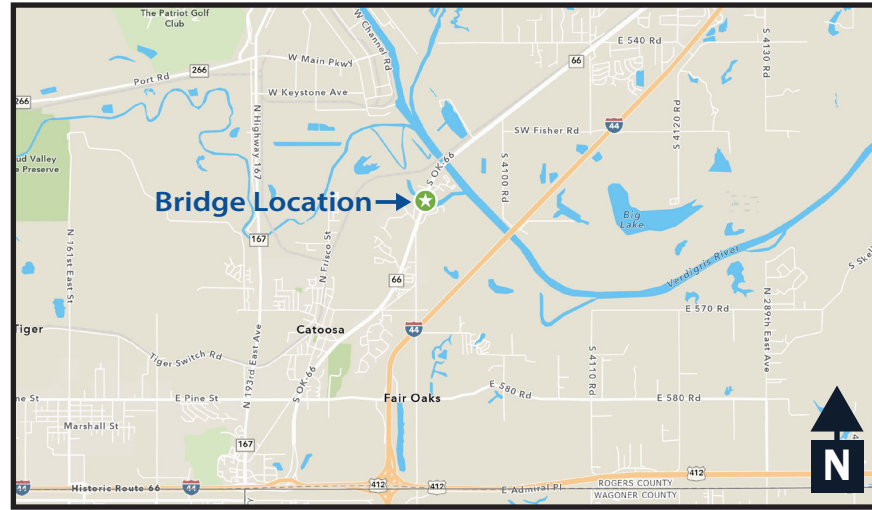


PROJECT LOCATION



PROJECT INFORMATION SUMMARY

- **Construction Start: 2023***
- **Current Annual Average Daily Traffic (AADT) in year 2022: 15,300 vehicles per day**
- **Future Estimated AADT by year 2042: 19,900 vehicles per day**

* Schedule is dependent on funding and subject to change

DISTRICT 8 ENGINEER: Randle White, P.E.

*Totals DO NOT include Toll Roads

**Totals DO NOT include County Bridges

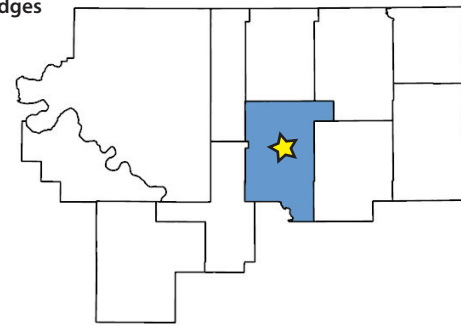
***Total Road Miles**
1,661.80

***Total Interstate Miles**
39.40

****Total Bridges**
1,100

COUNTIES

Craig, Creek, Delaware, Mayes, Nowata, Osage, Ottawa, Pawnee, **Rogers**, Tulsa, Washington



PLEASE PROVIDE YOUR COMMENTS BY **JUNE 27, 2022**

For more information about the project:

(405) 325-3269
environment@odot.org

<http://www.odot.org/publicmeetings>



VIRTUAL OPEN HOUSE

JUNE 13 - JUNE 27, 2022

SH-66: Over Bird Creek (Northbound) & Road under, 3.68 Miles North of I-44
Rogers County; JP 20899(09)

www.odot.org/SH66NB



VIRTUAL OPEN HOUSE

The Oklahoma Department of Transportation (ODOT) will host a virtual open house to introduce the various alternatives that are being considered for improvements to the SH-66 northbound bridge over Bird Creek, Rogers County, Oklahoma. The project is located 3.68 miles north of I-44. This will be a web-based meeting format and there will be no in-person meeting. The open house also provides an opportunity for the public to provide comments. Information will be available beginning June 13, 2022 and comments are requested by June 27, 2022. After the virtual open house, project information may be viewed at www.odot.org/PublicMeetings.



Project History

Coordination/Historic Considerations

Due to the historic significance of the northbound SH-66 bridge over Bird Creek, additional agency coordination was required. In Fall of 2019, consultation was initiated with the Oklahoma State Historic Preservation Office (SHPO) and designated Consulting Parties (agencies, preservation organizations, and interested parties). In May of 2020, ODOT provided drafts of the Cultural Resources reports and the alternatives under consideration to SHPO, the State Archeologist, and Consulting Parties for their review. A virtual meeting was conducted with the Consulting Parties on September 20, 2021 to provide an update on the project including existing conditions, purpose and need, a history of recent bridge maintenance, and alternatives being analyzed, and to solicit their comments. The Consulting Parties received the completed design analysis report in Spring 2022, and were asked to provide comments.

The southbound SH-66 bridge over Bird Creek, which was also determined eligible for the National Register of Historic Places (NRHP), was previously closed to traffic in 2010 and replaced in 2012. Mitigation for the replacement (or Section 4(f) "use") of the historic bridge included moving the trusses from the 1936 bridge to a nearby Park for display. Section 4(f) will apply to this northbound project, if the preferred alternative, results in a "use". Section 4(f) of the U.S. DOT Act of 1966 will also apply to this northbound project if the preferred alternative results in a "use" of the bridge. Section 4(f) regulations state that the Federal Highway Administration may not approve an action that uses public park and recreation land, or historic properties, when there is a feasible and prudent alternative to the action. In most cases, actions that "use" a historic bridge are those that result in demolition/removal of the historic structure or that reconstruct it to such an extent that the character defining features that give it historic significance are eliminated or substantially impaired.



