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**PUBLIC MEETING SUMMARY**  
**SH-123**  
**Over Caney River**  
**City of Bartlesville / Washington County**  
**Job Piece Number 24348(10)**

**OKLAHOMA DEPARTMENT OF TRANSPORTATION**

**For**  
**Public Meeting Held December 20, 2018**  
**At**  
**Bartlesville Community Center**



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## 1.0 EXECUTIVE SUMMARY

This document summarizes a public meeting conducted for a bridge and approaches project on SH-123 over the Caney River in the City of Bartlesville, Washington County. This is the second public meeting for the project. The first public meeting was held in May of 2016. The purpose of the first meeting was to gather input on prioritization of identified resources, present the alternatives considered including the expected impacts for the Caney River bridge improvements and obtain input from the public and interested consulting parties on the identified resources and proposed alignments for further consideration. This second meeting was held in December of 2018. The purpose of this second Public Meeting was to present the proposed design for this bridge replacement and to receive public comment. The Public Meeting was held December 20, 2018 at the Bartlesville Community Center located at 300 SE Adams Boulevard in the City of Bartlesville, Washington County, Oklahoma.

Thirty-six (36) attendees signed in for the meeting, including eight (8) members from ODOT, a State Representative, County Commissioner, City Councilor, and two members of the press. The meeting included a presentation on the project from ODOT's consultant PEC, Able Consulting and ODOT's Director of Cultural Resources Program. Representatives from ODOT, PEC, and Able Consulting, were available for discussion before and after the presentation. The comment period was open until January 13, 2019 with a total of fifteen (15) written comments received, including eight (8) from agencies and seven (7) from members of the public.

Agency solicitation letters were mailed out for the project November 27, 2018. The responses received from the agencies are summarized in Table 1.

**Table 1: Agency Comment Summary**

Agency	Comment
National Park Service	The National Park Service reviewed the project and had no comment.
Bureau of Indian Affairs, Eastern Oklahoma Regional Office	Bureau of Indian Affairs had no comments regarding the project. They notified ODOT that five Federally recognized Tribes have been provided a copy of the solicitation letter and suggested that ODOT coordinate directly with the Tribes on any of their concerns.
Bureau of Land Management	The Bureau of Land Management had no concerns about or objections to the proposal.
Oklahoma Archeological Survey	Reported that sites are listed in the project area (34WN18, 34WN131, 34WN132) and that archeological materials are likely to be encountered. They recommended that an archaeological field inspection be conducted prior to project construction.

Oklahoma Department of Environmental Quality	Found no environmental concerns under DEQ jurisdiction are anticipated, but provided guidance regarding stormwater and land clearing regulations.
Oklahoma Geological Survey	The Oklahoma Geological Survey reported that it had no concerns regarding the project.
Oklahoma Aeronautics Commission	Reported that the project does not present any hazards to the safe use of surrounding airspace, and provided guidance on how ODOT can ensure that construction equipment does not cause hazards to aircraft.
State of Oklahoma Water Resources Board (OWRB)	If this development would fall on state owned or operated property, a floodplain development permit is required from OWRB.

Public comments addressed varying issues. At the meeting, there were several questions concerning management of the existing SH-123 bridge over Caney River. There were questions and comments about the alignment selection, public involvement, street lighting and signalization, cultural resources, and floodplain and drainage issues. Table 2 summarizes both the written public comments received and the verbal comments/questions from the public meeting.

**Table 2: Public Comment Summary Both Written and Verbal Comments**

Comment	# of Comments
Management of Existing SH-123 Bridge over Caney River	10
Alignment Selection	2
Cultural Resources	1
Public Involvement	1
Street Lighting and Signalization	1
Floodplain and Drainage Issues	2

