



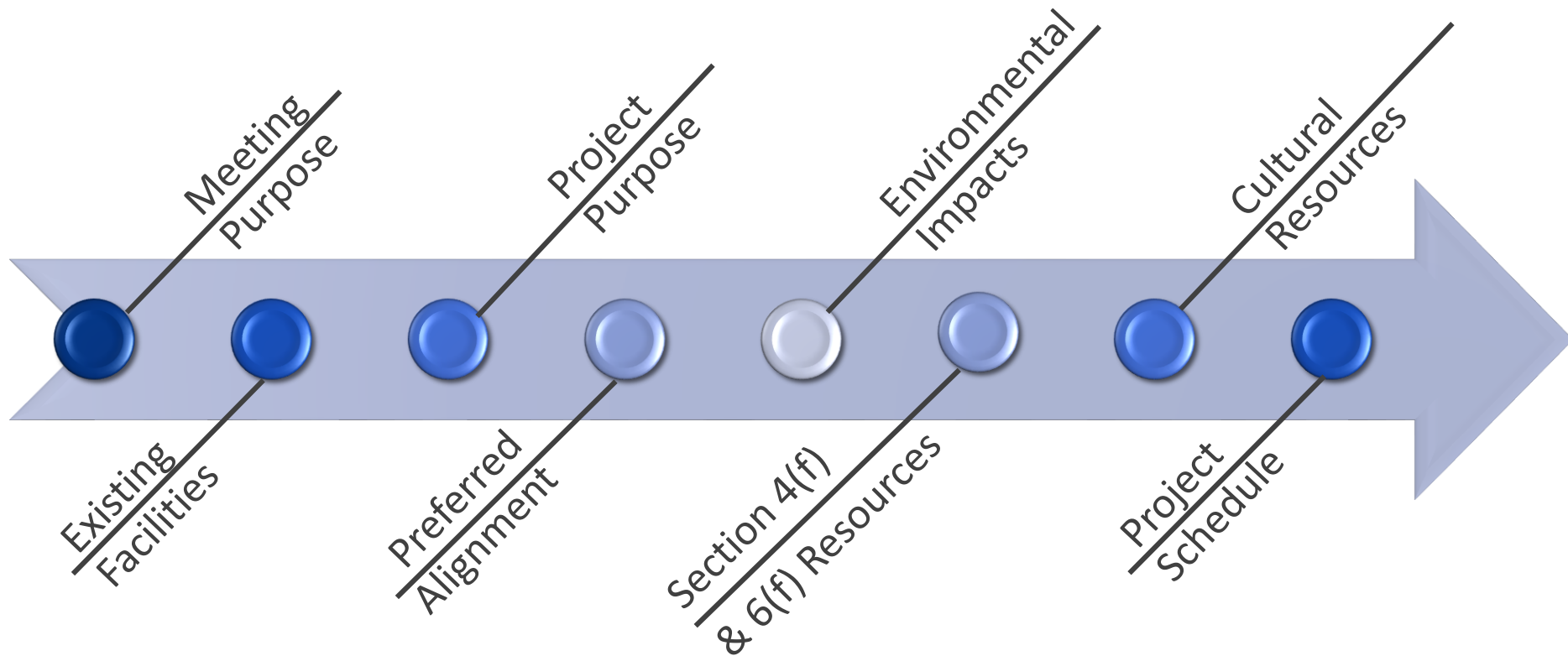
SH-123 over the Caney River

PUBLIC MEETING

DECEMBER 20, 2018
AT 6 PM



Meeting Agenda



Meeting Purpose

The purpose of this meeting is to present the preferred alternative, environmental impacts and obtain public comment on preferred alternative.

