OKLAHOMA Transportation

# Environmental Assessment

US-75 AT PRESTON ROAD

OKMULGEE COUNTY

ODOT JP 30571(04)

**FEDERAL HIGHWAY ADMINISTRATION (FHWA)**
**FINDING OF NO SIGNIFICANT IMPACT**
**(FONSI)**

**FOR**

**Interchange US-75 at Preston Road**
**Okmulgee County, Oklahoma**
**State Project No. JP 30571(04)**

The Federal Highway Administration (FHWA) has determined, in accordance with 23 CFR §771.119 and §771.121, that the proposed Oklahoma Department of Transportation (ODOT) improvements to the intersection at United States Highway (US)-75 and Preston Road (also known as Will Sampson Road) in Okmulgee County will have no significant impact on the human and natural environment. Upon completion of the action described by this FONSI, the new facility will be a grade-separated interchange and would include a new 32-foot wide, 182-foot long bridge on Preston Road/Will Sampson Road over US-75, on/off ramps (A, B, C and D), and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect to Preston Road to the south, east of the Preston Road/US-75 intersection. The intersection of County Road N 220 and US-75 will be removed to eliminate the direct access to US-75. The typical section of the reconstructed portion of Preston Road will carry two, 12-foot travel lanes with 4-foot outside shoulders. The on and off ramps would have 15-foot lanes with 10-foot asphalt shoulders.

The FONSI is based on the attached Environmental Assessment (EA), which has been independently evaluated by FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project. The US-75 EA assessed one Build Alternative for the US-75/Preston Road intersection and the No Build Alternative. Early alternatives included closing the US-75 median opening at Preston Road and adding a J-turn several hundred feet south and north of the existing intersection. A second option proposed adding traffic signals to the existing intersection. A third option to close the median at the intersection and require motorists to travel north and south to a median opening was also considered but determined to adversely affect emergency response times and bus routes. Due to the safety concerns and accessibility considerations, these alternatives were dismissed from further consideration.

Solicitation of comments regarding this action was submitted to local, county, state, and federal agencies and Native American Tribes, and organizations on December 30, 2019, and again on October 25, 2021. Three comments were received. None required actions, except the comment from Department of Environmental Quality (DEQ) which noted that construction activity disturbing greater than one acre will require submission of a Notice of Intent (NOI) and authorization under OKRIO, which will be submitted by the contractor prior to construction. The solicitation and comments received are discussed beginning on page 21 of the EA in the "How Did ODOT Involve Other State and Federal Organizations?" section of the EA and contained in Appendix A of this document.

Public involvement was an integral component of the EA process for the US-75 project and directly affected the project design. One public meeting was held for this project early in the design development process to present information about the proposed project and request input from the public. The public meeting was held on January 28, 2020 in Preston, Oklahoma. Total recorded in attendance at the public meeting was 76 people. Appendix A of the EA contains detailed documentation of the public meeting and comments received with ODOT's responses.

The EA was available for public review for a 30-day period beginning October 25, 2021, and an in-person public hearing was held on November 9, 2021. Fifty-three members of the public and ten staff (ODOT and Consultants) signed in. Eight verbal comments were recorded at the hearing, and two comment forms, one mailed letter, and a voice mail were received during the public comment period which ended November 22, 2021. The public hearing is discussed in "How did ODOT Involve the Public in the Project?" section of the EA on page 22. All transcripts, materials, and comments with ODOT's responses are contained in Appendix K (Public Hearing Documentation) of the EA and have been addressed by ODOT.

The Build Alternative was compared to the No Build Alternative based on consideration of purpose and need, environmental, social and economic impacts, and public input. The purpose of the US-75 project is to improve the safety and accessibility of US-75 and Preston Road. The existing at-grade intersection configuration at US-75 and Preston Road resulted in backups along Preston Road and contributed to a history of major collisions at the intersection. The Build Alternative would improve safety by creating a grade-separated interchange, which would ultimately improve traffic flow along US-75 and decrease the number of vehicle-to-vehicle conflict points at the intersection and to the north at NS-220. The No Build Alternative would not address the need.

Technical studies were conducted for Noise, Hazardous Materials, Natural Resources, Cultural Resources and Socio-Economic considerations. The findings of each of these studies are summarized in the EA and included as appendices. The proposed project was generally supported by the public due to its potential to increase safety; however, concerns over the loss of local businesses and fair compensation were expressed. This concern will be addressed during property acquisition, which will be in accordance with the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, effective February 3, 2005 (Uniform Act).

Two of the comments raised during the hearing pertain to access to residences across the Burlington North Santa Fe (BNSF) Railroad in the event of an emergency. It was noted that track maintenance and emergency situations have resulted in temporary loss of access at this location in the past. Under existing conditions, in the event of a closure, residents on Nixon Street and those to the north have alternative access to Preston Road and direct access to US-75 via Risenhoover Ave to the south. Under the Build Alternative, both access points would be eliminated. Limiting the neighborhood's access to the one point was identified as an impact to the Environmental Justice (EJ) populations during public involvement. As mitigation for this access consideration, ODOT has proposed a north-south connection (Nixon Street) east of the railroad between Nixon Street and Preston Road. The EJ community north of Preston Road and west of US-75 will benefit from

this additional access to Preston Road and ultimately US-75, which would otherwise be inaccessible in the event of an emergency situation associated with the at-grade railroad crossing. The proposed mitigation is documented in a separate memo to the file dated February 8, 2022.

This FONSI is also based on implementation of measures described in the "What Commitments Have Been Made to Minimize Project Impacts?" section of the EA and outlined below:

1. Minimize habitat loss by reducing the amount of ground disturbance of suitable American Burying Beetle (ABB) habitat within the construction footprint to only what is necessary for construction and document in the monitoring reports to the U.S. Fish and Wildlife Service (Service). Following construction, areas of ground disturbance outside of the safety clear zone will be revegetated with native plant species where applicable and practicable. Areas where revegetation with native plant species is not practicable will be revegetated with more traditional plantings such as solid slab sodding.
2. In order to avoid and minimize adverse impacts to listed bat species, the removal of trees and shrubs shall be restricted to areas within the actual limits of construction, and all aspects of the project (e.g. temporary work areas, alignments) will be modified to avoid tree removal, if possible, during the design of the project. Tree removal will be limited to that specified in the project plans provided to the contractors.
3. A U.S. Corps of Engineer (USACE) Section 404 permit will be necessary to authorize impacts to waters and wetlands.
4. Relocations are proposed for this project. There are 7 residential relocations; 9 business relocations and 186 personal property moves associated with relocation of self-storage units. Acquisition and relocation assistance will be conducted in accordance with the Uniform Relocation Act.
5. Stormwater Pollution Prevention Plan (SWP3) will be developed and temporary erosion and sediment control plan will be included in construction plans to minimize impacts to water quality.
6. All non-displaced properties will remain accessible during construction of the project.
7. A plan note to avoid off-site archeological sites for staging or borrow areas will be added to the plans. The following location should be avoided during all construction activities:
    - Section 1, T14N, R12E: N ½ of SE ¼
8. A north south connection will be established by constructing Nixon Street east of the railroad between Nixon Street and Preston Road. The residence north of Preston Road and west of US-75 will benefit from this additional access to Preston Road and ultimately US-75, which would otherwise be inaccessible in the event of an emergency situation associated with the at-grade railroad crossing.
9. Access consideration – A north-south connection (Nixon Street) will be constructed east of the railroad between Nixon Street and Preston Road (See attached Plan and Profile Sheet) to allow the EJ community an additional access point north of Preston Road and west of US-75 in case of an emergency situation associated with the at-grade railroad crossing.
10. The following plan notes will be incorporated to minimize impact to species:
    - Appropriate Best Management Practices to minimize impacts from storm water discharges and sedimentation in streams, as established by the Oklahoma Department of Environmental Quality, shall be conscientiously implemented throughout the

proposed construction periods, in order to minimize any potential impacts to any listed species. The effectiveness of erosion controls shall be maintained for the duration of construction activities. Hazardous materials, chemicals, fuels, lubricating oils, and other such substances shall be stored at least 100 feet outside of the ordinary high water mark (OHWM). Refueling of construction equipment shall also be conducted at least 100 feet from the OHWMs. Sediment and erosion controls shall be installed around staging areas to prohibit discharge of materials from these sites. Construction waste materials and debris shall be stockpiled at least 25 feet outside of the OHWMs, and these materials shall be removed and disposed of properly upon completion of the project. Preventative measure must be taken to prohibit the discharge of contaminants into any surface waters.

- The ABB is a large carrion burying beetle that occurs within the project limits. Artificial lighting may be used during construction for night activities if the equipment specifications outlined in Special Provision 656-5(a-b) 19 for ABB are adhered to and measures to minimize use of artificial lighting have been implemented. Carcasses and all food trash shall be removed from the permanent and temporary right-of-way throughout the duration of project activities. Pollution Prevention Requirements as specified by the Oklahoma Department of Environmental Quality General Permit OKR10 for Storm Water Discharges shall be implemented when appropriate. Additionally, all equipment will be fueled, and all fuel and motor vehicle oil will not be stored within areas of native vegetation (outside of ABB habitat).
- All temporary lighting, if used, will be directed away from suitable bat habitat during the active season for bats (April 1 – November 15). If any permanent lighting is installed or replaced, downward-facing full cut-off lens lights shall be installed and directed away from wooded areas and streams.
- The Bald Eagle nesting season in Oklahoma extends from September 16 through May 31. A Bald Eagle survey was completed for this project in January 2021. No nests were observed within the expected impact area. Survey results are valid only for the nesting season in which the survey was performed. If construction activities have begun but are not completed by September 16, 2021, the Resident Engineer shall contact the ODOT Biologist. The ODOT Biologist shall schedule any additional surveys that may be required as soon as leaves fall off the trees (approximately November 1). Because no nests were observed during the initial survey, and it can take a pair of eagles one to three months to construct a new nest, if construction activities have begun before October 31, 2021 they may continue while additional nest search surveys are conducted after leaf-off. If construction activities have not begun by October 31, 2021, a new nest survey shall be completed by the ODOT Biologist before construction activities can begin. Nest search surveys can only be conducted when leaves are not on the trees typically between December 1 and February 28. If nests are observed, up to a 660 foot no-work buffer shall be placed around the nest. The exact distance of the buffer zone shall be established by the ODOT Biologist in consultation with the Service. If the buffer cannot be maintained, all clearing, external construction and landscaping activities within the buffer shall be conducted between June 1 and September 15 (outside the nesting season).
- Migratory bird nesting use of the Flat Rock Creek bridge and a culvert was observed. Painting, repair, retrofit, rehabilitation or demolition of the existing Flat Rock Creek

bridge and culvert shall be conducted between September 1 and February 28 when migratory birds' nests are not occupied. If activities cannot be completed between September 1 and February 28, the bridge and culvert shall be protected from new nest establishments prior to March 1, by means that do not result in bird death or injury. Options include the exclusion of adult birds from suitable nest sites on or within a structure by the placements of weather resistant polypropylene netting with 0.25-inch or smaller openings, prior to March 1. Methods other than netting must be pre-approved by the ODOT Biologist. Although no nests were observed on all other structures, the birds may occupy the structures in the future. The Resident Engineer shall contact the ODOT Biologist if any bird use of these structures is observed. If birds are observed then painting, repair, retrofit, rehabilitation or demolition of existing bridge and culverts shall be conducted between September 1 and February 28 (when migratory bird nests are not occupied).

11. The following cautionary plan note will be added to address the environmental concerns noted at the EZ Stop above-ground storage tank (AST) site identified in the Individual Site Assessment (ISA).
    - Petroleum contamination may exist at or near the referenced AST site. Based on the available information, contamination is not expected to affect construction activities, but is still possible. In the event contaminated soil is encountered, the contractor shall adhere to ODOT's Hazardous Materials Specification 107.15 and notify the Resident Engineer, who may then contact the Environmental Programs Division for assistance.

FHWA takes full responsibility for the accuracy, scope, and content of the attached EA.

Waseem Fazal

5/31/2022

Date

for Federal Highway Administration

**US-75 at Preston Road**
**Okmulgee County, Oklahoma**
**JP 30571(04)**

**Environmental Assessment**

**US Department of Transportation**
**Federal Highway Administration**
**and**
**Oklahoma Department of Transportation**

The proposed project includes improvements to the intersection at US-75 and Preston Road (also known as Will Sampson Road). There is a history of severe collisions at the existing at-grade intersection. The proposed improvements include construction of a bridge on Preston Road over US-75 with on and off ramps for both directions of US-75 to develop a full access interchange, which would improve safety and accessibility of US-75 and Preston Road in Okmulgee County. This Environmental Assessment (EA) describes the project's purpose and need, early design alternatives considered but dismissed, and the alternative selected for further consideration. In addition, the document outlines the social, economic, and environmental effects of the Build and No Build Alternatives and the Oklahoma Department of Transportation's (ODOT's) coordination of public and agency involvement conducted as part of the development of the EA.

This highway project is proposed for funding under Title 23, United States Code (USC). This statement for the improvement has been developed in consultation with the Federal Highway Administration (FHWA) and is submitted pursuant to 42 USC-4332(2)(c) and 49 USC 303.

Submitted:

Date: 10/20/2021 Joe Butler

Environmental Programs Interim Division Manager
Oklahoma Department of Transportation

Approved:

Date: 10/20/2021 SOUZAN BAHAVAR Digitally signed by SOUZAN BAHAVAR Date: 2021.10.20 16:16:23 -05'00'

Deputy Administrator
Oklahoma Division Office
Federal Highway Administration

# What Are the Highlights of the Environmental Assessment (EA)?

> An EA is a decision-making document that provides sufficient detail to determine if a project has significant environmental impacts. It includes a brief discussion of the project's need, alternatives evaluated, a summary of the project's effects, and the public outreach efforts completed as part of the project.

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), has prepared this Environmental Assessment (EA) to document the environmental impacts of the US-75 at Preston Road interchange project in Okmulgee County, Oklahoma. The EA has been prepared according to policies established by the National Environmental Policy Act (NEPA), which requires federal agencies to evaluate and consider impacts of their projects on the natural and human environment.

The project begins seven miles north of the US-62 junction in Okmulgee County and extends north approximately one mile along US-75 in Preston Oklahoma. A project location map is included as **Figure 1** and the environmental study area is depicted on **Figure 2**. One Build Alternative and the No Build Alternative are considered in this document. The Build Alternative includes a new interchange to replace the existing at-grade intersection at US-75 and Preston Road. A summary of each of the technical analyses and impacts on private property, community and natural resources, and a summary of public involvement activities are presented in this EA. Public involvement opportunities included a public meeting, held on January 28, 2020, and a public hearing held on November 9, 2021, to present the findings of this EA.

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# What Project Are We Studying?

The US-75 project includes improvements to the intersection of US-75 and Preston Road, located seven miles north of the US-75/US-62 East junction in Okmulgee County, Oklahoma. The Project Location Map, **Figure 1** is included on the following page. US-75, within the project limits, is a four-lane divided highway with four 12-foot wide lanes, 10-foot wide outside shoulders and 4-foot wide inside shoulders. The existing US-75/Preston Road intersection is at-grade; US-75 has rolling hills and horizontal curves, especially north of Preston Road. This contributes to poor sight distance conditions at the Preston Road intersection.

The environmental study area was developed large enough to support an assessment of potential impacts that the alternative could have on the surrounding community and the environment (**Figure 2**).

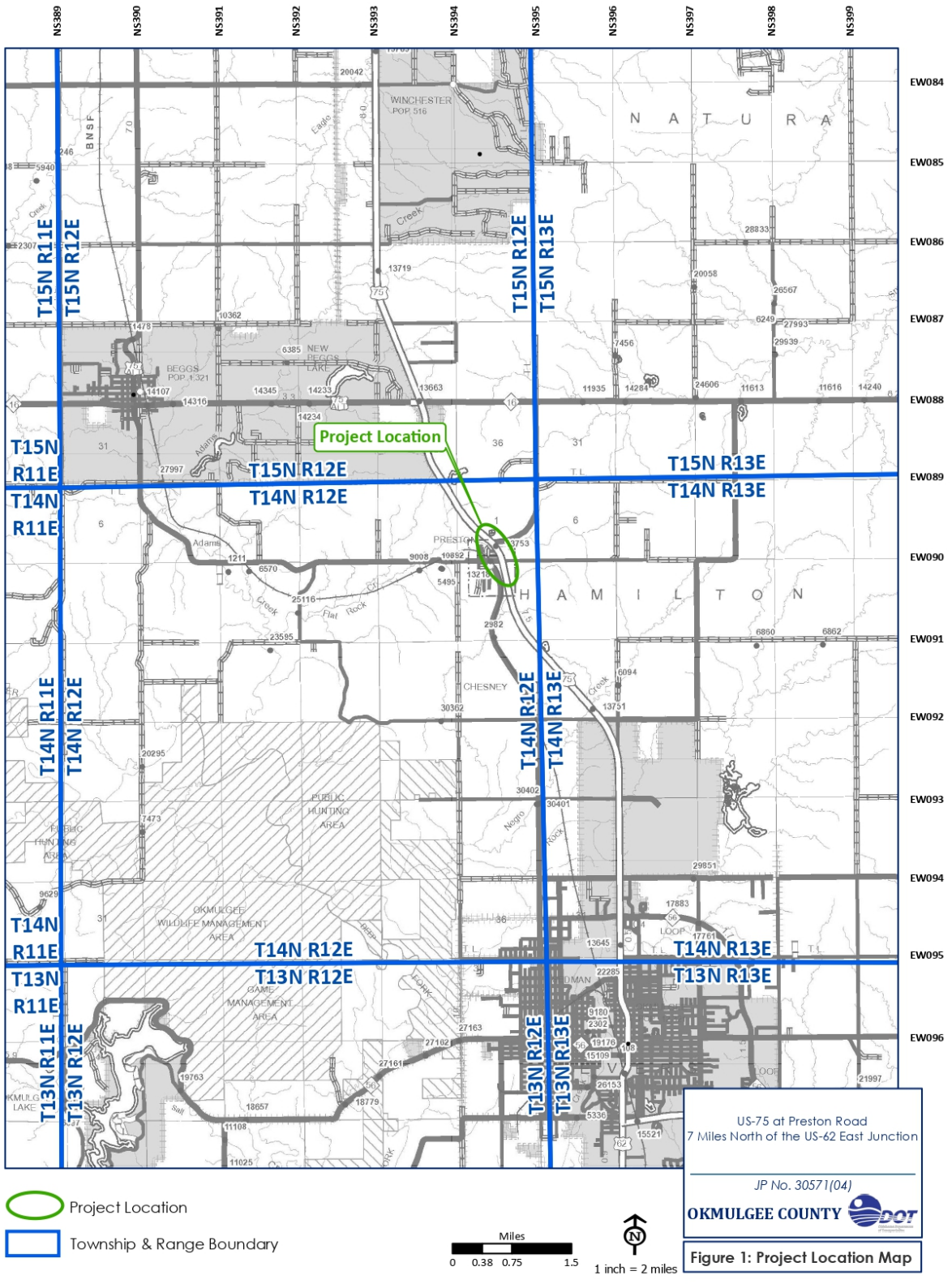



**Figure 1: US-75 Project Location Map**

**Figure 2: US-75 Environmental Study Area**

## Why is This Project Needed?

The purpose of this project is to is to improve the safety and accessibility of US-75 and Preston Road. As discussed below, the at-grade intersection configuration at US-75 and Preston Road results in backups along Preston Road and contributes to a history of major collisions at the intersection (**Figure 3**). The OKSAFE-T Heat Map for the period of 2011 through 2021 shows the project area as a hot spot for collisions.

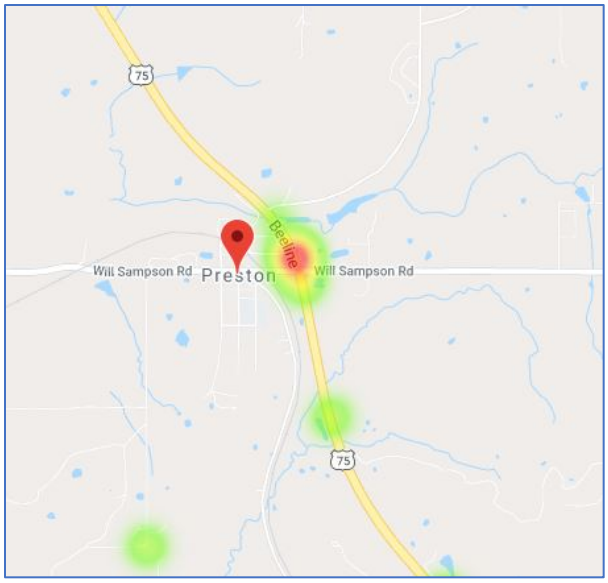



**Figure 3: Collision Heat Map, showing high collision activity (in red) at the US-75/Preston Road intersection (2011 – 2021)**

## Safety

US-75 at Preston Road is currently an at-grade intersection that is not signalized. There is a flashing yellow warning light when approaching the intersection (**Figure 4**). There is a history of severe collisions at the US-75 and Preston Road intersection, including 30 injury collisions and two fatalities reported for the 10-year period between 2011 and 2021 (**Appendix C**). Sight distance issues compound safety considerations at the at-grade intersection (**Figure 5**).

## Mobility & Accessibility

The 2021 traffic count on US-75 at this intersection is 22,860 vehicles per day with a future projected traffic count of 36,600 vehicles per day in 2051, which is a more than 50% increase. It is challenging and time consuming to cross over US-75 along Preston Road without restrictions on access and a stop sign only condition. The US-75 cross-traffic is not stop controlled, so extreme backups can occur on both sides of Preston Road. Without improvements, future traffic volumes would result in increased congestion and delay, as well as increased potential for accidents.

**Figure 4: Southbound US-75 approaching Preston Rd. with flashing warning lights.**

**Figure 5: Intersection at Preston Rd. looking north at narrow median width and sight distance issues with southbound traffic on US-75.**

## What is the History of the Project?

ODOT has recognized a need for improved safety at the US-75 and Preston Road intersection for several years. One of the first options considered to improve safety at the intersection was a project to close the US-75 median opening at Preston Road and add a "J-turn" several hundred feet south and north of the existing intersection. With the eliminated median opening, this would require traffic on Preston Road/Will Sampson Road to travel north or south on US-75 and turn around at the J-turn to cross US-75. Due to the rolling terrain on US-75, school buses turning on to US-75 would be required to travel immediately uphill on a high-speed facility which would not be safe. Therefore, the J-turn proposal was dismissed as a viable option.

Another option considered was adding traffic signals to the existing intersection. This option was not carried forward due to sight distance concerns and inadequate safe stopping distance. Closing the US-75 center median and requiring traffic to travel north or south to a median opening was also considered but determined to have substantial negative impact on emergency vehicle response times and would adversely affect school bus routes. These options were therefore dismissed from further consideration.

### Public Meeting

ODOT held a public open house for the US-75 project on January 28, 2020 in Preston. The meeting was conducted as a come-and-go event, with no formal presentation. The purpose of the open house was to present information about the proposed improvements on US-75 at Preston Road and obtain information from the public to further assist in the identification of critical social, economic, and environmental effects that may result from the project. Handouts with information on the purpose and goals of the study were available and project team members were stationed

at several tables with multiple layouts of the proposed alignment to address questions and comments. A conceptual 3D animation was projected on a screen and ran on a continuous loop for the duration of the meeting.

Seventy-six people signed in for the meeting, including representatives from ODOT, Okmulgee County, Preston Volunteer Fire Department, and the general public.

Comment forms were available at the open house and all meeting materials presented at the open house were made available for public viewing on the ODOT website. A total of 13 written comments and suggested solutions were received at the open house. In addition to questions and discussion at the public meeting, ODOT received six additional written comments during the two-week comment period following the meeting. Most of the written comments indicated support for the project and its potential to increase safety and improve access at the intersection. Others noted that they have been personally impacted by vehicle collisions at the US-75/Preston Road intersection. A few of the commenters expressed concern over the loss of local businesses and fair compensation. No comments specific to low-income or minority populations were received. See **Appendix A** for the US-75 at Preston Road Open House Summary.

## What Does this EA Accomplish?

This EA considers one Build Alternative for the US-75/Preston Road intersection and the No Build Alternative. Early alternatives included closing the US-75 median opening at Preston Road and adding a J-turn several hundred feet south and north of the existing intersection. A second option proposed adding traffic signals to the existing intersection. A third option to close the median at the intersection and require motorists to travel north and south to a median opening was also considered but determined to adversely affect emergency response times and bus routes. Due to the safety concerns and accessibility considerations, these alternatives were dismissed from further consideration.

Under the No Build Alternative, ODOT would not make any improvements on US-75 and would only continue routine maintenance activities. The No Build Alternative serves as a basis of comparison for the Build Alternative.

The EA examines safety benefits, the need to purchase right-of-way (ROW) and impacts to residential and commercial property, impacts to neighborhoods, impacts to the natural environment, and costs of the Build Alternative. It considers input from elected officials, government agencies charged with regulation and/or protection of various resources, Native American tribes, local government entities such as Okmulgee County, and the public. Once completed, the EA will help ODOT and FHWA make a final decision regarding the selection of a preferred alternative.

# How does the US-75 Project Relate to Other On-Going Transportation Projects?

The US-75 project begins seven miles north of the US-62 junction in Okmulgee County and extends north approximately one mile along US-75 in Preston. The intersection of US-75 at Preston Road provides access to community facilities, small commercial businesses, and residential homes, whereas the areas to the north and south along US-75 are only sparsely populated and predominantly woodland and low density rural residential beyond the ROW. The proposed project has independent utility since it will address transportation needs at this problematic intersection. No other improvements outside of the identified intersection are necessary to address the purpose and need of this project.

# What Potential Solutions Are Being Studied?

### No Build Alternative

Under the No Build Alternative, ODOT would not make any improvements to the US-75/Preston Road intersection, beyond routine maintenance. The No Build Alternative serves as a baseline of comparison for the Build Alternative, described below.

### Build Alternative

The existing section of US-75 is a four-lane divided highway with four 12-foot wide driving lanes, 10-foot wide outside shoulders and four-foot wide inside shoulders. Preston Road and Will Sampson Road form an at-grade intersection with US-75. Proposed improvements include construction of a grade separated interchange and the scope of work would include a new 32-foot wide, 182-foot long bridge on Preston Road/Will Sampson Road over US-75, adding on/off ramps (A, B, C and D), and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect to Preston Road to the south, east of the Preston Road/US-75 intersection. The intersection of County Road N 220 and US-75 will be removed to eliminate the direct access to US-75. The typical section of the reconstructed portion of Preston Road will carry two, 12-foot travel lanes with 4-foot outside shoulders. The on and off ramps would have 15-foot lanes with 10-foot asphalt shoulders. Reference **Appendix B** for the Typical Sections, Plan and Profiles.

## How Much Would This Cost?

The cost of the Build Alternative, as provided in the ODOT 8-Year Work Plan, is provided below.

**Table 1: Build Alternative Cost**

| Alternative | Construction | Right-of-Way | Utility Relocation | Total Cost |
|---|---|---|---|---|
| | | | | |
| Build Alternative | $8,000,000 | $2,500,000 | $250,000 | $10,750,000 |

# How Will the Alternatives Affect the Environment?

Resources have been identified in the US-75 study area that could be affected by the proposed project. Additional details regarding the resources and potential impacts are presented in the following sections of this document. The following resources are either not present or will not be impacted, and are therefore, not discussed further in this document:

- Air Quality
- Parks and Recreation Facilities
- Bicycle and Pedestrian Facilities
- Energy

Unless specifically noted below, the No Build Alternative would not have an effect on the respective resources.

# How Would the Project Affect Traffic?

A traffic analysis was not performed since the project is not being proposed to address capacity. The purpose of the project is to improve safety as discussed below.

## Traffic Safety

There is a history of severe collisions at the US-75 and Preston Road intersection, including 30 injury collisions and two fatalities reported for the 10-year period between 2011 and 2021 (**Appendix C**). The Build Alternative would improve safety by creating a grade-separated interchange, which would ultimately decrease the number of vehicle-to-vehicle conflict points at the intersection and to the north at NS-220.

## Changes to Access

The intersection of US-75 and Preston Road is currently an at-grade intersection. Motorists travelling on US-75 do not have to stop, and access across US-75 along Preston Road is controlled with stop signs. Motorists travelling on US-75 NB and SB can access Preston Road using the center

left turn lanes.

Under the Build Alternative, an overpass would be constructed on Preston Road to carry traffic over US-75, with on and off ramps for NB and SB US-75. Direct access to US-75 from Preston Road would be eliminated and the on and off ramps would provide access to the highway. This full access interchange would improve the safety and accessibility of US-75 and Preston Road at this location. Further, direct access to the highway from NS-220, approximately 0.25 miles north of the intersection would also be eliminated. County Road NS-220 will be rerouted along the east side of US-75 to connect with Preston Road east of the US-75 intersection, and motorists would use the entrance and exit ramps at Preston Road to access NS-220 or similarly to access US-75 from NS-220. Although the realignment of NS-220 will result in a minor increase in travel time, it will maintain access to community facilities and ultimately provide motorists safer access between NS-220 and US-75.

As discussed below, several community business relocations will be necessary for construction of the project. The loss of these businesses in Preston will increase travel time for these convenient services; however, due to the nature of the community, many residents already travel for many of their services (full-service grocery stores, medical facilities, retail goods, etc.), and as such, access to businesses would not change significantly.

