

# **Public Meeting Summary**

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**Oklahoma Department of Transportation**

**US-60 over Spring and Neosho Rivers  
Ottawa County, JP 29610(04)**

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## 1.0 Introduction

This document summarizes the stakeholder and public meetings conducted for the US-60 project over the Spring and Neosho Rivers in Ottawa County [JP 29610(04)]. The purpose of these meetings was to present information about the proposed project to the stakeholders and the public and obtain input. The project extents begin 9.3 miles east of the US-69/US-60 junction and extend east approximately 2.8 miles. The purpose of the project is to correct the narrow, at-risk bridges and improve the geometrics and safety at the US-60/SH-137 intersection.

## 2.0 Stakeholder Meeting

ODOT held a Stakeholder Meeting on October 24, 2016 to present the project to agencies with particular interest in the project. These agencies included the US Army Corps of Engineers, the US Fish and Wildlife Service, the Wyandotte Nation, the Oklahoma Tourism and Recreation Department, the Grand River Dam Authority, and Ottawa County. Comments from this meeting included requests to minimize impacts to cultural resources, wetlands, and threatened and endangered species. Other comments were related to the importance of keeping US-60 open during construction, and coordinating with Twin Bridges State Park on any needed road closures. A more detailed summary of the Stakeholder Meeting can be found in **Appendix A**.

## 3.0 Agency Solicitation

Initial agency solicitation letters were mailed on June 16, 2017. These letters provided a short project description, the purpose of the project, and a brief history of the corridor with an enclosed project location and proposed alternative map. The letter requested recipients provide input by July 27, 2017 and included an invitation to the public meeting to be held on July 13, 2017. This letter was sent to resource agencies, Indian Tribes, and all participants in the Stakeholder Meeting. A copy of the agency solicitation letter and the mailing list is included in **Appendix B**.

## 4.0 Public Meeting

### 4.1 Meeting Notification

In addition to the notification provided via the agency solicitation letters (see above), notice of the public meeting was sent by letter to the Governor's office, elected officials (federal and state), Ottawa County Commissioners, the City of Miami, the Town of Wyandotte, Grand Gateway Economic Development Association, Pelivan Transit, local school districts, emergency service providers, and medical facilities in the study area. The letter provided a brief description of the purpose and need for the project, the project history, and an invitation to the public meeting. The letter was accompanied by a project location map. Letters were mailed on June 16, 2017. A copy of the letter and the mailing list is included in **Appendix C**.

Notice of the public meeting was also sent by letter to all property and utility owners in the study area on June 16, 2017. A copy of the letter and the mailing list is included in **Appendix D**.



#### 4.2 Meeting Information and Format

The public meeting was held on July 13, 2017, at 6:00 PM at the Fairland Elementary School Cafeteria at Church and Perry Streets in Fairland, OK. Forty-two (42) people signed in for the meeting, including representatives from ODOT, Garver, Congressman Mullin’s office, Wyandotte Nation, Oklahoma Tourism and Recreation Department, Ottawa County, City of Miami, Town of Fairland, Fairland Public Schools, local media, and members of the public. A copy of the sign-in sheets is included in **Appendix E**.

Mr. Joe Brutsche, ODOT Project Manager, opened the meeting and welcomed the attendees. Garver then gave a presentation about the project, followed by an open question and answer period. ODOT and Garver staff were available following the formal presentation for one-on-one and small group discussions with the public. Display boards showing the project location and proposed alternative were available for public viewing in two locations. The board showing the proposed alternative was also available as a handout. A copy of the presentation is included in **Appendix F**. A copy of the meeting handout and display boards is included in **Appendix G**. The public and agency comment period was open until July 27, 2017.

The presentation covered:

- Purpose of the Meeting
- Purpose and Need for the Project
- Project Development Process
- Existing Conditions
- Project Area Constraints
- Proposed Design
- Impacts of Proposed Project
- Next Steps

#### 4.3 Questions/Comments Received at Meeting

Verbal comments from meeting attendees were related to lighting, closure of SH-137 and potential detours, environmental studies including floodplains and cultural resources, construction schedule and impacts, and costs. Specifically, comments and questions included the following. Responses given at the meeting are indicated in italics.