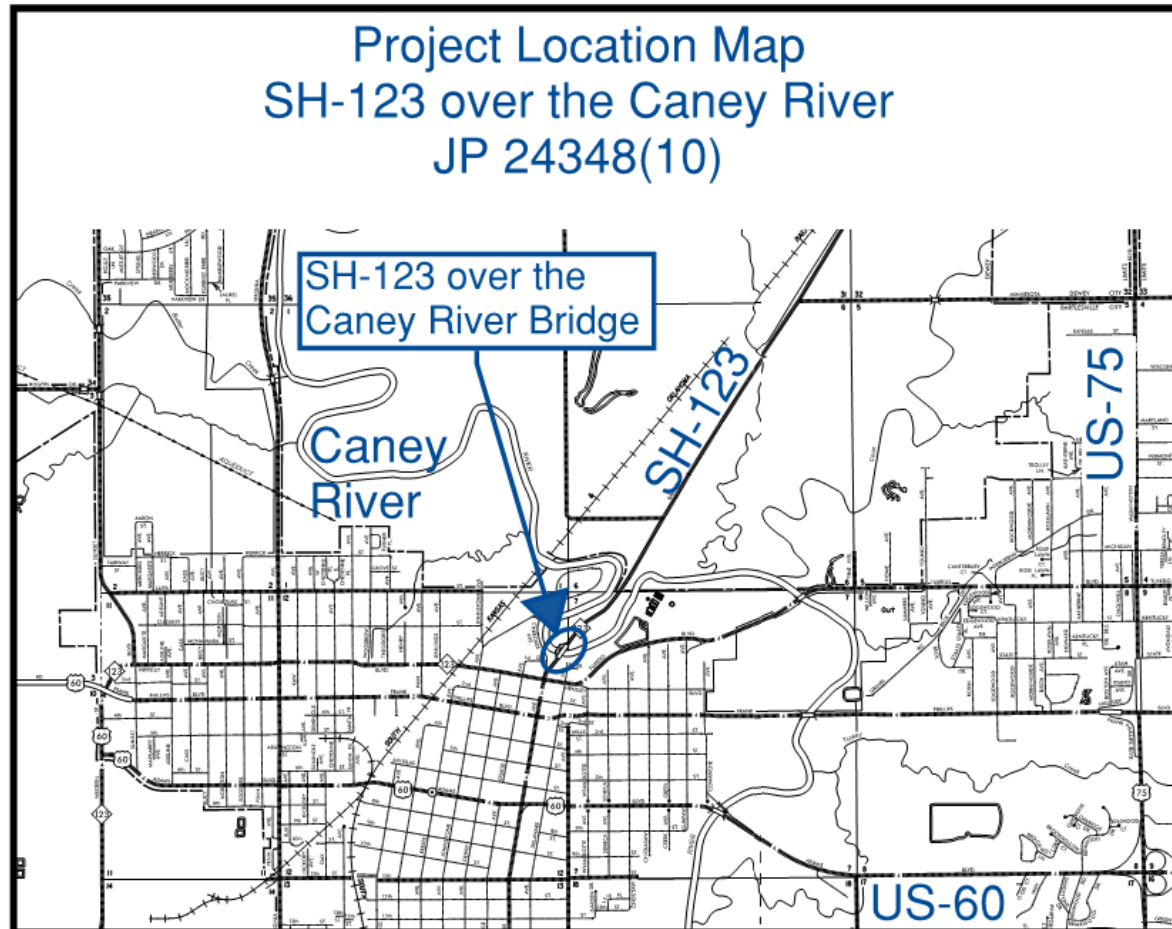
Discuss Protected Resources – Section 4(f)

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



* NRHP – National Register of Historic Places

Project Location



Existing Roadway SH-123

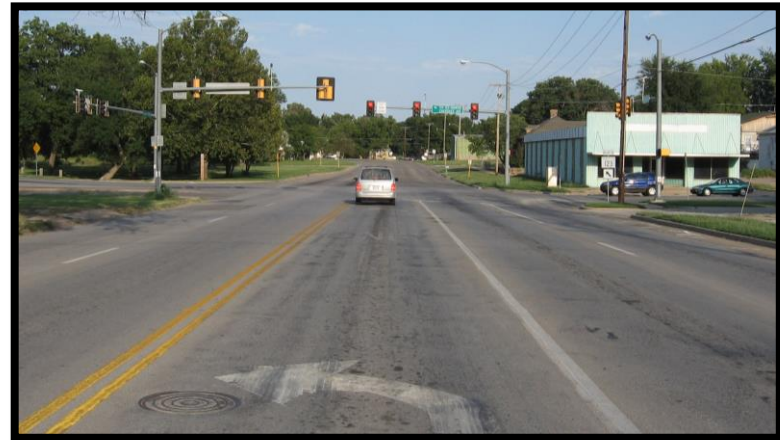
- Minor Arterial
- Posted Speed Limit
 - 35 mph on Bridge
 - 25 mph near Intersection
- 2- 12 Foot Driving Lanes
 - 24 Foot Wide Roadway
- 4 Foot Wide Sidewalk
- Curb & Gutter
- Current Traffic (2018)
 - 5,670 Vehicles Per Day
- Projected Traffic (2038)
 - 7,960 Vehicles Per Day



Existing Roadway

Hensley Blvd.