## How Would the Project Affect Homes and Businesses?

The proposed Build Alternative would affect existing homes and businesses in the study area, along US-75. These effects are referred to as socio-economic impacts and include the relocation or displacement of homes and businesses. ODOT has prepared a Relocation Plan which indicates six residential relocations, and nine commercial relocations (consisting of 16 buildings) would occur as a result of the Build Alternative. One hundred eighty-five Personal Property Only (PPO) displacements would also occur. The commercial relocations consist of storage units and the associated landlord building, a food truck, ATM/restroom and single storage unit, feed store, gasoline station/groceries, a welding/mechanic shop and home heat and AC business (home office).

The social, economic, and environmental justice analysis included an assessment of all properties affected and the relocation of homes and businesses. All ROW acquisition and relocations would be performed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). Limited housing is available and there are currently no homes for sale within Preston. There are comparable homes available in the nearby communities of Okmulgee, Beggs, and Bixby. In-kind services to the commercial displacements can be found approximately six miles south of the US-75/Preston Road intersection in Okmulgee.

The Displacements map is included in Appendix C of the Social, Economic and Environmental Justice Report, which is included as **Appendix D** of this EA. The Relocation Plan is also included in **Appendix D** of this EA.

Of the six residential displacements (consisting of seven buildings), three are located within a census block that has a readily identifiable minority population according to census data. Six commercial displacements (consisting of nine buildings) are located within census blocks with readily identifiable minority populations according to census data. Although displacements are proposed within census blocks with minority populations, there are no businesses or services within the study area that specifically serve a minority population, there are comparable goods and services provided in nearby communities (within six miles), and due to the rural nature of Preston, it is common to travel to nearby communities for these types of services. The census data identifies an almost equal distribution of minority and non-minority populations within the community, with the total minority population equaling 205 people out of an overall total population of 538. In the five blocks (three of which are populated) that encompass the locations of the commercial displacements, the total population is 99 people, with 35 people identified as minorities. This represents approximately 17% of the minority population within the greater community study area. As such, these displacements do not disproportionately affect EJ populations. Both EJ and non-EJ populations would experience displacements as well as the benefits of improved safety and mobility resulting from the project.

## How Would the Project Affect Low-Income and Minority Populations?

All federal agencies must comply with Executive Order 12898: *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* signed on February 11, 1994. This order states that, "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." According to the U.S. Department of Transportation (DOT) Order 5610.2(a), minority population means any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy, or activity. These populations are called "Environmental Justice [EJ] populations." FHWA adopted FHWA Order 6640.23, *FHWA Action to Address Environmental Justice in Minority Populations and Low-Income Populations* on December 2, 1997. This FHWA Order states that "a disproportionately high and adverse effect" means the adverse effect is predominantly borne by EJ populations or is appreciably more severe than the adverse effect made on non-EJ populations or the benefits to the EJ populations are delayed compared to non-EJ populations.

To determine how the US-75 Build Alternative would affect EJ populations, minority, and low-income populations were identified in study area census tracts and block groups, Okmulgee County and the State of Oklahoma using information from the U.S. Census Bureau. A census block group is a geographical unit used by the U.S. Census Bureau and is the smallest unit they use to publish survey data. A census tract is larger and comprises one or more block groups. The study area for the US-75 project consists of census geographies that are immediately adjacent to the project area and nearby census geographies that could contain individuals who might be affected by access and travel pattern changes occurring from the Build Alternative. Race and ethnicity characteristics by geographic area are provided below in **Table 2**. The study area is comprised of one census tract, one block group, and 25 census blocks with a total population of 461. **Figure 6** shows the census blocks within the study area where minority population is less than 50 percent as well as blocks where minority population is greater than or equal to 50 percent. The Social, Economic and Environmental Justice Analysis Report in **Appendix D** provides additional detail on the demographics.

**Table 2: Race and Ethnicity Characteristics (2018)**

| | Population % | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Geographic Area** | **White** | **African American** | **American Indian and Alaska Native** | **Asian** | **Native Hawaiian or Pacific Islander** | **Hispanic or Latino** | **Other** | **Two or More Races** | **Total Minority** |
| State of Oklahoma | 66% | 7.2% | 7.2% | 2.1% | 0.1% | 10.4% | 0.1% | 6.9% | 34% |
| Okmulgee County | 62.5% | 8.4% | 13.3% | 0.3% | 0% | 4% | 0.1% | 11.3% | 37.5% |
| Block Group 2 Census Tract 5 | 61% | 8% | 14% | 0% | 0% | 1% | 0% | 15% | 39% |
| Study Area | 56% | 11% | 21% | 0% | 0% | 2% | 0% | 9% | 44% |

Source: US Census, 2010, Table P9, "Race, Combination of Two Races, and Not Hispanic or Latino" and 2018 B03002, "Hispanic or Latino Origin by Race".

The population of the study area is 44 percent minority, which is higher than Okmulgee County (37.5%) and the state of Oklahoma (34%) minority percentages, as shown in **Table 2**. Approximately 21 percent of the study area is American Indian and Alaska Native, and 11 percent is African American, both of which are higher than the county and state percentages. Of the 25 census blocks that intersect the study area, nine show a minority EJ population. It is worth noting that more than half of the populated census blocks have a population of less than 20 people.

The population within study area Census Tract 5 has approximately 5 percent of residents with a household income below the federal poverty level, which in 2020 was set by the Department of Health and Human Services (DHHS) as $26,200. This is less than the poverty rate in Okmulgee

County (19%) and the State of Oklahoma (15%). The median income within Census Tract 5 is $60,652. There are no low-income EJ populations that intersect the study area.

### Displacements

The displacements that would occur as a result of the Build Alternative would be an impact to everyone in the community of Preston, particularly to the commercial area around the US-75/Preston Road intersection. While EJ populations in census geographies would experience the impacts from displaced residences and commercial properties, the impact would not be disproportionate to the impacts on non-EJ census geographies. The entire community would equally experience a loss of goods and services if the businesses do not or cannot relocate to nearby locations. It is important to note, because there are not currently any available housing or commercial real estate options within Preston, those who are displaced would likely need to move outside of the community. There is land that could be suited to build nearby, but at the time of survey, there was no land available within Preston. However, most people who reside in Preston work outside of the community (if they are currently employed). The Preston School district covers a very large geographical area, so it may be possible to find replacement housing or commercial real estate that would allow children to remain within the Preston School District. Additionally, the majority of the residents and business owners in the community strongly support the proposed project.

### Access and Travel Patterns

The loss of many community businesses would increase travel time for convenient services; however, the nature of the community already requires residents to travel for the majority of services (full-service grocery stores, medical facilities, majority of retail goods, etc.), so the project would not change the current travel patterns significantly. Ultimately, the proposed project would provide benefit to travelers in the area and would improve safety and timely access across and onto US-75.

### Community Cohesion

Because of the safer crossing at US-75, community cohesion would be improved by the Build Alternative, with travelers able to more easily cross the divided highway by passing over it. The community generally supports the proposed overpass and is in favor of the improved safety and accessibility over the highway (as indicated from interviews with community members and business owners and from comments received during the public open house). Nearly all community residents that were interviewed indicated they had personally experienced or have known someone who had been in a collision at the intersection, and were happy about the proposed intersection, despite the loss of local businesses. Affected business owners felt the same way. School buses, emergency vehicles (the volunteer fire department is on the west side of US-75) and all residents would benefit from the safer and easier crossing over US-75, and emergency response times would be shortened. The US-75 corridor has been in place since at least 1969, and the majority of the town of Preston is located on the west side of the highway. Because it is an unincorporated community, there are no marked boundaries, but most community facilities are and have historically been on the west side. This project proposes no new barriers.

## Limited English Proficiency

There are no LEP populations within the study area, so there were no special accommodations required for the public open house.

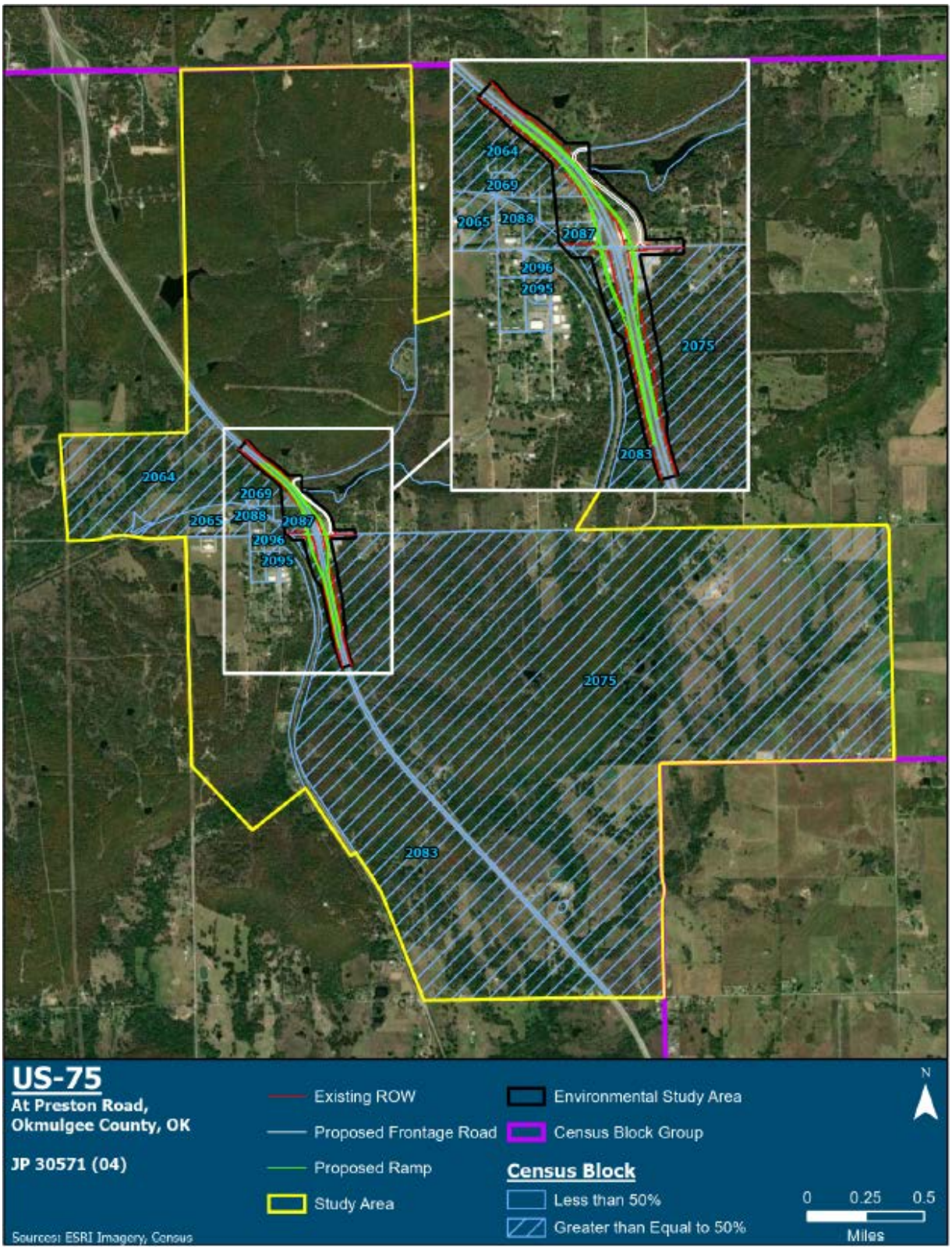



**Figure 6: Minority Population by Census Block Group**

ODOT made a concerted effort to identify and reach out to the Preston community, inclusive of low-income and minority populations to keep them informed of the project and provided ample opportunity to provide input. ODOT issued media releases announcing the date, time, and place of the project open house. Notifications were also posted on the ODOT website, and over 600 fliers were distributed in Preston to businesses, churches, and residents within and adjacent to the project area, and to all students through Preston Schools. ODOT also asked the public meeting attendees to voluntarily provide information on minority status (using check boxes) during sign-in. None of the written comments received were provided by attendees that identified as a minority on the sign-in sheet and no comments specific to low-income or minority populations were received.

Based on the analysis, the Build alternative would not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of E.O. 12898 and FHWA Order 6640.23. While a large portion of the land area is made up of EJ census blocks, much of this area is comprised of large, sparsely populated blocks and the population is low. The total population of the census blocks within the study area is 461. The minority population is 205, or 44.5 percent of the total population. Of the 25 census blocks within the study area, eight are unpopulated. Nine of the remaining 17 blocks have minority populations over 50 percent. The majority of the blocks have a population under 20 people and include the majority of the EJ census blocks. There are six blocks with a population over 30, three of which have a readily identifiable population; the most populated block has 120 people.

Of the six residential displacements (consisting of seven buildings), there are three that are located within a census block that has a minority population of 50 percent or greater. Of the nine commercial displacements (consisting of 16 buildings and 185 PPO displacements), there are six businesses (consisting of nine buildings) that are located within census blocks with readily identifiable minority populations. While EJ populations in census geographies would experience the impacts from displaced residences and commercial properties, the impact would not be disproportionate to the impacts on non-EJ census geographies. The entire community would equally experience a loss of goods and services if the businesses do not or cannot relocate to nearby locations. Additionally, there are no businesses or services within the study area that cater specifically to EJ populations. EJ and non-EJ populations would also experience the benefits of improved safety and mobility as a result of the proposed project similarly. Further, the positive feedback received during the Public Outreach indicates strong community support for the project. No further Environmental Justice analysis is required.

## How Would the Project Affect Farmland?

The Farmland Protection Policy Act (FPPA) is intended to minimize the impact federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. For purposes of the FPPA, farmland includes prime farmland, unique farmland, and farmland of

statewide or local importance. The project will require the acquisition of one parcel that is currently used to cultivate hay. ODOT consulted with the US Department of Agriculture, Natural Resource and Conservation Service (NRCS) regarding impacts to farmlands. The NRCS did not respond to the request within 45 days and therefore the FPPA does not apply. The NRCS correspondence is included in **Appendix E**.

# How Would the Project Affect Historic and Archaeological Resources?

ODOT coordinated Section 106 consultation on behalf of FHWA for the proposed improvements to US-75 at Preston Road.

A Cultural Resources Survey was conducted July 7, 2020. During the cultural resource investigations, one early to mid-twentieth century archaeological site was documented. This archeological site did not contain significant archaeological deposits, features, or associations and is recommended **not eligible** for inclusion in the National Register of Historic Places (NRHP). Four buildings and one bridge were also documented during the survey. These structures were recommended **not eligible** for inclusion in the National Register of Historic Places (NRHP).

No historic properties within the environmental study area will be affected and the proposed project is recommended to proceed as planned. Consultation with the State Historic Preservation Office and the State Archeologist was coordinated, and they concurred with the findings and recommendations.

ODOT consulted with the Alabama Quassarte Tribal Town, Kialegee Tribal Town, Muscogee (Creek) Nation, Osage Nation, Thlopthlocco Tribal Town, United Keetoowah Bank of Cherokee, and Wichita and Affiliated Tribes in June 2020 to determine if the tribes had any religious or cultural properties in the area that may be affected. A copy of the approved cultural resources report was also distributed to the tribes, with no comments received.

The Section 106 consultation record is included in **Appendix F**.

# How Will the Project Affect Natural Resources?

## Floodplains

The Federal Emergency Management Agency (FEMA) maps floodplains of major streams and rivers across the United States. There are no regulated floodplains in the environmental study area (**Appendix G**).

## Habitat for Protected Species

The U.S. Fish and Wildlife Service (USFWS) is responsible for protecting threatened and endangered plants and animals under the Endangered Species Act. According to the USFWS, the US-75 project area has the potential to contain habitat for the following protected species:

Birds:
- Interior Least Tern
- Whooping Crane
- Piping Plover
- Red Knot

Mammals:
- Northern Long-eared Bat

Insects:
- American Burying Beetle

A biological field review was performed for the US-75 project. ODOT, on behalf of FHWA, has consulted with the USFWS and determined that the project will have no effect on the Interior Least Tern, Piping Plover, Red Knot, and Whooping Crane. The project may affect the Northern Long-eared bat, but consultation was completed by utilizing the Biological Opinion (BO) on the 4(d) rule pertaining to this species. The project occurs within the range of the American Burying Beetle (ABB) and suitable habitat for the ABB occurs within the immediate vicinity of the proposed project.

The project has relied upon use of the 4(d) rule for the ABB and the USFWS has concurred with the Department's effects determination based on consideration of project effects as documented in the Determination Key, the USFWS Programmatic Biological Opinion for the 4(d) rule, and ODOT's commitment to utilizing the conservation measures presented at the end of this EA (What Commitments Have Been Made to Minimize Potential Impacts). The Biological Assessment, ABB Determination Key, species list, and USFWS concurrence are included in **Appendix H**. Plan notes will be added for minimization of impacts to endangered species.

The Bald and Golden Eagle Protection Act (BGEPA) and the Migratory Bird Treaty Act (MBTA) also protect species. The BGEPA was enacted in 1940 and prohibits anyone, without a permit from "taking" bald or golden eagles, including their parts, nests, or eggs. Only a few suitable nesting trees for Bald Eagles were observed in the study area. A Bald Eagle survey was completed in January 2021. No nests were observed within the expected impact area. A Bald Eagle Plan note will be added to the final construction plans. This note is included in the commitments section of this EA.

The MBTA of 1918 prohibits the "take (including killing, capturing, selling, trading and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service. Cliff Swallows and Barn Swallows commonly use bridges and culverts in Oklahoma for nesting, and several Cliff Swallow nets were observed. The project could adversely affect species protected by the Migratory Bird Treaty Act (MBTA) if construction activities occur during the nesting season of this species. Culvert work should be avoided during the nesting season (generally April to August), and if unavoidable, structures shall be protected from new nest establishment prior to the start of the nesting season. A Migratory Bird Plan note

will be added to the final construction plans.

### Waters and Wetlands

ODOT performed a study to identify waters and wetlands within the study area. Four streams, Negro Creek, Flat Rock Creek and two unmapped ephemeral streams, two ponds and one emergent wetland (Wetland A) were identified in the study footprint. Additional detail can be found in the Waters and Wetlands Report, which is included in **Appendix H**. The U.S. Army Corps of Engineers (USACE) regulates all work within waters of the United States, which includes USGS-mapped streams and their associated wetlands.

Jurisdictional status will be confirmed with the USACE, and the proposed construction activities within the jurisdictional waters will be evaluated to ensure the appropriate Section 404 permit authorization is obtained.

## How Will the Project Affect Noise Levels?

A Traffic Noise Assessment was conducted according to FHWA regulations and the ODOT Noise Policy to examine the potential noise impacts associated with the proposed roadway improvements.

Highway traffic noise is a major contributor to overall transportation noise and is considered to be a line source of energy from which the energy levels dissipate vertically and laterally from the roadway. The rate at which the sound energy degrades is dependent upon several factors that include distance, buildings, solid fences/walls, topography, ground surfaces, and atmospheric conditions. The noise analysis was performed using the FHWA Traffic Noise Model (version 2.5) in accordance with the FHWA 23 CFR 772, Procedures for Noise Abatement of Highway Traffic Noise and Construction Noise and complies with the ODOT Policy Directive Highway Noise Abatement C-201-3 (ODOT Noise Policy) dated July 13, 2011.

For highway traffic noise, since humans are not equally sensitive to all frequencies, noise adjusted or weighted using an A-weighted scale. The A weighting scale is widely used in environmental analysis because is closely resembles the nonlinearity of human hearing. The unit of A-weighted noise is dBA. Because highway traffic sounds fluctuate over time, an equivalent sound level is used to represent a single number to describe varying sound levels. The term LEQ (h) refers to the steady-state sound level which in a stated period of time contains the same acoustic energy as the time-varying sound level during the same period. All traffic noise levels in this analysis are expressed in DB (A) $L_{EQ}$ (h).

The analysis consists of a comparison of modeled noise levels for existing conditions (2019) with projected noise levels for future conditions (design year 2039). ODOT and FHWA regulations identify seven noise activity categories based on land use and sound levels, each of which has its exposure define exposure limit (i.e. Noise Abatement Criteria (NAC)).

Twenty model receivers were analyzed consisting of 19 single-family residential dwellings, analyzed as NAC Activity Category B and one place of worship, analyzed as NAC Activity Category D. Noise impacts occur when noise is expected to reach 66 dB(A), which is considered "approaching" the NAC of 67 dB (A) for residential homes. Noise impacts also occur when future noise levels are expected to be 15 dB or higher over existing noise levels. Based on the nature of the proposed project and future traffic volumes, it was determined that one residential receiver will approach the 67 dB(A) $L_{EQ}$ (h) criteria for NAC Activity Category B. No receivers will experience a substantial increase (15 dB) in future levels over the existing levels; the highest increase is 3.3 dB.

Abatement in the form of a free-standing noise wall was considered for the impacted residential receiver; however, mitigation was determined not to be reasonable or feasible. See **Appendix I** for a copy of the Traffic Noise Assessment Report, which contains additional details regarding the analysis.

## How Will the Project Affect the Look of the Area?

The southern half of the environmental study area and immediate vicinity consists mainly of the US-75 roadway corridor and corresponding ROW, beyond which lies undeveloped woodland. The environmental study area becomes predominantly commercial with little or no landscaping in proximity to the Will Sampson Road/ Preston Road intersection. Residential homes are present along Preston Road (east and west of the US-75 intersection) and along the side streets to the north, west of US-75. A railroad corridor is present along the southwestern boundary of the study area. On US-75, north of NS-220, the viewshed returns to roadway corridor and corresponding ROW lined with undeveloped woodland.

The footprint of the new interchange would have the greatest impact on the commercial area in the immediate vicinity of the US-75/Preston Road intersection. The smallest effect would occur in the northwest quadrant since the ramp generally follows the alignment of the existing side streets. Although the profile will be raised, the adjoining properties will be relocated and the properties beyond the project to the west, sit at a lower elevation. The greatest impact would be realized in the northeast quadrant due to the realignment of NS-220, which is further from the existing US-75 alignment and would be visible to neighboring residents. Additionally, this area is generally flat. Motorists travelling along this segment of Preston Road will still have views of the US-75 roadway corridor to the north and south, but from an elevated perspective. To the north and south of the intersection, the viewshed will remain generally similar, with undeveloped woodlands lining the roadway corridor. At the intersection, the elevated bridge and ramps will result in a new visual appearance. No impacts to the Flat Rock Creek corridor are proposed.

# How Will Potential Hazardous Materials Affect the Project?

An Initial Site Assessment (ISA) was performed for the subject project. The purpose of this assessment was to identify potential environmental concerns by reviewing historical data, regulatory information, conducting interviews and a visual inspection of the project area and surrounding area. Sites with the potential for environmental contamination include those containing above and underground storage tanks (e.g. gas stations) and sites with known releases of hazardous materials. Other sites include those that generate or store hazardous materials, including auto sales and repair shops, welding and manufacturing facilities, salvage and recycling facilities, and dry cleaning/commercial cleaning shops.

The EZ Stop has three above ground storage tanks (ASTs) currently in use onsite. This facility has had a suspicion of release (SOR) investigated in 2006 with a water well installed and soil and groundwater samples collected. These samples were below action levels and no release case was activated. The facility is currently in use and in compliance with OCC AST regulations as of the most current inspection report dated August 2020. This site may be an encroachment upon the proposed right-of-way and, as such, may require additional investigations that will follow the standard ODOT right-of-way procedures for right-of-way encroachments. A cautionary AST plan note is included to address the environmental concerns noted at the EZ Stop AST site identified in the ISA.

The Initial Site Assessment is included in **Appendix J**.

# What Will be the Impacts of Construction?

Construction-related impacts are temporary and generally limited in duration. The construction period is anticipated to be approximately two and a half years and Preston Road is anticipated to be closed to traffic for approximately nine to 12 months. While Preston Road is closed to traffic detours will be used to maintain access. From areas west of Preston, traffic would be able to access US-75 in one of two ways. Motorists could access Nixon Street to cross the railroad tracks and use the temporary detour onto US-75 to proceed north or south on US-75. This route will be two-way and therefore, also provide motorists travelling northbound and southbound on US-75 access to Preston. Alternatively, motorists could utilize Old Highway 75, which runs generally parallel to US-75, to access US-75 via Celia Barryhill Road approximately 2.25 miles south of Preston. Similarly, US-75 NB traffic could access Preston via this route. Motorists from the east would be detoured onto the newly constructed NS-220 Road. Access to northbound and southbound US-75 will be maintained using the existing tie-in or NS-220 Road and US-75. However, that direct connection between NS-220 Road and US-75 would be eliminated as part of the proposed project, once Preston Road is open to traffic. Motorists will experience some delay due to lane closures,

changes in access and reduced speeds in construction zones. Additional impacts include construction-related noise and increased dust in the area, which would have the greatest impact on nearby residences.

## What Indirect and Cumulative Impacts Will the Project Have?

Indirect effects are effects caused by the project but occur later in time or farther removed in distance compared to direct impacts and can include changes in land use attributable to the project (induced growth) and impacts on environmental resources that occur as a result of the project's influence on population or land use. The definition of indirect effects also includes other potential environmental impacts caused by the project, such as the effect of habitat fragmentation on species viability over time. The proposed footprint of the project does not appear to open land for development. Further, development in the immediate study area is constrained due to the presence of the railroad corridor and Flat Rock Creek and its corresponding flood control lands. The proposed interchange will improve safety at this location but will not result in significant mobility changes or roadway access likely to trigger additional development. Cumulative impacts result from adding the impacts of a project to the impacts of other past, present, or reasonably foreseeable future projects. Cumulative impacts are not expected due to the nature of the project and lack of other planned projects in the vicinity.

## How Did ODOT Involve Other State and Federal Organizations?

ODOT solicited comments relative to the social, economic, or environmental effects of the project from the following local, state, and federal agencies/organizations, and Native American Tribes:

- Alabama Quassarte Tribal Town
- Bureau of Indian Affairs
- Bureau of Land Management
- Department of Agriculture
- Department of Wildlife Conservation
- DEQ Customer Assistance Program
- Eastern Oklahoma Development District
- Kialegee Tribal Town
- Muscogee (Creek) Nation
- Oklahoma Conservation Commission
- Oklahoma Geological Survey
- Oklahoma Water Resources Board

- Oklahoma Corporation Commission
- Oklahoma Department of Commerce
- Osage Nation
- National Park Service
- Thlopthlocco Tribal Town
- State Department of Education
- Tulsa District Corps of Engineers
- United Keetoowah Band of Cherokee Indians in Oklahoma
- U.S. Department of the Interior
- U.S. Housing and Urban Development
- Wichita and Affiliated Tribes

Unless specifically noted, a response was not received from an agency. Responses were received from a few agencies as summarized below. A copy of the agency correspondence is included in **Appendix A**.

- Oklahoma Department of Environmental Quality noted that no adverse environmental impacts under their jurisdiction are anticipated but noted that construction activity disturbing greater than one acre, requires submission of a Notice of Intent (NOI) and authorization under OKR10.
- The Oklahoma Conservation Commission responded that there should be no significant impact on wetland resources.
- The National Park Service responded that their office has no comments at this time.

# How Did ODOT Involve the Public In the Project?

ODOT offered the public the opportunity to participate in the EA process through one public meeting, which was an open house held January 28, 2020. The meeting is described under the History of the Project and is summarized again below. The purpose of the public meeting was to keep the public informed and solicit comments. ODOT advertised the meeting via media releases announcing the date, time, and place of the event. Notifications were posted on the ODOT website and over 600 fliers were distributed within the project area, and to all students through Preston Schools. Written notifications of the open house were mailed to federal, state, and local stakeholders and all property owners within or adjacent to the study area were mailed meeting invitations. The same information presented at the open house was also available on ODOT's website, which allowed individuals to download and review meeting information and provide comments. A Public Hearing will be held to present the findings of this EA.

## Open House

ODOT held the first public meeting for the US-75 at Preston Road project on January 28, 2020 in Preston. The meeting was conducted as an open house, come-and-go event, with no formal presentation. The purpose of the open house was to present information about the proposed

improvements on US-75 at Preston Road and obtain information from the public to further assist in the identification of critical social, economic, and environmental effects that may result from the project. Seventy-six people signed in for the meeting, including representatives from ODOT, Okmulgee County, Preston Volunteer Fire Department, the media and the general public. The sign-in sheet included an optional check box for racial/ethnic data. Based on the data collected for the 68 participants that were not with the consultant team or ODOT, 40 people chose to provide the optional racial/ethnic data. Of those 40 people, 30 people present (75%) identified as White, nine people (22.5%) identified as Native American and one person (2.5%) identified as Black. No other minorities identified themselves on the sign-in sheets.

A total of 13 written comments and suggested solutions were received at the open house. In addition to questions and discussion at the public meeting, ODOT received six additional written comments during the two-week comment period following the meeting. Most of the written comments indicated support for the project and its potential to increase safety and improve access at the intersection. Others noted that they have been personally impacted by vehicle collisions at the US-75/Preston Road intersection. A few of the commenters expressed concern over the loss of local businesses and fair compensation. No comments specific to low-income or minority populations were received. See **Appendix A** for the US-75 Preston Road Open House Summary.

## Public Hearing

ODOT held a public hearing for the project on November 9, 2021 at the Preston School Cafeteria. The hearing included an open house component with exhibits and an opportunity to ask questions followed by the formal hearing component. The purpose of the public hearing was to present the findings of the Environmental Assessment and provide an opportunity for the public to comment on the EA and the project.