OKLAHOMA
Transportation

June 9, 2022

RE: Virtual Open House for SH-66: Over Bird Creek (Northbound) and Road Under, 3.68 Miles North of I-44; State Job Piece Number JP 20899(09), Rogers County, Oklahoma

Dear Stakeholders, Property Owners and Utility Owners:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing improvements to SH-66 over Bird Creek (northbound) and road under, 3.68 miles north of I-44 in Rogers County, Oklahoma. The project length is approximately 0.5 miles.

The existing bridge over Bird Creek is a mixed truss bridge constructed in 1956 that is structurally deficient. In 2011 the 1936 southbound adjacent bridge was removed and replaced on the same alignment. The purpose of this project is to provide a northbound bridge crossing that is structurally and functionally sufficient for the intended use of the structure.

ODOT will host a virtual open house from **June 13, 2022 to June 27, 2022**, to present information about the project and obtain feedback from the public. This pamphlet contains additional information about the project and the open house. From June 13 to June 27, 2022 the project information may be viewed at www.odot.org/SH66NB. After the virtual open house, project information may be viewed at www.odot.org/PublicMeetings.

If you are leasing this property, please notify your lessee of this public hearing. Should you have any questions regarding this project, please email environment@odot.org, or call 405-325-3269 and leave a detailed message.

Respectfully,



Joe Brutsché
Environmental Programs Division Manager

The Oklahoma Department of Transportation (ODOT) ensures that no person or groups of persons shall, on the grounds of race, color, sex, religion, national origin, age, disability, retaliation or genetic information, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by ODOT, its recipients, sub-recipients, and contractors. To request an accommodation please contact the ADA Coordinator at 405-521-4140 or the Oklahoma Relay Service at 1-800-722-0353 no later than 72 hours before any scheduled event. If you have any ADA or Title VI questions email ODOT-ada-titlevi@odot.org.

"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."

AN EQUAL OPPORTUNITY EMPLOYER

Project Background

The bridge carrying two lanes of SH-66 northbound over Bird Creek is an 824'-8" long, six span mixed truss bridge. The approach roadway width is 37'-1" and consists of two, 11' travel lanes and 3' inside and outside shoulders. The existing bridge roadway is 30' from curb to curb, which is below the 38' standard.

In 2012, the southbound adjacent bridge, which was constructed in 1936, was removed and replaced on the same alignment. The existing northbound bridge over Bird Creek is a mixed truss bridge constructed in 1956 that is structurally deficient. Several alternatives were considered for the existing northbound bridge, and the design analysis and corresponding documentation was completed in May 2022. This documentation was prepared in support of Section 4(f) analysis for the NRHP- eligible bridge structure, which some of the alternatives would remove/replace or otherwise adversely affect.

Project Overview

Several alternatives have been analyzed based on a number of criteria including but not limited to potential environmental impacts, adverse effect to the historically significant bridge, structural and adequacy, construction costs (bridge only), and 20-year maintenance and inspection costs.

Alternative 1: Do Nothing

This alternative would include only continued maintenance of the bridge and nothing more. It does not meet the purpose and need for the project.

Alternative 2: Rehabilitation of the existing bridge

2(a): Rehabilitate and widen the bridge to 38 feet width. Bridge would remain fracture critical (would not meet purpose and need)

2(b): Rehabilitate without widening bridge. The bridge would remain fracture critical (would not meet purpose and need)

Alternative 3: Options to construct a new bridge on a new alignment, leaving the existing bridge in place, either as a non-functional "monument" or as a non-vehicular pedestrian or bicycle facility

Due to the level of service of SH-66 in the area, as well as the proximity to bridges that would prohibit use by pedestrians or cyclists, converting the existing bridge to a pedestrian and/or bicycle facility was not evaluated as an alternative.

Six different offset alignments were evaluated in Spring 2011, with two of the offset alignment options being removed almost immediately from further consideration for the current project (see 3(b) and 3(d) below). All of the alternatives meet the purpose and need. However, removing vehicle traffic from the historic bridge may result in an adverse effect to the bridge, nearby Rogers Point Park, or both.



Photo: SH-66 Northbound & Southbound

Alternative 4: Replace the existing bridge on the existing alignment

Replacement of bridge on existing alignment would include construction of a new 38-foot wide bridge with approach roadway with two 12-foot driving lanes, 10-foot-wide paved outside shoulder, and 4-foot inside shoulder similar to the structure constructed on the southbound lanes in 2012. The new structure would be constructed within existing right-of-way, which would eliminate impacts to another protected resource - Rogers Point Park. This alternative meets the purpose and need of the project by providing a long-term solution to the transportation challenge and fracture-critical bridge at this crossing. While this alternative would meet the purpose and need of the project, it would also result in an adverse effect to the historic bridge and a Section 4(f) use of the structure. Because the remaining alternatives presented in the Design Analysis report do not effectively address the purpose and need of the project or do not address purpose and need at all, ODOT's preferred alternative is Alternative 4. This alternative must be approved by FHWA as part of the Section 4(f) process.

Additional detail regarding the various alternatives can be found in the open house materials at www.odot.org/SH66NB