## 2.0 INTRODUCTION

This document summarizes a public meeting conducted for a bridge and approaches project on SH-123 over the Caney River in the City of Bartlesville, Washington County. This is the second public meeting for the project. The first public meeting was held in May of 2016. The purpose of the first meeting was to gather input on prioritization of identified resources, present the alternatives considered including the expected impacts for the Caney River bridge improvements and obtain input from the public and interested consulting parties on the identified resources and proposed alignments for further consideration. The first public meeting was held on May 10, 2016 in the Bartlesville Community Center located 300 S.E. Adams Boulevard in Bartlesville, Oklahoma. Fifty-four (54) public attendees signed in for the meeting. The first meeting included

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a presentation on the project from the Oklahoma Department of Transportation's (ODOT) consultants, PEC, Able Consulting and Infrastructure Engineers, plus ODOT's Director of Cultural Resources Program. Representatives from ODOT, PEC, Able Consulting and Infrastructure Engineers were available for discussion before and after the presentation. The comment period was open until May 24, 2016 with a total of thirty-two (32) total written comments received, including seven (7) from agencies and twenty-five (25) from members of the public

This second meeting was held in December of 2018. The purpose of this second Public Meeting was to present the proposed design for this bridge replacement and to receive public comment. The second Public Meeting was held December 20, 2018 at the Bartlesville Community Center located at 300 SE Adams Boulevard in the City of Bartlesville, Washington County, Oklahoma.

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the bridge crossing over Caney River on State Highway 123 (SH-123), located 1.70 miles north of the SH-123/US-60 junction in the City of Bartlesville in Washington County. The purpose of the project is to provide a structurally sound crossing and preserve the transportation continuity over the Caney River on SH-123 and improve the intersection of SH-123/Hensley Boulevard. The existing Caney River Bridge is a 3-span truss bridge with sidewalks that is in poor condition and considered structurally deficient. It is currently posted with a 10-ton load limit. This bridge and the Bartlesville Water Company Dam located under the bridge are eligible for listing on National Register of Historic Places (NRHP). At this location, SH-123 is a two-lane road with two-foot-wide shoulders and has remnants of curb and gutter and sidewalks. The current traffic volume is 5,670 vehicles per day (vpd) with a 20-year projected traffic volume of 7,960 vpd.

ODOT tasked a Consultant to develop alternatives for correcting the bridge deficiencies while taking into consideration construction costs, right-of-way and utility costs, and current environmental constraints which include the Johnston Park owned by the City of Bartlesville and NRHP eligible bridge - both of which are protected under Section 4(f) of the Transportation Act. Consultation is required with both the City of Bartlesville regarding the Johnstone Park and Pathfinder Trail, and the State Historic Preservation Office regarding the NRHP eligible bridge and dam. Alternatives considered include rehabilitation of the existing truss bridge for transportation and/or pedestrian use as well as construction of a bridge on new alignment to provide a safe crossing and preserve transportation continuity over the Caney River on SH-123 and minimize potential environmental impacts.

Through coordination and consultation, a preferred alignment was selected that constructs a new bridge on new alignment approximately one block east of current alignment on Delaware Avenue and away from Johnstone Park. Factors that assisted in this decision include correcting a 5-leg intersection at SH-123 (Cherokee) and Hensley Boulevard, moving the State Highway away from

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the Johnstone Park heavy recreational use area, moving the bridge structure from the under the City of Bartlesville water supply intake. Rehabilitating the existing structure was difficult due to the poor condition of the structure.

The SH-123 alignment is proposed to follow Hensley Boulevard from Cherokee Avenue (existing SH-123) to Delaware Avenue, then north along Delaware Avenue until the alignment ties back to existing SH-123 about 1,000 feet north of the Caney River. The bridge over the Caney River is proposed to be a three-span continuous steel girder. The bridge will provide a 32-foot clear roadway with 2-12-foot-wide driving lanes and 5-foot-wide sidewalks in each direction. The sidewalks will be separated from the traffic lanes by TR-4 bridge rails with additional metal handrail to pedestrian height. The proposed roadway improvement on Hensley Boulevard consists of 5 lanes (4-11-foot-wide driving lanes with a 12-foot-wide center turn lane) with a curb and gutter system and 5-foot-wide sidewalks on both sides of the roadway. On SH-123, south of River, the proposed roadway improvement consists of 2-14-foot-wide driving lanes with curb and gutter system and 5-foot-wide sidewalks on both sides of the roadway. SH-123, north of River, consists of 2-14-foot-wide driving lanes with curb and gutter system and 5-foot-wide sidewalks on both sides of the roadway to the first drive, then transition to 2-12-foot-wide driving lanes with 4-foot-wide paved shoulders and tie back into existing SH-123. The roadway will be closed to traffic during construction.