Fifty-three members of the public signed in for the public hearing. Of the 53 attendees, six attendees (or approximately 11%) checked the voluntary box on the sign-in sheet as Native American. All others either identified as white or left that portion of the sign-in sheet blank. Two comment forms, one mailed letter and a voice mail were received during the comment period. Additionally, eight verbal comments were recorded during the hearing. Of the 12 public comments received, the majority pertained to property acquisition/displacements, safety concerns and other roadways. Additionally, two of the comments raised during the hearing pertain to access across the Burlington North Santa Fe (BNSF) railroad in the event of an emergency. It was noted that track maintenance and emergency situations have resulted in temporary loss of access at this location in the past. Under existing conditions, in the event of a closure, residents on Nixon Street, and those to the north, have alternative access to Preston Road and direct access to US-75 via Risenhoover Ave to the south. Under the Build Alternative, both access points would be eliminated. Limiting the neighborhood's access was identified as an impact to EJ populations. As mitigation for this access consideration, ODOT has proposed a north-south connection (Nixon Street) east of the railroad between Nixon Street and Preston Road. This connection has been incorporated into design plans and has been documented in a mitigation memo for the project file. The EJ community north of Preston Road and west of US-75

will benefit from this additional access to Preston Road and ultimately US-75, which would otherwise be inaccessible in the event of an emergency situation associated with the existing Nixon Street crossing of the BNSF. Reference **Appendix K** for the Public Hearing Summary Report.

# What Commitments have been made to Minimize Project Impacts?

Throughout the planning and study of the US-75 project, ODOT has made efforts to avoid, minimize or mitigate impacts to both the natural and built environment. These efforts will continue through the final design and construction of the project. As discussed throughout this EA, ODOT has conducted environmental resource studies and consulted with appropriate agencies. The commitments listed below have been identified for the Build Alternative.

## Preconstruction Commitments

- Minimize habitat loss by reducing the amount of ground disturbance of suitable ABB habitat within the construction footprint to only what is necessary for construction and document in the monitoring reports to the Service. Following construction, areas of ground disturbance outside of the safety clear zone will be revegetated with native plant species where applicable and practicable. Areas where revegetation with native plant species is not practicable will be revegetated with more traditional plantings such as solid slab sodding.
- In order to avoid and minimize adverse impacts to listed bat species, the removal of trees and shrubs shall be restricted to areas within the actual limits of construction, and all aspects of the project (e.g. temporary work areas, alignments) will be modified to avoid tree removal, if possible, during the design of the project. Tree removal will be limited to that specified in the project plans provided to contractors.
- A USACE Section 404 permit will be necessary to authorize impacts to waters and wetlands.

## Right-of-Way Commitments

- Relocations are proposed for this project. Acquisition and relocation assistance will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, effective February 3, 2005.

## Construction Commitments

- Stormwater Pollution Prevention Plan (SWP3) will be developed and temporary erosion and sediment control plan will be included in construction plans to minimize impacts to water quality.
- All non-displaced properties will remain accessible during construction of the project.

A plan note to avoid off-site archeological sites for staging or borrow areas will be added to the plans. The following location should be avoided during all construction activities:

- Section 1, T14N, R12E: N ½ of SE ¼

The following plan notes will be incorporated to minimize impact to species:

- Appropriate Best Management Practices to minimize impacts from storm water discharges and sedimentation in streams, as established by the Oklahoma Department of Environmental Quality, shall be conscientiously implemented throughout the proposed construction periods, in order to minimize any potential impacts to any listed species. The effectiveness of erosion controls shall be maintained for the duration of construction activities. Hazardous materials, chemicals, fuels, lubricating oils, and other such substances shall be stored at least 100 feet outside of the ordinary high water mark (OHWM). Refueling of construction equipment shall also be conducted at least 100 feet from the OHWMs. Sediment and erosion controls shall be installed around staging areas to prohibit discharge of materials from these sites. Construction waste materials and debris shall be stockpiled at least 25 feet outside of the OHWMs, and these materials shall be removed and disposed of properly upon completion of the project. Preventative measure must be taken to prohibit the discharge of contaminants into any surface waters.
- The American Burying Beetle is a large carrion burying beetle that occurs within the project limits. Artificial lighting may be used during construction for night activities if the equipment specifications outlined in Special Provision 656-5(a-b) 19 for ABB are adhered to and measures to minimize use of artificial lighting have been implemented. Carcasses and all food trash shall be removed from the permanent and temporary right-of-way throughout the duration of project activities. Pollution Prevention Requirements as specified by the Oklahoma Department of Environmental Quality General Permit OKR10 for Storm Water Discharges shall be implemented when appropriate. Additionally, all equipment will be fueled, and all fuel and motor vehicle oil will not be stored within areas of native vegetation (outside of ABB habitat).
- All temporary lighting, if used, will be directed away from suitable bat habitat during the active season for bats (April 1 – November 15). If any permanent lighting is installed or replaced, downward-facing full cut-off lens lights shall be installed and directed aware from wooded areas and streams.
- The Bald Eagle nesting season in Oklahoma extends from September 16 through May 31. A Bald Eagle survey was completed for this project in January 2021. No nests were observed within the expected impact area. Survey results are valid only for the nesting season in which the survey was performed. If construction activities have begun, but are not completed by September 16, 2021, the Resident Engineer shall contact the ODOT Biologist. The ODOT Biologist shall schedule any additional surveys that may be required as soon as leaves fall off the trees (approximately November 1). Because no nests were observed during the initial survey, and it can take a pair of eagles one to three months to construct a new nest, if construction activities have begun before October 31, 2021 they

may continue while additional nest search surveys are conducted after leaf-off. If construction activities have not begun by October 31, 2021, a new nest survey shall be completed by the ODOT Biologist before construction activities can begin. Nest search surveys can only be conducted when leaves are not on the trees typically between December 1 and February 28. If nests are observed, up to a 660 foot no-work buffer shall be placed around the nest. The exact distance of the buffer zone shall be established by the ODOT Biologist in consultation with the US Fish and Wildlife Service. If the buffer cannot be maintained, all clearing, external construction and landscaping activities within the buffer shall be conducted between June 1 and September 15 (outside the nesting season).

- Migratory bird nesting use of the Flat Rock Creek bridge and a culvert was observed. Painting, repair, retrofit, rehabilitation or demolition of the existing Flat Rock Creek bridge and culvert shall be conducted between September 1 and February 28 when migratory birds nests are not occupied. If activities cannot be completed between September 1 and February 28, the bridge and culvert shall be protected from new nest establishment prior to March 1, by means that do not result in bird death or injury. Options include the exclusion of adult birds from suitable nest sites on or within a structure by the placements of weather resistant polypropylene netting with 0.25-inch or smaller openings, prior to March 1. Methods other than netting must be pre-approved by the ODOT Biologist. Although no nests were observed on all other structures, the birds may occupy the structures in the future. The Resident Engineer shall contact the ODOT Biologist if any bird use of these structures is observed. If birds are observed then painting, repair, retrofit, rehabilitation or demolition of existing bridge and culverts shall be conducted between September 1 and February 28 (when migratory bird nests are not occupied).

The following cautionary plan note will be added to address the environmental concerns noted at the EZ Stop AST site identified in the ISA.

- Petroleum contamination may exist at or near the referenced AST site. Based on the available information, contamination is not expected to affect construction activities, but is still possible. In the event contaminated soil is encountered, the contractor shall adhere to ODOT's Hazardous Materials Specification 107.15 and notify the Resident Engineer, who may then contact the Environmental Programs Division for assistance.

# References

Stegman, Scott (February 2021). Oklahoma Department of Transportation. Study Map and Totals. Data retrieved from the Traffic Engineering Division Collision Analysis and Safety Branch.

Oklahoma Department of Transportation. 2021 to 2028 Construction Work Plan District 1.

# List of Preparers

Scott Stegmann – CP&Y, 2000 N. Classen Blvd, Suite 1410, Oklahoma City, OK. M.S. Environmental Science, University of Oklahoma. 27 years experience (NEPA Project Management, QA/QC; Public Involvement).

Mike Knapik – CP&Y, 20 E 5th St Ste 630, Tulsa, OK. B.S. Civil Engineering. Louisiana State University. 23 years experience (Project Management; Design).

Kelly Saladis – CP&Y, 1820 Regal Row, Dallas, TX. B.S. Chemistry and Environmental Science. State University of New York at Binghamton. 21 years experience (EA Lead Author).

Victoria Raines – CP&Y, 2000 N. Classen Blvd, Suite 1410, Oklahoma City, OK. Master of Regional and City Planning. University of Oklahoma. 15 years experience (Social, Economic and Environmental Justice; Historic and Cultural Resources).

Angelia Gillmeister – CP&Y, 13809 Research Boulevard, Suite 300, Austin, TX. B.A. International Studies. Texas State University at San Marcos. 9 years experience (Noise Study and GIS Lead).

Melissa Cross – CP&Y, 13809 Research Boulevard, Suite 300, Austin, TX. M.S. Forest Economics. Stephan F. Austin State University. 5 years experience (Biological Studies).

Michelle Neeley - CP&Y, 13809 Research Boulevard, Suite 300, Austin, TX. B.S. Journalism. University of Florida. 4 years experience (Public Involvement).

Leigh Raderschadt – CP&Y, 3630 Sinton Road #104 Colorado Springs, CO. M.S. in Community and Regional Planning with a Historic Preservation Specialization. University of Texas at Austin. 9 years experience (QA/QC Social, Economic and Environmental Justice).

Lauran Drummond – Enercon, 5100 Skelly Dr., Suite 450, Tulsa, OK. B.S. Geoscience. University of Tulsa. 3 years of experience (Hazardous Waste ISA).

Bradley Brittain – Enercon, 6525 N Meridian Ave, Oklahoma City, OK. M.S. Geology. Oklahoma State University. 19 years of experience (Hazardous Waste ISA).

# APPENDIX A

# AGENCY COORDINATION AND OPEN HOUSE SUMMARY

Partners for a Better Quality of Life

# *Open House Summary*

# US-75 at Preston Road
# Okmulgee County

| **Open House Date:** | **Time:** |
|---|---|
| January 28, 2020 | 5:00 p.m. to 7:00 p.m. |
| **Location:**<br>Preston Schools Cafeteria<br>10165 Pringey Avenue<br>Preston, Oklahoma | |
| **Project:**<br>US-75 at Preston Road intersection improvement | |

**Introduction**

An open house for the US-75 at Preston Road intersection improvement project was held from 5:00 p.m. to 7:00 p.m. at the Preston Schools Cafeteria in Preston on January 28, 2020. The open house was a come-and-go event and no formal presentation was given. Handouts with information on the purpose and goals of the study were made available to meeting attendees at the sign-in table. Project team members were stationed at several tables with multiple layouts of the proposed alignment in order to facilitate any questions and comments from meeting attendees. A conceptual 3D animation of the proposed improvements was projected on to a screen in the cafeteria and ran on a continuous loop for the duration of the meeting. Comment cards and laptop computers for typed comments were both available for attendees. ODOT Right of Way Division representatives were available to discuss the acquisition process with residents who have property within the potential project area and who were interested in learning more about the process.

**Purpose of the Project and Public Meeting**

The purpose of the project is to improve safety and accessibility at the intersection of US-75 and Preston Road. This section of US-75 is a four-lane divided highway with four 12-foot-wide driving lanes, 10-foot-wide outside shoulders and 4-foot-wide inside shoulders. 2014 traffic volumes were estimated at 19,820 vehicles per day (VPD) and are projected to increase to 27,800 VPD by 2034. US-75 at Preston Road is currently an at-grade intersection. There is a history of severe collisions at the US-75 and Preston Road intersection, including over 30 injury collisions and 2 fatalities in the past ten 10 years.

The purpose of the open house was to inform the public of the purpose and goals of the project and obtain information from the public to further assist in the identification of critical social, economic, and environmental effects that may result from the project.

This Open House Summary has been prepared by CP&Y. If there are any conflicts or disputes with any statements above, please inform CP&Y in order that a resolution can be reached.

**Meeting Notification and Outreach Efforts**

*Environmental Justice Populations*

CP&Y utilized American Fact Finder and US Census data to determine the potential presence of low-income and low English proficiency (LEP) populations in the community.

Executive Order (EO) 13166, "Improving Access to Services for Persons with LEP," was signed by President Clinton on August 11, 2000. This EO calls for all federal agencies to examine the services they provide and identify any need for services to those with limited English proficiency, and to develop and implement a system to provide those services so that LEP persons can have meaningful access to them. In compliance with this EO, the study of the proposed highway evaluated potential LEP impacts in the area of the proposed project.

Individuals who do not speak English as their primary language and who have a limited ability to read, write, or understand English are considered to have LEP. These LEP individuals are identified in the Census as people who speak English "less than very well." As shown in Table 1, there are no LEP persons living within the census tract intersecting the study area, according to data available from 2017.

Table 1: LEP Populations

| Census Tract | All Households | Total LEP | Spanish LEP | Indo-European LEP | Asian and Pacific Islander LEP | Other LEP |
|---|---|---|---|---|---|---|
| 5 | 1,507 | 0 | 0 | 0 | 0 | 0 |

Source: US Census, 2017 ACS 5-Year Estimates, "Limited English-speaking households"

EO 12898 requires federal agencies to "make achieving Environmental Justice (EJ) part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse effects of its programs, policies, and activities on minority populations or low-income populations." To achieve this, federal agencies should collect and analyze information concerning a project's effects on minorities or low-income groups when required by NEPA, and if such investigations find that minority or low-income groups experience disproportionate adverse effects, then additional measures are to be taken. Disproportionately high and adverse human health or environmental effects are defined by FHWA as adverse effects that:

(1) are predominantly borne by a minority population and/or a low-income population; or (2) will be suffered by the minority population and/or low-income population and are appreciably more severe or greater in magnitude than the adverse effects that will be suffered by the non-minority population and/or non-low-income population (FHWA, 1998).

Table 2 below identifies minority EJ Populations within the study area. There is a single census tract that intersects or is adjacent to the NEPA study area, and that is as detailed as the data available is for the area. The total population of Census Tract 5 is 1,507 households. Not included in the table are columns for the

categories Asian, Native Hawaiian and other Pacific Islander, and Some Other Race populations, as there are none present within the census tract. This census tract is not considered an EJ population.

Table 2: Minority EJ Populations

| Census Tract | Total | White Alone | Black or African American | American Indian and Alaska Native | Hispanic or Latino | Two or More Races | Minority Percentage |
|---|---|---|---|---|---|---|---|
| 5 | 1,507 | 1,135 | 142 | 111 | 0 | 119 | 24.7% |

Source: US Census, 2017, "Hispanic or Latino and Not Hispanic or Latino by Race"

There is one block group that intersects the study area. The median household income in this block group is $56,927, which is above the Department of Health and Human Services 2018 Poverty Threshold of $25,100.

There are no low-income EJ populations within the study area. The estimated percentage of the population within Census Tract 5 who are below the poverty level is 11.6%, which is lower than the county-wide estimate of 19.5% who are below the poverty level in Okmulgee County.

Prior to the open house, ODOT issued media releases announcing the date, time, and place of the event. Notifications of the open house were also posted on the ODOT website. Over 600 fliers were distributed in Preston to businesses, churches, residents within the project area, and to all students through Preston Schools. Written notifications of the open house were mailed on December 30, 2019 to federal, state, and local officials, and other local stakeholders. All property owners located within or adjacent to the project study area were mailed meeting invitations. In order to capture the maximum number of attendees, the open house was scheduled on the night of a high school basketball game and the location of the Preston Schools Cafeteria was chosen due to its proximity to the game (across the street). A total of 76 people signed the attendance roster, including representatives from ODOT, local business owners, residents, and members of the media.

**Comments**

Comment forms were made available to all open house attendees. In addition, all meeting materials presented at the open house were made available for public viewing on the ODOT website. Written comments were accepted for 2 weeks after the date of the open house. A total of 13 written comments and suggested solutions were received at the meeting. In addition, 6 comments were submitted via mail or email/online comment form. These comments have been summarized in Table 3, but general feedback is listed below.

- Most of the written comments indicated support for the project and its potential to increase safety and improve access at the intersection.

- Several commenters noted that they have been personally impacted by vehicle collisions at the US-75/Preston Road intersection and that this project cannot be completed soon enough.

- A few commenters expressed concern over the loss of local businesses and the hope that ODOT fairly compensates property owners.

This Open House Summary has been prepared by CP&Y. If there are any conflicts or disputes with any statements above, please inform CP&Y in order that a resolution can be reached.

# Appendix A

*Handout and Mailing Lists*

*The Oklahoma Department of Transportation invites you to a*

# PUBLIC OPEN HOUSE

***US-75 at Preston Road, ODOT JP 30571(04)***

Public Open House on Proposed Safety Improvements to US-75 at Preston Road

**Date:**
**Tuesday**
**January 28, 2020**
**5:00 - 7:00 pm**
**Come & Go Format**

Location:
Preston Schools Cafeteria
10165 Pringey Avenue
Preston, OK 74447

## PROJECT

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the intersection at US-75 and Preston Road. The project location is on the back of this flyer. This section of US-75 is a four lane divided highway with four 12-foot wide driving lanes, 10-foot wide outside shoulders and 4-foot wide inside shoulders. There is a history of severe collisions at the US-75 and Preston Road intersection, including over 30 injury collisions and 2 fatalities in the past ten years. The purpose of the project is to improve safety and accessibility of US-75 and Preston Road.

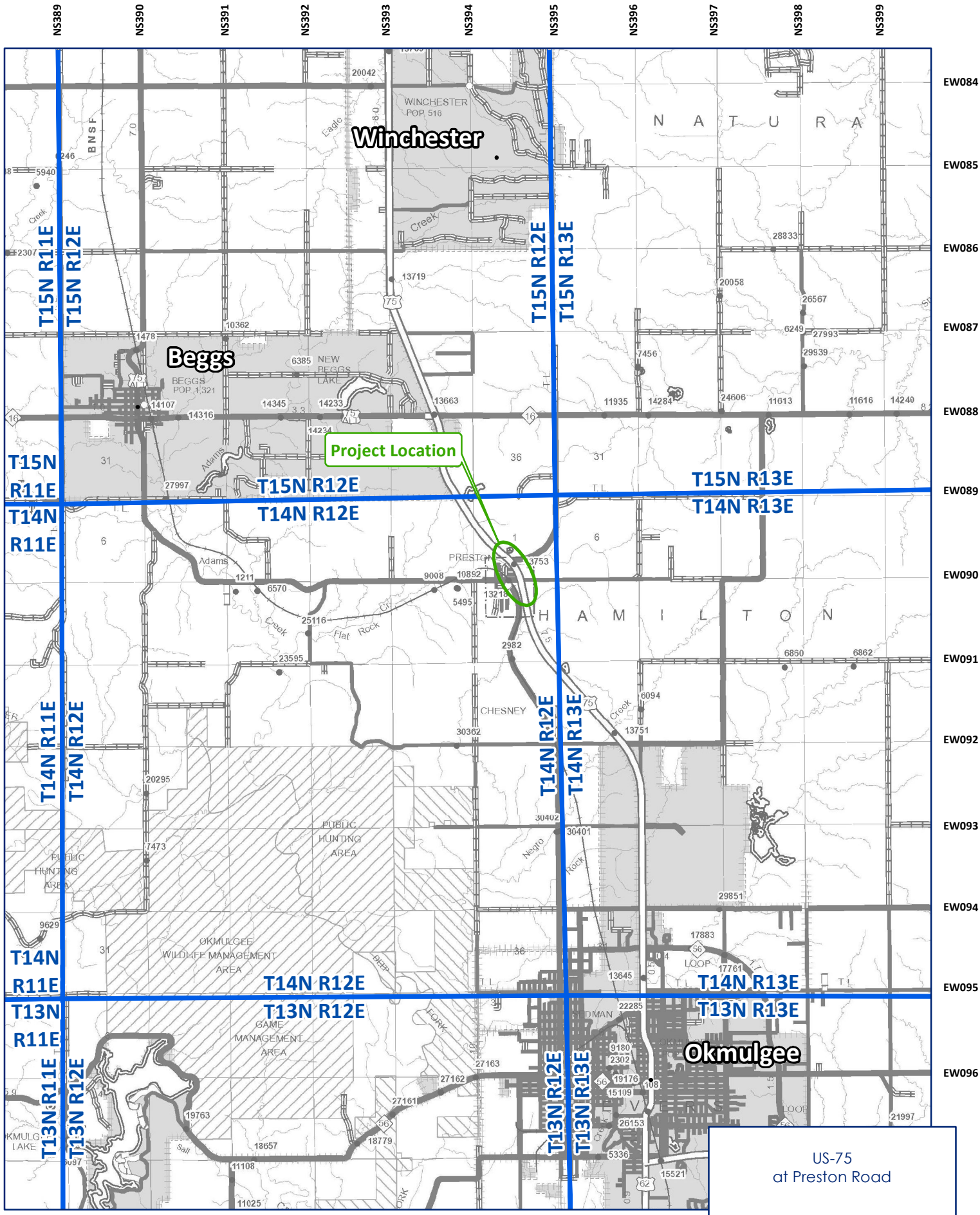
## PURPOSE OF THE OPEN HOUSE

The purpose of this open house is to present information about the project and obtain input from the public to further assist in the identification of critical social, economic, and environmental effects that may result from the project.

Should you have any questions regarding the project, please contact Scott Stegmann, CP&Y at (405) 835-2836 or SStegmann@cpyi.com or Leslie Novotny, Environmental Project Manager, ODOT, at (405) 521-2321 or environment@odot.org.

*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*

Oklahoma Department of Transportation
Environmental Programs Division
200 N.E. 21st St.
Oklahoma City, OK 73105
405.521.3050
**www.odot.org/publicmeetings**




Project Location

Township & Range Boundary

Miles

0 0.375 0.75 1.5

1 inch = 1.5 miles

US-75
at Preston Road

*JP No. 30571(04)*

OKMULGEE COUNTY DOT

**Project Location Map**

# COMMENT FORM

HTTP://WWW.ODOT.ORG/PUBLICMEETINGS

## US-75 at Preston Road

*Okmulgee County, OK* **JP 30571(04)** *01/28/2020*

Thank you for your interest in this project and taking the time to provide us with your written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

**PLEASE SUBMIT YOUR COMMENTS BY: 02/11/2020**

**Personal information is optional*

| *Name:* | *Business / Organization:* | | |
|---|---|---|---|
| *Address:* | *City:* | *State:* | *Zip Code:* |
| *Phone Number:* | *Email Address:* | | |

*"I have the following comment(s) or question(s) about the proposed project to improve the intersection of US-75 near Preston, in Okmulgee County, OK."*

**Comments on this project can be submitted in several ways, including but not limited to:**

***By US Mail or Dropoff:***
***ENVIRONMENTAL PROGRAMS DIVISION***
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204

**By Email:**
environment@odot.org

**On the Web:**
www.odot.org/publicmeetings

**Please be aware that all information that you submit on this form is subject to public disclosure under the Oklahoma Public Information Act.**

Reset Form | Print Form | Submit by Email

*Comments Continued*

# Appendix B

*Mailing Lists and Outreach Letters*

OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

December 30, 2019

RE: Open House for proposed safety improvements on US-75 at Preston Road, ODOT JP 30571(04), Okmulgee County

Dear Property Owner:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the intersection at US-75 and Preston Road. See the enclosed figure of the project location. This section of US-75 is a four lane divided highway with four 12-foot wide driving lanes, 10-foot wide outside shoulders and 4-foot wide inside shoulders. There is a history of severe collisions at the US-75 and Preston Road intersection, including over 30 injury collisions and 2 fatalities in the past ten years. The purpose of the project is to improve safety and accessibility of US-75 and Preston Road.

The proposed improvements would construct a bridge on Will Sampson Road / Preston Road over US-75 with on and off ramps for both directions of US-75. A full access interchange would improve the safety and accessibility at US-75 and Preston Road.

As part of our efforts to keep the public informed of this study and obtain public input, a Public Open House has been scheduled for January 28, 2020 from 5 PM to 7 PM at the Preston Schools cafeteria, located at 10165 Pringey Avenue in Preston, Oklahoma. The purpose of the open house is to present information about the project and obtain information from the public to further assist in the identification of critical social, economic, and environmental effects that may result from the project. The open house will be a come-and-go event, no formal presentation will be conducted. Informational boards and displays will be available for the public to review and provide input. Project team members will be on hand to assist and answer questions from the public. Alternately, visit ODOT's public involvement web page at http://www.odot.org/publicmeetings to provide your input via a project survey after the open house.

Should you have any questions regarding the project, please contact Scott Stegmann, CP&Y, at (405) 835-2836 or SStegmann@cpyi.com or Leslie Novotny, Environmental Project Manager, ODOT, at (405) 521-2321 or LNovotny@odot.org.

Sincerely,

Siv Sundaram, P.E. For SN
Environmental Programs Division Engineer

SS:LN:CPY

Enclosure: Project Location Map

*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.*

Property Owner List
US-75 at Preston Rd., Okmulgee Co.

| Owner Name | Owner Address | Owner Address 2 | City | State | ZIP |
|---|---|---|---|---|---|
| [redacted] | | | | | |

Property Owner List
US-75 at Preston Rd., Okmulgee Co.

| | | | | | |
|---|---|---|---|---|---|
| [redacted] | | | | | |

Partners for a Better Quality of Life

January 7, 2020

Ms. Siv Sundaram, P.E.
Division Engineer
Environmental Programs Division
Oklahoma Department of Transportation
200 NE 21st Street
Oklahoma City, OK 73105

**RE: Open House Mailing Verification – Public Officials Notification**
**Project: US-75 at Preston Road, ODOT JP 30571(04), Okmulgee County**

Ms. Sundaram,
Please be advised that the public officials letters regarding the public meeting for the above-referenced project were mailed on January 2, 2020 and January 7, 2020 (Okmulgee Co. commissioners letter). Please find attached a copy of what was mailed, which includes the public officials letters and project location map. I've also attached the address list used for the mailing.

I certify that I reviewed the address list and location map, and confirmed that the envelopes were stuffed with the appropriate attachments.

If you have any questions or need additional information, please feel free to contact me at 405-835-2836.

Sincerely,

Scott Stegmann
CP&Y

CC: Project File
Leslie Novotny

Enclosures:
Copies of notification letters
Mailing list
Project location map

2000 North Classen Blvd., Suite 1410
Oklahoma City, Oklahoma 73106

(p) 405.848.2346 · (f) 405.848.2393
www.cpyi.com

OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

# E-MAILED

# BY

CP&Y

## LETTER: ☒ Public Mtg. Invitation
☐ Agency Solicitation

## INCLUDE: ☒ Location Map

OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

December 30, 2019

Gene McKown
At-Large Member
Oklahoma Transportation Commissioner
1320 N. Porter
Norman, Oklahoma 73071

RE: Open House for proposed safety improvements on US-75 at Preston Road, ODOT JP 30571(04), Okmulgee County

Dear Mr. McKown:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the intersection at US-75 and Preston Road. See the enclosed figure of the project location. This section of US-75 is a four lane divided highway with four 12-foot wide driving lanes, 10-foot wide outside shoulders and 4-foot wide inside shoulders. There is a history of severe collisions at the US-75 and Preston Road intersection, including over 30 injury collisions and 2 fatalities in the past ten years. The purpose of the project is to improve safety and accessibility of US-75 and Preston Road.

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As part of our efforts to keep the public informed of this study and obtain public input, a Public Open House has been scheduled for January 28, 2020 from 5 PM to 7 PM at the Preston Schools cafeteria, located at 10165 Pringey Avenue in Preston, Oklahoma. The purpose of the open house is to present information about the project and obtain information from the public to further assist in the identification of critical social, economic, and environmental effects that may result from the project. The open house will be a come-and-go event, no formal presentation will be conducted. Informational boards and displays will be available for the public to review and provide input. Project team members will be on hand to assist and answer questions from the public. Alternately, visit ODOT's public involvement web page at http://www.odot.org/publicmeetings to provide your input via a project survey after the open house.

Should you have any questions regarding the project, please contact Scott Stegmann, CP&Y, at (405) 835-2836 or SStegmann@cpyi.com or Leslie Novotny, Environmental Project Manager, ODOT, at (405) 521-2321 or LNovotny@odot.org.

