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US-70 over Lake Texoma – Stakeholder Meeting

Mtg Date: August 9, 2021

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
Ryan Moy, ODOT District 2 Construction
Justin Hernandez, ODOT Bridge Division
David Saulsberry, ODOT Project Manager, District 2
Siv Sundaram, ODOT Environmental Programs Division Engineer
Joe Brutsche, ODOT Environmental Programs Division Assistant
Kathy Koon, ODOT Environmental Project Manager, District 2
Scott Sundermeyer, ODOT Environmental Programs Division (Cultural Resources)
Greg Maggard, 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)
Abimael Portillo, ODOT
Joe Hill, Chickasaw Nation Dept of Commerce
Kris Marek, Director, Oklahoma State Parks
Eve Atkinson, Oklahoma State Parks Land and Water Coordinator
Lynda Ozan, Deputy SHPO
Kristina Wyckoff, Oklahoma Historical Society
Kary Stackelbeck, State Archeologist
Marcus Ware, USACE Tulsa District, Regulatory Branch (ODOT Liaison)
Stacy Dunkin, USACE Tulsa District Biologist
David Williams, USACE Tulsa District Chief of H&H
Jake Ellison, USACE Lake Texoma Lake Manager
James Vincent, USACE Lake Texoma Biologist
Cindy Buchanan, USACE Lake Texoma Real Estate
Tom Holder, USACE Lake Texoma Assistant Lake Manager
Jason Langhammer, Garver
Jenny Sallee, Garver
Matthew Youngblood, Garver
Mike Spayd, Garver
Kirsten McCullough, Garver

Haley Rush, Cox McLain Environmental Consulting
Emily Reed, Cox McLain Environmental Consulting

1. Welcome and Introductions
 - 1.1. David Saulsberry opened the meeting and welcomed everyone. Kirsten McCullough introduced Anthony Echelle, who gave an update on the emergency contract ongoing for the bridge repairs.
 - 1.2. Matthew Youngblood and Kirsten McCullough of Garver gave a presentation on the following topics. A copy of the presentation is included as **Attachment A**.
2. Purpose of Meeting
 - 2.1. Present ODOT's proposed project on US-70 over Lake Texoma (Roosevelt Bridge)
 - 2.2. Discuss the resources involved and the requirements of Section 4(f) of the Department of Transportation Act
 - 2.3. Obtain Stakeholder input on alternatives and environmental/cultural resources
 - 2.4. Understand Stakeholder requirements and preferences
3. Purpose of the Project
 - 3.1. Correct the at-risk bridge
 - 3.2. Address narrow width and substandard vertical clearance of bridge
 - 3.3. Improve safety
 - 3.4. Provide adequate capacity to accommodate future traffic volumes
4. Section 4(f) Alternatives
 - 4.1. Section 4(f) Requirements
 - 4.2. Section 4(f) Properties in the project area
 - 4.2.1. Historic Roosevelt Bridge
 - 4.2.2. Lake Texoma State Park
 - 4.2.3. US Army Corps of Engineers (USACE) Lands
 - 4.3. Section 4(f) Process (Bridge)
 - 4.3.1. Evaluate existing bridge
 - 4.3.2. Analyze alternatives
 - 4.3.2.1. Do Nothing (Alternative 1)
 - 4.3.2.2. Rehab the Existing Bridge (Alternative 2)
 - 4.3.2.2.1. Alt 2A (no widening)
 - 4.3.2.2.2. Alt 2B (widen to 4-lane)
 - 4.3.2.3. Preserve the Existing Bridge as part of a One-Way Pair (Alternative 3)
 - 4.3.2.3.1. Alt 3A (no widening of existing bridge)
 - 4.3.2.3.2. Alt 3B (widening of existing bridge to 2 lanes and shoulders to meet today's design standards)
 - 4.3.2.4. Preserve the Existing Bridge as a bicycle/pedestrian facility (Alternative 4)
 - 4.3.2.5. Preserve the Existing Bridge as a monument (Alternative 5)
 - 4.4. Evaluate Alternatives 1-5
 - 4.4.1. Do they meet the purpose and need for the project?
 - 4.4.2. Do they cause significant operational or safety concerns?
 - 4.4.3. Do they have major social, economic, or environmental impacts?

- 4.4.4. Do they cause significant community disruption?
 - 4.4.5. Do they have cost of extraordinary magnitude?
 - 4.4.6. Do they preserve the historic integrity of the existing bridge?
 - 4.5. If Alternatives 1-5 shown to not be prudent or feasible, then:
 - 4.5.1. Replace the Bridge (Alternative 6)
 - 4.5.1.1. Offset alignments
 - 4.5.1.2. New alignments
 - 4.6. Section 4(f) Process (Park and USACE lands)
 - 4.6.1. Coordinate to determine if the project will adversely affect the features, attributes, or activities that qualify the properties for protection
 - 4.6.2. Coordination has begun with initial letters to USACE and Oklahoma State Parks (mailed July 30, 2021)
 - 4.7. Section 6(f) Process (Park Roads)
 - 4.7.1. Different but related regulation also protecting park properties
 - 4.7.2. Park entrance roads are afforded protection under LWCF Act.
 - 4.7.3. Previous coordination indicates as long as access is maintained there will be no significant adverse impact.
5. Stakeholder Roles
- 5.1. Oklahoma State Parks
 - 5.1.1. Officials with jurisdiction over Lake Texoma State Park
 - 5.1.2. Oversight over LWCF properties
 - 5.2. Chickasaw Nation
 - 5.2.1. Property on west side of bridge
 - 5.2.2. Within Lake Texoma State Park
 - 5.2.3. Need permission to enter property for studies
 - 5.3. USACE
 - 5.3.1. Own majority of property on either side of bridge, including Lake Texoma
 - 5.3.2. Officials with jurisdiction over USACE lands
 - 5.3.3. Permitting authority for Section 404, Section 408, compensatory storage
 - 5.3.4. Need permission to enter property for studies
 - 5.3.5. Need Archeological Resources Protection Act (ARPA) permit for archeological survey
 - 5.4. State Historic Preservation Officer (SHPO)
 - 5.4.1. Review determinations of eligibility and effect for historic properties, including Roosevelt Bridge, under Section 106 of National Historic Preservation Act.
 - 5.4.2. Official with jurisdiction over eligible Roosevelt Bridge (Section 4(f)) and determine use
 - 5.5. State Archeologist
 - 5.5.1. Review determinations of eligibility and effect for prehistoric archeological sites under Section 106 of National Historic Preservation Act.
 - 5.6. Other Studies and Stakeholders
 - 5.6.1. US Fish and Wildlife Service (Endangered Species Act)
 - 5.6.2. US Coast Guard (Section 10 Rivers and Harbors permit)
 - 5.6.3. Hazardous materials

6. Project Timeline

- 6.1. Environmental Studies – January 2022
- 6.2. Alternatives Analysis for Bridge – December 2021
- 6.3. SHPO Consultation – March 2022
- 6.4. Preliminary Engineering Report – May 2022
- 6.5. Public Meeting – July 2022
- 6.6. Complete Section 4(f) Document for Bridge – October 2022
- 6.7. FHWA Review and Approval of Section 4(f) Document – February 2023
- 6.8. Select Preferred Alignment – May 2023
- 6.9. Conceptual Plans – September 2023
- 6.10. Complete Section 4(f) for Park/USACE – December 2023
- 6.11. NEPA Approval – April 2024
- 6.12. Begin right-of-way / easement acquisition – FFY 2025
- 6.13. Construction is not yet programmed

7. Stakeholder Input

- 7.1. The following comments were made during the meeting. The list of questions provided to stakeholders in advance was reviewed (**Attachment B**).