Once the project is let for construction, SH-123 bridge over the Caney River and roadway north of the River will be closed. It is anticipated that the road closure will last approximately 270 days, with incentives to reduce the closure time. We are considering using the following as a state highway detour during the bridge and roadway closure (see attached map). Northbound - From Junction of SH-123 at Hensley Boulevard and Bartle's Road in Bartlesville, proceed west on SH-123 (Hensley Blvd.) to Junction SH-123/US-60, then south on US-60/SH-123 to Junction US-60, then proceed east on US-60 (Adams Blvd.) to the Junction of US-60/US-75, then north on US-75 to the junction of US-75/SH-123 in Dewey (approximately 12 miles). While the state highway detour will be signed for the through state highway traffic, the local traffic will be able to utilize local county or city roads. Once the project is let for construction, information on actual date of closure and duration of closure can be obtained from the ODOT Field Division 8 at (918) 838-9933.

### 3.0 AGENCY SOLICITATION

#### 3.1 AGENCY COMMENTS AND ODOT RESPONSES

Agency solicitation letters were mailed on November 27, 2018. These letters provided a project description with an enclosed project location map and preferred alternative map. The letter requested recipients provide input by January 13, 2019 and included an invitation to the public meeting. This letter was sent to twenty-nine (29) State and Federal agencies including the Cherokee Nation, Delaware Tribe of Indians, Osage Nation, United Keetoowah Band of Cherokees, and Wichita and Affiliated Tribes. A copy of the solicitation letter and the mailing list is included in Appendix A and the responses received are in Appendix I.

The agency letters received are summarized below along with an ODOT response.

- 1) The **National Park Service (NPS)** reviewed the project and did not identify any concerns.

**ODOT Response:** Your response is appreciated.

- 2) The **Bureau of Indian Affairs (BIA), Eastern Oklahoma Regional Office** said they have no comments regarding the project at this time. The BIA notified ODOT that five Federally recognized Tribes have been provided a copy of the solicitation letter and recommended that ODOT coordinate with those tribes directly.

**ODOT Response:** Your response is appreciated. The five tribes mentioned received the same letter concerning this project.

- 3) The **Bureau of Land Management (BLM)** searched their files for BLM surface lands, Federal minerals, and BLM administered Indian mineral interests, finding none within or near the project area. They have no concerns regarding BLM administered estate.

**ODOT Response:** Your response is appreciated.

- 4) The **Oklahoma Archeological Survey (OAS)** found sites of cultural significance are located in the project area (34WN18, 34WN131, 34WN132) and said that archeological materials are likely to be encountered. OAS recommended that a field inspection be conducted prior to construction, in order to identify significant archaeological resources in the project area.

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**ODOT Response:** Your response is appreciated. A cultural resources report of investigations was submitted to the Oklahoma State Historic Preservation Office (SHPO) and the OAS on October 3, 2018. The OAS responded on November 2, 2018 and provided comment deferring opinion to the SHPO on three historic archaeological sites, other historic resources, Section 4(f) analysis, and overall project effects. ODOT and FHWA are continuing to work with Oklahoma SHPO to avoid, minimize, or mitigate effects of the undertaking.

- 5) The **Oklahoma Department of Environmental Quality (ODEQ)** did not identify any environmental concerns under DEQ jurisdiction, but provided the following guidance:
  - a. Prior to beginning any construction activity disturbing more than one acre, you must submit an NOI and obtain authorization under OKR10, construction stormwater.
  - b. Any burning associated with land clearing operations must be conducted in accordance with OAC 252:100, Subchapter 13.