- Minor Arterial
- Posted Speed Limit
 - 30 mph
- 4- 12 Foot Driving Lanes
 - 12 Foot Right Turn Lane to SH-123
- 4 Foot Wide Sidewalk
 - South Side of Roadway
- Curb & Gutter
- Current Traffic (2018)
 - 10,900 Vehicles Per Day
- Projected Traffic (2038)
 - 15,300 Vehicles Per Day



Existing Bridge

418 Foot Long Truss Bridge

- 3-Span Bridge
- 210 Foot Truss Main Span
- 2-104 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



Existing Bridge

Structurally Deficient

- Deck in poor condition
- Superstructure in poor condition
 - 10 Ton Limit
- Substructure in poor condition



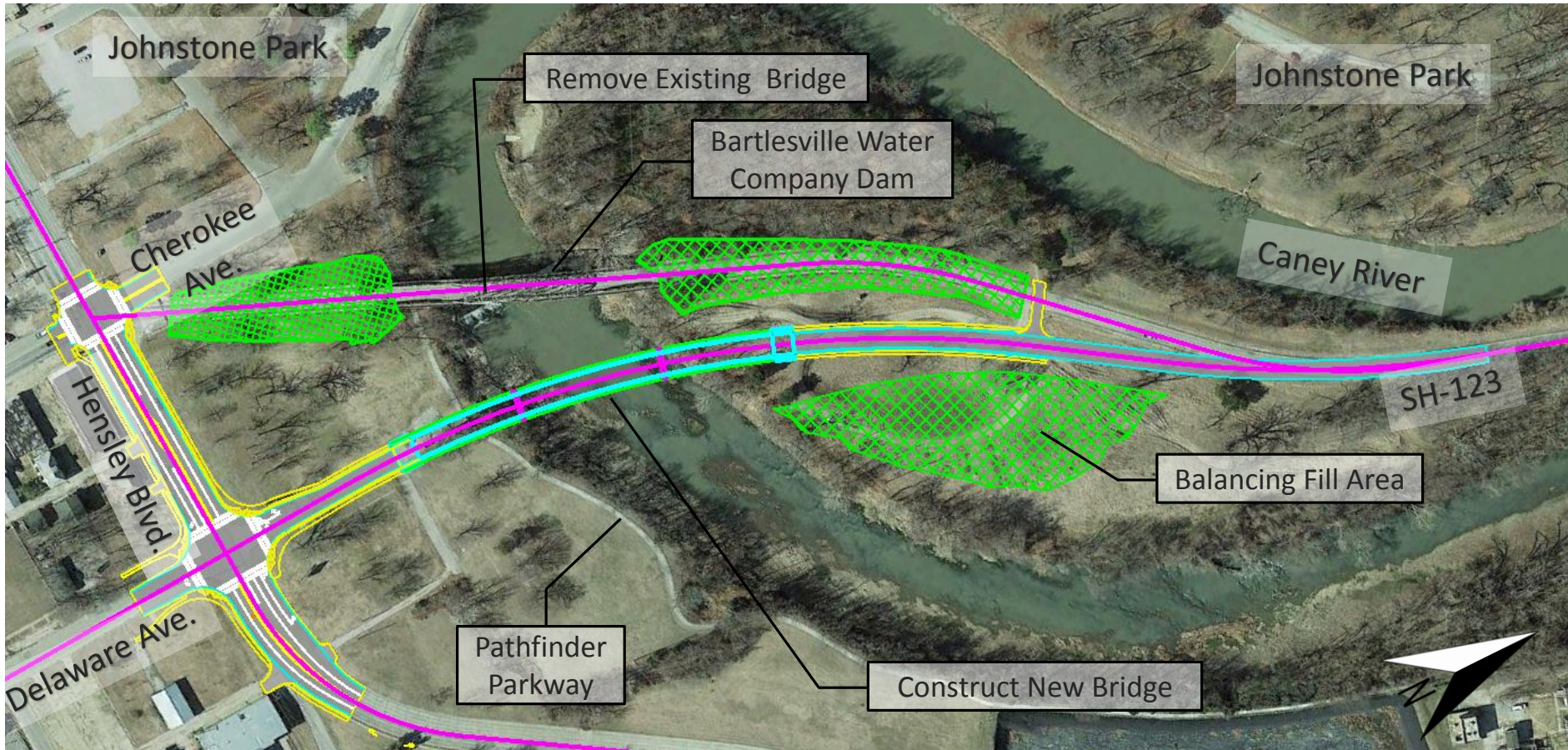
Project Purpose

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

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

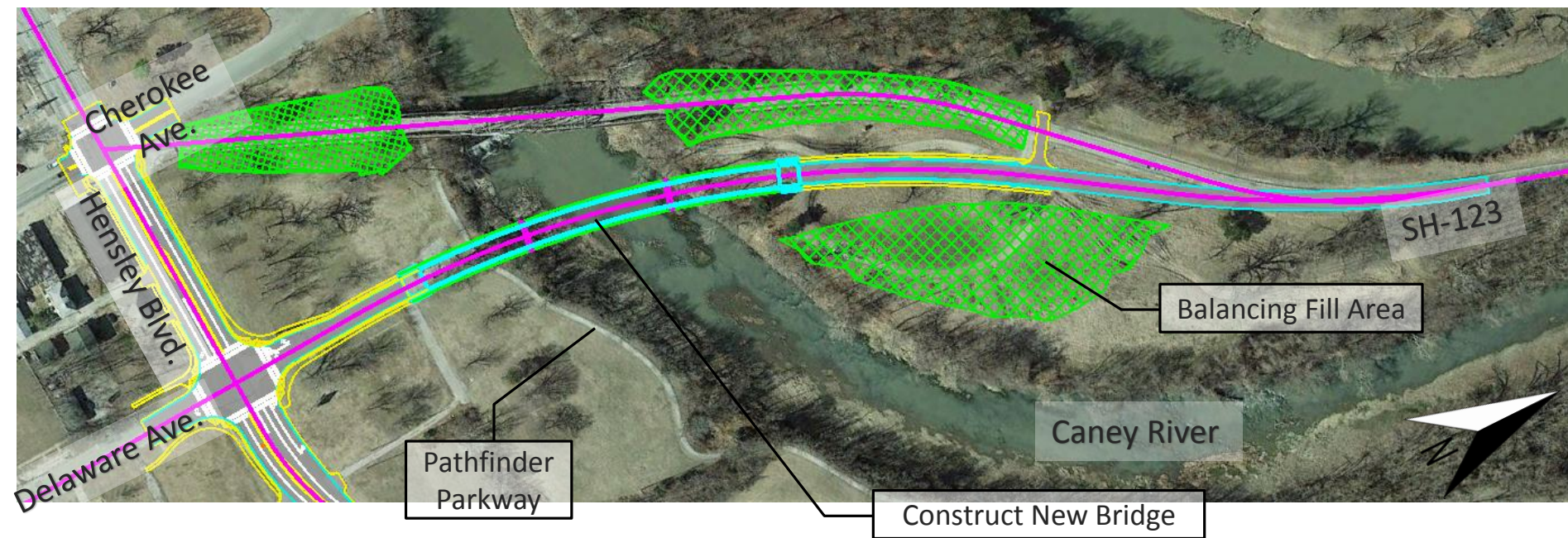
- The Bridge is classified as structurally deficient
- The Bridge is rated in poor condition
- Currently has a posted 10 ton load limit
- Change Intersection from 5-Leg to 4-Leg