State Parks

- Will the new bridge include pedestrian/bicycle facilities? No – one of the alternatives involves preserving the existing bridge as a ped/bike facility.
- Need a map showing study area on USGS map with section lines (KMZ would work)
- Land north of US-70 is private. Land south is lease-owned by State Parks – small parcel owned by Lake Texoma Association.
- Would think both Parks and USACE would be officials with jurisdiction over Lake Texoma State Park
- Gas station part of concession for marina (not a fee title interest)

USACE

- Until we see preferred alternative – and determine the best route – we won't be able to approve the 4f – make sure we have preferred alternative
- Gas station is owned by Pointe Vista
- Want to ensure Regulatory Branch has the opportunity to respond to questions and provide input.
- Will mail back responses

State Archeologist

- Preliminary comments have been submitted. Nothing else at this time.

Oklahoma Historical Society (SHPO)

- No comments at this time.

8. Action Items

- 8.1. Mr. Hill to provide name of contact person at Chickasaw Nation for property access
- 8.2. Garver to provide initial environmental footprint for stakeholder input (attached to these minutes)
- 8.3. Stakeholders to provide any feedback within 30 days (September 8, 2021)

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



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US-70 over Lake Texoma Stakeholder/Section 4(f) Meeting

Welcome

Introductions

- Oklahoma Department of Transportation (ODOT)
- Federal Highway Administration (FHWA)
- Chickasaw Nation
- US Army Corps of Engineers (USACE)
- Oklahoma State Parks
- Oklahoma Historical Society
- Oklahoma Archeological Survey
- Garver & CMEC

Project Contacts

David Saulsberry
Project Manager - District 2
Oklahoma Department of Transportation
200 NE 21st Street
Oklahoma City, OK 73105
DSaulsberry@ODOT.ORG

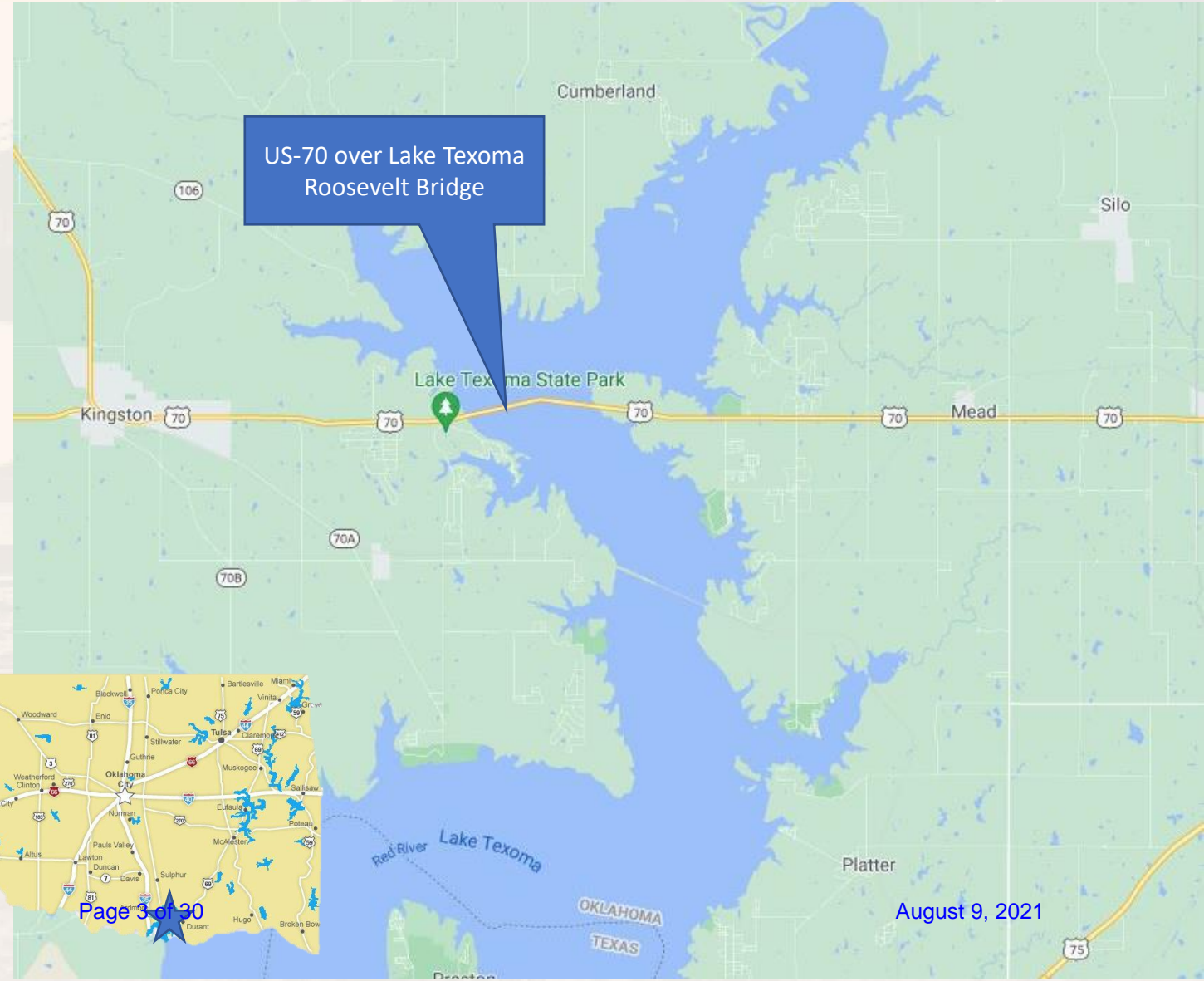
Kirsten McCullough
Environmental Project Manager
Garver
6100 South Yale Avenue, Suite 1300
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(918) 858-3799
KJMcCullough@GarverUSA.com



Purpose of the Meeting

Meeting Objectives

- Present ODOT's proposed project on US-70 over Lake Texoma
- Discuss Section 4(f) requirements
 - Historic Bridge
 - Park and Recreational Property
- Obtain Stakeholder input on Section 4(f) alternatives and environmental and cultural resources
- Understand Stakeholder requirements and preferences



Purpose of the Project

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
- Detailed analysis available as requested



