



# Virtual Open House

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

Muskogee and Sequoyah Counties, Oklahoma

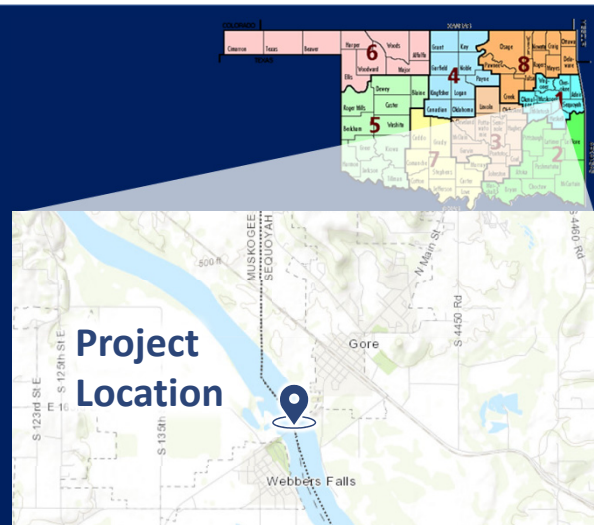
Job Piece No. 32100(04)

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

## Purpose and Location

### Purpose of the Virtual Open House

Inform the public about the proposed bridge improvements for SH-100/US-64 bridge over the Arkansas River between Webbers Falls and Gore in Muskogee and Sequoyah Counties.



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The purpose of this virtual open house is to present a proposed highway bridge improvement project. Specifically, the goal of the open house is to:

- Present the proposed improvements;
- Describe the potential environmental impacts;
- Obtain public input; and
- Outline the next steps and the proposed project schedule.

The project begins on the west bank of the Arkansas River east of the Stand Waite Boulevard intersection in Webbers Falls and extends approximately 0.5 miles east to terminate on the east bank of the river, just west of Sandplant Road in Gore. Review the map on this slide for a depiction of the general project location.

## 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

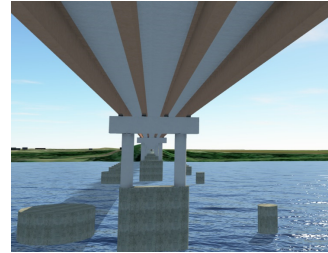
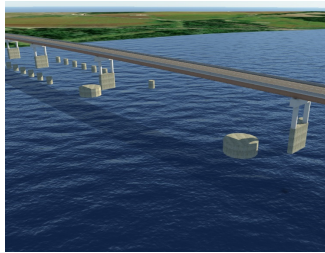
- Two-lane facility
- Full shoulders
- Bridge width increase from 28 ft. to 40 ft. clear roadway
- Modern bridge railings



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

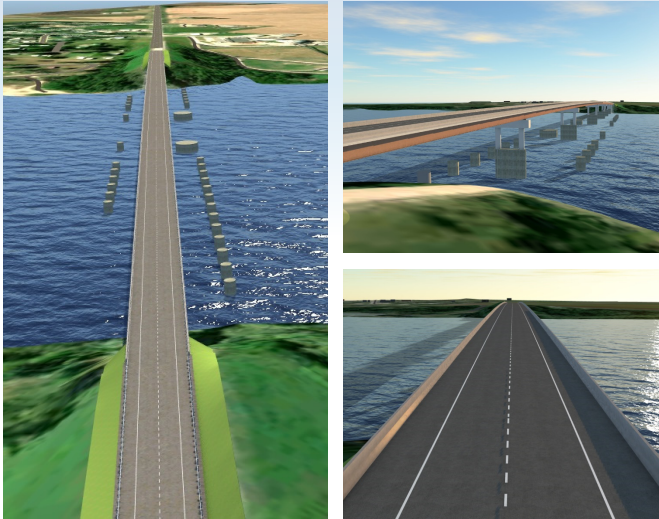
- Similar bridge length
- Reduced number of spans
- Increased safety
- Modern design and materials
- More robust pier construction
- Reuse of existing pier protection



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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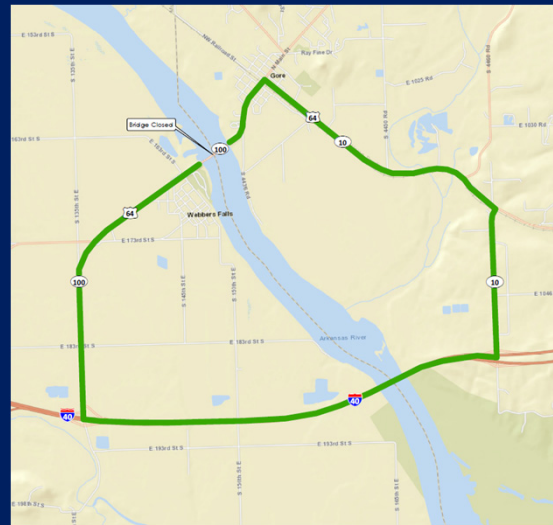
The existing highway horizontal alignment of S.H. 100/U.S. 64 will be maintained while the vertical alignment will be lowered by reducing the bridge height and optimizing the clearance of the bridge over the navigation channel. Project extents will be minimized on either side of the proposed bridge and 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](http://www.odot.org/SH100ArkansasRiver)
- Email [environment@odot.org](mailto: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.