Sincerely,

Siv Sundaram, P.E. FOR SN
Environmental Programs Division Engineer

SS:LN:CPY

Enclosure: Project Location Map

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

# MAILED

# BY

CP&Y

**LETTER:** ☒ **Public Mtg. Invitation**
☐ **Agency Solicitation**

**INCLUDE:** ☒ **Location Map**

Public Officials List
US-75 at Preston Rd., Okmulgee Co.

| Prefix | First | Last | Salutation | Title | Organization | Address | City | State | Zip | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | |
| | | | | Administrator | Muscogee (Creek) Nation Medical Center | P.O. Box 400 | Okmulgee | Oklahoma | 74447 | |
| Mr. | [redacted]rk | Hudson | Mr. Hudson | School Superintendent | | P.O. Box 40 | Preston | Oklahoma | 74456-0040 | |
| Mr. | Ty | Sharp | Mr. Sharp | Preston Volunteer Fire Chief | | P.O. Box 177 | Preston | Oklahoma | 74456 | |
| Mr. | Eddy | Rice | Sheriff Rice | Okmulgee County Sheriff | | 314 W. 7th | Okmulgee | Oklahoma | 74447 | |
| Mr. | Basharat | Siddiqi | Mr. Siddiqi | Division Administrator | Federal Highway Administration (FHWA) | 5801 N Broadway Extension, Suite 300 | Oklahoma City | Oklahoma | 73118 | US |
| Mr. | Gene | McKown | Mr. McKown | At-Large Member | Oklahoma Transportation Commissioner | 1320 N. Porter | Norman | Oklahoma | 73071 | email |
| Mr. | Bob | Coburn | Commissioner Coburn | District I | Oklahoma Transportation Commissioner | 3420 Riverbend Road | Muskogee | Oklahoma | 74403 | US |
| | | | Commissioners | Board of Commissioners | Okmulgee County Courthouse | 314 W. 7th | Okmulgee | Oklahoma | 74447 | US |
| The Honorable | Markwayne | Mullin | Representative Mullin | U.S. House of Representatives | | 2421 Rayburn House Office Building | Washington | D.C. | 20515 | US |
| The Honorable | Markwayne | Mullin | Representative Mullin | U.S. House of Representatives | | 811-A N. York St. | Muskogee | Oklahoma | 74403 | US |
| The Honorable | Roger | Thompson | Senator Thompson | State Senate | | 2300 N. Lincoln Blvd., Room 537 | Oklahoma City | Oklahoma | 73105 | US |
| The Honorable | Logan | Phillips | Representative Phillips | State Representative | | 2300 N. Lincon Blvd., Room 335 | Oklahoma City | Oklahoma | 73105 | US |
| The Honorable | Jim | Inhofe | Senator Inhofe | U.S. Senate | | 3817 NW Expressway #780 | Oklahoma City | Oklahoma | 73112 | US |
| The Honorable | Jim | Inhofe | Senator Inhofe | U.S. Senate | | 205 Russell Senate Office Building | Washington | D.C. | 20510-3603 | |
| The Honorable | James | Lankford | Senator Lankford | U.S. Senate | | 316 Hart Senate Office Building | Washington | D.C. | 20510 | US |
| The Honorable | James | Lankford | Senator Lankford | U.S. Senate | | 1015 N. Broadway Ave. Suite 310 | Oklahoma City | Oklahoma | 73102 | US |
| Ms. | Lynda | Ozan | Ms. Ozan | Deputy Historic Preservation Officer | Oklahoma Historical Society | 800 Nazih Zuhdi Drive | Oklahoma City | Oklahoma | 73105-7917 | US |
| Dr. | Kary | Stackelbeck | Dr. Stackelbeck | | Oklahoma State Archeologist | 111 East Chesapeake, Building 134 | Norman | Oklahoma | 73019-5111 | US |
| Mr. | Ernie | Moore | Mr. Moore | Executive Director | Eastern Oklahoma Development District | 1012 North 38th Street, P.O. 1367 | Muskogee | Oklahoma | 74402 | US |
| Ms. | Samantha | Davidson | Ms. Davidson | Office of the Governor | | 2300 N. Lincoln Blvd., Ste. 212 | Oklahoma City | Oklahoma | 73105 | |

OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

December 30, 2019

Administrator
Muscogee (Creek) Nation Medical Center
P.O. Box 400
Okmulgee, Oklahoma 74447

RE: Open House for proposed safety improvements on US-75 at Preston Road, ODOT JP 30571(04), Okmulgee County

Dear Hospital Administrator:

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Sincerely,

Siv Sundaram, P.E. For S-
Environmental Programs Division Engineer

SS:LN:CPY

Enclosure: Project Location Map

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

December 30, 2019

Mark Hudson
Superintendent
Preston Schools
P.O. Box 40
Preston, Oklahoma 74456-0040

RE: Open House for proposed safety improvements on US-75 at Preston Road, ODOT JP 30571(04), Okmulgee County

Dear Mr. Hudson:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the intersection at US-75 and Preston Road. See the enclosed figure of the project location. This section of US-75 is a four lane divided highway with four 12-foot wide driving lanes, 10-foot wide outside shoulders and 4-foot wide inside shoulders. There is a history of severe collisions at the US-75 and Preston Road intersection, including over 30 injury collisions and 2 fatalities in the past ten years. The purpose of the project is to improve safety and accessibility of US-75 and Preston Road.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

December 30, 2019

Ty Sharp
Preston Volunteer Fire Chief
P.O. Box 177
Preston, Oklahoma 74456

RE: Open House for proposed safety improvements on US-75 at Preston Road, ODOT JP 30571(04), Okmulgee County

Dear Mr. Sharp:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the intersection at US-75 and Preston Road. See the enclosed figure of the project location. This section of US-75 is a four lane divided highway with four 12-foot wide driving lanes, 10-foot wide outside shoulders and 4-foot wide inside shoulders. There is a history of severe collisions at the US-75 and Preston Road intersection, including over 30 injury collisions and 2 fatalities in the past ten years. The purpose of the project is to improve safety and accessibility of US-75 and Preston Road.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

December 30, 2019

Eddy Rice
Okmulgee County Sheriff
314 W. 7th
Okmulgee, Oklahoma 74447

RE: Open House for proposed safety improvements on US-75 at Preston Road, ODOT JP 30571(04), Okmulgee County

Dear Sheriff Rice:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the intersection at US-75 and Preston Road. See the enclosed figure of the project location. This section of US-75 is a four lane divided highway with four 12-foot wide driving lanes, 10-foot wide outside shoulders and 4-foot wide inside shoulders. There is a history of severe collisions at the US-75 and Preston Road intersection, including over 30 injury collisions and 2 fatalities in the past ten years. The purpose of the project is to improve safety and accessibility of US-75 and Preston Road.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

December 30, 2019

Basharat Siddiqi
Division Administrator
Federal Highway Administration (FHWA)
5801 N Broadway Extension, Suite 300
Oklahoma City, Oklahoma 73118

RE: Open House for proposed safety improvements on US-75 at Preston Road, ODOT JP 30571(04), Okmulgee County

Dear Mr. Siddiqi:

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

December 30, 2019

Bob Coburn
District I
Oklahoma Transportation Commissioner
3420 Riverbend Road
Muskogee, Oklahoma 74403

RE: Open House for proposed safety improvements on US-75 at Preston Road, ODOT JP 30571(04), Okmulgee County

Dear Commissioner Coburn:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the intersection at US-75 and Preston Road. See the enclosed figure of the project location. This section of US-75 is a four lane divided highway with four 12-foot wide driving lanes, 10-foot wide outside shoulders and 4-foot wide inside shoulders. There is a history of severe collisions at the US-75 and Preston Road intersection, including over 30 injury collisions and 2 fatalities in the past ten years. The purpose of the project is to improve safety and accessibility of US-75 and Preston Road.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

December 30, 2019

Markwayne Mullin
U.S. House of Representatives
2421 Rayburn House Office Building
Washington, D.C. 20515

RE: Open House for proposed safety improvements on US-75 at Preston Road, ODOT JP 30571(04), Okmulgee County

Dear Representative Mullin:

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
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December 30, 2019

Markwayne Mullin
U.S. House of Representatives
811-A N. York St.
Muskogee, Oklahoma 74403

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

December 30, 2019

Roger Thompson
State Senate
2300 N. Lincoln Blvd., Room 537
Oklahoma City, Oklahoma 73105

RE: Open House for proposed safety improvements on US-75 at Preston Road, ODOT JP 30571(04), Okmulgee County

Dear Senator Thompson:

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

December 30, 2019

Logan Phillips
State Representative
2300 N. Lincon Blvd., Room 335
Oklahoma City, Oklahoma 73105

RE: Open House for proposed safety improvements on US-75 at Preston Road, ODOT JP 30571(04), Okmulgee County

Dear Representative Phillips:

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

December 30, 2019

Jim Inhofe
U.S. Senate
3817 NW Expressway #780
Oklahoma City, Oklahoma 73112

RE: Open House for proposed safety improvements on US-75 at Preston Road, ODOT JP 30571(04), Okmulgee County

Dear Senator Inhofe:

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Sincerely,

Siv Sundaram, P.E. FOR SV
Environmental Programs Division Engineer

SS:LN:CPY

Enclosure: Project Location Map

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

December 30, 2019

Jim Inhofe
U.S. Senate
205 Russell Senate Office Building
Washington, D.C. 20510-3603

RE: Open House for proposed safety improvements on US-75 at Preston Road, ODOT JP 30571(04), Okmulgee County

Dear Senator Inhofe:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the intersection at US-75 and Preston Road. See the enclosed figure of the project location. This section of US-75 is a four lane divided highway with four 12-foot wide driving lanes, 10-foot wide outside shoulders and 4-foot wide inside shoulders. There is a history of severe collisions at the US-75 and Preston Road intersection, including over 30 injury collisions and 2 fatalities in the past ten years. The purpose of the project is to improve safety and accessibility of US-75 and Preston Road.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

December 30, 2019

James Lankford
U.S. Senate
316 Hart Senate Office Building
Washington, D.C. 20510

RE: Open House for proposed safety improvements on US-75 at Preston Road, ODOT JP 30571(04), Okmulgee County

Dear Senator Lankford:

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

December 30, 2019

James Lankford
U.S. Senate
1015 N. Broadway Ave. Suite 310
Oklahoma City, Oklahoma 73102

RE: Open House for proposed safety improvements on US-75 at Preston Road, ODOT JP 30571(04), Okmulgee County

Dear Senator Lankford:

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Siv Sundaram, P.E.
Environmental Programs Division Engineer

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Enclosure: Project Location Map

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

December 30, 2019

Lynda Ozan
Deputy Historic Preservation Officer
Oklahoma Historical Society
800 Nazih Zuhdi Drive
Oklahoma City, Oklahoma 73105-7917

RE: Open House for proposed safety improvements on US-75 at Preston Road, ODOT JP 30571(04), Okmulgee County

Dear Ms. Ozan:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the intersection at US-75 and Preston Road. See the enclosed figure of the project location. This section of US-75 is a four lane divided highway with four 12-foot wide driving lanes, 10-foot wide outside shoulders and 4-foot wide inside shoulders. There is a history of severe collisions at the US-75 and Preston Road intersection, including over 30 injury collisions and 2 fatalities in the past ten years. The purpose of the project is to improve safety and accessibility of US-75 and Preston Road.

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Enclosure: Project Location Map

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

December 30, 2019

Kary Stackelbeck
Oklahoma State Archeologist
111 East Chesapeake, Building 134
Norman, Oklahoma 73019-5111

RE: Open House for proposed safety improvements on US-75 at Preston Road, ODOT JP 30571(04), Okmulgee County

Dear Dr. Stackelbeck:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the intersection at US-75 and Preston Road. See the enclosed figure of the project location. This section of US-75 is a four lane divided highway with four 12-foot wide driving lanes, 10-foot wide outside shoulders and 4-foot wide inside shoulders. There is a history of severe collisions at the US-75 and Preston Road intersection, including over 30 injury collisions and 2 fatalities in the past ten years. The purpose of the project is to improve safety and accessibility of US-75 and Preston Road.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

December 30, 2019

Ernie Moore
Executive Director
Eastern Oklahoma Development District
1012 North 38th Street, P.O. 1367
Muskogee, Oklahoma 74402

RE: Open House for proposed safety improvements on US-75 at Preston Road, ODOT JP 30571(04), Okmulgee County

Dear Mr. Moore:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the intersection at US-75 and Preston Road. See the enclosed figure of the project location. This section of US-75 is a four lane divided highway with four 12-foot wide driving lanes, 10-foot wide outside shoulders and 4-foot wide inside shoulders. There is a history of severe collisions at the US-75 and Preston Road intersection, including over 30 injury collisions and 2 fatalities in the past ten years. The purpose of the project is to improve safety and accessibility of US-75 and Preston Road.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

December 30, 2019

Samantha Davidson
Office of the Governor
2300 N. Lincoln Blvd., Ste. 212
Oklahoma City, Oklahoma 73105

RE: Open House for proposed safety improvements on US-75 at Preston Road, ODOT JP 30571(04), Okmulgee County

Dear Ms. Davidson:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the intersection at US-75 and Preston Road. See the enclosed figure of the project location. This section of US-75 is a four lane divided highway with four 12-foot wide driving lanes, 10-foot wide outside shoulders and 4-foot wide inside shoulders. There is a history of severe collisions at the US-75 and Preston Road intersection, including over 30 injury collisions and 2 fatalities in the past ten years. The purpose of the project is to improve safety and accessibility of US-75 and Preston Road.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

January 3, 2020

Board of Commissioners
Okmulgee County Courthouse
314 West 7th St.
Okmulgee, OK 74447

RE: Open House for proposed safety improvements on US-75 at Preston Road, ODOT JP 30571(04), Okmulgee County

Dear Commissioners:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the intersection at US-75 and Preston Road. See the enclosed figure of the project location. This section of US-75 is a four lane divided highway with four 12-foot wide driving lanes, 10-foot wide outside shoulders and 4-foot wide inside shoulders. There is a history of severe collisions at the US-75 and Preston Road intersection, including over 30 injury collisions and 2 fatalities in the past ten years. The purpose of the project is to improve safety and accessibility of US-75 and Preston Road.

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# Appendix C

*Sign-in Sheet and Meeting Handout*

Date: 1-28-2020

Location: Preston School

# MEDIA SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

*(Please Print Clearly)*

| NAME | PHONE or EMAIL | STATION |
|---|---|---|
| [redacted] | | |
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1/28/2020 5 - 7 pm
US-75 in Okmulgee County (Preston)/JP 30571(04)

# PUBLIC MEETING SIGN-IN SHEET

**WWW.ODOT.ORG/PUBLICMEETINGS**

*(Please Print Clearly)*

| Name & Email | Address & Phone Number | Business/Organization |
|---|---|---|
| ☐ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☑ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☑ Male ☑ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |
| ☐ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☑ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |
| ☐ Mr. ☐ Ms. ☐ Mrs. | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |
| ☐ Mr. ☐ Ms. ☐ Mrs. | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |
| ☐ Mr. ☐ Ms. ☐ Mrs. | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |
| ☐ Mr. ☐ Ms. ☐ Mrs. | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |

1/28/2020 5 - 7 pm
US-75 in Okmulgee County (Preston)/JP 30571(04)

# PUBLIC MEETING SIGN-IN SHEET

**WWW.ODOT.ORG/PUBLICMEETINGS**

*(Please Print Clearly)*

| Name & Email | Address & Phone Number | Business/Organization |
|---|---|---|
| ☑ Mr.<br>☐ Ms.<br>☒ Mr. | [redacted] | |

How did you hear about this meeting?
☐ Mailing ☐ School Handout ☐ Door to Door Flyer
☑ Facebook ☐ Church Posting ☐ Other _____

Gender/Race [Optional]
☑ Male ☑ White ☐ Hispanic ☐ Native American
☑ Female ☐ Asian ☐ Black ☐ Other

| | | | |
|---|---|---|---|
| ☐ Mr.<br>☐ Ms.<br>☐ Mrs. | | | |

How did you hear about this meeting?
☐ Mailing ☐ School Handout ☐ Door to Door Flyer
☐ Facebook ☐ Church Posting ☐ Other _____

Gender/Race [Optional]
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☐ Female ☐ Asian ☐ Black ☐ Other

| | | | |
|---|---|---|---|
| ☐ Mr.<br>☐ Ms.<br>☐ Mrs. | | | |

How did you hear about this meeting?
☐ Mailing ☐ School Handout ☐ Door to Door Flyer
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| | | | |
|---|---|---|---|
| ☐ Mr.<br>☐ Ms.<br>☐ Mrs. | | | |

How did you hear about this meeting?
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☐ Facebook ☐ Church Posting ☐ Other _____

Gender/Race [Optional]
☐ Male ☐ White ☐ Hispanic ☐ Native American
☐ Female ☐ Asian ☐ Black ☐ Other

| | | | |
|---|---|---|---|
| ☐ Mr.<br>☐ Ms.<br>☐ Mrs. | | | |

How did you hear about this meeting?
☐ Mailing ☐ School Handout ☐ Door to Door Flyer
☐ Facebook ☐ Church Posting ☐ Other _____

Gender/Race [Optional]
☐ Male ☐ White ☐ Hispanic ☐ Native American
☐ Female ☐ Asian ☐ Black ☐ Other

| | | | |
|---|---|---|---|
| ☐ Mr.<br>☐ Ms.<br>☐ Mrs. | | | |

How did you hear about this meeting?
☐ Mailing ☐ School Handout ☐ Door to Door Flyer
☐ Facebook ☐ Church Posting ☐ Other _____

Gender/Race [Optional]
☐ Male ☐ White ☐ Hispanic ☐ Native American
☐ Female ☐ Asian ☐ Black ☐ Other

1/28/2020 5 - 7 pm
US-75 in Okmulgee County (Preston)/JP 30571(04)

# PUBLIC MEETING SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

*(Please Print Clearly)*

| Name & Email / Address & Phone Number | Business/Organization |
|---|---|
| ☑ Mr<br>☐ Ms<br>☐ Mr<br>[redacted] | |
| How did you hear about this meeting?<br>☐ Mailing ☐ School Handout ☐ Door to Door Flyer<br>☐ Facebook ☐ Church Posting ☑ Other | Gender/Race [Optional]<br>☑ Male ☑ White ☐ Hispanic ☐ Native American<br>☐ Female ☐ Asian ☐ Black ☐ Other |
| ☒ Mr.<br>☐ Ms.<br>☐ Mrs.<br>[redacted] | |
| How did you hear about this meeting?<br>☐ Mailing ☐ School Handout ☐ Door to Door Flyer<br>☒ Facebook ☐ Church Posting ☐ Other | Gender/Race [Optional]<br>☒ Male ☒ White ☐ Hispanic ☐ Native American<br>☐ Female ☐ Asian ☐ Black ☐ Other |
| ☐ Mr<br>☐ Ms<br>☒ Mr<br>[redacted] | |
| How did you hear about this meeting?<br>☐ Mailing ☒ School Handout ☐ Door to Door Flyer<br>☐ Facebook ☐ Church Posting ☐ Other | Gender/Race [Optional]<br>☐ Male ☐ White ☐ Hispanic ☒ Native American<br>☒ Female ☐ Asian ☐ Black ☐ Other |
| ☒ Mr.<br>☐ Ms.<br>☐ Mrs<br>[redacted] | |
| How did you hear about this meeting?<br>☐ Mailing ☒ School Handout ☐ Door to Door Flyer<br>☐ Facebook ☐ Church Posting ☐ Other | Gender/Race [Optional]<br>☒ Male ☐ White ☐ Hispanic ☐ Native American<br>☐ Female ☐ Asian ☐ Black ☐ Other |
| ☑ Mr.<br>☐ Ms.<br>☑ Mrs.<br>[redacted] | |
| How did you hear about this meeting?<br>☐ Mailing ☒ School Handout ☐ Door to Door Flyer<br>☐ Facebook ☐ Church Posting ☐ Other | Gender/Race [Optional]<br>☑ Male ☒ White ☐ Hispanic ☐ Native American<br>☑ Female ☐ Asian ☐ Black ☐ Other |

1/28/2020 5 - 7 pm
US-75 in Okmulgee County (Preston)/JP 30571(04)

# PUBLIC MEETING SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

*(Please Print Clearly)*

| Name & Email | Address & Phone Number | Business/Organization |
|---|---|---|
| ☐ Mr. ☐ Ms. ☑ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☑ Church Posting ☐ Other _____ | Gender/Race [Optional] ☐ Male ☑ White ☐ Hispanic ☐ Native American ☑ Female ☐ Asian ☐ Black ☐ Other | |
| ☒ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other News | Gender/Race [Optional] ☒ Male ☐ White ☐ Hispanic ☒ Native American ☐ Female ☐ Asian ☐ Black ☐ Other | |
| ☐ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☒ Other News paper | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☒ Native American ☐ Female ☐ Asian ☐ Black ☐ Other | |
| ☒ Mr. ☐ Ms. ☐ Mrs [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☒ Facebook ☐ Church Posting ☒ Other School | Gender/Race [Optional] ☒ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other | |
| ☑ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How di ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | tional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other | |

1/28/2020 5 - 7 pm
US-75 in Okmulgee County (Preston)/JP 30571(04)

# PUBLIC MEETING SIGN-IN SHEET

**WWW.ODOT.ORG/PUBLICMEETINGS**

*(Please Print Clearly)*

| Name & Email | Address & Phone Number | Business/Organization |
|---|---|---|
| [X] Mr. [ ] Ms. [ ] Mrs. [redacted] | | |
| How did you hear about this meeting? [ ] Mailing [ ] School Handout [ ] Door to Door Flyer [ ] Facebook [ ] Church Posting [X] Other [redacted] | | Gender/Race [Optional] [X] Male [X] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other |
| [X] Mr. [ ] Ms. [ ] Mrs. [redacted] | | |
| How did you hear about this meeting? [X] Mailing [ ] School Handout [ ] Door to Door Flyer [ ] Facebook [ ] Church Posting [ ] Other _____ | | Gender/Race [Optional] [X] Male [ ] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other |
| [ ] Mr. [X] Ms. [ ] Mrs. [redacted] | | |
| How did you hear about this meeting? [ ] Mailing [ ] School Handout [ ] Door to Door Flyer [X] Facebook [ ] Church Posting [ ] Other _____ | | Gender/Race [Optional] [ ] Male [X] White [ ] Hispanic [ ] Native American [X] Female [ ] Asian [ ] Black [ ] Other |
| [X] Mr. [ ] Ms. [ ] Mrs. [redacted] | | |
| How did you hear about this meeting? [ ] Mailing [X] School Handout [ ] Door to Door Flyer [ ] Facebook [ ] Church Posting [ ] Other _____ | | Gender/Race [Optional] [X] Male [ ] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other |
| [ ] Mr. [X] Ms. [ ] Mrs [redacted] | | |
| How did you hear about this meeting? [ ] Mailing [ ] School Handout [ ] Door to Door Flyer [ ] Facebook [ ] Church Posting [ ] Other _____ | | Gender/Race [Optional] [ ] Male [ ] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other |

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US-75 in Okmulgee County (Preston)/JP 30571(04)

# PUBLIC MEETING SIGN-IN SHEET

**WWW.ODOT.ORG/PUBLICMEETINGS**

*(Please Print Clearly)*

| Name & Email | Address & Phone Number | Business/Organization |
|---|---|---|
| ☐ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did [redacted]<br>☐ Mailing ☐ School Handout ☐ Door to Door Flyer<br>☐ Facebook ☑ Church Posting ☐ Other _____<br>Gender/Race [Optional]<br>☑ Male ☑ White ☐ Hispanic ☐ Native American<br>☐ Female ☐ Asian ☐ Black ☐ Other | | |
| ☑ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting?<br>☐ Mailing ☐ School Handout ☑ Door to Door Flyer<br>☐ Facebook ☐ Church Posting ☑ Other _____<br>Gender/Race [Optional]<br>☑ Male ☑ White ☐ Hispanic ☐ Native American<br>☐ Female ☐ Asian ☐ Black ☐ Other | | |
| ☐ Mr. ☐ Ms. ☒ Mrs. [redacted] | | |
| How did you hear about this meeting?<br>☐ Mailing ☐ School Handout ☑ Door to Door Flyer<br>☐ Facebook ☐ Church Posting ☑ Other _____<br>Gender/Race [Optional]<br>☐ Male ☑ White ☐ Hispanic ☐ Native American<br>☑ Female ☐ Asian ☐ Black ☐ Other | | |
| ☐ Mr. ☐ Ms. ☒ Mrs. [redacted] | | |
| How did you hear about this meeting?<br>☒ Mailing ☐ School Handout ☐ Door to Door Flyer<br>☐ Facebook ☐ Church Posting ☐ Other _____<br>Gender/Race [Optional]<br>☐ Male ☒ White ☐ Hispanic ☐ Native American<br>☒ Female ☐ Asian ☐ Black ☐ Other | | |
| ☐ Mr. ☐ Ms. ☒ Mrs. [redacted] | | |
| How did you hear about this meeting?<br>☐ Mailing ☐ School Handout ☐ Door to Door Flyer<br>☒ Facebook ☐ Church Posting ☐ Other _____<br>Gender/Race [Optional]<br>☐ Male ☒ White ☐ Hispanic ☐ Native American<br>☒ Female ☐ Asian ☐ Black ☐ Other | | |

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# PUBLIC MEETING SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

*(Please Print Clearly)*

| Name & Email | Address & Phone Number | Business/Organization |
|---|---|---|
| ☐ Mr. ☐ Ms. ☒ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☒ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | Gender/Race [Optional] ☐ Male ☒ White ☐ Hispanic ☐ Native American ☒ Female ☐ Asian ☐ Black ☐ Other | |
| ☒ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☒ Facebook ☐ Church Posting ☐ Other _____ | Gender/Race [Optional] ☒ Male ☒ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other | |
| ☒ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☒ Facebook ☐ Church Posting ☐ Other _____ | Gender/Race [Optional] ☒ Male ☐ White ☐ Hispanic ☒ Native American ☐ Female ☐ Asian ☐ Black ☐ Other | |
| ☒ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☒ School Handout ☐ Door to Door Flyer ☒ Facebook ☐ Church Posting ☐ Other _____ | Gender/Race [Optional] ☒ Male ☒ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other | |
| ☐ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☒ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other | |

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US-75 in Okmulgee County (Preston)/JP 30571(04)

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**WWW.ODOT.ORG/PUBLICMEETINGS**

*(Please Print Clearly)*

| Name & Email | Address & Phone Number | Business/Organization |
|---|---|---|
| ☐ Mr. ☒ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☑ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☑ Female ☐ Asian ☒ Black ☐ Other | |
| ☐ Mr. ☐ Ms. ☑ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☒ Other flyer at Ezstop | Gender/Race [Optional] ☐ Male ☒ White ☐ Hispanic ☐ Native American ☒ Female ☐ Asian ☐ Black ☐ Other | |
| ☑ Mr. ☐ Ms. ☑ Mrs. [redacted] | | |
| How did you hear about this meeting? ☑ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☑ Other PAPER | Gender/Race [Optional] ☑ Male ☑ White ☐ Hispanic ☑ Native American ☑ Female ☐ Asian ☐ Black ☐ Other | |
| ☑ Mr. ☐ Ms. ☑ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☑ Other Newspaper/News on 6 | Gender/Race [Optional] ☒ Male ☒ White ☐ Hispanic ☐ Native American ☒ Female ☐ Asian ☐ Black ☐ Other | |
| ☒ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other NEWSPAPER | Gender/Race [Optional] ☒ Male ☒ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other | |

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**WWW.ODOT.ORG/PUBLICMEETINGS**

*(Please Print Clearly)*

| Name & Email | Address & Phone Number | Business/Organization |
|---|---|---|
| ☐ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |
| ☐ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☑ Door to Door Flyer ☐ Facebook ☑ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☑ White ☐ Hispanic ☐ Native American ☑ Female ☐ Asian ☐ Black ☐ Other |
| ☐ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☒ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |
| ☐ Mr. ☐ Ms. ☑ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☒ School Handout ☒ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☒ Female ☐ Asian ☐ Black ☐ Other |
| ☐ Mr. ☐ Ms. ☒ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☒ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☒ Other community / friends | | Gender/Race [Optional] ☐ Male ☒ White ☐ Hispanic ☒ Native American ☐ Female ☐ Asian ☒ Black ☐ Other |

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US-75 in Okmulgee County (Preston)/JP 30571(04)

# PUBLIC MEETING SIGN-IN SHEET

**WWW.ODOT.ORG/PUBLICMEETINGS**

*(Please Print Clearly)*

| Name & Email | Address & Phone Number | Business/Organization |
|---|---|---|
| ☐ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☒ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☒ Other Courthouse | Gender/Race [Optional] ☐ Male ☒ White ☐ Hispanic ☐ Native American ☒ Female ☐ Asian ☐ Black ☐ Other | |
| ☐ Mr. ☐ Ms. ☒ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☒ Facebook ☐ Church Posting ☐ Other | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☒ Female ☐ Asian ☐ Black ☐ Other | |
| ☒ Mr. ☐ Ms. ☒ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☒ Facebook ☐ Church Posting ☒ Other Newspaper | Gender/Race [Optional] ☒ Male ☒ White ☐ Hispanic ☐ Native American ☒ Female ☐ Asian ☐ Black ☐ Other | |
| ☒ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other | |
| ☒ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☒ Facebook ☐ Church Posting ☐ Other | Gender/Race [Optional] ☒ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other | |

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US-75 in Okmulgee County (Preston)/JP 30571(04)

# PUBLIC MEETING SIGN-IN SHEET

**WWW.ODOT.ORG/PUBLICMEETINGS**

*(Please Print Clearly)*

| Name & Email | Address & Phone Number | Business/Organization |
|---|---|---|
| [X] Mr. [ ] Ms. [ ] Mrs. [redacted] | | |
| How did you hear about this meeting? [ ] Mailing [ ] School Handout [ ] Door to Door Flyer [X] Facebook [ ] Church Posting [ ] Other _____ | | Gender/Race [Optional] [ ] Male [ ] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other |
| [X] Mr. [ ] Ms. [ ] Mrs. [redacted] | | |
| How did you hear about this meeting? [✓] Mailing [ ] School Handout [ ] Door to Door Flyer [ ] Facebook [ ] Church Posting [ ] Other _____ | | Gender/Race [Optional] [ ] Male [ ] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other |
| [✓] Mr. [ ] Ms. [✓] Mrs. [redacted] | | |
| How did you hear about this meeting? [✓] Mailing [ ] School Handout [ ] Door to Door Flyer [ ] Facebook [ ] Church Posting [ ] Other _____ | | Gender/Race [Optional] [ ] Male [ ] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other |
| [X] Mr. [ ] Ms. [ ] Mrs. [redacted] | | |
| How did you hear about this meeting? [X] Mailing [ ] School Handout [ ] Door to Door Flyer [ ] Facebook [ ] Church Posting [ ] Other _____ | | Gender/Race [Optional] [X] Male [X] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other |
| [✓] Mr. [ ] Ms. [ ] Mrs. [redacted] | | |
| How did you hear about this meeting? [✓] Mailing [ ] School Handout [ ] Door to Door Flyer [ ] Facebook [ ] Church Posting [ ] Other _____ | | Gender/Race [Optional] [✓] Male [✓] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other |