Purpose of the Project

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

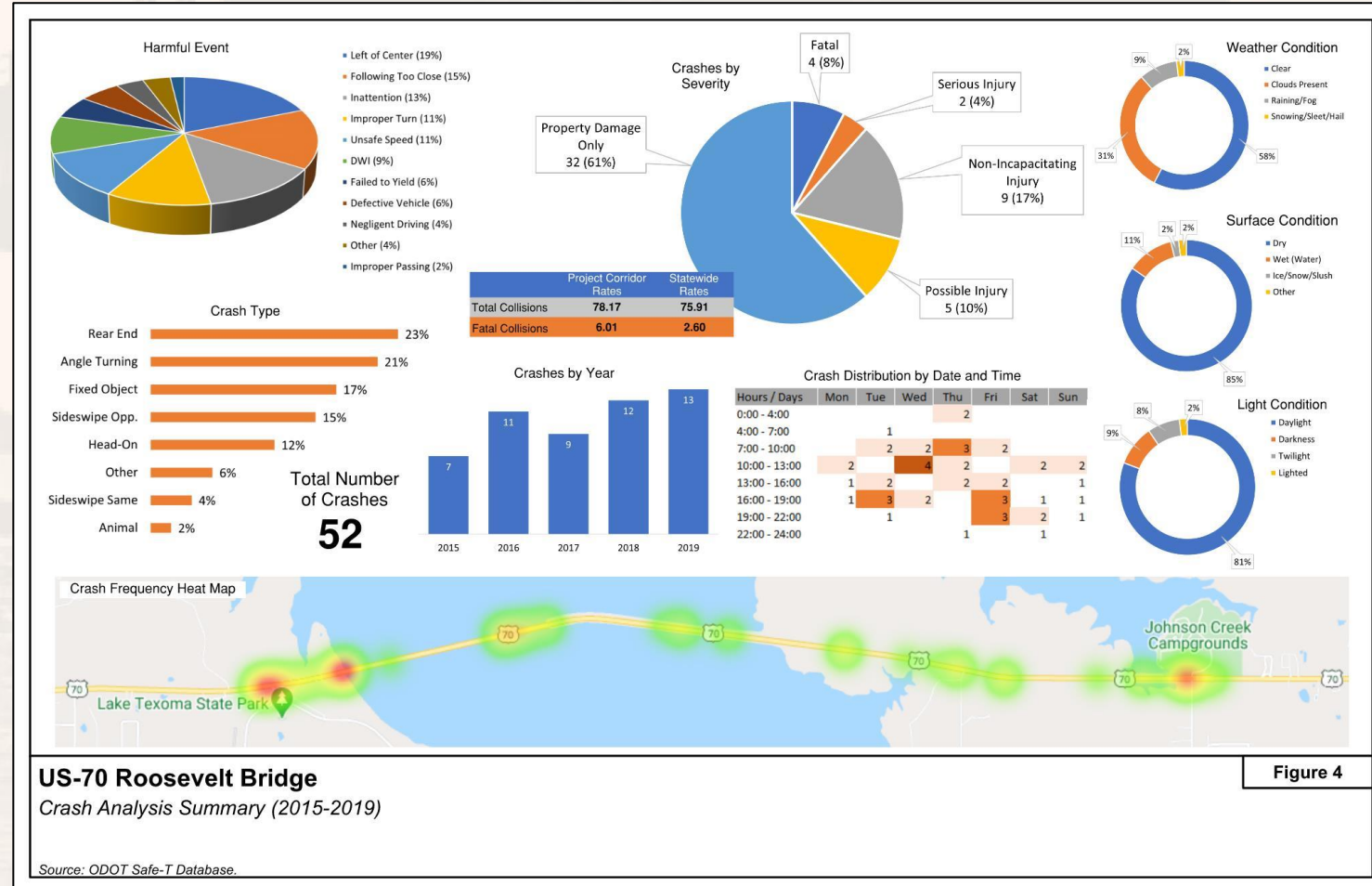
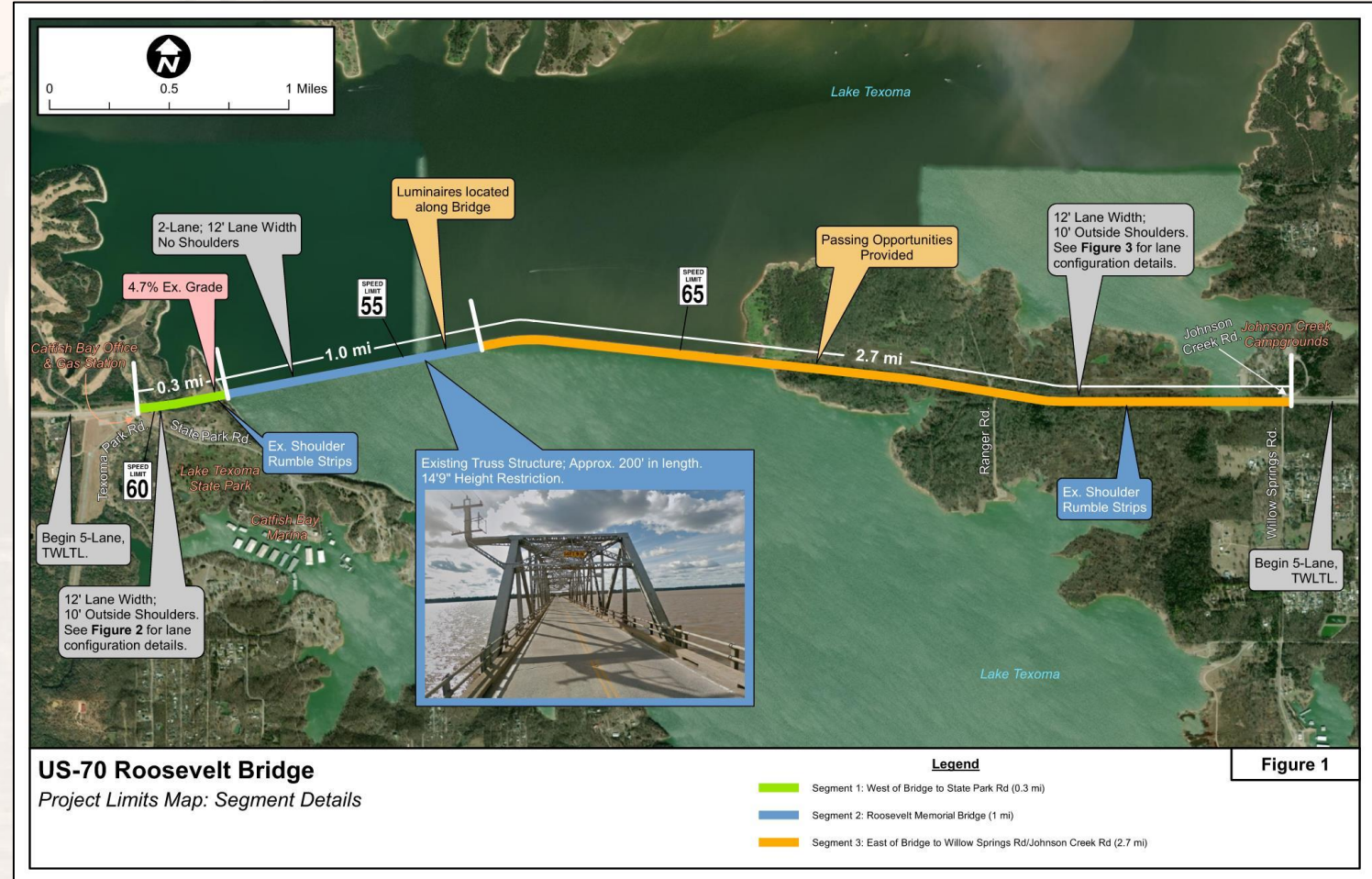


Figure 4

Purpose of the Project

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





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Section 4(f) Alternatives Analysis

Section 4(f)

- A provision in the Department of Transportation Act of 1966
- Section 4(f) states that FHWA cannot use land from a publicly owned park, recreation area, wildlife or waterfowl refuge, or significant historic sites (public or private), unless:
 - There is no feasible and prudent avoidance alternative; and
 - The Action includes all possible planning to minimize harm to the property; or
 - FHWA determines the use of the property (including measures to minimize harm) will have a *de minimis* impact
 - For historic properties, a *de minimis* impact is one that will have no adverse effect on the property
 - For parks, a *de minimis* impact is one that will not adversely affect the features, attributes, or activities qualifying the property for protection
- Three potential Section 4(f) Properties in US-70 over Lake Texoma Project area
 - Historic Roosevelt Bridge
 - Lake Texoma State Park
 - USACE Lands