- The area is very dark and would request lighting, especially at the US-60/SH-137 intersection. *Response: Lighting will be studied in more detail during design.*
- Will utility relocations also require closure of SH-137? *Response: Utilities have not been surveyed yet. We will know more once all utilities are located in relation to the proposed construction.*
- How soon will construction begin? *Response: Currently construction is scheduled for 2024.*
- How will wide loads be accommodated during construction? *Response: This would be similar as they are handled now, with possible flagmen if necessary.*
- Is the entire bridge going to be 26 feet higher than existing? *Response: 26ft will be at the highest point and it will gradually lower down to the roadway at both ends.*





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- Will Garver be assisting with construction inspection? *Response: That has not been determined yet. What about with the cultural resources studies? Response: Currently the environmental studies, including cultural resources, is part of Garver's contract.*
- What type of traffic control will there be at US-60/SH-137? Signal? *Response: This will most likely be a stop sign for SH-137 traffic.*
- Will the planned construction on SH-10 affect this project? *Response: The SH-10 project is planned for this year and should be completed in 12-18 months, so it will be complete prior to the US-60 project starting.*
- What will the construction duration of this project be? *Response: Most likely 12-18 months.*
- Will the tribes be consulted during the environmental/cultural studies *Response: Yes.*
- What is the cost? *Response: There is \$29 million programmed – this does not include mitigation.*
- Concern that the detour route will flood – can the detour route be improved? *Response: ODOT has used this detour before without issue. The detour route will likely not be improved.*
- Can E-140 Rd be improved and used for the detour? *Response: E 140 Rd is a county road – ODOT uses only state highways as detours.*
- Will there be a danger of cars driving off the bridge with the new height? *Response: The bridge will include railings that have been tested to stop cars if they are hit.*
- Will this project require a revision of the FEMA Map? *Response: No, it is anticipated that the project will lower the flood elevation slightly and no map revision will be required.*
- Will the project affect the scenic overlook on SH-137? *Response: This will be investigated.*
- How long is the comment period? *Response: Two weeks from the date of the meeting.*

#### 4.4 Summary of Written Comments

Seven (7) written comments from agencies and five (5) written comments from the public were received both during and after the public meeting. Copies of the written comments are included in **Appendix H**. ODOT responses to the comments are shown in italics after each comment.

##### 4.4.1 Agency Comments

The **Bureau of Land Management (BLM)** provided a letter stating they have no concerns or objections to the proposal as a review of their files shows no Federal minerals in or near the project area and no BLM surface lands or any administered Indian mineral interests near or within the project area. *Response: Thank you for your review.*

The **National Park Service** responded that they have no comment at this time. *Response: Thank you for your review.*

The **Miami Tribe of Oklahoma** has no objection to the project at this time and are not aware of any specific Miami Tribe cultural or historic links to the site. The tribe does request that if archaeological materials are discovered that they be consulted. *Response: Thank you for your comment. ODOT will continue to consult with the Miami Tribe of Oklahoma pursuant to Section 106 of the National Historic Preservation Act.*





The **Oklahoma Department of Commerce** provided a letter stating their support for the project and their desire that the improvements not interfere with the public's access to Twin Bridges State Park.