Preferred Alignment



Preferred Alignment

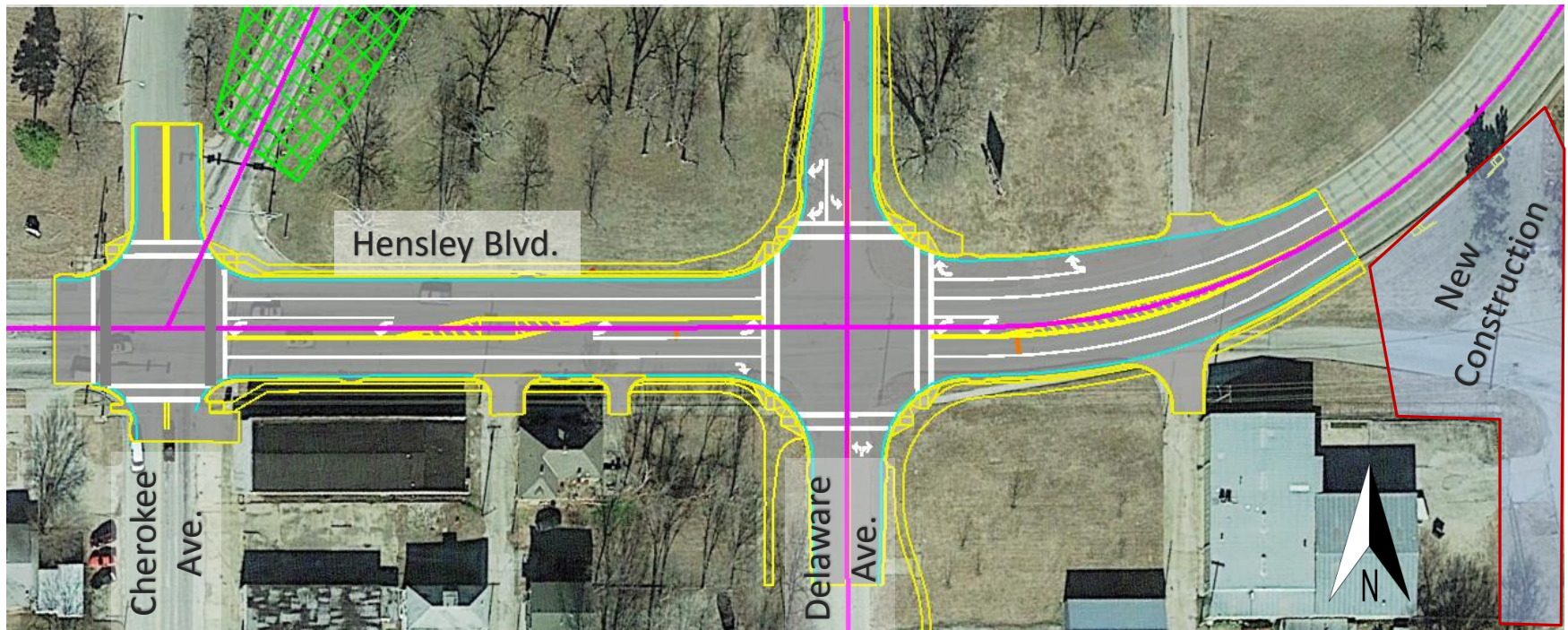
- Primary Considerations
 - Replace Structurally Deficient Bridge
 - Separation of Bridge and Dam
 - Improve Unsafe Intersection
 - Return Natural Grade Conditions
- SH-123 Improvements
 - Relocate One Block East
 - Four Leg Intersection
 - Provide Sidewalks along Both Sides of Roadway