Roosevelt Bridge

- 1945 Warren Through-Truss
- Built by USACE
- Eligible for listing in the National Register of Historic Places
- Significant for its type (only vehicular example of the type in Oklahoma)
- Associated with USACE impoundment project, creation of Lake Texoma
- Good integrity



Section 4(f) Process

- Evaluation of Existing Bridge
 - Structural evaluation of condition
 - Identify character defining features – determined to be the truss span primarily
 - Other elements of bridge (approach spans, railing, utility towers) have less significance
 - State Historic Preservation Officer (SHPO) has concurred with this finding



Section 4(f) Process

- FHWA Programmatic Section 4(f) Evaluation
- Alternative Analysis – Alternatives that do not Affect Historic Integrity
 - Alternative 1 – Do Nothing
 - Alternative 2 – Rehabilitation/Widening
 - Alternative 3 – One-Way Pair/Widening
 - Alternative 4 – Pedestrian/Bicycle Bridge
 - Alternative 5 – Monument
- Replacement Considered only if these are not Prudent/Feasible



Checkered House Bridge, VT

ODOT IP 23173(04) US-70 over Lake Texoma
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Winona Bridge over Mississippi River, MN

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Jenks Pedestrian Bridge, OK

Section 4(f) Process

Alternative Evaluation

- Section 4(f) requires that we demonstrate no “feasible or prudent” alternative to replacement
 - Feasibility – can be built with sound engineering judgement
 - Prudent – meets need of project, preserves historic integrity of bridge, and does not result in other problems, major impacts, or extraordinary cost

	Meets Purpose and Need?	Operational and Safety Impact	Social, Economic, Environmental Impact	Community Disruption	Cost of Construction
Option 1 – Do Nothing	No	High	High	High	Medium
Option 2 – Rehab Existing	No	High	High	High	High
Option 3 – Rehab Widen	Yes	Medium	Medium	High	High
Option 4 – One-Way Pair	Yes	Medium	Medium	Medium	High
Option 5 – Monument/Ped	Yes	Medium	Medium	Medium	High
Option 6 – Bridge Replacement	Yes	Low	Medium	Low	Low

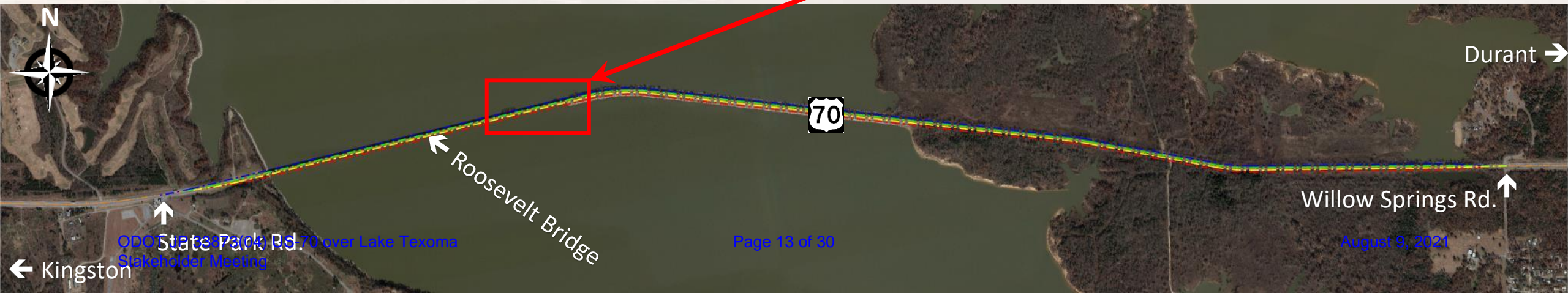
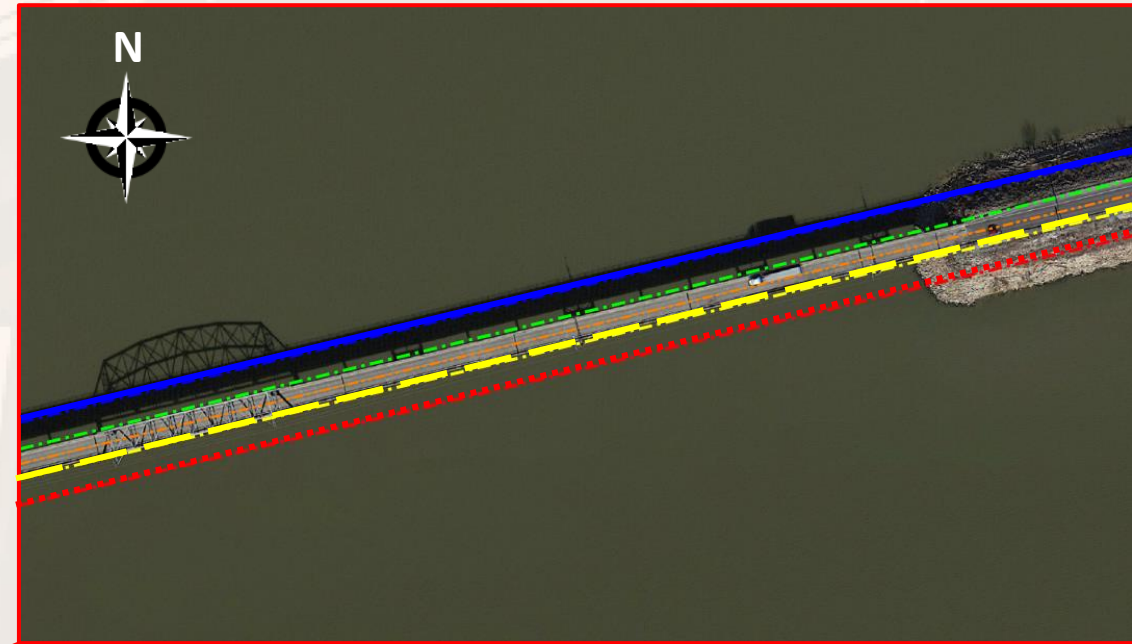
Example Section 4(f) Matrix

Potential Replacement Options

- Alignment Options

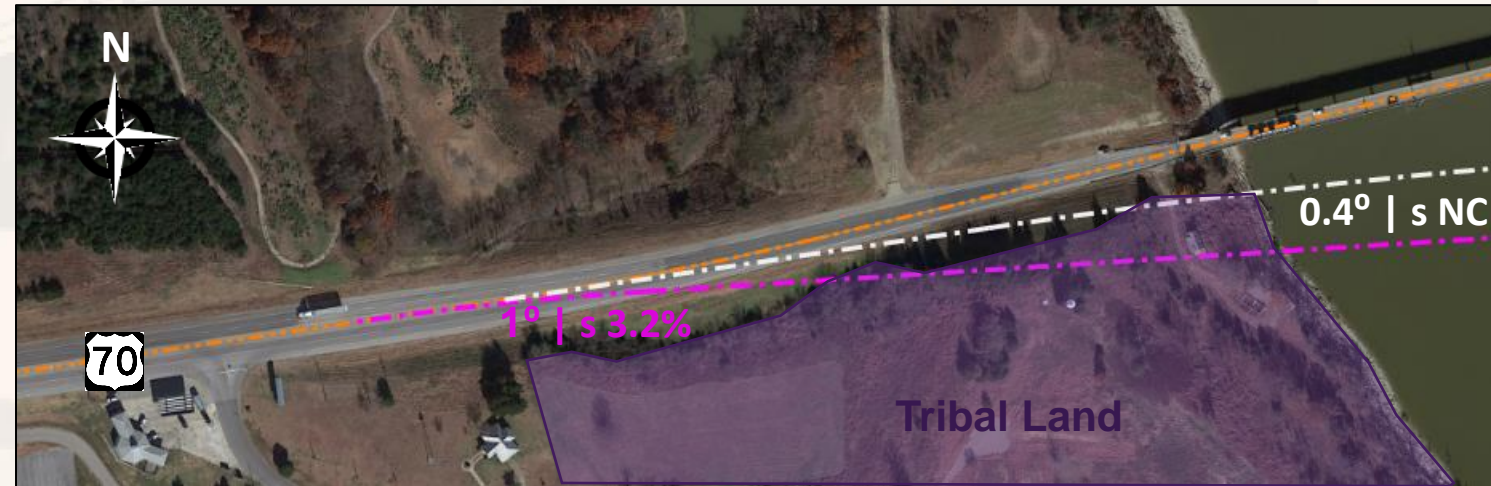
- Full Offset North – 57 ft 
- Partial Offset North – 27 ft 
- Partial Offset South – 27 ft 
- Full Offset South – 57 ft 