*Response: Thank you for your support. Access to Twin Bridges State Park will be maintained at all times during construction. Detours may be required due to the need to close SH-137 for a short time (approximately 6 months) during construction. ODOT will continue to coordinate with Twin Bridges State Park to minimize the impacts of this closure as much as possible.*

The **Oklahoma Department of Environmental Quality (ODEQ)** stated that prior to beginning any construction activity disturbing more than one acre, a Notice of Intent (NOI) must be submitted and authorization under OKR10, construction stormwater, must be obtained. ODEQ attached a list of recommendations for general construction/improvement projects including following regulations related to plumbing codes, lead-based paint, asbestos, fugitive dust, solid waste, and Oklahoma Pollutant Discharge Elimination System (OPDES) permitting. ODEQ also noted that the Neosho River is impaired for lead and the Spring River is impaired for lead and turbidity. These should be addressed in the Storm Water Pollution Prevention Plan (SWPPP) for the project. *Response: ODOT will follow all requirements of OKR10 and will address the impaired waters in the SWPPP.*

The **Oklahoma Conservation Commission (OCC)** reviewed the project and noted that it spans both rivers and associated riverine or lacustrine wetlands. The OCC has general concerns about siltation and recommends a plan to reduce disturbance in water bodies and erosion control plans to minimize sedimentation. OCC also recommends minimizing any stream channel changes, and using natural stabilization methods if streams are affected. OCC also recommends providing maximum flow under bridges to allow for flood drainage and that all streams remain free flowing. *Response: ODOT will prepare erosion and sedimentation control plans for the project and will comply with all terms of the OKR10 storm water permit. No significant channel changes are anticipated. The new bridge will improve the passage of flood waters by having fewer piers in the river channels than existing.*

**Oklahoma State Parks** stated that if right-of-way is needed (from Twin Bridges State Park), a conversion will occur under the Land and Water Conservation Fund program and replacement land will be needed. In addition, significant archeological resources exist and need to be documented if removed. If they are not removed site security could become an issue. Some loss of site improvements could occur at the confluence area. Oklahoma State Parks looks forward to coordinating on the project. *Response: Thank you for your comments. ODOT will continue to coordinate with Oklahoma State Parks on this project.*

#### 4.4.2 Public Comments

Five (5) written comment forms from the public were received. These comments and ODOT's responses are listed in italics below. Some comment forms included more than one comment.

How much of the park will be affected by the bridge? *Response: Preliminary information indicates approximately 2 acres of the park will be affected.*

We depend on the Wyandotte Fire Department and if a fire or other emergency were to happen they have no way to get to us. *Response: US-60 will remain open to traffic at all times. Emergency service providers will be notified of the closure on SH-137 and will find alternate routes during that time.*





We are glad to see this project is happening – need to build for the future. Would like to see the bridge be 4 lanes with a turning lane. Given that the last bridge made it 77 years the new bridge may last 80-100 years or longer. With the increase in population we should build the bridge as 4 lanes now and expand US-60 to four lanes in the future. We don't want to have to add on or rebuild later. *Response: ODOT considered the traffic demand for a 20-year design horizon, which is a standard planning timeframe. The 2-lane bridge and roadway is sufficient for this design year and provides adequate levels of service if the turn lanes are added. ODOT has limited resources and is unable to “overbuild” for projects that do not show that need in the design year.*

Give State Parks a heads up that they will need to change the name of the park. Maybe “Confluence State Park”? *Response: State Parks is aware of the project and a name change would be the decision of that agency.*

Thank you for raising the roadway so wildlife can pass beneath it. *Response: Thank you for your comment.*

We use the twin bridges on US-60 frequently. Since they were redone there is nothing wrong with them. The bridges on SH-10 over the Neosho and Spring Rivers have cracks, holes, and uneven patches. These bridges need replacement more than the US-60 bridges. Please reconsider your plans and consider the SH-10 bridges for repair. *Response: The US-60 bridges received a new deck in 2006 which improved the pavement surface and makes the ride smoother. However, the bridges still have issues with the condition of the beams and piers that place it at risk of becoming structurally deficient. At 77 years old, these bridges have surpassed their design lives and are in need of replacement. ODOT is replacing the bridges on SH-10 over the Spring River and overflow. That project is scheduled to be let to construction in 2017.*

The intersection at US-60 and SH-137 is very dark and makes turning dangerous. Please consider dusk-to-dawn lighting at the various intersections to improve safety. *Response: Lighting options will be considered further during design. This effort will be coordinated with local government entities.*