1/28/2020 5 - 7 pm
US-75 in Okmulgee County (Preston)/JP 30571(04)

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**WWW.ODOT.ORG/PUBLICMEETINGS**

*(Please Print Clearly)*

| Name & Email | Address & Phone Number | Business/Organization |
|---|---|---|
| ☐ Mr. ☐ Ms. ☑ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other store handed out flyer | | Gender/Race [Optional] ☐ Male ☑ White ☐ Hispanic ☐ Native American ☑ Female ☐ Asian ☐ Black ☐ Other |
| ☑ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other | | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |
| ☑ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☑ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other | | Gender/Race [Optional] ☒ Male ☑ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |
| ☒ Mr. ☒ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☑ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other | | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |
| ☑ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☒ Facebook ☐ Church Posting ☐ Other | | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☒ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |

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*(Please Print Clearly)*

| Name & Email | Address & Phone Number | Business/Organization |
|---|---|---|
| ☑ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☑ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☑ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |
| ☐ Mr. ☐ Ms. ☒ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☑ Facebook ☐ School Handout ☐ Church Posting ☐ Door to Door Flyer ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☑ Female ☐ Asian ☐ Black ☐ Other |
| ☐ Mr. ☐ Ms. ☑ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☑ Facebook ☐ School Handout ☐ Church Posting ☐ Door to Door Flyer ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☒ White ☐ Hispanic ☐ Native American ☒ Female ☐ Asian ☐ Black ☐ Other |
| ☒ Mr. ☐ Ms. ☐ Mrs [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☑ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☒ Male ☒ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |
| ☐ Mr. ☐ Ms. ☒ Mrs. [redacted] | | |
| How did you hear about this meeting? ☒ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☒ Native American ☒ Female ☐ Asian ☐ Black ☐ Other |

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*(Please Print Clearly)*

| Name & Email | Address & Phone Number | Business/Organization |
|---|---|---|
| ☐ Mr. ☐ Ms. ☑ Mrs. [redacted] | | CPSY |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |
| ☑ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |
| ☒ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? News on 6 ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☒ Other FRIEND | | Gender/Race [Optional] ☒ Male ☐ White ☐ Hispanic ☐ Native American ☒ Female ☐ Asian ☐ Black ☐ Other |
| ☑ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☒ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |
| ☐ Mr. ☑ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☑ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☑ White ☐ Hispanic ☐ Native American ☑ Female ☐ Asian ☐ Black ☐ Other |

1/28/2020 5 - 7 pm
US-75 in Okmulgee County (Preston)/JP 30571(04)

# PUBLIC MEETING SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

*(Please Print Clearly)*

| Name & Email | Address & Phone Number | Business/Organization |
|---|---|---|
| ☐ Mr. ☒ Ms. ☐ Mrs. [redacted] | | — |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |
| ☐ Mr. ☐ Ms. ☒ Mrs. [redacted] | | ODOT |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |
| ☑ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☑ Facebook ☐ School Handout ☐ Church Posting ☐ Door to Door Flyer ☐ Other _____ | | Gender/Race [Optional] ☑ Male ☐ White ☐ Hispanic ☑ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |
| ☑ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |
| ☒ Mr. ☐ Ms. ☐ Mrs. [redacted] | | |
| How did you hear about this meeting? ☑ Mailing ☑ Facebook ☐ School Handout ☐ Church Posting ☐ Door to Door Flyer ☐ Other _____ | | Gender/Race [Optional] ☑ Male ☑ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |

1/28/2020 5 - 7 pm
US-75 in Okmulgee County (Preston)/JP 30571(04)

# PUBLIC MEETING SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

*(Please Print Clearly)*

| Name & Email | Address & Phone Number | Business/Organization |
|---|---|---|
| ☐ Mr. ☐ Ms. ☐ Mrs. [redacted] | | CREY |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |
| ☐ Mr. ☐ Ms. ☐ Mrs. [redacted] | | ODOT |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |
| ☐ Mr. ☐ Ms. ☐ Mrs. [redacted] | | ODOT |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |
| ☐ Mr. ☐ Ms. ☐ Mrs. [redacted] | | ODOT |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |
| ☐ Mr. ☐ Ms. ☐ Mrs. [redacted] | | ODOT |
| How did you hear about this meeting? ☐ Mailing ☐ School Handout ☐ Door to Door Flyer ☐ Facebook ☐ Church Posting ☐ Other _____ | | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other |

*map not to scale

## PROPOSED TYPICAL SECTION

## PROJECT INFORMATION SUMMARY

- Total Programmed Estimated Cost of this project: **$10,750,000**
- Right-of-Way & Utility Relocation programmed to start in: **2021**
- Construction programmed to start in: **2024**
- Annual Average Daily Traffic (AADT) in year 2019: **21,980 Vehicles Per Day**
- Future Estimated AADT by year 2049: **35,200 Vehicles Per Day**

*Totals DO NOT include *Toll Roads*

**DIVISION 1 ENGINEER: CHRIS WALLACE, P.E.**

**Totals DO NOT include *County Bridges*

| *Total Road Miles: | *Total Interstate Miles: | **Total Bridges: |
|---|---|---|
| 1,109.50 | 97.27 | 706 |

**Counties:** Adair, Cherokee, Haskell, McIntosh, Muskogee, Okmulgee, Sequoyah, Wagoner

**PLEASE PROVIDE YOUR COMMENTS BY FEBRUARY 11, 2020**


**For more information about the project**

**Kathy Koon**
*Environmental Project Manager, Div. 1*
Environmental Programs Division
(405) 521-2676
kkoon@odot.org

**For more information about Public Participation**

**Jenny Droscher**
*Public Involvement Officer*
Environmental Programs Division
(405) 325-3269
environment@odot.org


**http://www.odot.org/publicmeetings**

# DOT OPEN HOUSE

Oklahoma Department of Transportation

January 28, 2020 @ 5:00 PM
Cafeteria | 10165 Pringey Ave. | Preston, OK 74447

## US-75 at Preston Rd. | Okmulgee County, OK | JP 30571(04)

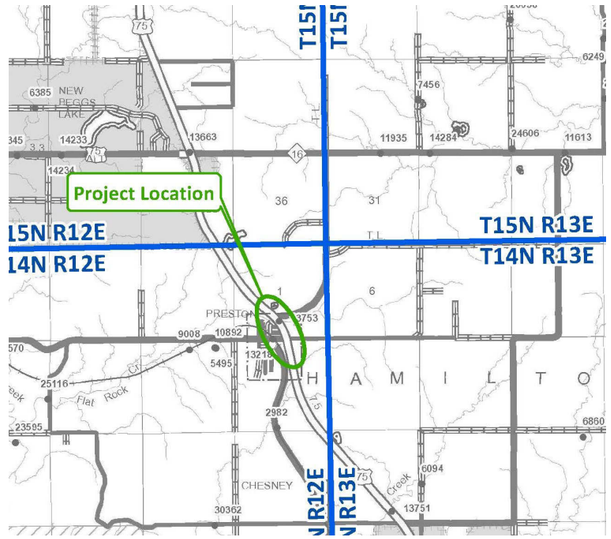
## Presentation of Proposed Project & Solicitation of Input

## Purpose of Meeting

The purpose of the open house is to present information about the proposed improvements on US-75 at Preston Road and obtain information from the public to further assist in the identification of critical social, economic, and environmental effects that may result from the project.

## Project Background

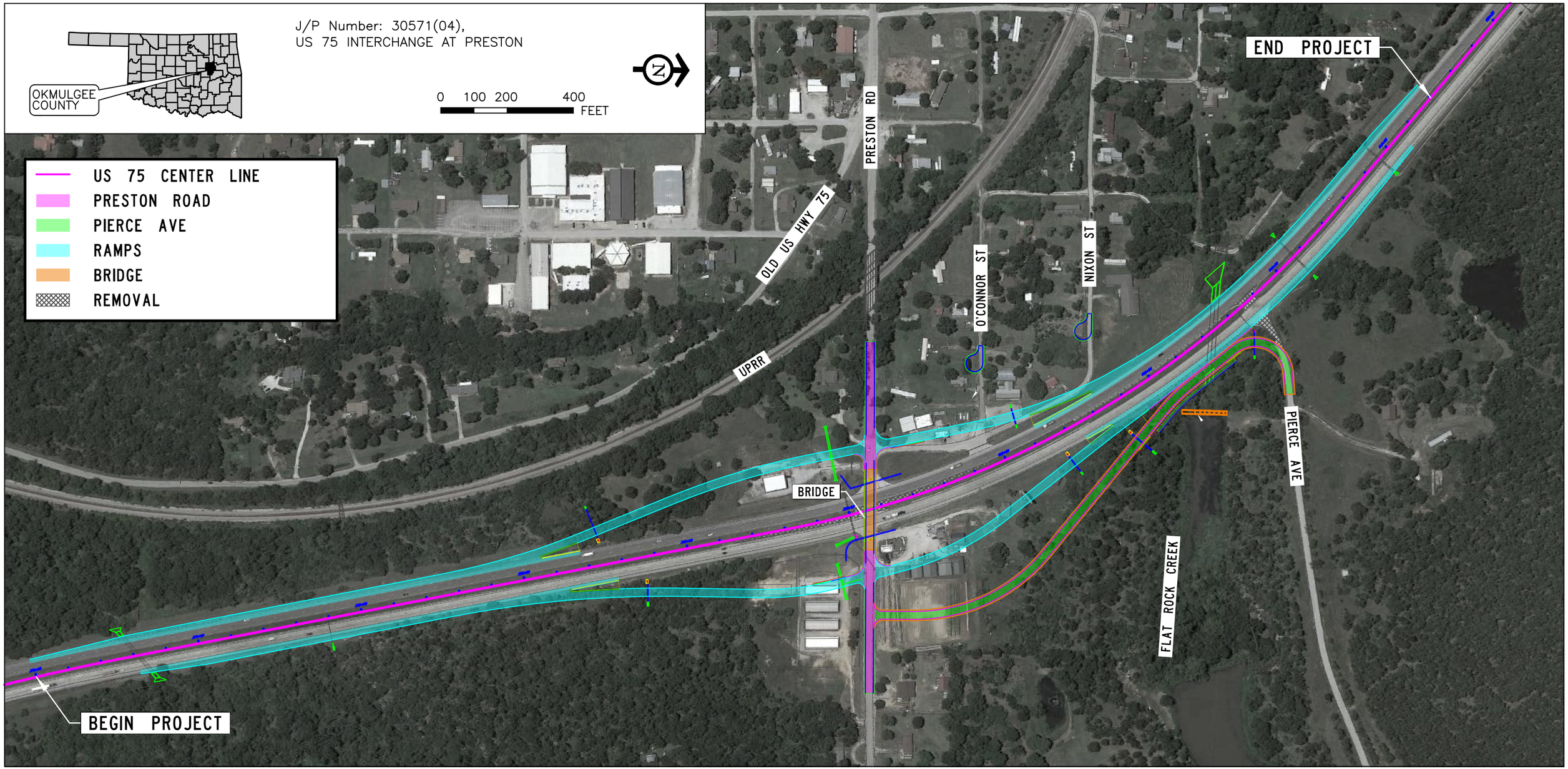
This section of US-75 is a four lane divided highway with four 12-foot wide driving lanes with 10-foot wide outside shoulders and 4-foot wide inside shoulders. There is a history of severe collisions at the US-75 and Preston Road intersection, including over 30 injury collisions and 2 fatalties in the past 10 years. 2019 traffic volumes are estimated at 21,980 vehicles per day (VPD) and are projected to increase to 35,200 VPD by 2049. The purpose of the project is to improve safety and accessibility of US-75 and Preston Road.




## Project Description

The proposed improvements would construct a bridge on Will Sampson Road / Preston Road over US-75 with on and off ramps for both directions of US-75. US-75 at Preston Road is currently an at-grade intersection. A full access interchange would improve the safety and accessibility at US-75 and Preston Road.

**NOTES**


OKMULGEE COUNTY
J/P Number: 30571(04),
US 75 INTERCHANGE AT PRESTON
N
0 100 200 400
FEET
US 75 CENTER LINE
PRESTON ROAD
PIERCE AVE
RAMPS
BRIDGE
REMOVAL
END PROJECT
PRESTON RD
OLD US HWY 75
O'CONNOR ST
NIXON ST
UPRR
BRIDGE
PIERCE AVE
FLAT ROCK CREEK
BEGIN PROJECT

# Appendix D

*Written Comments*

## US-75 at Preston Rd. Okmulgee County | Written Comments | January 28, 2020 Open House

| Commenter Name | Date Received | Source | Comment Summary | Comment Location |
|---|---|---|---|---|
| [redacted] | 1/30/2020 | Email | Expressing appreciation for the project as it's "literally saving lives." | |
| [redacted] | 1/31/2020 | Online Comment Form | Against the project entirely; money would be better spent on other highways with old and narrow bridges (Alt US-75 as an example); disagrees that safety is an issue, citing 3 wrecks per year and 2 fatalities as a common statistic among all intersections along US-75 between Tulsa and Okmulgee; suggests that safety would be achieved by installing a signal at the intersection. This is a threat to the community and a major inconvenience to lose the businesses at the intersection, limiting or making difficult access to gas, milk, and feed for livestock. | |
| [redacted] | 1/30/2020 | Email | Expressing appreciation for the project as this is "sure to save lives." | |
| [redacted] | [redacted]/29/2020 | Email | Expressing appreciation and excitement for the project for both safety and improved access. Notes that improved access may spur new development in the area to replace the lost businesses. | |
| [redacted] | 1/29/2020 | Email | Very supportive of the project. Would like to offer their property near project as a source for fill dirt (with compensation). The property has easy, direct, paved access to the construction area. | [redacted] |
| [redacted] | 1/28/2020 | Comment Form | Would like to see modification in design to allow continued access to New Jerusalem Church directly from the highway as opposed to rerouted access that is currently planned. | New Jerusalem Church |
| [redacted] | 1/28/2020 | Comment Form | Expressing appreciation and excitement for the project. | |
| [redacted] | 1/28/2020 | Comment Form | Expressing appreciation for the project to improve safety. Requests consideration to be made when planning a detour route for residents who live east of the intersection, and also to repair the detour road to Okmulgee and consideration of replacing the one lane bridge to ensure safety for the increased detour traffic. Also requests assistance for displaced businesses. | |
| [redacted] | 1/28/2020 | Comment Form | Concerned about loss of income from building rental and billboard on property. Additionally, noted that they had planned to move commercial building to sister's property (adjacent to US-75), but the move would require a service road for access, which ODOT would need to construct. | Commercial property at Southwest corner of Preston Road/ US-75 |
| [redacted] | 1/28/2020 | Comment Form | Realtor, concerned about a property currently listed for sale that is within the project area and what the project will do to potential commission from the sale. | Property on east/west side of US-75 |
| [redacted] | 1/28/2020 | Comment Form | Expressing support for the project. | |
| [redacted] | 1/28/2010 | Comment Form | Requesting aerial map with ROW lines shown. | Storage Unit Facility at intersection of US-75 and Preston Rd. |
| [redacted] | 1/28/2020 | Comment Form | Expressing appreciation for the project. | |
| [redacted] | 1/28/2020 | Comment Form | Expressing concern for potential detour route along Alt US-75 because of an old, narrow (1-lane) bridge that cannot handle additional traffic. | Alt US-75 |
| [redacted] | 1/28/2020 | Comment Form | Expressing appreciation for the project and a desire for it to happen quickly. | |
| [redacted] | 1/28/2020 | Comment Form | Expressing great appreciation for the project. | |
| [redacted] | 1/28/2020 | Comment Form | Expressing appreciation and support for the project. | |

| Commenter Name | Date Received | Source | Comment Summary | Comment Location |
|---|---|---|---|---|
| [redacted] | 1/28/2020 | Comment Form | Expressing support for the project, but wants to make sure property owners are taken care of. | |
| [redacted] | 2/6/2020 | Comment Form | Concerned if ramp on east side of US-75 will affect his house and re-routing of Pierce Ave. will cut his land in half. Will all of the land be taken or only the part needed. | East side of US-75, north of Will Sampson Rd. |

# COMMENT FORM

HTTP://WWW.ODOT.ORG/PUBLICMEETINGS

## US-75 at Preston Road

*Okmulgee County, OK* | **JP 30571(04)** | *01/28/2020*

Thank you for your interest in this project and taking the time to provide us with your written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

**PLEASE SUBMIT YOUR COMMENTS BY: 02/11/2020**

**Personal information is optional*

| *Name:* [redacted] | *Business / Organization:* | | |
|---|---|---|---|
| | *City:* | *State:* | *Zip Code:* |
| | *Email Address:* | | |

*"I have the following comment(s) or question(s) about the proposed project to improve the intersection of US-75 near Preston, in Okmulgee County, OK."*

Good

Deal

**Comments on this project can be submitted in several ways, including but not limited to:**

***By US Mail or Dropoff:***
***ENVIRONMENTAL PROGRAMS DIVISION***
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204

**By Email:**
environment@odot.org

**On the Web:**
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storage facility

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| *Name:* | *Business / Organization:* |
|---|---|
| [redacted] | |

*"I have the following comment(s) or question(s) about the proposed project to improve the intersection of US-75 near Preston, in Okmulgee County, OK."*

Request aerial image w/ projected right of way lines

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**Personal information is optional*

| Name: | Business / Organization: |
|---|---|
| [redacted] | |

*"I have the following comment(s) or question(s) about the proposed project to improve the intersection of US-75 near Preston, in Okmulgee County, OK."*

We have needed something done for many years
Due to an accident which involved my family, I am emotionally affected.
Appreciating any help to save lives.

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**PLEASE SUBMIT YOUR COMMENTS BY: 02/11/2020**

**Personal information is optional*

*Name:* [redacted] *Business / Organization:*

*Address:* [redacted] *Code:*

*Phone:* [redacted]

*"I have the following comment(s) or question(s) about the proposed project to improve the intersection of US-75 near Preston, in Okmulgee County, OK."*

When your project is being Constructed if you route traffic down Alt. Hwy 75 South of Preston: There is a very old one lane bridge that is dangerous when lots of traffic is on it.

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**PLEASE SUBMIT YOUR COMMENTS BY: 02/11/2020**

**Personal information is optional*

| *Name:* [redacted] | *Business / Organization:* |
|---|---|

*"I have the following comment(s) or question(s) about the proposed project to improve the intersection of US-75 near Preston, in Okmulgee County, OK."*

This looks like a good plan. It can't happen soon enough.

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**Personal information is optional*

[redacted]

*"I have the following comment(s) or question(s) about the proposed project to improve the intersection of US-75 near Preston, in Okmulgee County, OK."*

I am so glad to see this project happen. My wife was in a car accident here 21 years ago. 10 days after her wreck, there was another accident with the loss of a life. My Uncle was in a accident here 5 years ago and lost his life. I greatly appreciate ODOT re constructing this area and saving lives.

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| *Name:* | *Business / Organization:* |
|---|---|
| [redacted] | |

*"I have the following comment(s) or question(s) about the proposed project to improve the intersection of US-75 near Preston, in Okmulgee County, OK."*

We support ODOT to make proposed changes to Hwy 75 + Preston Rd.
We have lived here two years & travel back & forth to Tulsa daily.
Entering Hwy 75 from Will Sampson is dangerous every time we head to Tulsa. We feel people do not obey the SL 55 mph sign! THANKS.

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**PLEASE SUBMIT YOUR COMMENTS BY: 02/11/2020**

**Personal information is optional*

Name: [redacted]

Business / Organization: [redacted]

[redacted]

*"I have the following comment(s) or question(s) about the proposed project to improve the intersection of US-75 near Preston, in Okmulgee County, OK."*

This is a great idea, its been needed for a long time. My main concern at this point is that the property owners be taken care of.

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*Okmulgee County OK* *JP 30571(04)* *01/28/2020*

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**PLEASE SUBMIT YOUR COMMENTS BY: 02/11/2020**

| *Name:* | *Business / Organization:* | | |
|---|---|---|---|
| [redacted] | church | | |
| *Address:* | *City:* | *State:* | *Zip Code:* |
| [redacted] | | | |
| *Phone Number:* | *Email Address:* | | |
| [redacted] | | | |

not please with rerouted access to New Jerusalem Church. Would like to see sort of modification to ~~make this access come straight from the highway like it currently does. If a two-way entrance road is~~ possible it would be good from the off-ramp. And an additional access road from the off-ramp would be good.

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*Okmulgee County OK* *JP 30571(04)* *01/28/2020*

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**PLEASE SUBMIT YOUR COMMENTS BY: 02/11/2020**

[redacted]

Thank you so much for coming into Preston and making it safer. We are very excited about the project.

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*Okmulgee County OK* *JP 30571(04)* *01/28/2020*

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**PLEASE SUBMIT YOUR COMMENTS BY: 02/11/2020**

| *Name:* | *Business / Organization:* |
|---|---|
| [redacted] | |

Although this plan will close the few businesses we have in Preston, I am in favor of the project because of the needed safety of our residents. It's a very dangerous intersection, especially for those coming from the west onto the hwy where there is a curved road and a hill. I hope that consideration will be taken on the detour route to repair the old hwy road to Okmulgee and consider replacing the one lane bridge because that road will have a lot of traffic now. Also route the detour route for those of use living east of the intersections. We will have to take Grovania Road to Okmulgee and I guess go to Natura on Hwy 16 to go north. I hope consideration will be given to help the dislocated businesses in some manner.

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## US-75 at Preston Road

*Okmulgee County OK* *JP 30571(04)* *01/28/2020*

Thank you for your interest in this project and taking the time to provide us with your written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

**PLEASE SUBMIT YOUR COMMENTS BY: 02/11/2020**

| *Name:* | *Business / Organization:* |
|---|---|
| [redacted] | |

My name is [redacted], and I own the commercial property at the Southwest [redacted]. At issue for me, is the loss of income of the commercial building rental and the loss of income on the billboard rental. I have owned said property for nearly 12 years, and have paperwork and rental records to substantiate income. Also at issue, is my sister's property [redacted]), which runs on both sides of Hwy 75. We had planned to relocate my commercial building to her property - but as the current ODOT plans indicate, we would require a service road to maintain both her property value, and my commercial income. (FYI - I do possess Power of Attorney with regard to [redacted] interests.)

**Comments on this project can be submitted in several ways, including but not limited to:**

***By US Mail or Dropoff:***
***ENVIRONMENTAL PROGRAMS DIVISION***
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204

**By Email:**
environment@odot.org

**On the Web:**
www.odot.org/publicmeetings

**Please be aware that all information that you submit on this form is subject to public disclosure under the Oklahoma Public Information Act.**

Reset Form | Print Form | Submit by Email

**FORM-CF-PCB-PRD**

# COMMENT FORM

HTTP://WWW.ODOT.ORG/PUBLICMEETINGS

## US-75 at Preston Road

*Okmulgee County OK* *JP 30571(04)* *01/28/2020*

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**PLEASE SUBMIT YOUR COMMENTS BY: 02/11/2020**

*Name:* [redacted]

*Business / Organization:*

I have a property located on the east and west side of hwy 75 listed for sale for [redacted]
~~These properties are listed for approx $400k How will this affect the commission on the sale of~~ these properties and the commish earned?

**Comments on this project can be submitted in several ways, including but not limited to:**

***By US Mail or Dropoff:***
***ENVIRONMENTAL PROGRAMS DIVISION***
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# COMMENT FORM

HTTP://WWW.ODOT.ORG/PUBLICMEETINGS

## US-75 at Preston Road

*Okmulgee County, OK* | **JP 30571(04)** | *01/28/2020*

Thank you for your interest in this project and taking the time to provide us with your written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

**PLEASE SUBMIT YOUR COMMENTS BY: 02/11/2020**

**Personal information is optional*

[redacted]

*"I have the following comment(s) or question(s) about the proposed project to improve the intersection of US-75 near Preston, in Okmulgee County, OK."*

My House & Land 3.83 acres

is [redacted]

The East Ramps will TAKE out my House

Pierce Ave. will cut my land in Half.

will it all, be Taken, or only the

Part needed?

**Comments on this project can be submitted in several ways, including but not limited to:**

***By US Mail or Dropoff:***
***ENVIRONMENTAL PROGRAMS DIVISION***
OKLAHOMA DEPARTMENT OF TRANSPORTATION
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Reset Form | Print Form | Submit by Email

FORM-CF-PCB-PRD

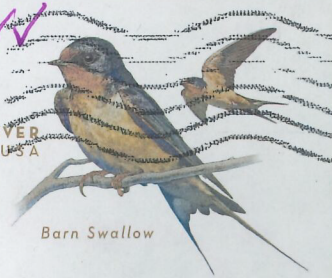
[redacted]

OPENED BY: Pam
DATE: 2/6/20
WITNESSED BY: DP

ENV

03 FEB 2020 PM 1 L

FOREVER
USA




Okla. Department of Transportation
200 N.E. 21st ST.
Okla city, OK.
73105-3204

73105-329999

## Victoria Raines

**From:** Jenny Droscher <JDroscher@odot.org>
**Sent:** Wednesday, January 29, 2020 10:13 AM
**To:** Kathy Koon; Scott Stegmann; Brian Linam
**Cc:** ODOTWeb-environment
**Subject:** Fw: [External] US-75 at Preston Road

Jenny Droscher

Public Involvement Officer

ODOT Cultural Resources Program

405-246-6975

---

**From:** [redacted]
**Sent:** Wednesday, January 29, 2020 9:57 AM
**To:** ODOTWeb-environment <environment@odot.org>
**Subject:** [External] US-75 at Preston Road

As a resident of Preston township I am quite excited and positive about the proposed changes to this intersection . I use this intersection at least twice a day I have had many times I have sat for long periods of time waiting for an opportunity to get on the highway. As far as the loss of business that will affect our small community as we will have no store to buy gas or staple items like bread and milk. Perhaps the easier access to the highway will invite more businesses to take advantage of the opportunities this will present . A Dollar General or another convenience store would be a welcome addition and a very profitable venture. The most important aspect of this entire project is the safety issue and ultimately this will make that highway so much easier and safer for all who travel it.

## Victoria Raines

**From:** Jenny Droscher <JDroscher@odot.org>
**Sent:** Thursday, January 30, 2020 11:39 AM
**To:** Kathy Koon; Scott Stegmann
**Cc:** Chris Wallace; Brian Linam; ODOTWeb-environment
**Subject:** FW: [External] US-75/Preston Road junction in Okmulgee County

Please see below.

Jenny Droscher
Public Involvement Officer
ODOT Cultural Resources Program
405-246-6975

**From:** [redacted]
**Sent:** Thursday, January 30, 2020 10:47 AM
**To:** ODOTWeb-environment <environment@odot.org>
**Subject:** [External] US-75/Preston Road junction in Okmulgee County

I want to say thank you to everyone at ODOT who has had anything to do with the progression of this project. I know it isn't the most popular project that needs attention.

I am 34 years on and have lived on Will Sampson Road for 33 of those years. My parents lived on this road and now I have build a home less than a quarter mile east of this intersection. I went to Preston School my entire school career crossing this intersection multiple times a day, and I now have a family with three small girls who attend Preston Schools.

I remember as a young boy seeing one of the many many accidents at this intersection one night wondering why the people on the ground were being covered with sheets. It was the first of many unfortunately scenes that I would witness and from then on seeing emergency vehicles and accidents on my to or from home would never be a surprise.

We live less than a mile from the school but still the evening prayers with our girls always include "get to school safely". So I just want to say thank you on behalf of my family and neighbors for the consideration of this project.

It's literally saving lives, thank you.

[redacted]

## Victoria Raines

**From:** [redacted]
**Sent:** Wednesday, January 29, 2020 10:00 AM
**To:** Scott Stegmann; kkoon@odot.org; [redacted]
**Cc:** environment@odot.org
**Subject:** US Hwy 75 & Preston Rd. Project
**Attachments:** [redacted] - 250 acres.kmz

Mr. Stegmann / Mrs. Koon,

My wife and I attended the open house last night in Preston. We highly support the construction project, and we thank all those involved for getting this on the ODOT timeline.

We own 250 acres approx. 1.5 miles east of the project; our address being [redacted] Attached is a Google Earth "KMZ" file of our property.

Our property on the "bottom" of the ridge that runs across this area. We have flat ground with high quality dirt and we welcome discussions for a source of "dirt"/materials if needed for this project. Our property has easy, direct, and paved access to the construction project. Dirt sourced from our property would leave us with a future pond which would be desirable for us as property/ cattle owners.

We look forward to any future discussions.

Sincerely,

[redacted]

## Victoria Raines

**From:** Jenny Droscher <JDroscher@odot.org>
**Sent:** Monday, February 03, 2020 2:53 PM
**To:** Kathy Koon; Chris Wallace; Brian Linam; Scott Stegmann
**Cc:** ODOTWeb-environment
**Subject:** Fw: [External] Preston Rd

Please see below.

Jenny Droscher

Public Involvement Officer

ODOT Cultural Resources Program

405-246-6975

---

**From:** [redacted]
**Sent:** Thursday, January 30, 2020 3:29 PM
**To:** ODOTWeb-environment <environment@odot.org>
**Subject:** [External] Preston Rd

Thank you for your plans at US Hwy 75 and Preston Rd to eliminate the crossing. As you and I know, that is a very dangerous intersection. This is sure to save lives.

