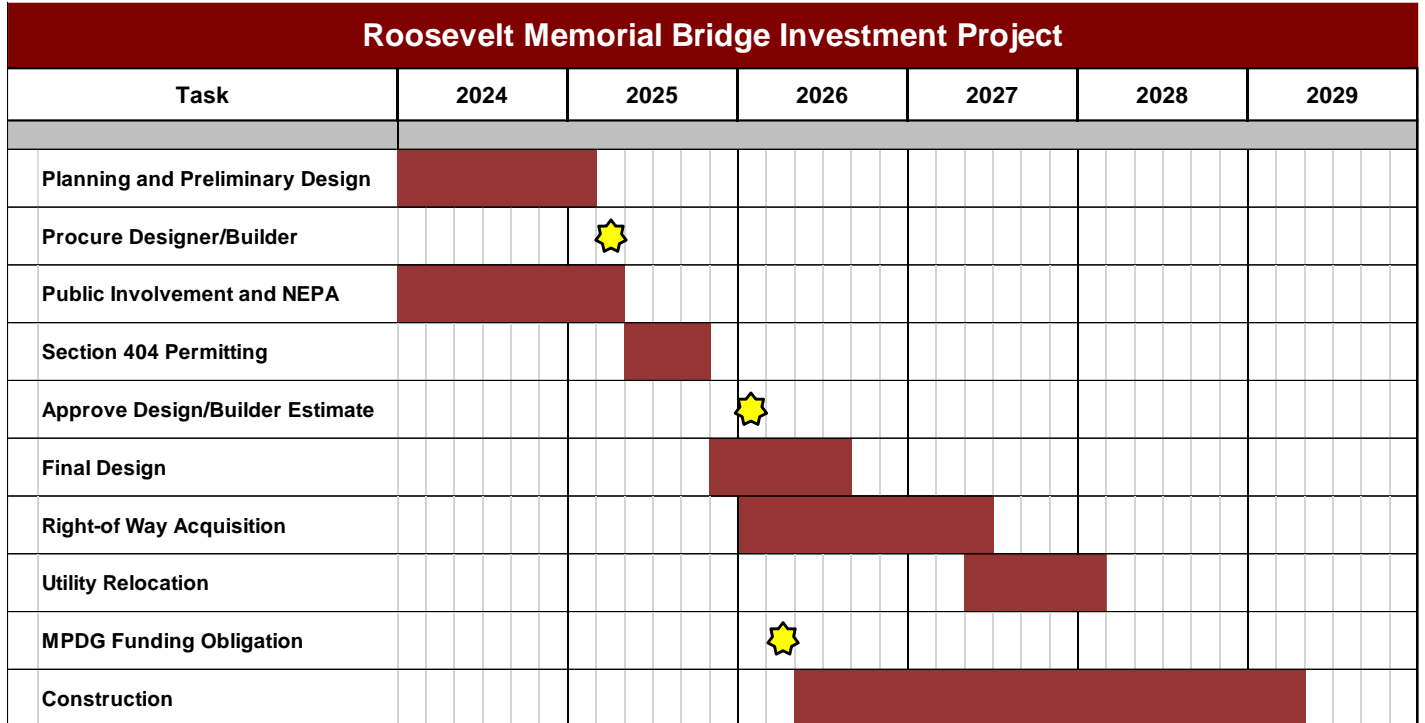


Figure 1: Detailed Project Schedule for the Roosevelt Bridge Project

The project is sufficiently advanced to begin construction in a timely manner and well within the funding deadlines for the 2025-2026 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 well in advance of the statutory deadline of September 30, 2028. Even with substantial unanticipated delay, the MPDG funds are in little danger of expiring prior to this deadline. Construction is anticipated to be complete in early 2029.

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 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 included full and partial offsets of the existing bridge as well as a new bridge alignment. All alternatives were presented to local, state, and federal agencies, elected officials, community groups, and the public. Public comments received were overwhelmingly in support of replacing the existing bridge due to safety concerns.