**ODOT Response:** Your response is appreciated. The contractor will be responsible for obtaining the required construction storm water permit.

- 6) The **Oklahoma Geological Survey** reviewed the project and found no major geological concerns.

**ODOT Response:** Your response is appreciated. The maps will be forwarded to the geotechnical engineers.

- 7) The **Oklahoma Aeronautics Commission** reviewed the project and found that the project does not appear to pose a hazard to the safe and efficient use of navigable airspace. In order to avoid adverse impacts from construction equipment, OAC recommended that ODOT use FAA's notice criteria tool (at the web address given below) to determine if a 7460-1 form needs to be filed with the FAA.

**ODOT Response:** A commitment in the NEPA document will include notifying the FAA of proposed construction via FAA Form 7460-1 prior to construction.

## 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 attendees of the May 2016 Public Meeting, elected officials (national, state and local), the Cities of Bartlesville and Dewey, Bartlesville and Dewey school districts, historical preservation groups (state, regional and local), emergency service providers, and medical facilities in the project area. The letter provided a brief description of the purpose and need for the project, and an invitation to the public meeting. The letter was accompanied by a project location map. Thirty-five (35) letters were mailed on November 27, 2018. A copy of the letter and the mailing list is included in Appendix B.

Notice of the public meeting was also sent by letter to all property owners and utility operators in the study area. Twenty-seven (27) letters were mailed to residents and five (5) utility companies were notified. The letter was accompanied by a project location map. Copies of the letters and the mailing lists are included in Appendix C.

### 4.2 ENVIRONMENTAL JUSTICE / COMMUNITY OUTREACH

Data collected through US Census American Community Survey (2011-2015) was compiled to identify Environmental Justice (EJ) census block groups – block groups in the project area that contain populations of minorities, low-income earners, or residents with limited English proficiency (LEP) that are higher than the average of those populations for the State of Oklahoma. One (1) minority EJ block group (minority population greater than 33 percent) and one LEP block group (LEP population greater than 2 percent) were identified within or adjacent to the proposed project area. A Spanish speaking LEP population of 5.2% was identified in one block group.

The property notification and notification to previous attendees of the May 2016 Public Meeting was part of the community outreach.

### 4.3 MEETING INFORMATION AND FORMAT

The public meeting was held on December 20, 2018 at 6:00 PM at the Bartlesville Community Center located at SE Adams Boulevard in the City of Bartlesville, Oklahoma.

Thirty-six (36) attendees signed in for the meeting, including eight (8) members from ODOT. A Bartlesville City Council member, a Washington County Commissioner, a State Representative, and two members of the media were present. A copy of the sign-in sheets is included in Appendix D.

ODOT Public Involvement Officer, Jenny Droscher, opened the meeting, then Calvin Reed with PEC presented the project design information. Jennifer Koscelny, of Able Consulting, presented information regarding environmental considerations and Scott Sundermeyer, ODOT Cultural

Resources Program Director, presented information regarding cultural resources. Following the presentations was an open question and answer period in which ODOT and PEC answered questions. ODOT, PEC and Able Consulting staff were then available for one-on-one and small group discussions. Strip maps of the proposed preferred alignment were provided for public viewing. A copy of the presentation is included in Appendix E and copies of the meeting handout and display boards are included in Appendix F.

The presentation covered:

- Purpose of the Meeting
- Purpose of the Project
- Existing Facilities
- Preferred Alignment
- Environmental Impacts
- Section 4(f) and 6(f) Resources
- Cultural Resources
- Project Schedule

#### 4.4 SUMMARY OF PUBLIC MEETING COMMENTS

Public comments addressed varying issues. At the meeting, there were several questions concerning the management of the existing SH-123 bridge. There were also questions regarding street lighting, cultural resources terminology, and floodplain / drainage issues.

A summary matrix table of the public meeting comments is provided in Table 3. A question and answer summary of the meeting is located in Appendix G.