[redacted]

01/30/2020

## Victoria Raines

**From:** [redacted]
**Sent:** Friday, January 31, 2020 7:01 AM
**To:** CPY Marketing
**Subject:** New message via your website, from [redacted]

**A site visitor** just submitted a new Contact Form
http://www.cpyi.com/

**Message Details:**
Name: [redacted]
[redacted]
Subject: US-75 at Preston Rd
We can't wait to hear from you!: I am against this project, the money that you are spending could go to a better use This intersection is no more dangerous than and other intersection on US-75. You are basing this assumption on 3 wrecks a year and 2 fatality's. there has been a fatality on almost every intersection on US-75 between Tulsa and Okmulgee You could solve this better by putting a signal there. this road is not an express way there are signals on it. why don't concentrate on the bigger picture . You have roads that need your attention more than this one. Alt 75 is one, there are still bridges that are so old that only 1 car can go over it at a time. This is not only about roads it about the people in the community, you are taking out every business that is there .we will have no store,if we run out of milk or need gas we have to run into Okmulgee or go to Beggs this is not convenient for anyone who lives here. no feed store, a lot of us around here have livestock we will not have to drive over 20 or more miles to get feed. is there any way this project can be stopped? if so let me know I am not the only one who feels this way. thank you

To edit your email settings, go to your Inbox on desktop.

# APPENDIX B

# PROJECT FOOTPRINT, TYPICAL SECTIONS, PLAN AND PROFILES

Flat Rock Creek
75
Pierce Ave
N 220 Rd
N3950 Rd
Burlington Northern Railroad
Preston Rd / Will Sampson Rd
Preston Rd / Will Sampson Rd
Preston
Polk St
Old US Hwy 75
Pierce Ave
N3940 Rd
N 210 Rd
75
Okmulgee County
Environmental Study Area
Creek or Stream (NHD)
N
0
375
750
Feet
Basemap: ESRI World Imagery 2021

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 6 | OKLA. | 30571(04) | 2019 | 0001 | 147 |

PROPOSED R/W
9/3/2021

**STATE OF OKLAHOMA**
**DEPARTMENT OF TRANSPORTATION**

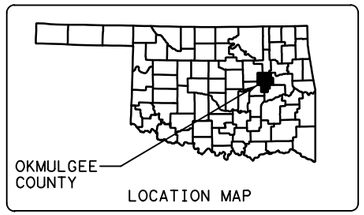
**PLAN OF PROPOSED**

# STATE HIGHWAY

## FEDERAL AID PROJECT NO. J3-0571(04)
## INTERCHANGE
## U.S. HIGHWAY 75 AT PRESTON

# OKMULGEE COUNTY

**CONTROL SECTION NO. 75-56-11**
**STATE JOB NO. 30571(04)**
**BRIDGE "A" LOCATION NO. 5611 0756X**
**NEW NBI NO. XXXXX**
**BRIDGE "B" LOCATION NO. 5611 0775X**
**EXIST NBI NO. 13753**



LOCATION MAP

FOR SURVEY CONTROL DATA, SEE SURVEY DATA SHEETS.

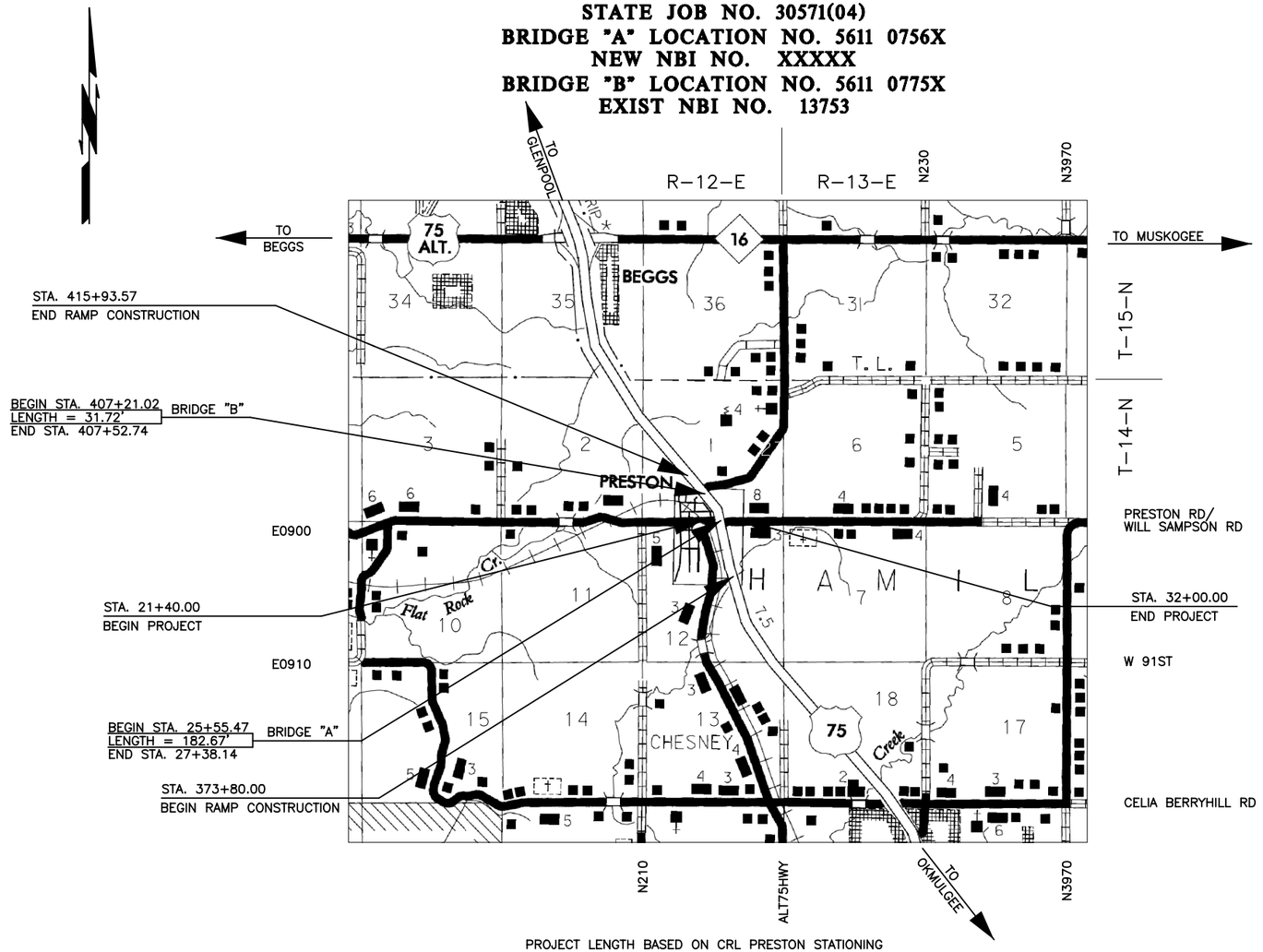
DESIGN DATA

| | | |
|---|---|---|
| ADT 2021 | = | 22,860 |
| ADT 2051 | = | 36,600 |
| DHV (2-WAY) | = | 18,100 |
| K (DHV/ADT) | = | 10% |
| D | = | 53% |
| T (% DHV) | = | 12% |
| T (% ADT) | = | 13% |
| T3 (% ADT) | = | 11% |
| V | = | 60 MPH |
| 20yr FLEX ESALS | = | 1.11M |

* SCALES 1"
PLAN 1'' = 50'
PROFILE HOR. 1" = 50'
VER. 1" = 5'
LAYOUT MAP 1" = 2640'
* UNLESS OTHERWISE NOTED

CONVENTIONAL SYMBOLS

- PROPOSED ROAD
- RAILROADS
- RANGE & TOWNSHIP
- SECTION LINES
- QUARTER SECTION LINES
- FENCES
- GROUND LINE
- EXISTING ROADS
- BASE LINE
- GRADE LINES
- TELEPHONE & TELEGRAPH
- POWER LINES
- BUILDINGS
- OILWELL
- DRAINAGE STRUCTURES – IN PLACE
- DRAINAGE STRUCTURES – NEW
- PRES. R/W — RIGHT-OF-WAY LINES – EXISTING
- R/W — RIGHT-OF-WAY LINES – NEW
- CONTROLLED ACCESS
- RIGHT-OF-WAY FENCE




PROJECT LENGTH BASED ON CRL PRESTON STATIONING

| | | |
|---|---|---|
| ROADWAY LENGTH | 877.33 FT. | 0.166 MI. |
| BRIDGE LENGTH | 182.67 FT. | 0.034 MI. |
| PROJECT LENGTH | | 0.200 MI. |

EQUATIONS : NONE
EXCEPTIONS : NONE

2019 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION–ENGLISH GOVERN, APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, JANUARY 6, 2020.

INDEX OF SHEETS


| SHEET NO. | DESCRIPTION |
|---|---|
| 0001 | TITLE SHEET |
| 0002–0004 | TYPICAL SECTIONS |
| B001–B002 | GENERAL PLAN AND ELEVATION (BRIDGE "A") |
| B003–B004 | GENERAL PLAN AND ELEVATION (BRIDGE "B") |
| R001–R002 | DRAINAGE AREA MAPS AND DESIGN RECORD |
| R003–R005 | GEOMETRIC DATA SHEETS |
| R006 | KEY MAP – ROADS |
| R007 | KEY MAP – RAMPS |
| R008 | KEY MAP – WALLS |
| R009 | PLAN AND PROFILE – PRESTON ROAD |
| R010–R011 | PLAN AND PROFILE – N220 ROAD |
| R012–R013 | PLAN AND PROFILE – RAMP A |
| R014–R015 | PLAN AND PROFILE – RAMP B |
| R016–R017 | PLAN AND PROFILE – RAMP C |
| R018–R019 | PLAN AND PROFILE – RAMP D |
| R020 | PLAN AND PROFILE – WALL A |
| R021 | PLAN AND PROFILE – WALL B |
| R022 | PLAN AND PROFILE – WALL C |
| S001–S016 | SURVEY DATA SHEETS |
| X001–X010 | CROSS SECTIONS – PRESTON ROAD |
| X011–X031 | CROSS SECTIONS – N220 ROAD |
| X032–X051 | CROSS SECTIONS – RAMP A |
| X052–X065 | CROSS SECTIONS – RAMP B |
| X066–X082 | CROSS SECTIONS – RAMP C |
| X083–X101 | CROSS SECTIONS – RAMP D |



CP&Y
OKLA. REG. NO. 4006

PREPARED BY:
CP&Y, INC.
2000 N. CLASSEN BLVD., SUITE 1410
OKLAHOMA CITY, OK 73106
405-848-2346


DATE _____ JOSE K. JOSEPH, P.E.
OKLA. REG. NO. 24918

DATE _____ STEVEN HOLLABAUGH, P.E.
OKLA. REG. NO. 27230

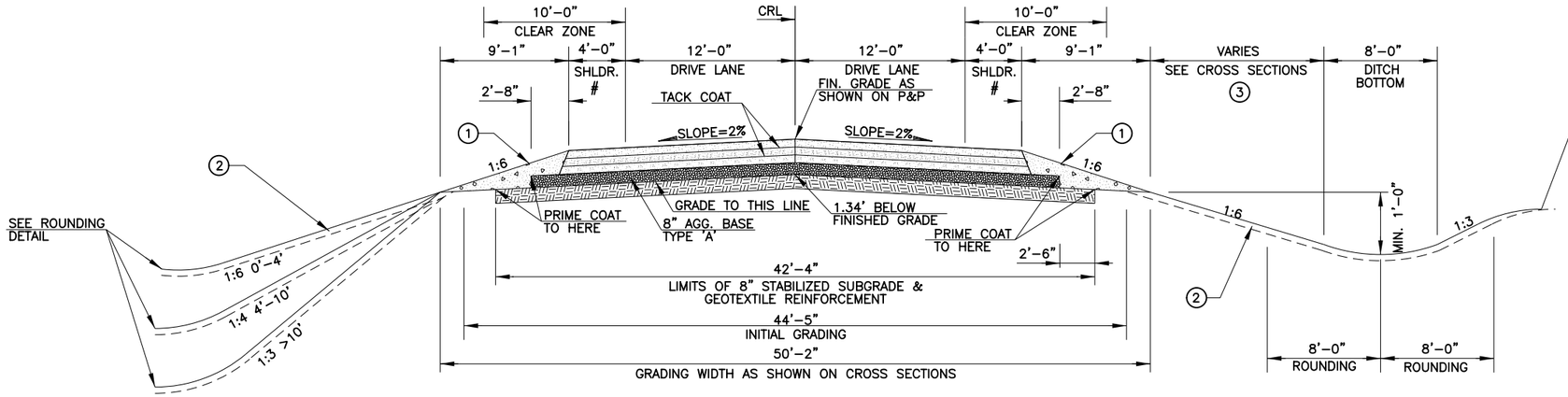
| OKLAHOMA DEPARTMENT OF TRANSPORTATION | DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION |
|---|---|
| DATE APPROVED | DATE APPROVED |
| BY CHIEF ENGINEER | BY DIVISION ADMINISTRATOR |

SWO 5240(1) PROJECT NO. **30571(04)** SHEET NO. 0001

PE NO. 30571(01)

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 6 | OKLA. | 30571(04) | 2021 | 2 | 147 |

PROPOSED R/W
1/7/2021




FILL SECTION

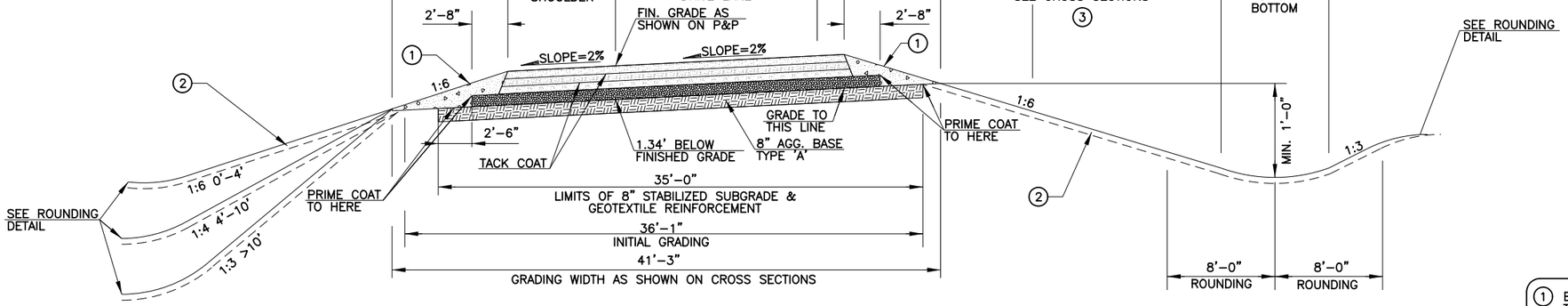
CUT SECTION

## TYPICAL SECTION 1

PRESTON CRL STA. 21+40.00 TO 25+21.17
PRESTON CRL STA. 27+72.42 TO 32+00.00
N220 RD CRL STA. 10+55.58 TO 23+00.06
N220 RD CRL STA. 23+47.57 TO 27+50.00

| PAVEMENT REQUIREMENT | |
|---|---|
| SURFACE COURSE | 2" SUPERPAVE TYPE S4 (PG 70-28 OK) |
| BASE COURSE | 3" SUPERPAVE TYPE S3 (PG 64-22 OK) |
| | 3" SUPERPAVE TYPE S3 (PG 64-22 OK) |
| | 8" AGGREGATE BASE TYPE A |

# - SHOULDER TAPERS FROM 4'-0" TO 0'-0"
PRESTON ROAD
STA. 21+40.00 TO STA. 22+40.00
STA. 31+00.00 TO STA. 32+00.00
N220 RD
STA. 25+50.00 TO STA. 26+50.00




FILL SECTION

CUT SECTION

## TYPICAL SECTION 2

RAMP A CRL STA. 385+71.42 TO 396+05.48
RAMP B CRL STA. 396+75.83 TO 403+44.97
RAMP C CRL STA. 386+18.86 TO 395+08.12
RAMP D CRL STA. 394+51.88 TO 403+11.35

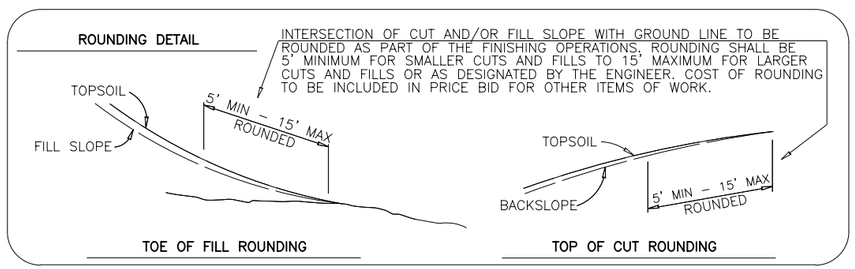
| PAVEMENT REQUIREMENT | |
|---|---|
| SURFACE COURSE | 2" SUPERPAVE TYPE S4 (PG 70-28 OK) |
| BASE COURSE | 3" SUPERPAVE TYPE S3 (PG 64-22 OK) |
| | 3" SUPERPAVE TYPE S3 (PG 64-22 OK) |
| | 8" AGGREGATE BASE TYPE A |

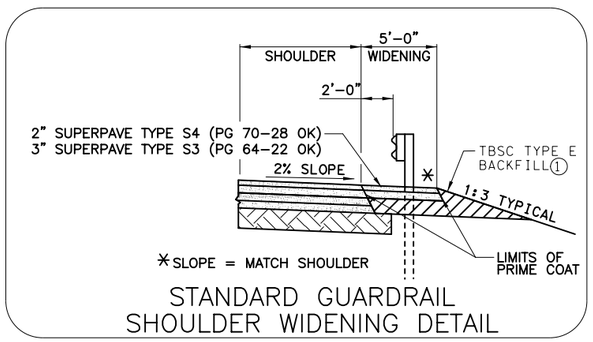
(1) BACKFILL NOTE:
TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN TBSC TYPE "E". ESTIMATED QUANTITY IS 0.390 TONS/FT FOR EACH SIDE.

(2) TOPSOIL NOTE:
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREA LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATIONS SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.

THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

(3) REFER TO CROSS SECTION SHEETS FOR ADDITIONAL INFORMATION.




STANDARD GUARDRAIL
SHOULDER WIDENING DETAIL

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL SIGNED AND SEALED DOCUMENT.

| | | |
|---|---|---|
| DESIGN: | CPY | 2019 |
| DRAWN: | CPY | 2019 |
| CHECKED: | CPY | 2019 |
| APPRVD: | CPY | 2019 |

CP&Y

US 75 AT PRESTON — OKMULGEE COUNTY

TYPICAL SECTIONS

SHEET 1 OF 3

STATE JOB PIECE NO: 30571(04) — SHEET NO.0002

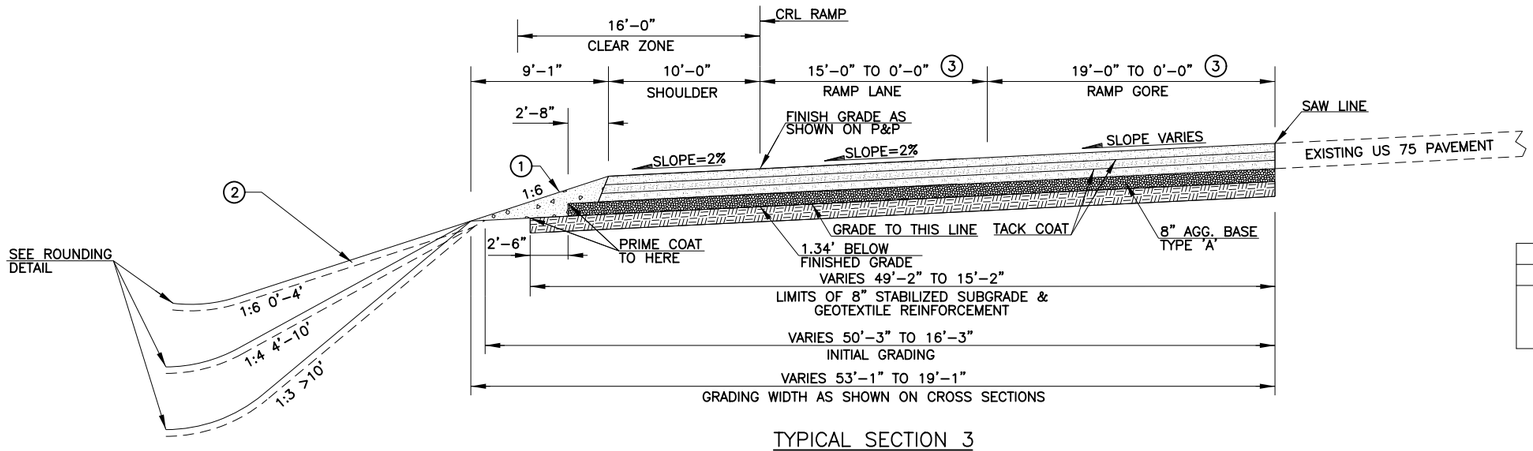
8:46:47 AM
cpypdf_ANSIB.pltcfg

1/7/2021

mknapik
cpydw_ANSIB.tbl
pw:/

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 6 | OKLA. | 30571(04) | 2021 | 3 | 147 |

PROPOSED R/W
1/7/2021

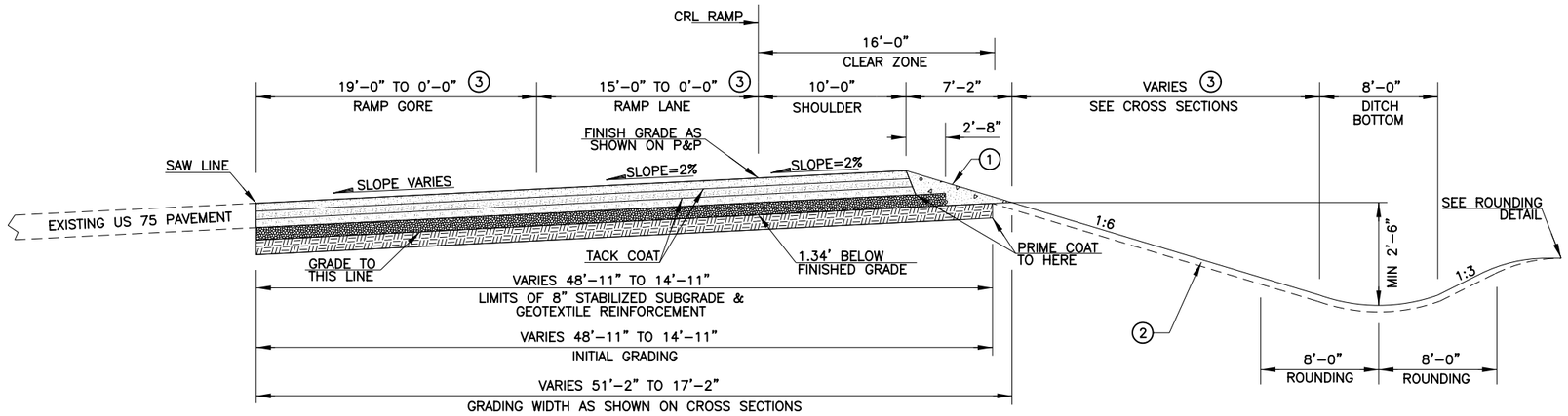



FILL SECTION

## TYPICAL SECTION 3

RAMP A CRL STA. 373+80.00 TO 385+71.42
RAMP B CRL STA. 403+44.97 TO 414+50.00

| PAVEMENT REQUIREMENT | |
|---|---|
| SURFACE COURSE | 2" SUPERPAVE TYPE S4 (PG 70-28 OK) |
| BASE COURSE | 3" SUPERPAVE TYPE S3 (PG 64-22 OK) |
| | 3" SUPERPAVE TYPE S3 (PG 64-22 OK) |
| | 8" AGGREGATE BASE TYPE A |




## TYPICAL SECTION 4

RAMP C CRL STA. 375+80.00 TO 386+18.86
RAMP D CRL STA. 409+00.00 TO 415+93.57

CUT SECTION

| PAVEMENT REQUIREMENT | |
|---|---|
| SURFACE COURSE | 2" SUPERPAVE TYPE S4 (PG 70-28 OK) |
| BASE COURSE | 3" SUPERPAVE TYPE S3 (PG 64-22 OK) |
| | 3" SUPERPAVE TYPE S3 (PG 64-22 OK) |
| | 8" AGGREGATE BASE TYPE A |

(1) BACKFILL NOTE:
TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN TBSC TYPE "E". ESTIMATED QUANTITY IS 0.390 TONS/FT FOR EACH SIDE.

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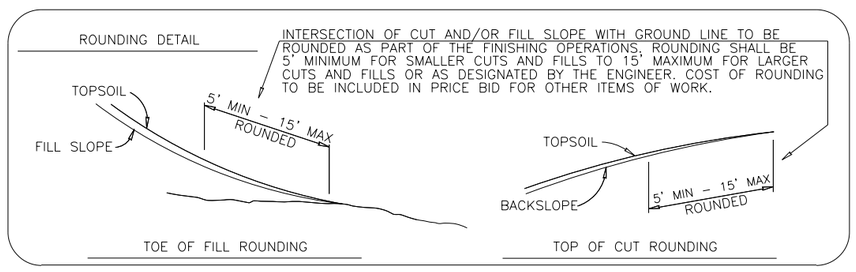
(3) REFER TO CROSS SECTION SHEETS FOR ADDITIONAL INFORMATION.




THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL SIGNED AND SEALED DOCUMENT.

| | | |
|---|---|---|
| DESIGN: | CPY | 2019 |
| DRAWN: | CPY | 2019 |
| CHECKED: | CPY | 2019 |
| APPRVD: | CPY | 2019 |

CP&Y

US 75 AT PRESTON — OKMULGEE COUNTY

TYPICAL SECTIONS

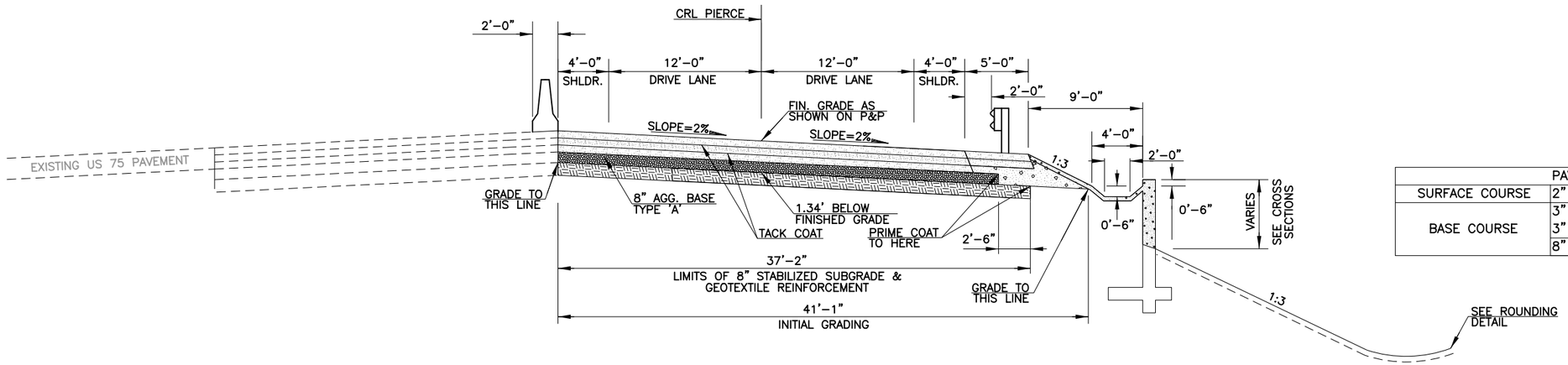
SHEET 2 OF 3

STATE JOB PIECE NO: 30571(04) — SHEET NO.0003

8:46:51 AM
cpypdf_ANSIB.pltcfg
1/7/2021
mknapik
cpybw_ANSIB.tbl
pw:/

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 6 | OKLA. | 30571(04) | 2021 | 4 | 147 |

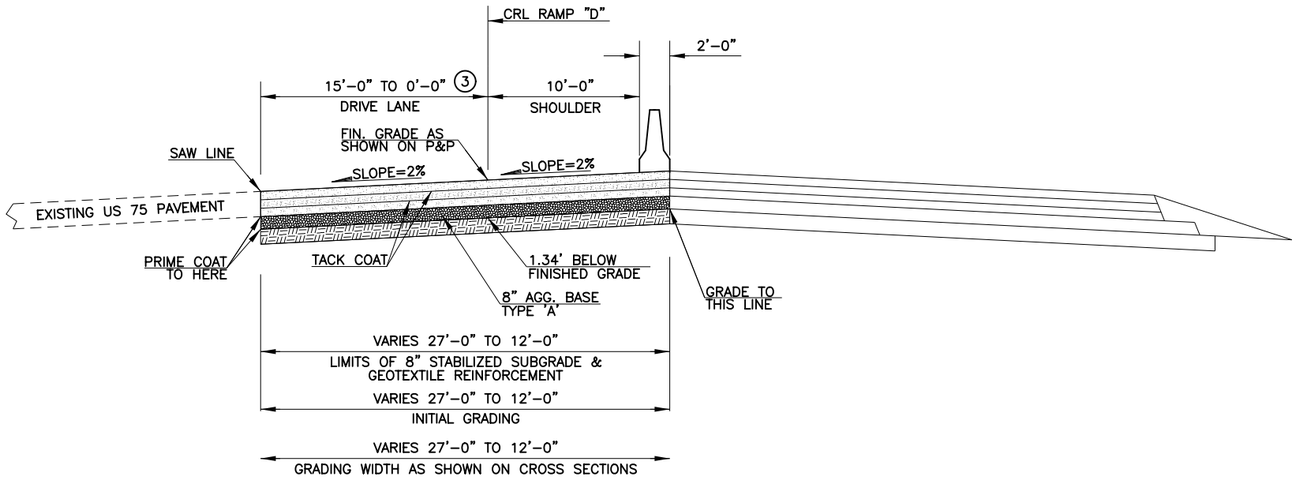
PROPOSED R/W
1/7/2021




## TYPICAL SECTION 5

N220 RD CRL STA 23+00.60 TO 23+47.57

| | PAVEMENT REQUIREMENT |
|---|---|
| SURFACE COURSE | 2" SUPERPAVE TYPE S4 (PG 70-28 OK) |
| BASE COURSE | 3" SUPERPAVE TYPE S3 (PG 64-22 OK) |
| | 3" SUPERPAVE TYPE S3 (PG 64-22 OK) |
| | 8" AGGREGATE BASE TYPE A |




## TYPICAL SECTION 6

RAMP D CRL STA 403+11.33 TO 409+00.00

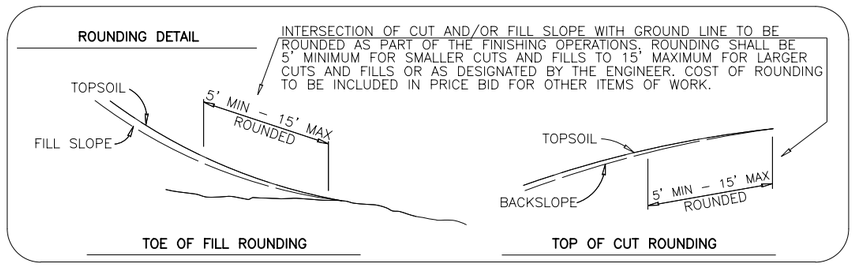
| | PAVEMENT REQUIREMENT |
|---|---|
| SURFACE COURSE | 2" SUPERPAVE TYPE S4 (PG 70-28 OK) |
| BASE COURSE | 3" SUPERPAVE TYPE S3 (PG 64-22 OK) |
| | 3" SUPERPAVE TYPE S3 (PG 64-22 OK) |
| | 8" AGGREGATE BASE TYPE A |

(1) BACKFILL NOTE:
TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN TBSC TYPE "E". ESTIMATED QUANTITY IS 0.390 TONS/FT FOR EACH SIDE.