Preferred Alignment

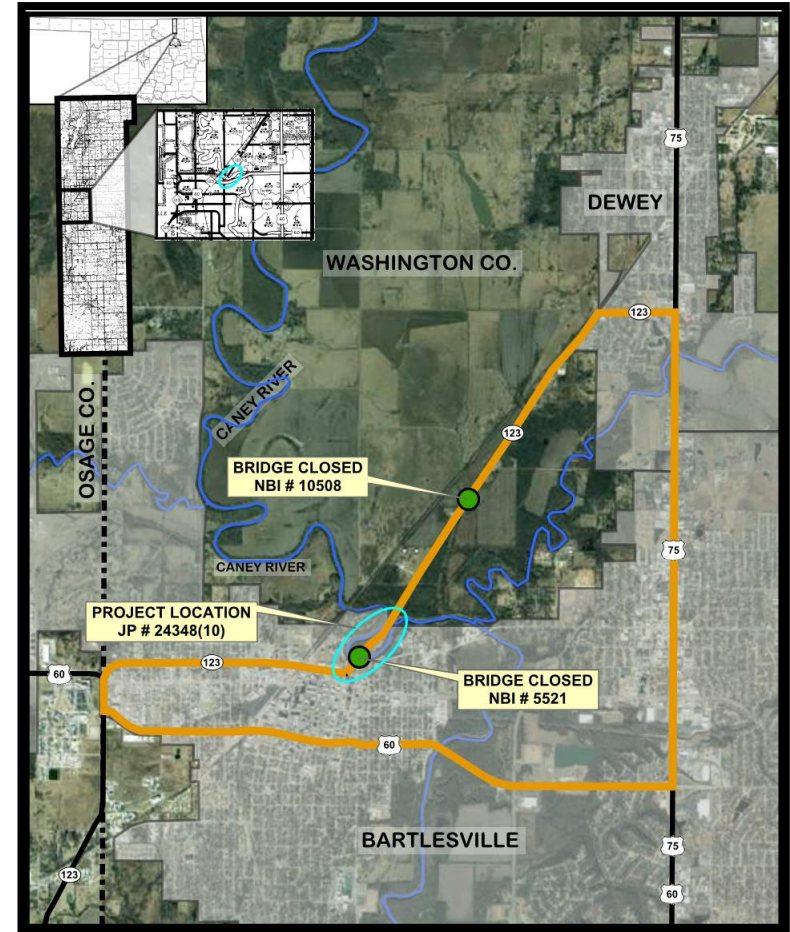
◦ Hensley Improvements

- Five Lane Roadway to Delaware
- Signalize Delaware Intersection
- Remove Signal at Cherokee Intersection
- Provide Sidewalks along Both Sides of Roadway
- Provide Left Turn Lanes at Delaware Intersection



Preferred Alignment

- Hensley Open During Construction
 - 2-Lane Roadway
- SH-123 Closed During Construction
 - Highway Detour Route along US-60 and US-75
 - 270 Day Road Closure
- Remove Existing Bridge
- No Impact
 - Bartlesville Water Company Dam
 - NRHP Eligible Carr-Bartles Mill
- Johnstone Park Net Area Increase
 - 0.12 Acres



Environmental Impacts

Threatened and Endangered Species:

- No effect finding for:
 - Interior Least Tern
 - Whooping Crane
 - Neosho Mucket
 - Piping Plover
 - Red Knot
- Habitat impacts will be mitigated for:
 - American Burying Beetle
 - Northern-Long-eared Bat



Environmental Impacts

Bald Eagle and Migratory Birds:

- Bald Eagle
 - May impact habitat
 - A survey will be completed within one year of construction
- Migratory Birds
 - No birds were observed in 2018



Environmental Impacts

Waters and Wetlands:

- Waters
 - Crossing of Caney
 - A 404 permit will be required from the USACE
- Wetlands
 - No wetlands will be impacted

Prime Farmland:

- Coordinated with the NRCS
- Prime farmland
- 59 out of 100 points for land evaluation for prime farmland
- Not significant impact

Environmental Impacts

Relocations:

- No commercial or residential relocations

Noise:

- A noise study will be completed
 - No Impact Anticipated

Hazardous Waste Sites:

- Initial Site Assessment completed
- No potential concerns within the study area

Environmental Impacts

Floodplains:

- Entire project area is located in a floodplain
- City requires a no net change in fill added to floodplain
- The design of the project will not add fill into floodplain



Section 6(f) Resources

Land and Water Conservation Fund Act (LWCF Act) of 1965 Section 6(f) Resource – Johnstone Park – Pathfinder Parkway

- LWCF 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.
- City is coordinating with the Oklahoma Tourism Department to convert City land with State land.
- This Conversion proposal will exchange:
 - City Park land 3.50 acres with
 - State land 3.62 acres
 - a net increase of 0.12 acres within Johnstone Park to City
- Provide more usable parkland than the current city parcels, which are located away from Johnstone Park.

Section 4(f) Resources



Section 4(f) Resources

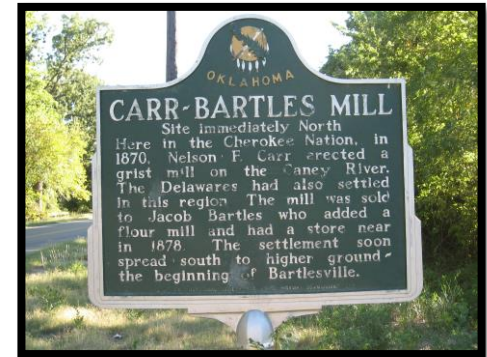
U.S. Department of Transportation Act of 1966 Section 4(f) Resource

- 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).
- The regulations stipulate that if there is no avoidance alternative, FHWA must select the alternative that has least overall harm to 4(f) resources.