- Maintain 2 Lanes of Traffic



Potential Replacement Options

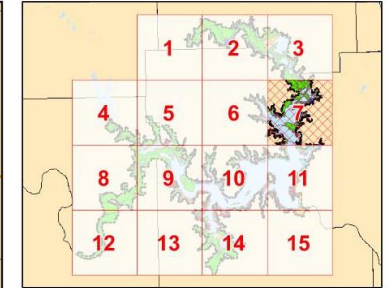
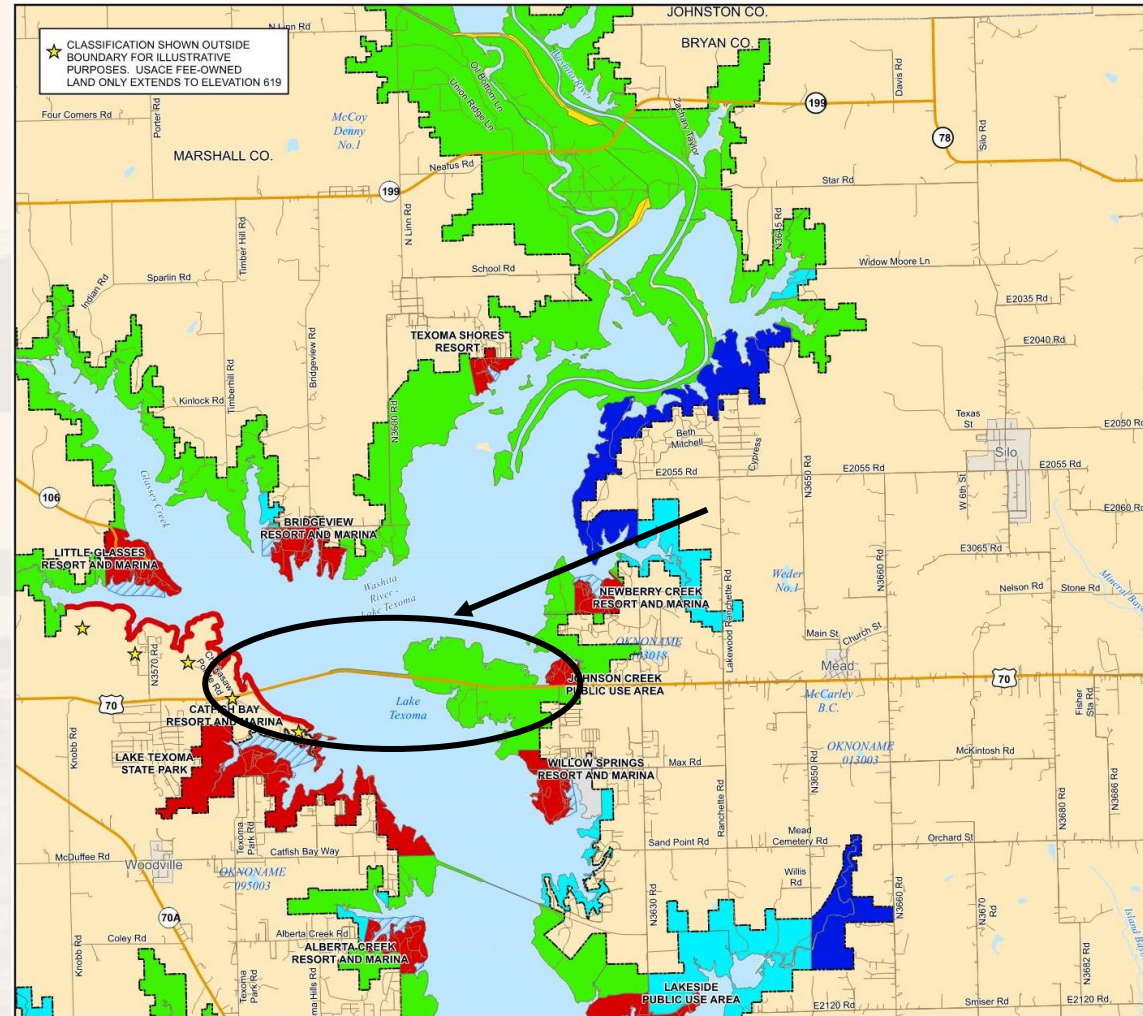
- New Alignment – South
 - Better Connection to Existing Geometry
 - Keeps Curves off Bridge
- New Alignment – North
 - Close to Existing
 - Fewer impacts to USACE and Tribal land



Section 4(f) Properties

USACE Lands

- Includes areas designated for recreation and wildlife management



- INDEX GRID
- FEE BOUNDARY
- PROJECT OPERATIONS
- HIGH DENSITY RECREATION
- ENVIRONMENTALLY SENSITIVE AREAS
- LOW DENSITY RECREATION
- WILDLIFE MANAGEMENT
- VEGETATIVE MANAGEMENT
- FUTURE INACTIVE RECREATION
- WATER SURFACE: OPEN RECREATION
- WATER SURFACE: RESTRICTED
- WATER SURFACE: FISH AND WILDLIFE SANCTUARY
- WATER SURFACE: DESIGNATED NO WAKE AREAS

**U.S. ARMY CORPS OF ENGINEERS
TULSA DISTRICT**

DENISON DAM RED RIVER, OKLAHOMA, TEXAS

DENISON DAM - LAKE TEXOMA

LAKE TEXOMA MASTER PLAN

LAND AND WATER CLASSIFICATIONS (INDEX SHEET 7)