(2) TOPSOIL NOTE:
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREA LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATIONS SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.

THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

(3) REFER TO CROSS SECTION SHEETS FOR ADDITIONAL INFORMATION.

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| | | |
|---|---|---|
| DESIGN: | CPY | 2019 |
| DRAWN: | CPY | 2019 |
| CHECKED: | CPY | 2019 |
| APPRVD: | CPY | 2019 |

CP&Y

US 75 AT PRESTON — OKMULGEE COUNTY

# TYPICAL SECTIONS

SHEET 3 OF 3

STATE JOB PIECE NO: 30571(04) — SHEET NO.0004

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cpypdf_ANSIB.pltcfg

1/7/2021

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cpybw_ANSIB.tbl
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| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
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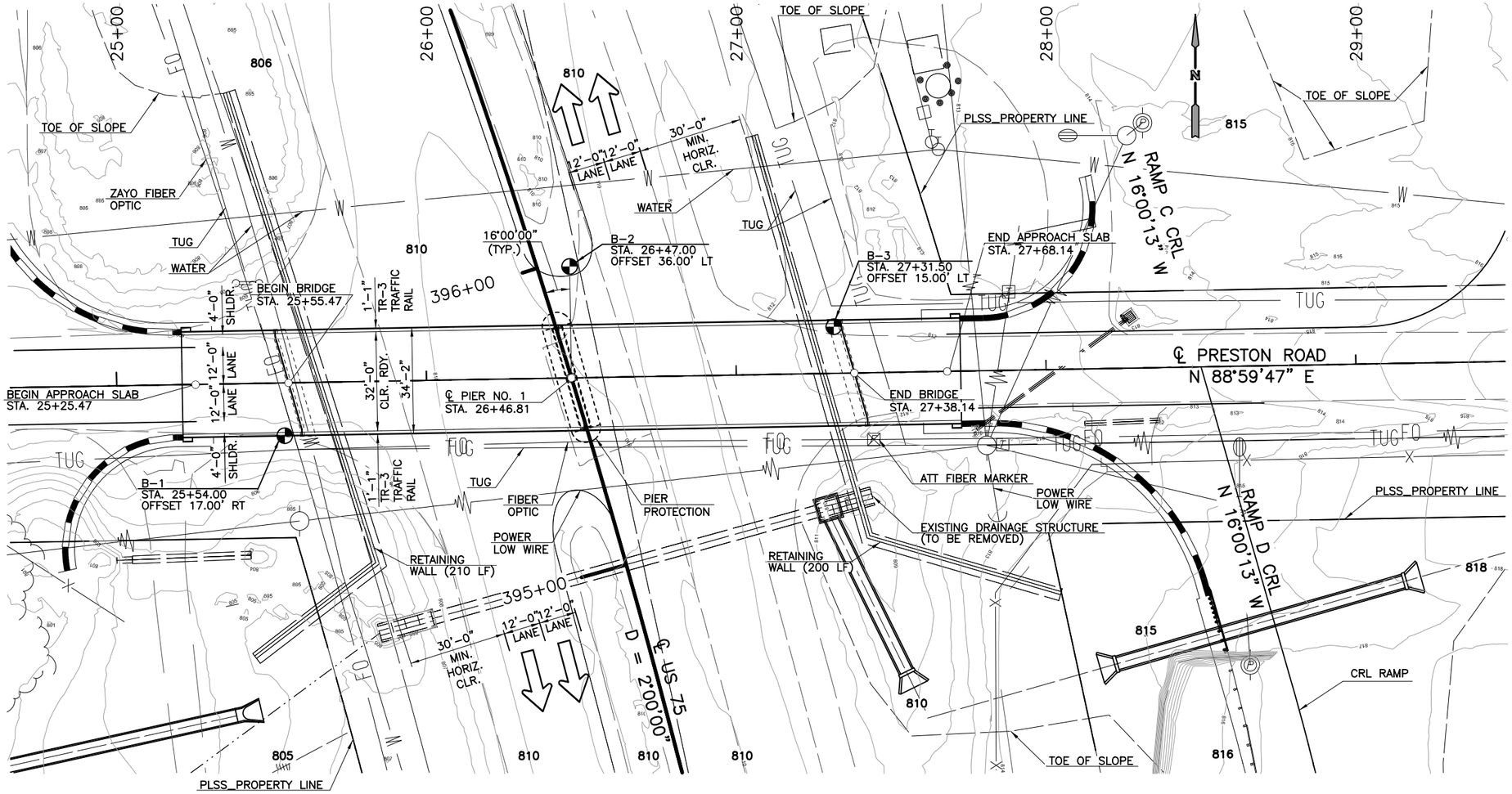
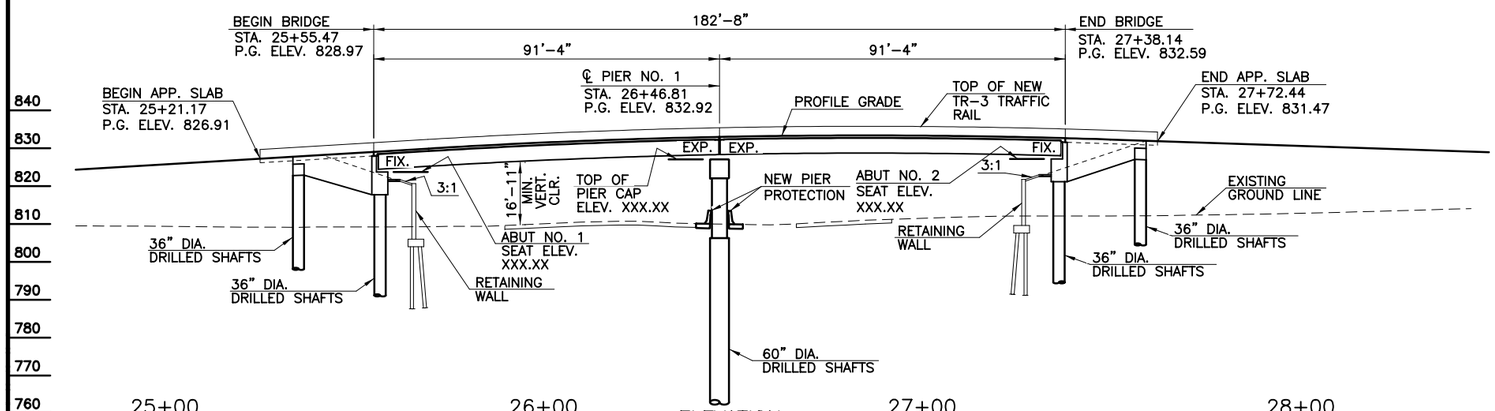
PROPOSED R/W
1/7/2021



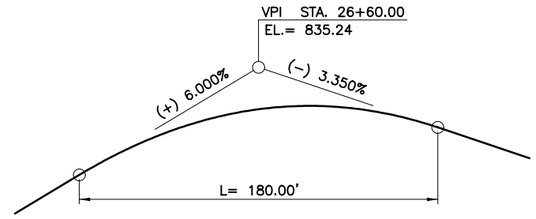

PLAN
SCALE: 1"=40'-0"

*BM # 7*
*MAG NAIL W/WASHER (CA5877) STA 394+98.21 64.6' LT.*
*EL = 807.522'*

*BM # 18*
*MAG NAIL W/WASHER (CA5877) STA 397+92.56 578.0' LT.*
*EL = 806.778'*




ELEVATION
SCALE: 1"=40'-0"




VERTICAL CURVE DATA

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| | | |
|---|---|---|
| DESIGN: | JKJ | 11/19 |
| DRAWN: | LRJ | 11/19 |
| CHECKED: | JKJ | 11/19 |
| APPRVD: | JKJ | 11/19 |

CP&Y

US 75 AT PRESTON BRIDGE "A" — OKMULGEE COUNTY

GENERAL PLAN AND ELEVATION
90'-90' I-BEAM SPANS SK 16" RF
32' CLR. RDY W/ TR-3 TRAFFIC RAILS

SHEET 1 OF 2

STATE JOB PIECE NO: 30571(04) — SHEET NO. B001

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cpypdf_ANSIB.pltcfg
1/7/2021
mknapik
cpybw_ANSIB.tbl
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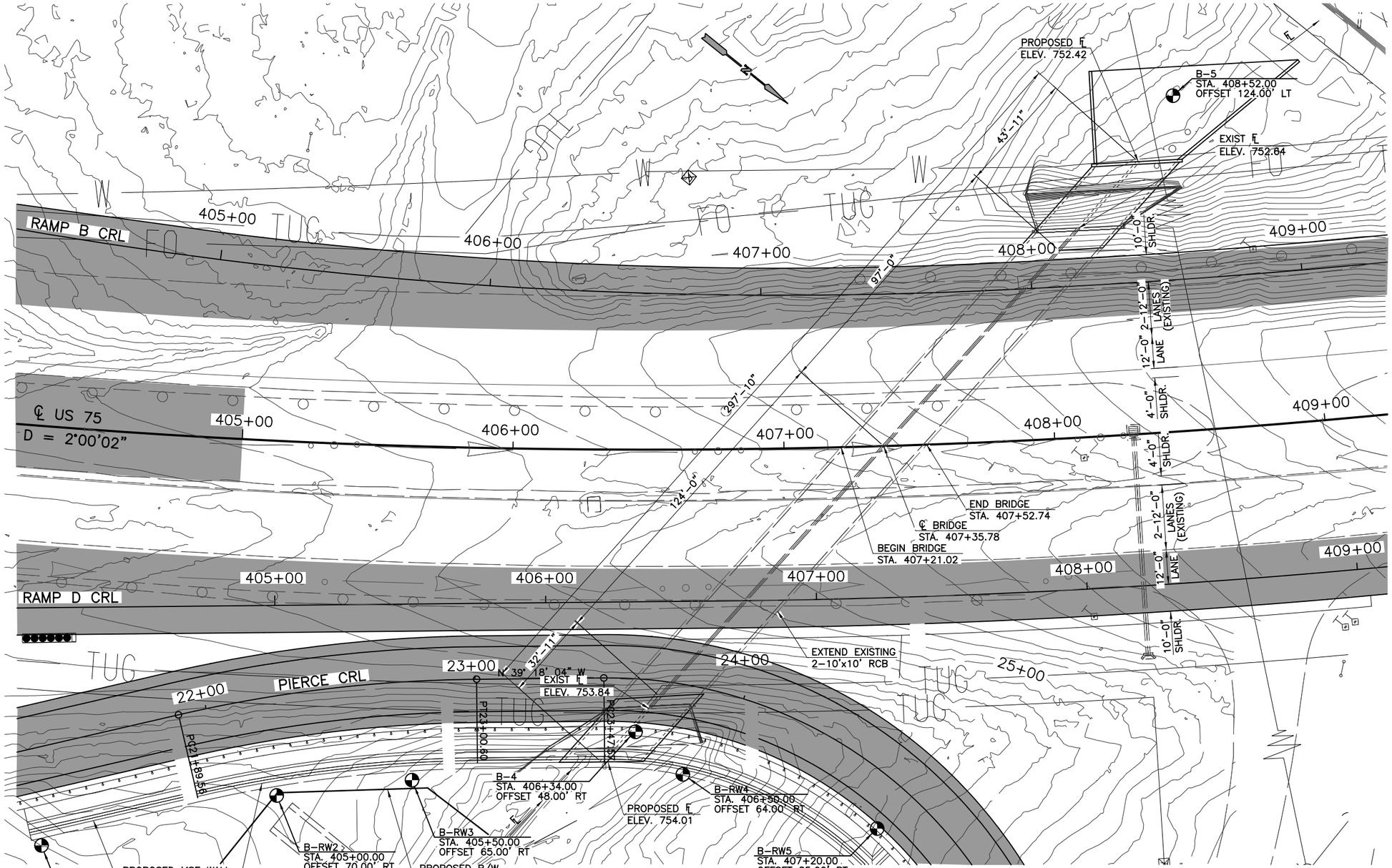
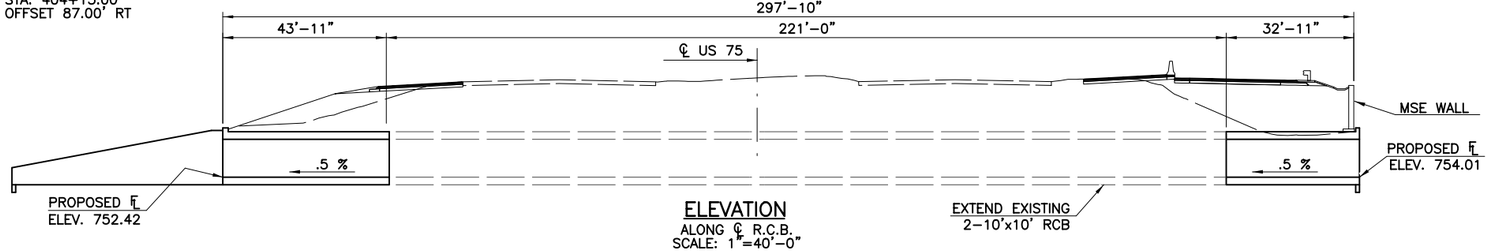
| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 6 | OKLA. | 30571(04) | 2021 | B004 | 147 |

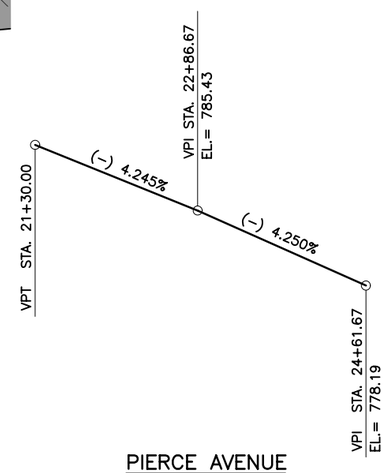
PROPOSED R/W
1/7/2021




PLAN
SCALE: 1"=40'–0"




ELEVATION
ALONG ℄ R.C.B.
SCALE: 1"=40'–0"




PIERCE AVENUE
VERTICAL CURVE DATA

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| | | |
|---|---|---|
| DESIGN: | JKJ | 11/19 |
| DRAWN: | LRJ | 11/19 |
| CHECKED: | JKJ | 11/19 |
| APPRVD: | JKJ | 11/19 |

CP&Y

US 75 AT PRESTON — OKMULGEE COUNTY
BRIDGE "B"

GENERAL PLAN AND ELEVATION
EXTEND 2–10'x10' R.C.B.
TO NEW 297'–10" LONG R.C.B.

SHEET 2 OF 2

STATE JOB PIECE NO: 30571(04) — SHEET NO. B004

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cpypdf_ANSIB.pltcfg
1/7/2021
mknapik
cpybw_ANSIB.tbl
pw:/

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
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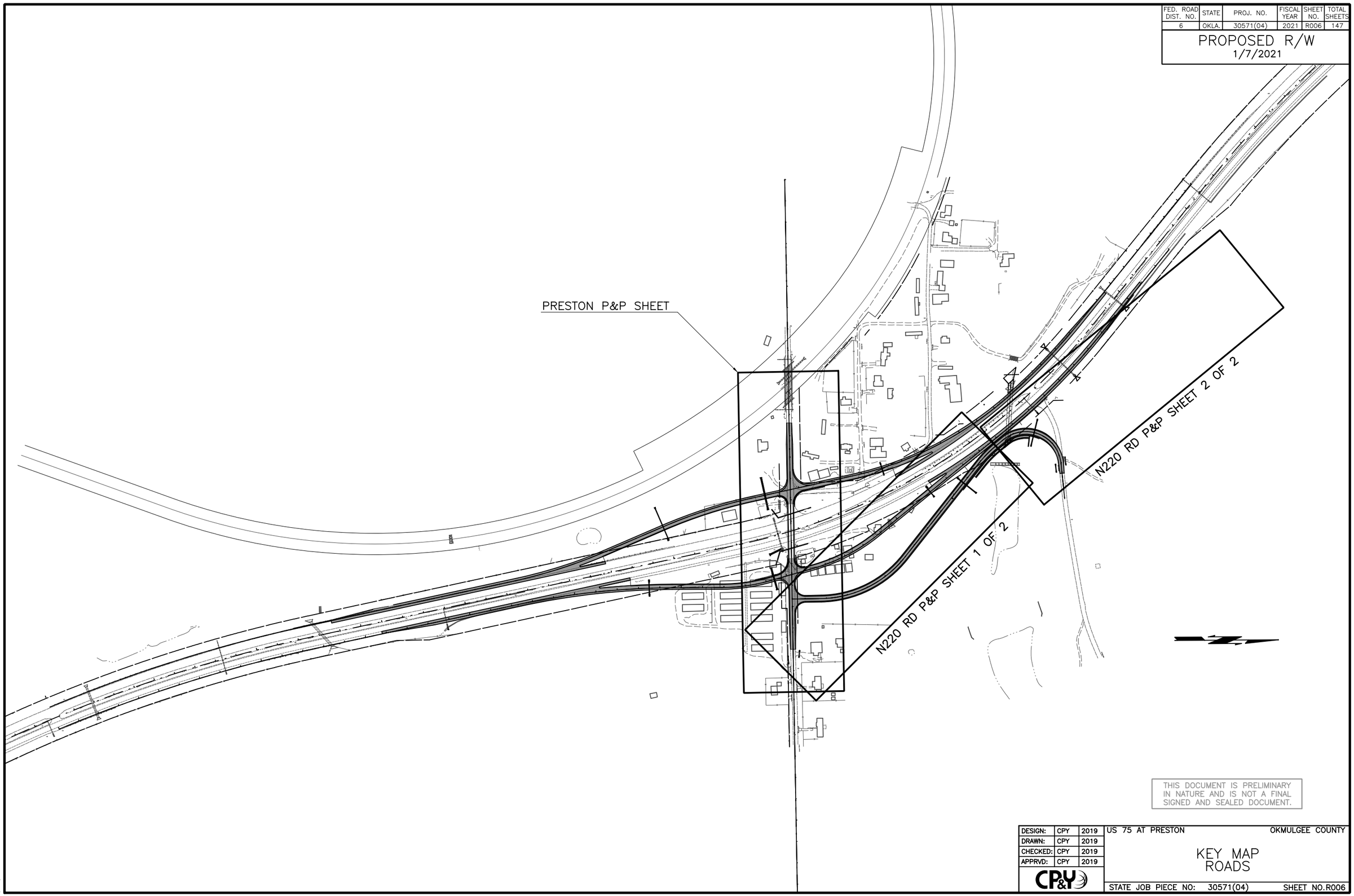
PROPOSED R/W
1/7/2021

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| DRAWN: | CPY | 2019 |
| CHECKED: | CPY | 2019 |
| APPRVD: | CPY | 2019 |

CP&Y

US 75 AT PRESTON — OKMULGEE COUNTY

KEY MAP
ROADS

STATE JOB PIECE NO: 30571(04) — SHEET NO.R006

mknapik
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1/7/2021

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cpypdf_ANSIB.pltcfg

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
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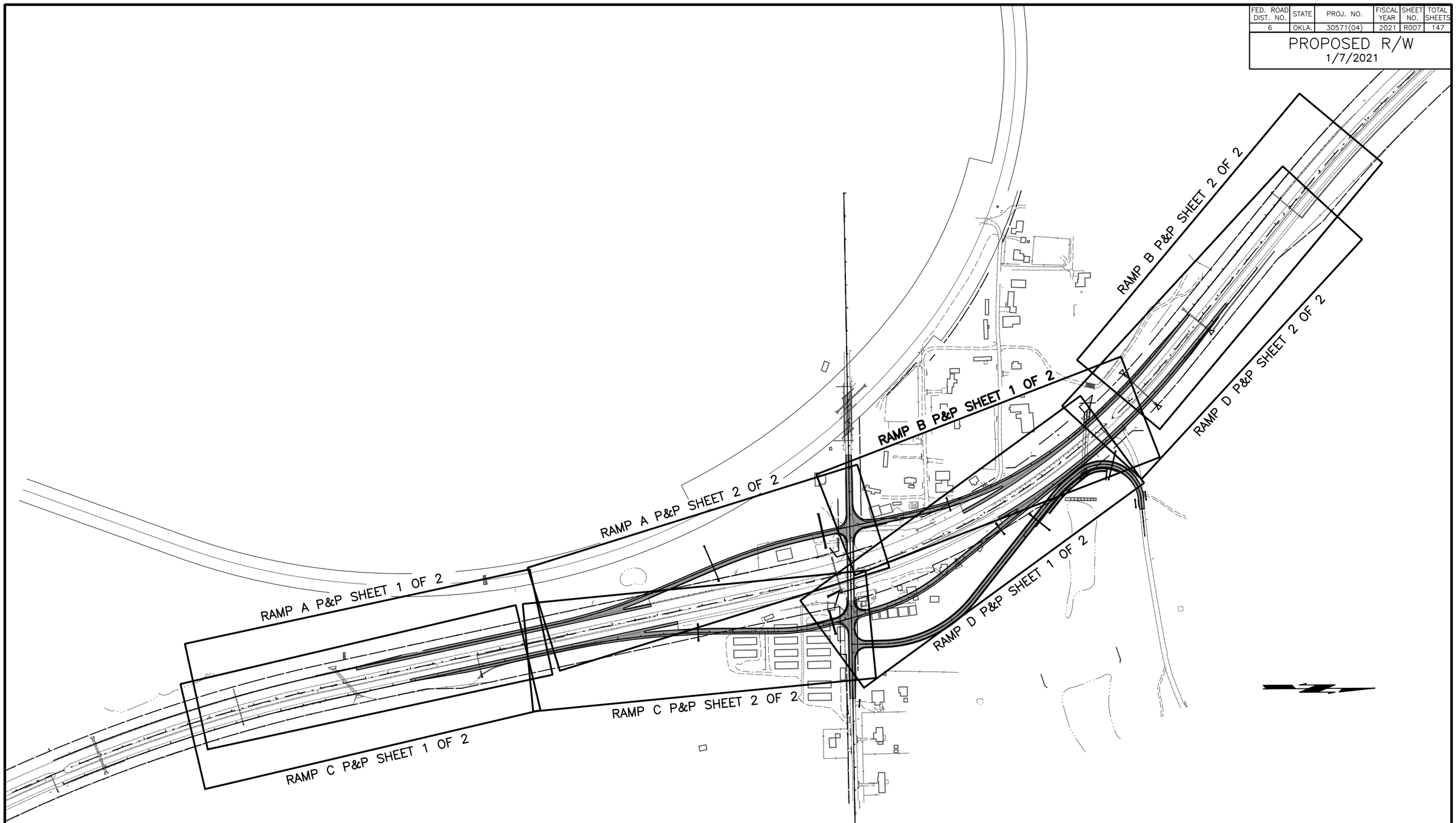
PROPOSED R/W
1/7/2021

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|---|---|---|
| DESIGN: | CPY | 2019 |
| DRAWN: | CPY | 2019 |
| CHECKED: | CPY | 2019 |
| APPRVD: | CPY | 2019 |

CP&Y

US 75 AT PRESTON — OKMULGEE COUNTY

KEY MAP
RAMPS

STATE JOB PIECE NO: 30571(04) — SHEET NO.R007

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1/7/2021

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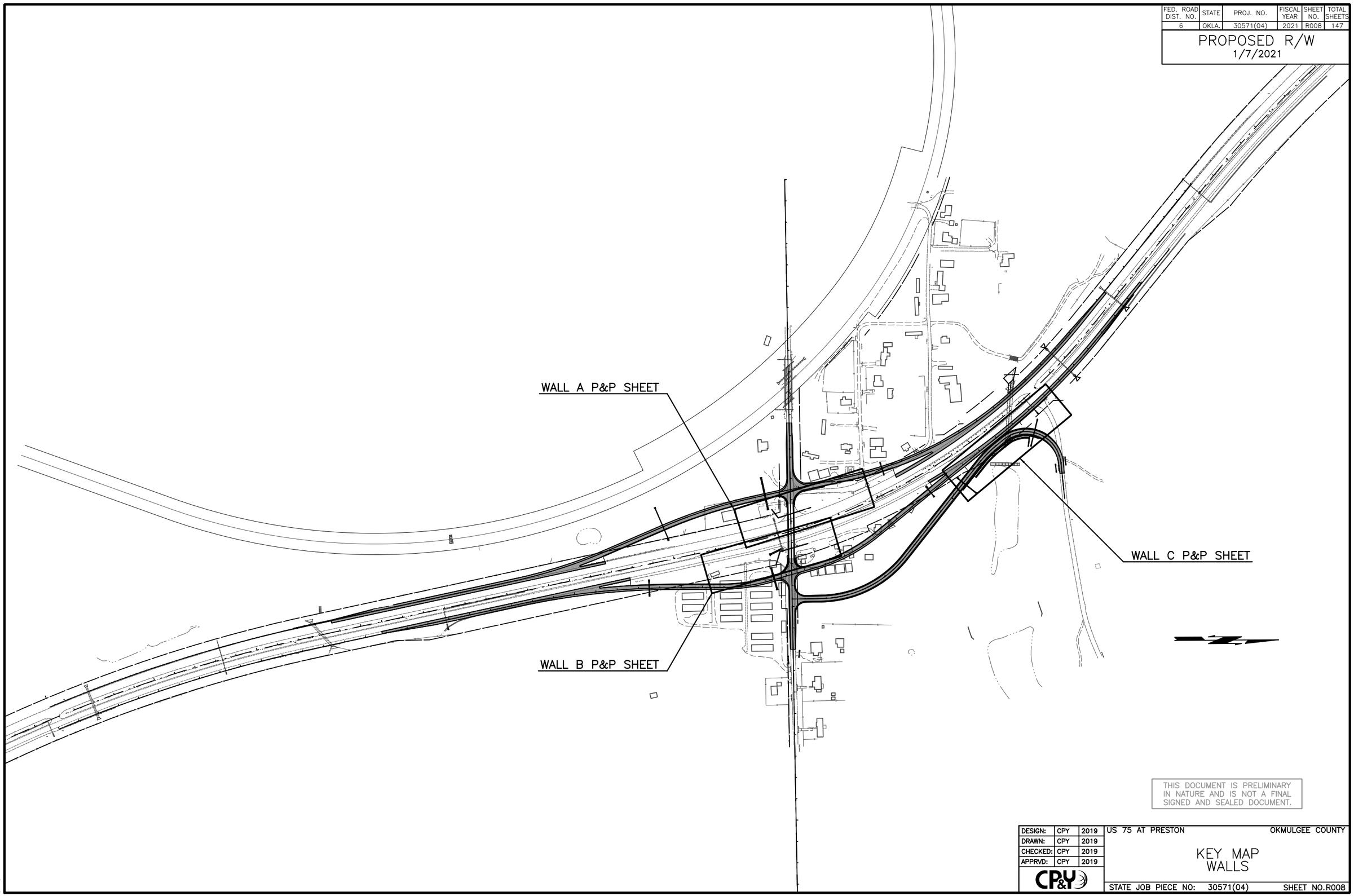
| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 6 | OKLA. | 30571(04) | 2021 | R008 | 147 |