Section 4(f) Resources

Competing Resources

- Johnstone Park and Pathfinder Parkway (Section 4(f) & 6(f))
- Carr-Bartles Mill (historic property/4(f))
- Nellie Johnstone #1 (historic property/4(f))
- SH-123 Bridge and dam complex (historic property/4(f))
 - Caney River bridge
 - Bartlesville Water Company Dam
 - Masonry tree wells constructed as part of bridge and dam improvement project



Section 4(f) Resources

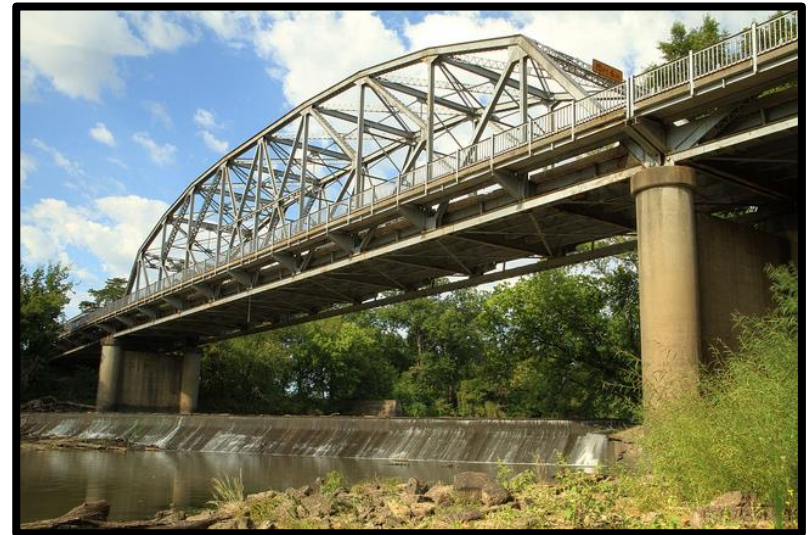
Section 4(f) Resource – Johnstone Park

- Temporary Closure of Pathfinder Trail
 - Approximately 30 days during construction of new bridge
 - Considered a temporary occupancy and is afforded an exception to Section 4(f) regulations.
 - No impacts to trail
 - No permanent changes to the trail

Section 4(f) Resources

Section 4(f) Resource – Historic Properties

- Analysis to determine whether there is a ‘feasible and prudent’ alternative to the destruction of historic properties
- Prescribed set of alternatives that must be reviewed for a historic bridge
 - No build
 - Build new bridge on new alignment and retain historic bridge
 - One-way pair
 - Monument
 - Pedestrian bridge
 - Rehabilitate historic bridge for continued vehicular traffic



Cultural Resources

Section 106 Consultation to Date

- Consulting Parties

- Oklahoma State Historic Preservation Office (SHPO)
- Native American Tribes (5)
- Oklahoma Historic Bridge and Highway Group
- City of Bartlesville
- Washington County Historical Society
- Preservation Oklahoma
- Downtown Bartlesville
- Historic Bridge Foundation
- Bartlesville Area History Museum

- **Mitigation**

- **We are actively obtaining comments on mitigation**
- **FHWA regulations state that bridge spans must be made available for adoption**
 - **Adopt-a-bridge** - <http://www.odotculturalresources.info/adopt-a-bridge.html>

Consultation Process

- Initiation

- Initiated consultation with SHPO and some consulting parties - February 2012
- Initiated consultation with tribes April 15, 2014