DATE:
JANUARY 2017

MAP NO.
RT15MP-OC-07

- High Density Recreation
- Wildlife Management

2017 Lake Texoma Master Plan, USACE

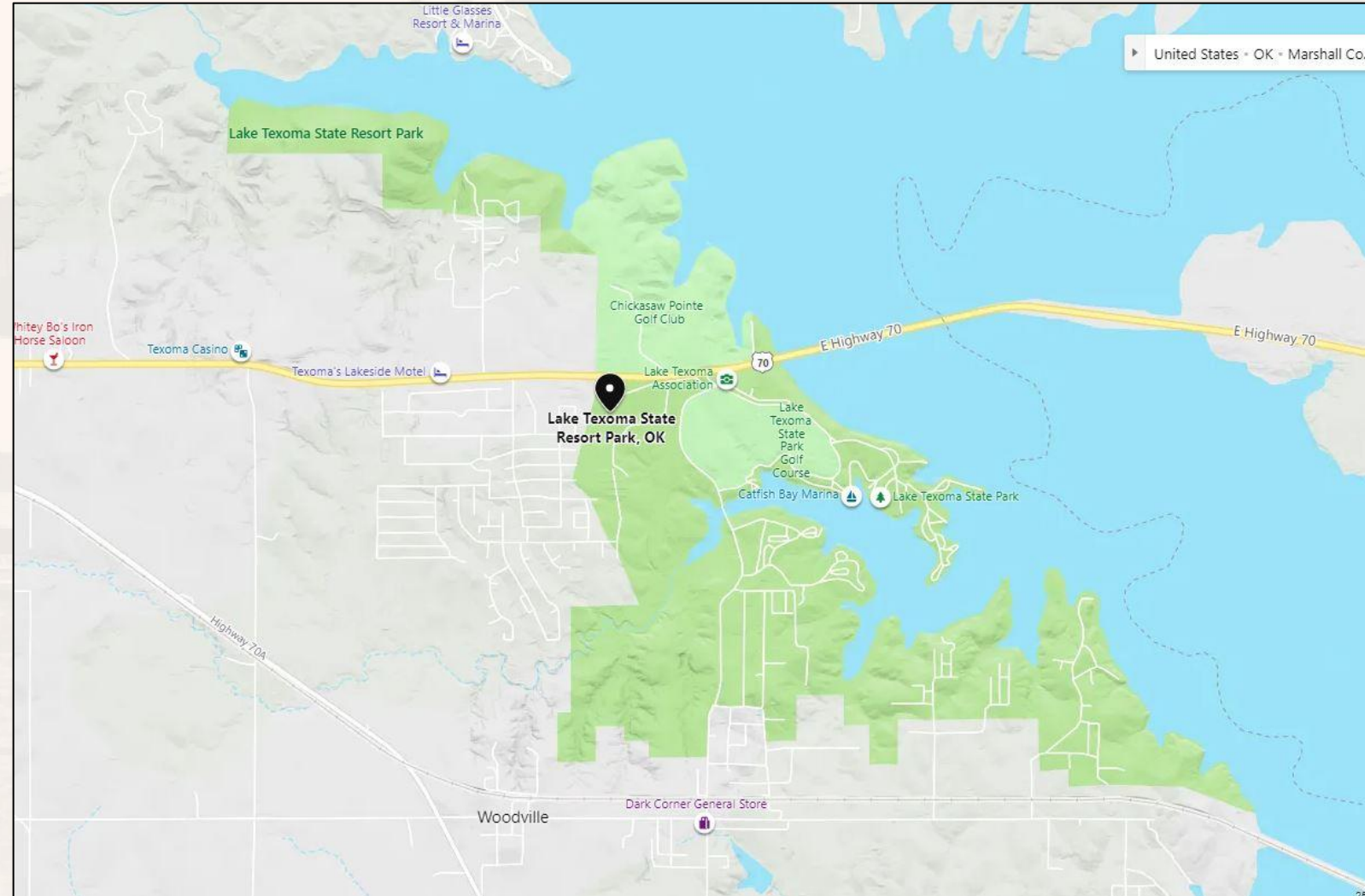
Section 4(f) Properties

USACE Lands

- Includes areas designated for recreation and wildlife management

Lake Texoma State Park

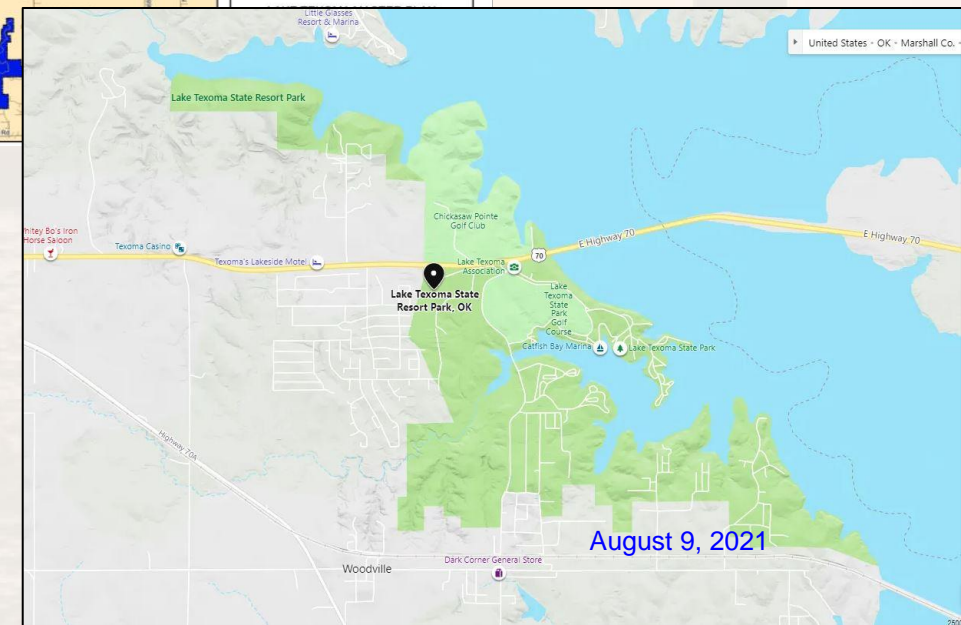
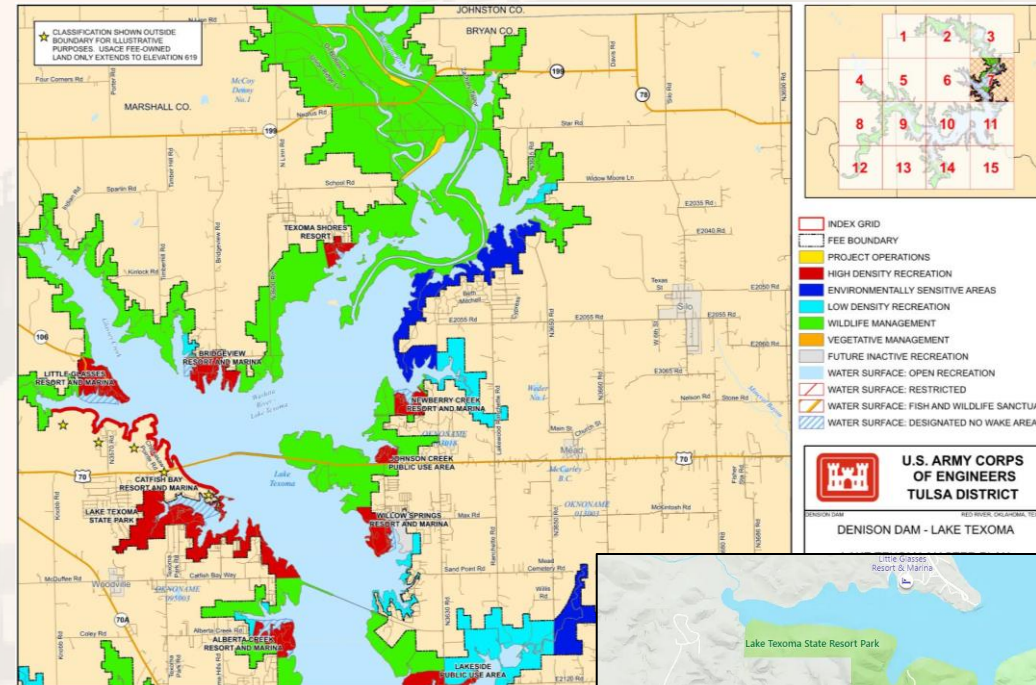
- Owned by USACE, Chickasaw Nation, private
- Managed and operated by Oklahoma State Parks