Table 3: Public Meeting Comment Matrix

Comment	# of Comments
A Management of Existing Bridge	4
1. Would the City be able to take over the bridge?	
2. When did the City say they were not interested in the bridge?	
3. Would making the bridge a monument mean that it's no longer functional and is just ornamental?	
4. What will happen with the bridge clearance over the dam if the bridge is left as a monument?	

B Street Lighting and Signalization	1
5. Will there be street lighting and traffic signals at Cherokee and Delaware Avenues?	
C Cultural Resources	1
6. What is a masonry tree well?	
D Floodplain and Drainage Issues	1
7. How much fill will be removed from the area on the northeast side of the project—will it become a wetland?	

#### 4.5 WRITTEN PUBLIC COMMENTS

Seven (7) written comments from the public were received, both at the meeting and after the meeting. Copies of the written comments are included in Appendix H.

**Table 4: Written Comments Matrix**

Comment	# of Comments
A. Management of Existing Bridge	6
1b. Bridge is a scary liability and needs taken out.	
2a. New bridge is a good idea for functional purposes.	
2b/5a. Consider keeping and maintaining existing historic bridge for architectural value as pedestrian path, bike path, etc. “Save The Bridge”.	
4c. Prefers rehabilitation of existing bridge for historical and aesthetic purposes.	
6a. What is necessary and what would be the cost to bring the SH-123 Bridge to handle only pedestrian or bike traffic?	
7a. Would be nice to keep the bridge as part of the Johnstone Park /Pathfinder Trails. It is beautiful. It could be painted, repaved and shored up for walking, jogging/ bike riding. Decorated at Christmas. Fly the flag on both sides. Let’s reuse it not destroy it.	
<b>ODOT Response:</b> Thank you for these comments. The Department is in agreement that the existing structurally deficient/functional	

obsolete bridge, which is currently posted with a 10-ton load limit, needs to be replaced to provide a structurally sound crossing. The existing bridge has been placed up for adoption and the Department can and will facilitate the process for the new owner to accept the liability, ownership, and maintenance responsibilities for the existing bridge. On May 16, 2016, the Bartlesville City Council voted unanimously to approve Resolution No. 3386, expressing support of the Delaware Avenue alignment as the preferred alignment and clearly stating that the City is not in a position to consider accepting ownership of the existing bridge, as a result, the Department will continue to work with any other potential owner to relocate and preserve the historical value of the truss members of the bridge for other uses.

B. Drainage Concerns	1
<b>1a. Drainage at Hensley/SH-123 needs vastly improved.</b>	
<b>ODOT Response:</b> The Department will address the surface drainage issues in the design of the new project.	
C. Alignment Selection	2
<b>3a. Prefers Option A and provides comments to support electing it over the preferred alternative presented.</b>	
<b>4b. Asserts that Option B has less impacts than the selected alignment.</b>	
<b>ODOT Response:</b> After an exhaustive review of multiple alignments/options, and in consideration of all public and private comments, it's the Department's opinion that the preferred alignment more closely meets the purpose and need of the project. The preferred alignment will most closely provide a structurally sound crossing and preserves the transportation continuity over the Caney River.	
D. Public Involvement	1
<b>4a. Requests that comment period be extended an additional 60 days.</b>	
<b>ODOT Response:</b> Although the official comment period ended on January 13th, the Department will continue to address additional concerns as they are presented.	

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## **APPENDIX A**

### **AGENCY SOLICITATION LETTER & LIST**

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## **APPENDIX B**

### **PUBLIC MEETING LETTER AND LIST**

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## APPENDIX C

### PROPERTY OWNER LETTER AND MAILING LIST

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## APPENDIX D

### PUBLIC MEETING SIGN-IN SHEETS

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## APPENDIX E

### PUBLIC MEETING PRESENTATION

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## APPENDIX F

### PUBLIC MEETING HANDOUT AND DISPLAY BOARDS

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## APPENDIX G

### PUBLIC MEETING SUMMARY OF QUESTION AND ANSWER

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## APPENDIX H

### CITIZEN WRITTEN COMMENTS

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## APPENDIX I

### AGENCY WRITTEN RESPONSES