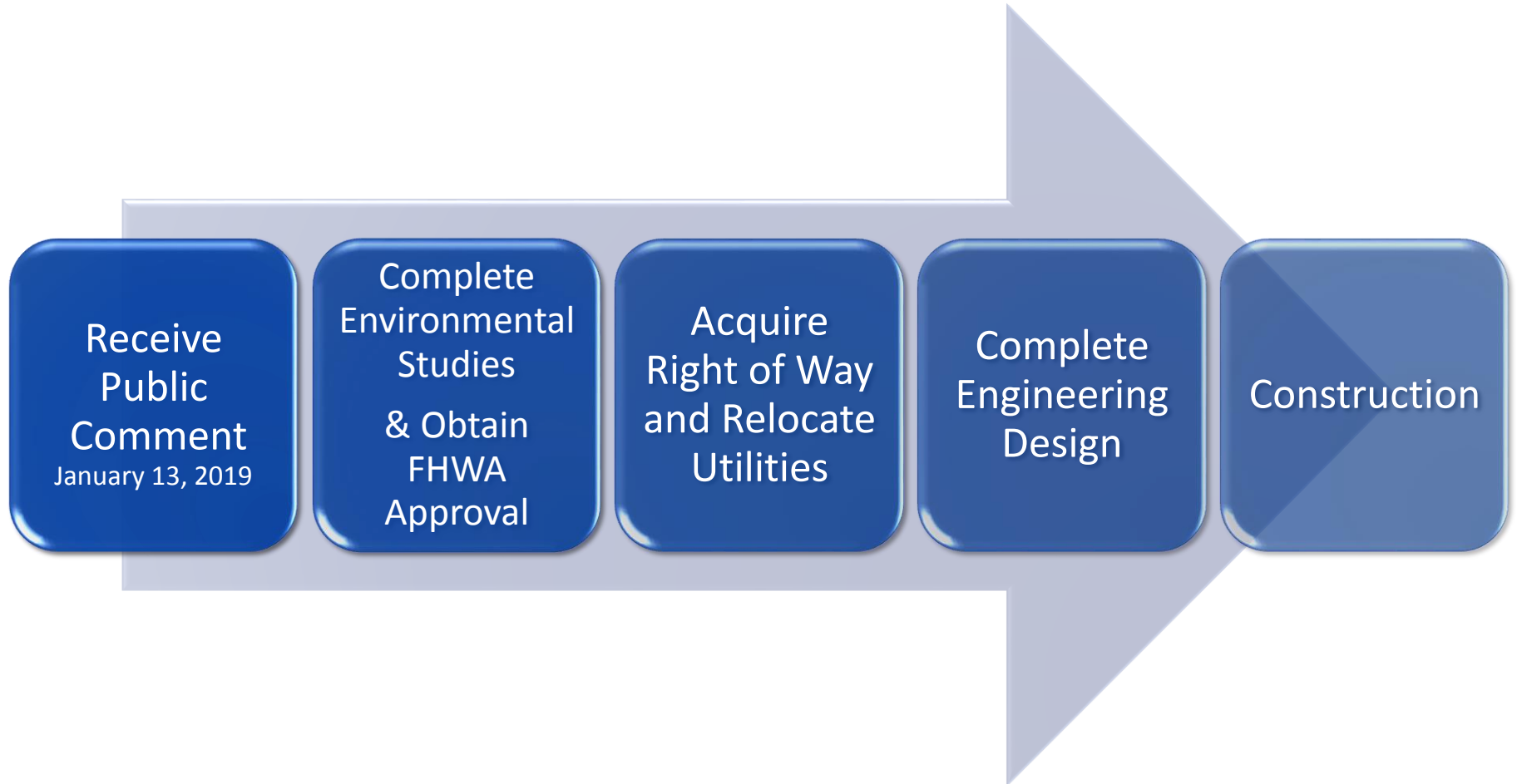
- Continued Consultation

- Provided copy of cultural resources report to consulting parties - May 2014
- Invited consulting parties to Stakeholder Meeting – August 2014
 - Provided meeting minutes - September 2014
- Identified new consulting parties
- Invited consulting parties to public meeting - May 2016
- Established project web site (<http://www.odotculturalresources.info/sh-123-caney-river.html>)
- Provided letter to consulting parties and FHWA outlining City's position on retaining bridge – May 2017

Consultation Process

- Concluding consultation
 - Provided copies of second cultural resources report to consulting parties – September 2018
 - Included link to project web page with alternatives analysis
 - Included description of ODOT preferred alternative
 - Collect comments from consulting parties
 - SHPO – October 24, 2018
 - concurred with adverse effect to bridge, dam, and tree wells -
 - “WPA Civic Improvement District”
 - made determination of adverse effect to Carr-Bartles Mill

Project Schedule



Thank You



Please Submit Your Comments by January 13, 2019

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

Email Your Comments to ENVIRONMENT@ODOT.ORG

Submit Online at www.ODOT.org/PublicMeetings



QUESTIONS?