Section 4(f) Properties

Coordination

- Will require coordination with officials with jurisdiction to determine if impacts will adversely affect the features, attributes, or activities that qualify the properties for protection
- Different alternatives will have different impacts
- Initial Section 4(f) letters sent



Section 6(f) Property

Lake Texoma State Park

- Separate provision under Land and Water Conservation Fund Act
- Roads into Lake Texoma State Park improved with Section 6(f) funds
- Per previous coordination with State Parks, as long as access is maintained there is no significant adverse impact





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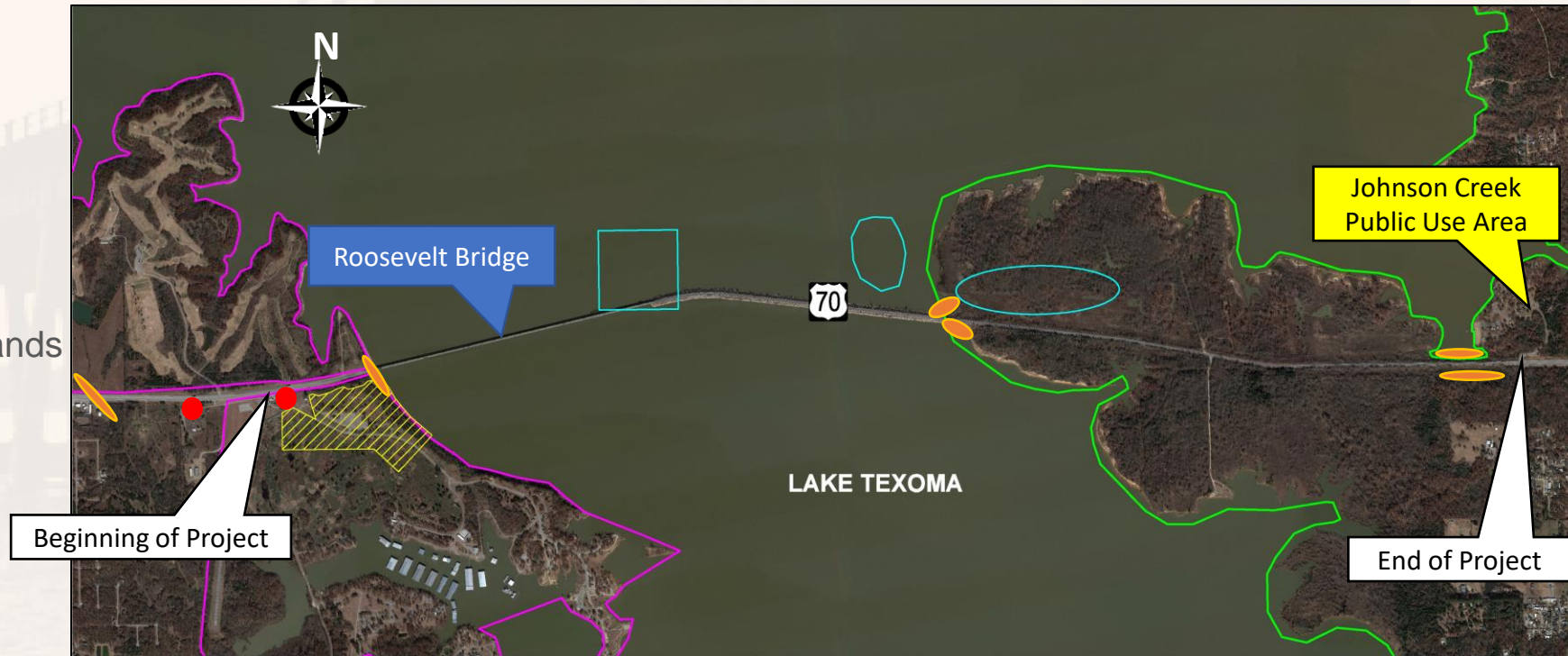


Stakeholder Roles and Environmental Studies

Stakeholder Roles

Multiple Stakeholders Involved

- Oklahoma State Parks
 - Section 4(f) for Lake Texoma State Park
 - Section 6(f) for Park roads
- Chickasaw Nation
 - Tribal Land
- USACE
 - ARPA Permit
 - Section 4(f) for Recreational Lands
 - Section 408 (?)
 - Section 404
 - Compensatory Storage
- SHPO
 - Section 106/Section 4(f) for Historic Bridge
- OAS
 - Section 106/Section 4(f) for Archeological Sites



- | | | | |
|---|------------------------|---|---------------------------|
|  | USACE Lands |  | Archeological Sites |
|  | Lake Texoma State Park |  | Underground Storage Tanks |
|  | Chickasaw Nation Lands |  | Wetlands |

Oklahoma State Parks

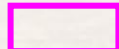
Roles

- Management of Lake Texoma State Park
- Officials with jurisdiction over Lake Texoma State Park for Section 4(f)
- Oversight of Section 6(f) Land and Water Conservation Fund properties

ODOT Studies

- Will coordinate regarding impacts to 4(f) and 6(f) properties



 Lake Texoma State Park

Chickasaw Nation



Roles

- Land ownership on west side of bridge
- Officials with jurisdiction over Lake Texoma State Park for Section 4(f)?
- Permission granting authority for access

ODOT Studies

- All studies will require access to Chickasaw Nation property within footprint



-  Lake Texoma State Park
-  Chickasaw Nation

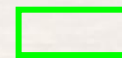
US Army Corps of Engineers

Roles

- Land ownership on both sides of bridge
- Officials with jurisdiction over USACE lands and for Section 4(f)
- Permitting authority for
 - Section 404
 - Section 408
 - Compensatory Storage

ODOT Studies

- Wetland/Waters Delineation for permitting
- All studies will require access to USACE lands
- ARPA permit for archeological study