ODOT notified the public of its decision to build a new bridge on a southern alignment in February 2024. The use or disposition of the existing bridge is dependent upon the results of the Section 4(f) evaluation. 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. Studies of cultural resources, threatened and endangered species, and hazardous materials 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 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.

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. ODOT will obtain a Floodplain Development Permit from the Oklahoma Water Resources Board (OWRB) for construction within the mapped FEMA floodplain. ODOT and OWRB have a programmatic agreement to streamline these permits. The contractor will 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. No relocations will be

required. 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. ODOT anticipates beginning the right-of-way acquisition process in late 2025. ODOT will perform all right-of-way acquisition according to the Uniform Relocation Act and applicable regulations.

Public Engagement

Public engagement for the Project to date has included in-person and virtual outreach opportunities. ODOT prepared a Public Involvement Plan describing the planned methods of outreach and notification, including identification of environmental justice communities. 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. Notification of the in-person and on-line public meetings was done through several means, including letters to agencies, tribes, elected officials, local school districts, law enforcement, medical facilities, and emergency service providers. 4,670 postcards were delivered via direct mail to all addresses in the vicinity of the Project on both sides of the lake. Local media reported on the meeting and the website. The Chickasaw and Choctaw Nations provided early input into the planning and development of the project. Both tribes have expressed support for replacing the bridge. Continued discussions with these and other stakeholders will take place as design continues.

ODOT concluded a six-week virtual public open house at www.odot.org/US70LakeTexoma in August 2023. Because US-70 is a significant regional facility, and Lake Texoma attracts visitors from a large area, on-line engagement was included to reach these users as well as to provide a convenient way for the public to access Project information. In six weeks there were over 2,600 unique visitors to the website and over 280 comments submitted¹. ODOT also held an in-person public meeting on July 25, 2023, in Kingston, OK (Figure 2). Over 140 people attended the public meeting, where ODOT staff gave a presentation on the Project and answered questions. All but two of the comments received from the public expressed a desire for a new bridge due to safety concerns or to increase capacity. Stakeholder and public meeting summaries are included at [ODOT Roosevelt Bridge](#).



Figure 2: Roosevelt Bridge Public Meeting, July 25, 2023

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](#)

¹ See website analytics report at [ODOT Roosevelt Bridge](#)

[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.

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.

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**.

Table 1: Project Risk and Mitigation Strategies

Project Risk (Probability of Occurrence)	Mitigation Strategies
Section 4(f)/NEPA Approval Delay (Moderate)	<ul style="list-style-type: none"> - FHWA approval of the Section 4(f) document is anticipated by mid-2025. Should this be delayed, it could affect the schedule for NEPA completion and funding obligation. However, funding obligation is scheduled 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)	<ul style="list-style-type: none"> - ODOT’s cost estimates are conservative and include sufficient contingency to incorporate rehab of the existing bridge for non-vehicular use. - Cost increases have become more common with rising inflation. All estimates include a 20% contingency. - The PDB Team will provide a Guaranteed Maximum Price (GMP) for milestones throughout project delivery. Cost increases will be known as the project advances.
Geotechnical Issues (Moderate)	<ul style="list-style-type: none"> - Geotechnical data collected includes 5 borings taken within Lake Texoma that were used to inform the design of the drilled shafts. Additional geotechnical investigations will be performed during final design of the project.
Utility Issues (Moderate)	<ul style="list-style-type: none"> - 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)	<ul style="list-style-type: none"> - Easements from USACE will be needed. ODOT has been coordinating with USACE throughout the study and has begun discussing the needed easements. The USACE has indicated support for the project and willingness to grant the easements.
Section 404 Permitting Delays (Low)	<ul style="list-style-type: none"> - 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.
Public Opposition (Low)	<ul style="list-style-type: none"> - Extensive public engagement has occurred, and the public is overwhelmingly in support of the project.
Weather Related Construction Delays (Moderate)	<ul style="list-style-type: none"> - 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 more control over the design build process and ODOT will work closely with the PDB Team to track project time and make necessary adjustments while still meeting project commitments.