

WHAT IS SECTION 4(f)?

Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966 which provided for consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development. Before approving a project that uses a Section 4(f) property, the Federal Highway Administration must determine that there is no feasible and prudent alternative that avoids the Section 4(f) property and that the project includes all possible planning to minimize harm to the Section 4(f) property.

Because it is a significant historic site, the Roosevelt Bridge is considered a Section 4(f) property. Removal and replacement of the Roosevelt Bridge would be considered a use of the resource. Therefore, ODOT must study alternatives that would preserve the historic integrity of the bridge.



Photo of the construction of the Roosevelt Bridge, early 1940s.

Please provide comments by August 10, 2023

For more information about the project:
(405) 325-3269
environment@odot.org
www.odot.org/US70LakeTexoma

PROJECT INFORMATION SUMMARY

- Right-of-Way Acquisition Start: **2025**
- Construction Start: **2029**
- Annual Average Daily Traffic (AADT) in year 2021: **8,500 vehicles per day**
- Future Estimated AADT by Year 2050: **27,000 vehicles per day**

*Totals DO NOT include Toll Roads

DISTRICT 2 ENGINEER: ANTHONY ECHELLE, P.E.

**Totals DO NOT include County Bridges

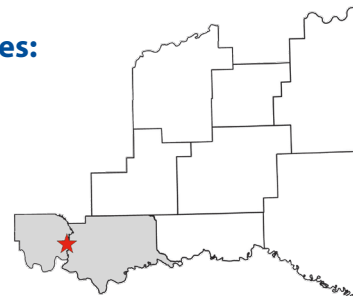
***Total Road Miles:**
1,656.23

***Total Interstate Miles:**
0

****Total Bridges:**
859

Counties:

Atoka, **Bryan**, Choctaw, Latimer, Le Flore,
McCurtain, **Marshall**, Pittsburg, Pushmataha



PUBLIC MEETING

July 25, 2023

US-70 over Lake Texoma

State Park Road to Johnson Creek Road
Bryan and Marshall Counties ; JP 33873(04)
www.odot.org/US70LakeTexoma

Project Purpose

The purpose of the project is to provide a safe crossing on US-70 over Lake Texoma that accommodates current and future traffic demand. The existing Roosevelt Bridge is at risk of becoming structurally deficient due to the condition of the deck, beams, and railings. The bridge is narrow with no shoulders and has low clearance at the truss span. A review of the collision history of the area found an elevated rate of severe collisions. Analysis of future traffic projections indicates a four-lane highway and bridge will be necessary to accommodate future traffic volumes.

Proposed Alternatives

Because the Roosevelt Bridge is a significant historic property, ODOT is required to follow the Section 4(f) process (as explained on the back of this handout) to evaluate project alternatives. ODOT studied seven (7) alternatives in an effort to preserve the historic integrity of the existing bridge while still meeting the purpose and need for the project. These alternatives include rehabilitation (Alternative 2A/2B), one-way pair (Alternative 3A/3B), a pedestrian/bicycle facility (Alternative 4), and a monument (Alternative 5), along with the "do nothing" (Alternative 1).

In the event none of the Section 4(f) alternatives prove to be prudent or feasible options, ODOT also studied several alternatives to replace the bridge. Eleven (11) alternatives were studied in detail, including north offsets (Alternatives 6-2, 6-3, and 6-6), south offsets (Alternative 6-14 and 6-15), and a new bridge alignment (Alternatives 6-17 and 6-18).

Information on all alternatives will be presented at the public meeting including how they address the project need, how they affect the historic bridge, and their costs and impacts. More information can also be found on the project website.



www.odot.org/publicmeetings

Project Overview



US-70 over Lake Texoma (Roosevelt Bridge)

State Park Road to Johnson Creek Road
Bryan and Marshall Counties; JP 33873(04)