USACE Land



National Wetland Inventory



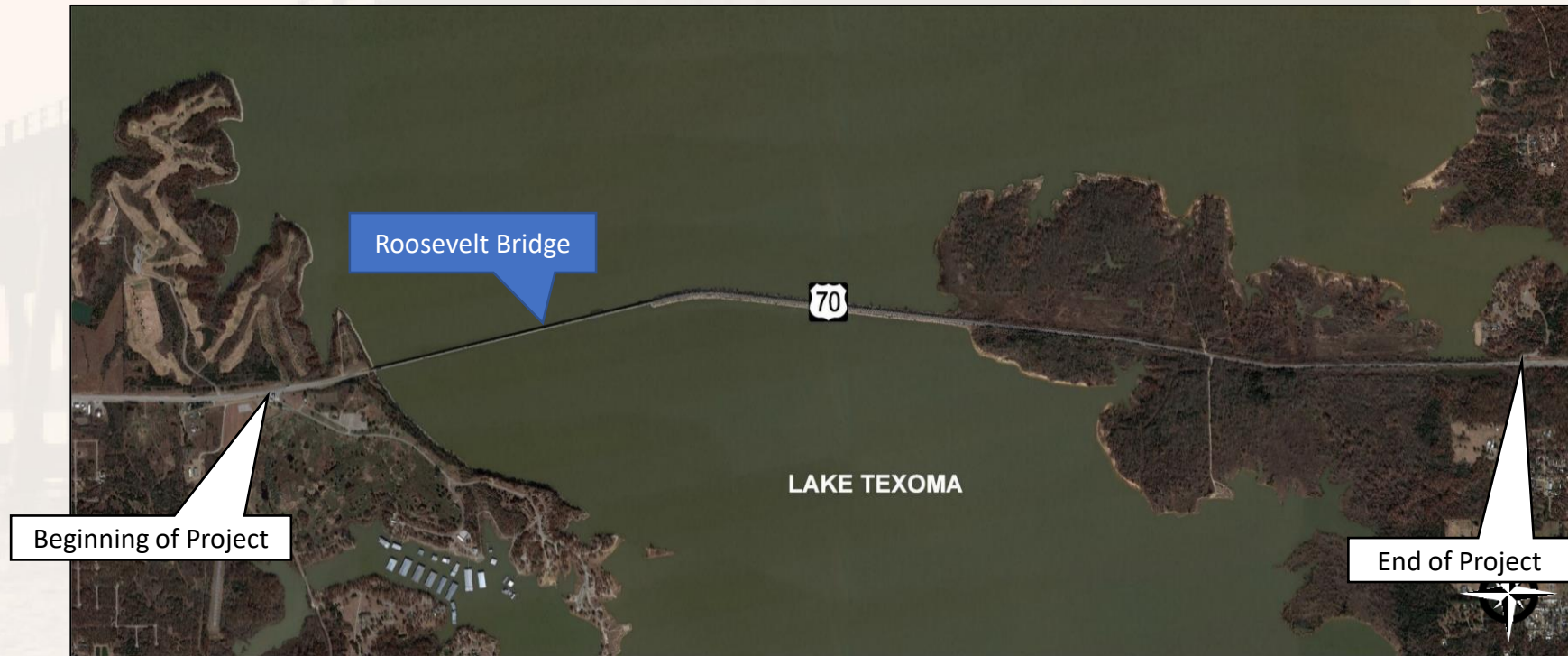
State Historic Preservation Officer

Roles

- Review and concurrence of effects of the undertaking on historic properties (Section 106)
 - Historic archeological sites and built environment
- Officials with jurisdiction over eligible Roosevelt Bridge for Section 4(f)

ODOT Studies

- Cultural Resources study



State Archeologist

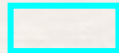
Roles

- Review and concurrence of effects of the undertaking on historic properties (Section 106)
 - Prehistoric archeological sites
- Officials with jurisdiction over any eligible archeological sites for Section 4(f)

ODOT Studies

- Cultural Resources study



 Known Archeological Site *(Not for public distribution)*

Other Studies

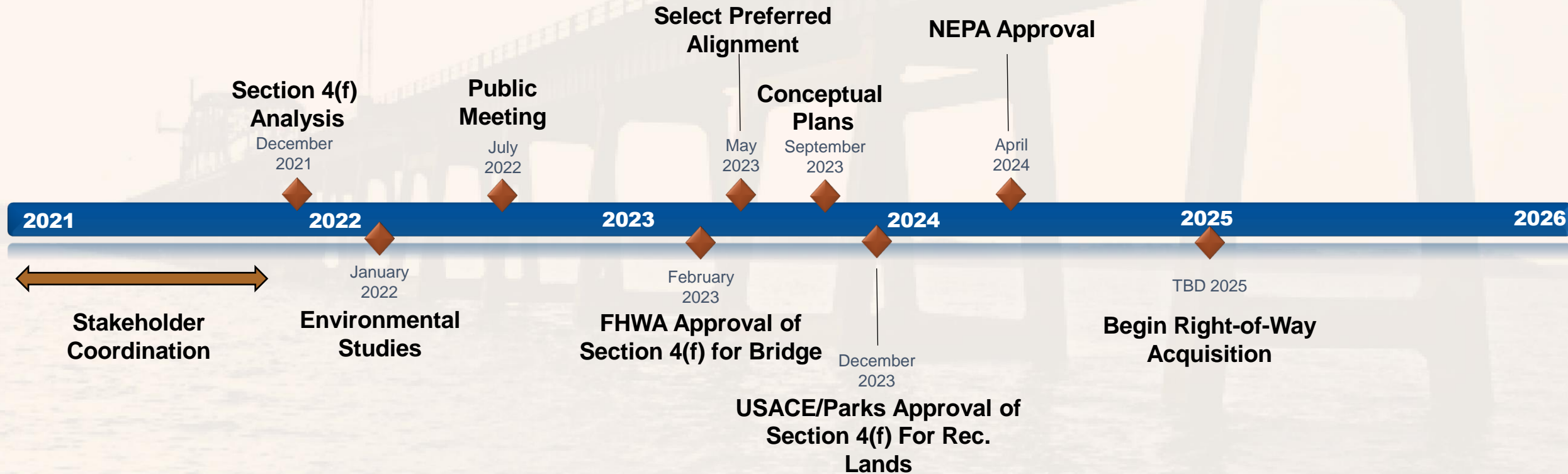
Studies Needed for NEPA and Permitting

- Threatened and Endangered Species
 - No listed aquatic species
 - Potential habitat for American Burying Beetle
- Hazardous Materials
- Section 10 Coast Guard (if needed)
- Others?



Underground Petroleum Storage Tanks

Project Timeline





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Discussion/Questions

Needs for Stakeholder Input

- Section 4(f) Alternatives
 - Any concerns/questions about the “leave in place” alternatives?
 - Some will result in 2 bridges
 - Some options will widen, rebuild, or remove the causeway
 - Any alternatives that would have major impacts or challenges?
- Replacement Alternatives
 - Any concerns with on-alignment vs. new alignment?
 - Preferences for new alignment locations/bridge types?
- Environmental Footprint/Studies
 - Who are the officials with jurisdiction for Lake Texoma State Park?
 - What resources need to be considered?
 - What does the footprint need to encompass?
- Any seasonal construction preferences?



Specific USACE Input

- What Permits will be Required?
 - Section 408?
 - Section 404 (individual)?
 - Section 10 (USCG)?
- What are the Navigation Requirements?
 - Clearances
 - Lighting
 - Vessel Collision
- What are the Hydraulic Requirements?
- What are the Implications of Widening/Removing or Building a New Causeway?
- What are the Options for Construction?
 - Staging Areas, Barge Launch Areas, etc.
- What are the Known Geotechnical Issues?
 - What is the procedure for Right-of-Entry to conduct testing?
- What is your Understanding of the Vista Pointe Development?

General Stakeholder Input

- Section 4(f) Alternatives
 - Who are the officials with jurisdiction over Lake Texoma State Park? Parcel data shows ownership by the USACE, Chickasaw Nation, and a private entity. Park is managed by Oklahoma State Parks.
 - Any concerns/questions about Alternatives 1-5 (the “leave in place” alternatives)?
 - Some will result in 2 bridges (Alt 3, 4 and 5)
 - Some options will widen, rebuild, or remove the causeway
 - Any alternatives that would have major impacts or challenges?
- Replacement Alternatives
 - Any concerns with on-alignment vs. new alignment?
 - Preferences for new alignment locations/bridge types?
 - Environmental Footprint/Studies
 - What resources need to be considered?
 - What does the footprint need to encompass?
 - Any seasonal construction preferences?

USACE Specific Input

- What permits will be required?
 - Section 408?
 - Section 404 (individual)?
 - Section 10 (USCG)?
- What information does the USACE have on the documented archeological sites?
- What are the navigation requirements?
 - Clearances
 - Lighting
 - Vessel Collision
- What are the hydraulic requirements?
- What are the compensatory storage requirements?
- Are there concerns with widening/removing or building a new causeway?

- What are the options for construction?
 - Staging areas, barge launch areas, etc.
- What are the known geotechnical issues?
 - What is the procedure for right-of-entry to conduct testing?