PROPOSED R/W
1/7/2021

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| DRAWN: | CPY | 2019 |
| CHECKED: | CPY | 2019 |
| APPRVD: | CPY | 2019 |

CP&Y

US 75 AT PRESTON — OKMULGEE COUNTY

KEY MAP
WALLS

STATE JOB PIECE NO: 30571(04) — SHEET NO.R008

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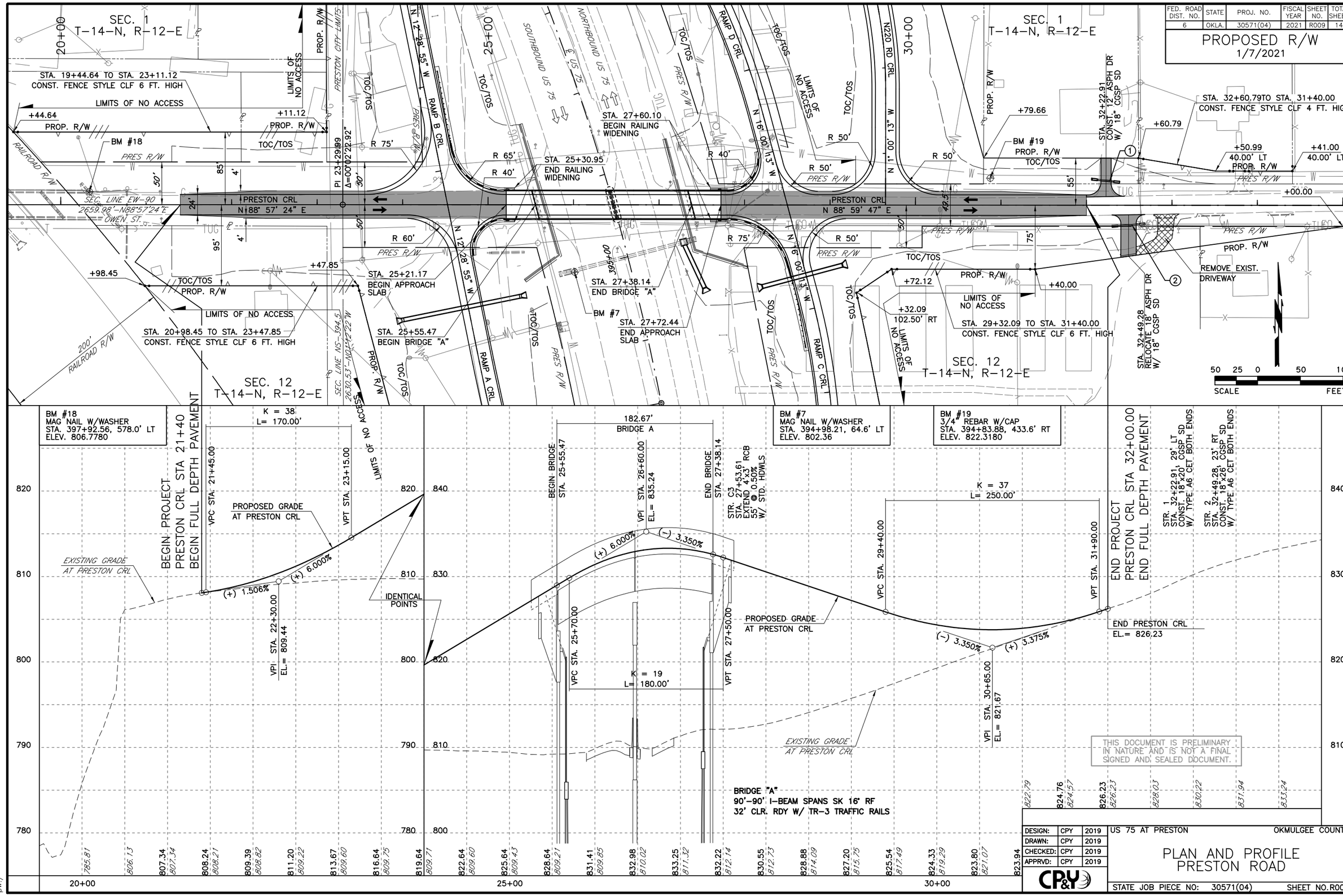
| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 6 | OKLA. | 30571(04) | 2021 | R009 | 147 |

PROPOSED R/W
1/7/2021




| | | |
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| CHECKED: | CPY | 2019 |
| APPRVD: | CPY | 2019 |

CP&Y

US 75 AT PRESTON — OKMULGEE COUNTY

PLAN AND PROFILE
PRESTON ROAD

STATE JOB PIECE NO: 30571(04) — SHEET NO. R009

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| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 6 | OKLA. | 30571(04) | 2021 | R010 | 147 |

# PROPOSED R/W
1/7/2021

SEC. 1
T-14-N, R-12-E

SCALE 50 25 0 50 100 FEET

BEGIN PROJECT
N 220 RD CRL STA. 10+55.58
BEGIN FULL DEPTH PAVEMENT

PRESTON CRL

BM #19
3/4" REBAR W/CAP
STA. 394+83.88, 433.6' RT
ELEV. 822.3180

BM #8
3/4" REBAR W/CAP
STA. 399+32.41, 90.8' RT
ELEV. 808.0971

BM #9
3/4" REBAR W/CAP
STA. 403+88.54, 105.6' LT
ELEV. 702.0895

STA. 10+89.00
BEGIN SUPER ROTATION
S = -2.0%

BEGIN N220RD
PROFILE
EL. = 824.79

STA. 11+92.50
FULL SUPER
S = 4.0%

VPC STA. 11+30.00

(-) 2.000%

VPI STA. 16+30.00
EL= 813.30

(-) 4.136%

STA. 17+14.10
NORMAL CROWN
S = -2.0%

STA. 16+10.06
BEGIN SUPER ROTATION
S = 4.0%

K = 435
L= 1,000.00'

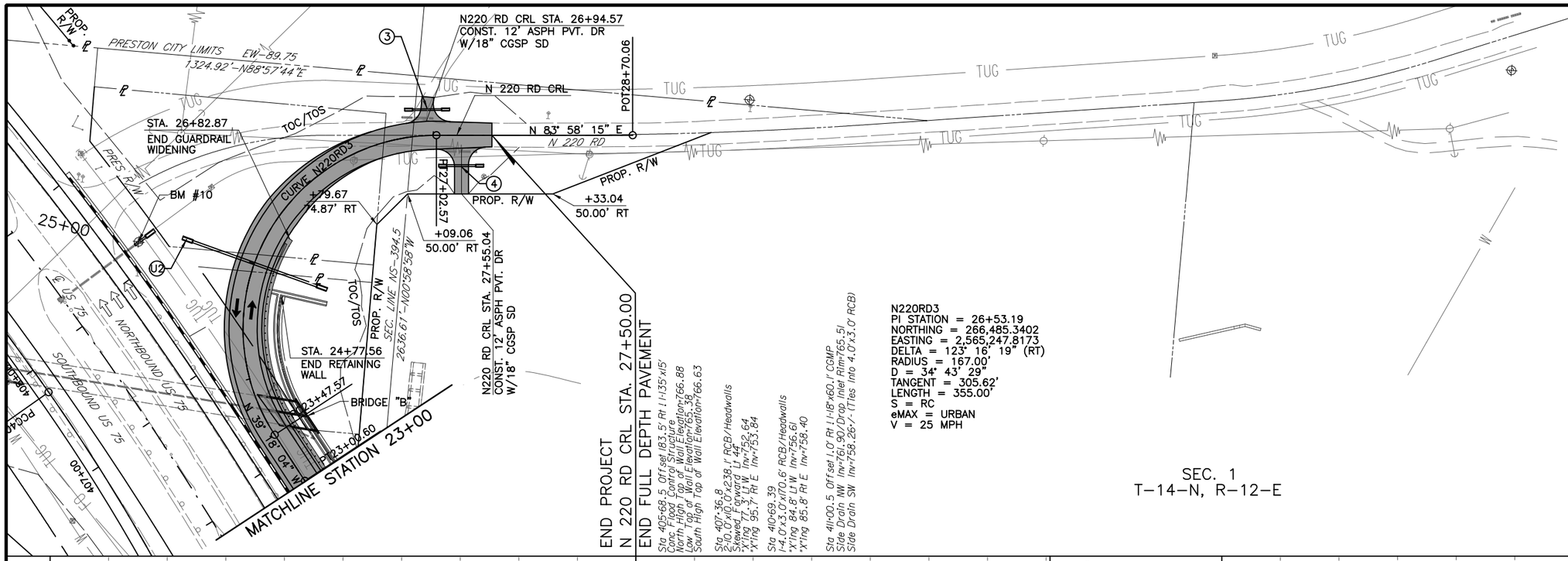
EXISTING GRADE
AT N 220 RD CRL

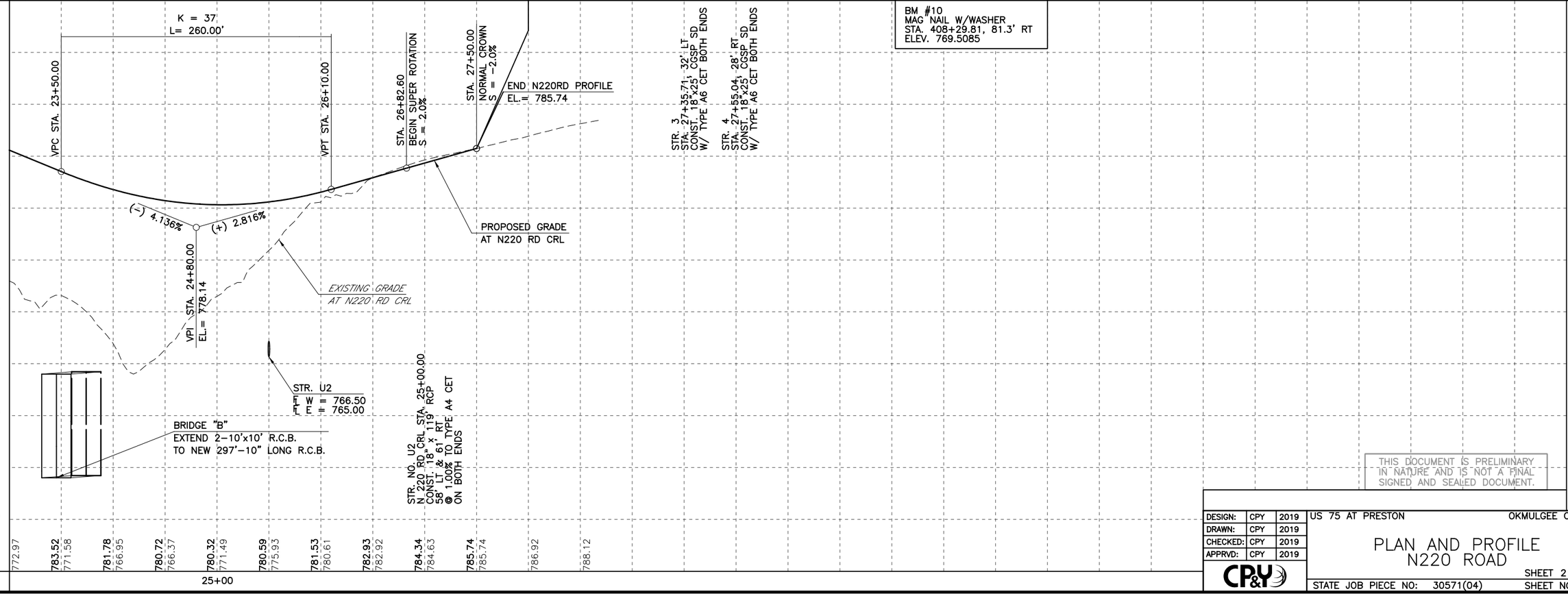
PROPOSED GRADE
AT N 220 RD CRL

| | | |

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 6 | OKLA. | 30571(04) | 2021 | R011 | 147 |

PROPOSED R/W
1/7/2021

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| DESIGN: | CPY | 2019 |
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| CHECKED: | CPY | 2019 |
| APPRVD: | CPY | 2019 |

CP&Y

US 75 AT PRESTON — OKMULGEE COUNTY

# PLAN AND PROFILE N220 ROAD

SHEET 2 OF 2

STATE JOB PIECE NO: 30571(04) — SHEET NO. R011

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| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
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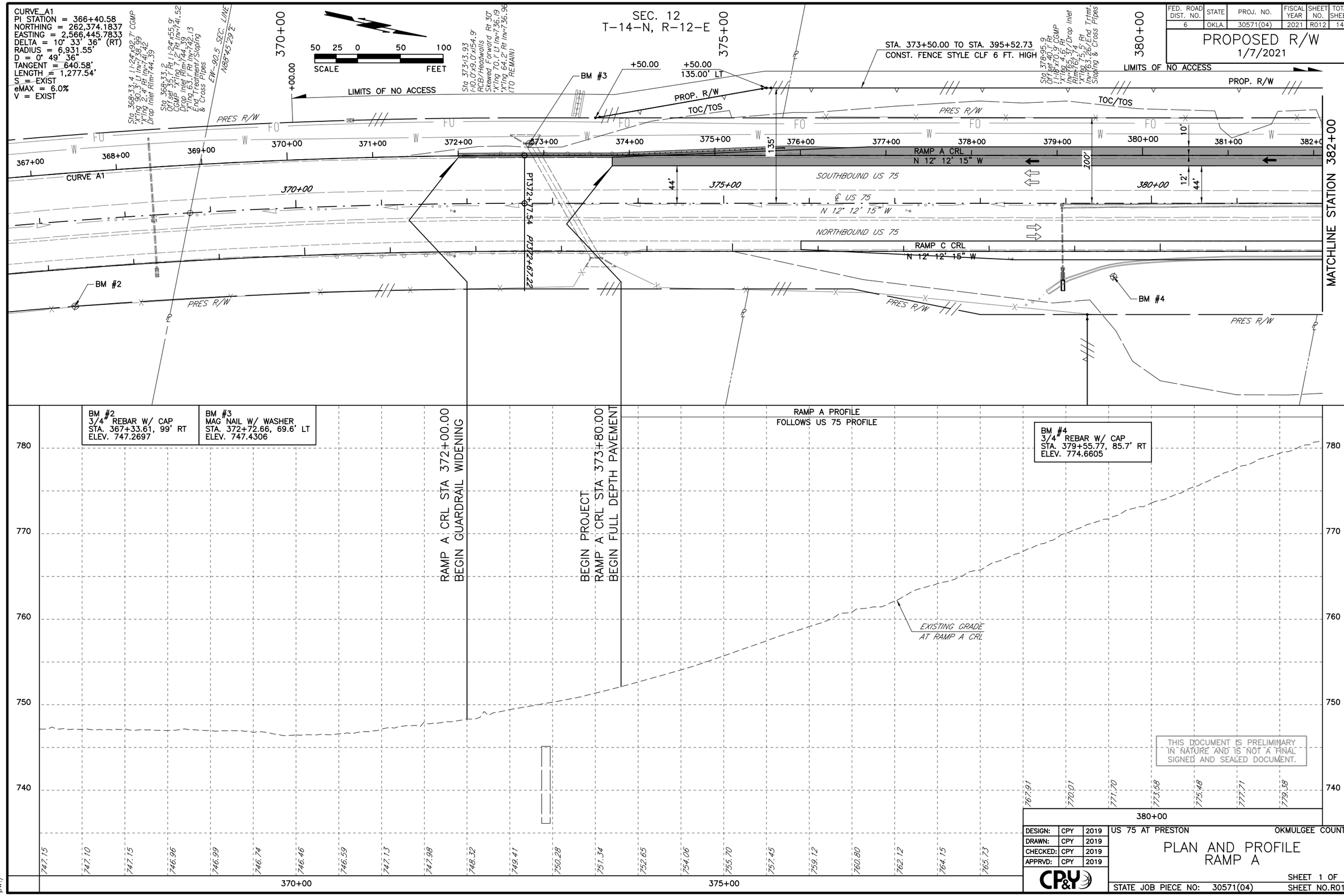
PROPOSED R/W
1/7/2021

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| DRAWN: | CPY | 2019 |
| CHECKED: | CPY | 2019 |
| APPRVD: | CPY | 2019 |

US 75 AT PRESTON — OKMULGEE COUNTY

PLAN AND PROFILE
RAMP A

SHEET 1 OF 2

STATE JOB PIECE NO: 30571(04) — SHEET NO.R012

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1/7/2021
8:48:22 AM
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| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
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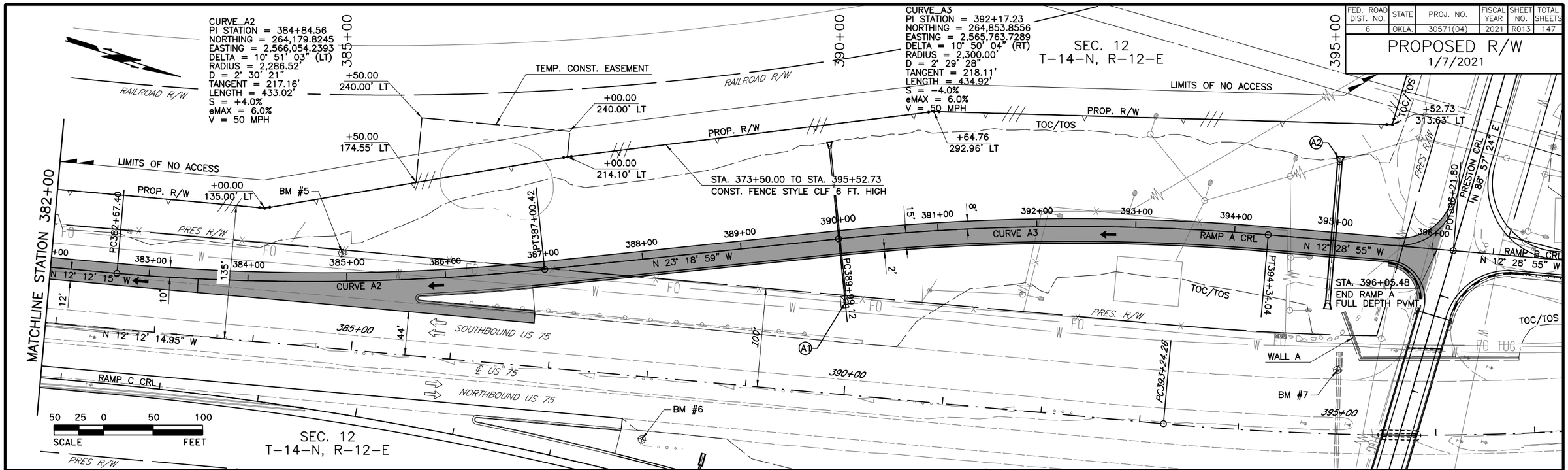
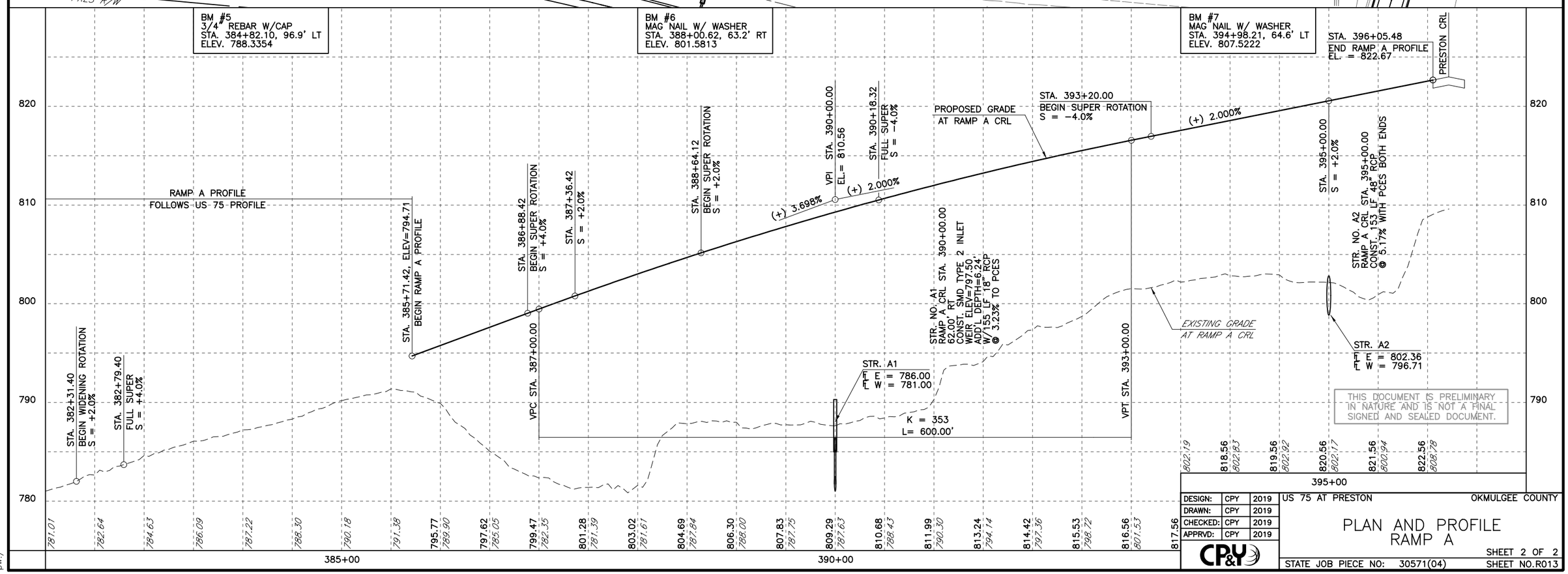
PROPOSED R/W
1/7/2021

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|---|---|---|
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| DRAWN: | CPY | 2019 |
| CHECKED: | CPY | 2019 |
| APPRVD: | CPY | 2019 |

US 75 AT PRESTON — OKMULGEE COUNTY

# PLAN AND PROFILE RAMP A

SHEET 2 OF 2

STATE JOB PIECE NO: 30571(04) — SHEET NO.R013

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1/7/2021
8:48:25 AM
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| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 6 | OKLA. | 30571(04) | 2021 | R014 | 147 |

# PROPOSED R/W
1/7/2021

SEC. 12
T-14-N, R-12-E

SEC. 1
T-14-N, R-12-E

PRESTON CITY LIMITS

PRESTON CRL
N 88° 57' 24" E

TOC/TOS

LIMITS OF NO ACCESS

+57.00
293.49' LT

PROP. R/W

PRES R/W

SEC. LINE NS-394.5
26.36.61' - N00°58'58"W

POT396+59.50

RAMP A CRL
N 12° 28' 55" W

R 75'

R 65'

WALL A

STA 398+20.38
BEGIN GUARDRAIL
WIDENING

BM #7

PC399+56.60

8"

2'

15'

RAMP B CRL

N 12° 28' 55" W

CURVE_B1
PI STATION = 403+75.53
NORTHING = 265,949.2335
EASTING = 2,565,521.2536
DELTA = 28° 39' 31" (LT)
RADIUS = 1,640.00'
D = 3° 29' 37"
TANGENT = 418.93'
LENGTH = 820.31'
S = 4.8%
eMAX = 6.0%
V = 50 MPH

O'CONNOR ST

400+00

405+00

RSENHOOVER AVE

CURVE_B2
PI STATION = 410+20.25
NORTHING = 266,447.9799
EASTING = 2,565,085.5473
DELTA = 9° 54' 18" (LT)
RADIUS = 2,808.16'
D = 2° 02' 25"
TANGENT = 243.33'
LENGTH = 485.46'
BASED ON US 75
S = +5.2%
eMAX = 8.0%
V = 60 MPH

+70.06
182.38' LT

S10 407'-36.8
2-10.0'x10.0'x238.1' RCB/Headwalls
Skewed Forward 14°45'52.64"
Wing 95.7' Rt E
Inv-753.84

S10 408'-29.4
1-10'x80.9'
Offset 41.5' Rt Inv-769.05
COMP Wing 107.5' Rt S
Wing 95.7' Rt E
Inv-766.94

+94.51
177.84' LT

+71.65
121.14' LT

+34.55
188.63' LT

STA. 397+57.00 TO STA. 408+70.06
CONST. FENCE STYLE CLF 6 FT. HIGH

LIMITS OF NO ACCESS

PROP. R/W

PRES R/W

BRIDGE "B"

+36.11
125.00' LT

PC407+76.91

MATCHLINE STA. 410+00

CURVE B2

10'

12'

44'

25'

41'

BM #9

BM #10

TOC/TOS

SOUTHBOUND US 75

NORTHBOUND US 75

℄ US 75

RAMP D CRL

N 220 RD CRL
N 39° 18' 04" W

N 39° 18' 04" W 35.00'

50 25 0 50 100
SCALE FEET

BM #7
MAG NAIL W/ WASHER
STA. 394.98.21, 64.6' LT
ELEV. 807.5222

BM #9
3/4" REBAR W/CAP
STA. 403+88.54, 105.6' LT
ELEV. 792.0895

BM #10
MAG NAIL W/ WASHER
STA. 410+71.67, 85.6' RT
ELEV. 763.1865

BEGIN RAMP B CRL STA. 396+75.83
BEGIN FULL DEPTH PAVEMENT

PRESTON CRL

BEGIN RAMP B PROFILE
EL. = 822.67

(-) 2.000%

VPI STA. 398+50.01
EL.= 819.12

(-) 6.000%

STA. 398+93.60
BEGIN SUPER ROTATION
S = +2.0%

STA. 399+77.60
FULL SUPER
S = +4.8%

PROPOSED GRADE
AT RAMP B CRL

EXISTING GRADE
AT RAMP B CRL

VPC STA. 396+80.01

K = 85
L= 340.00'

VPT STA. 400+20.01

STR. B1
E = 798.62
W = 798.25

VPC STA. 401+15.00

K = 99
L= 210.00'

VPI STA. 402+20.00
EL.= 796.92

(-) 6.000%

(-) 3.876%

STA. 407+67.31
BEGIN WIDENING ROTATION
S = +4.8%

VPT STA. 403+25.00

STA. 403+44.97, ELEV = 792.08
END RAMP B PROFILE

STA. 403+44.97
MATCH US 75 CROSS SLOPE
S = +5.2%

IDENTICAL
POINTS

STR. NO. B1
RAMP B CRL STA. 401+00.00
W/ 80 LF 24" RCP @ 0.46%
W/ TYPE B4 CET BOTH ENDS

RAMP B PROFILE
FOLLOWS US 75 PROFILE

EXISTING GRADE
AT RAMP B CRL

IDENTICAL
POINTS

EXISTING GRADE
AT RAMP B CRL

BRIDGE "B"
EXTEND 2-10'x10' R.C.B.
TO NEW 297'-10" LONG R.C.B.

| | | |

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 6 | OKLA. | 30571(04) | 2021 | R015 | 147 |

# PROPOSED R/W
1/7/2021

CURVE_B2
PI STATION = 410+20.25
NORTHING = 266,447.9799
EASTING = 2,565,085.5473
DELTA = 9° 54' 18" (LT)
RADIUS = 2,808.16'
D = 2° 02' 25"
TANGENT = 243.33'
LENGTH = 485.46'
BASED ON US 75
S = +5.2%
eMAX = 8.0%
V = 60 MPH

SCALE 50 25 0 50 100 FEET

MATCHLINE STATION 410+00

SEC. 1
T-14-N, R-12-E

PRESTON CITY LIMITS EW-89.75
1324.92'-N88°57'44"E

STA. 409+36.11 TO STA. 414+50.00
CONST. FENCE STYLE CLF 6 FT. HIGH

LIMITS OF NO ACCESS
PROP. R/W
PRES R/W
TOC/TOS
PT412+62.33
CURVE B2
RAMP B CRL
RAMP D CRL
PT412+65.90
SOUTHBOUND US 75
℄ US 75
NORTHBOUND US 75
N 51° 02' 44" W
N 51° 02' 43.64" W
POT421+00.00
PC421+39.28
BM #11
BM #12
BM #13
END PROJECT STA 414+50
RAMP B CRL STA
END FULL DEPTH PAVEMENT

BM #11
MAG NAIL W/ WASHER
STA. 410+71.67, 85.6' RT
ELEV. 763.1865

BM #12
MAG NAIL W/ WASHER
STA. 414+59.69, 62.6' RT
ELEV. 768.1310

BM #13
MAG NAIL W/ WASHER
STA. 420+92.33, 56.6' RT
ELEV. 790.2035

RAMP B PROFILE
FOLLOWS US 75 PROFILE

STR. NO. X3
RAMP B CRL STA. 410+69.39
EXTEND EXIST 4'x3' RCB 7.0' LT
@ 1.0% W/ STD. HEADWALL
& 4' CURTAIN WALL

EXISTING GRADE
AT RAMP B CRL

STR. X3
℄ W = 756.56

790 780 770 760 750

410+00 415+00 420+00

767.68 767.19 766.63 766.47 766.45 766.43 766.62 767.05 767.73 768.42 769.74 771.16 772.53 774.15 776.02 778.32 780.34 782.35 784.65 786.72 788.59 790.20 792.13

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL SIGNED AND SEALED DOCUMENT.

| | | |
|---|---|---|
| DESIGN: | CPY | 2019 |
| DRAWN: | CPY | 2019 |
| CHECKED: | CPY | 2019 |
| APPRVD: | CPY | 2019 |

CP&Y

US 75 AT PRESTON — OKMULGEE COUNTY

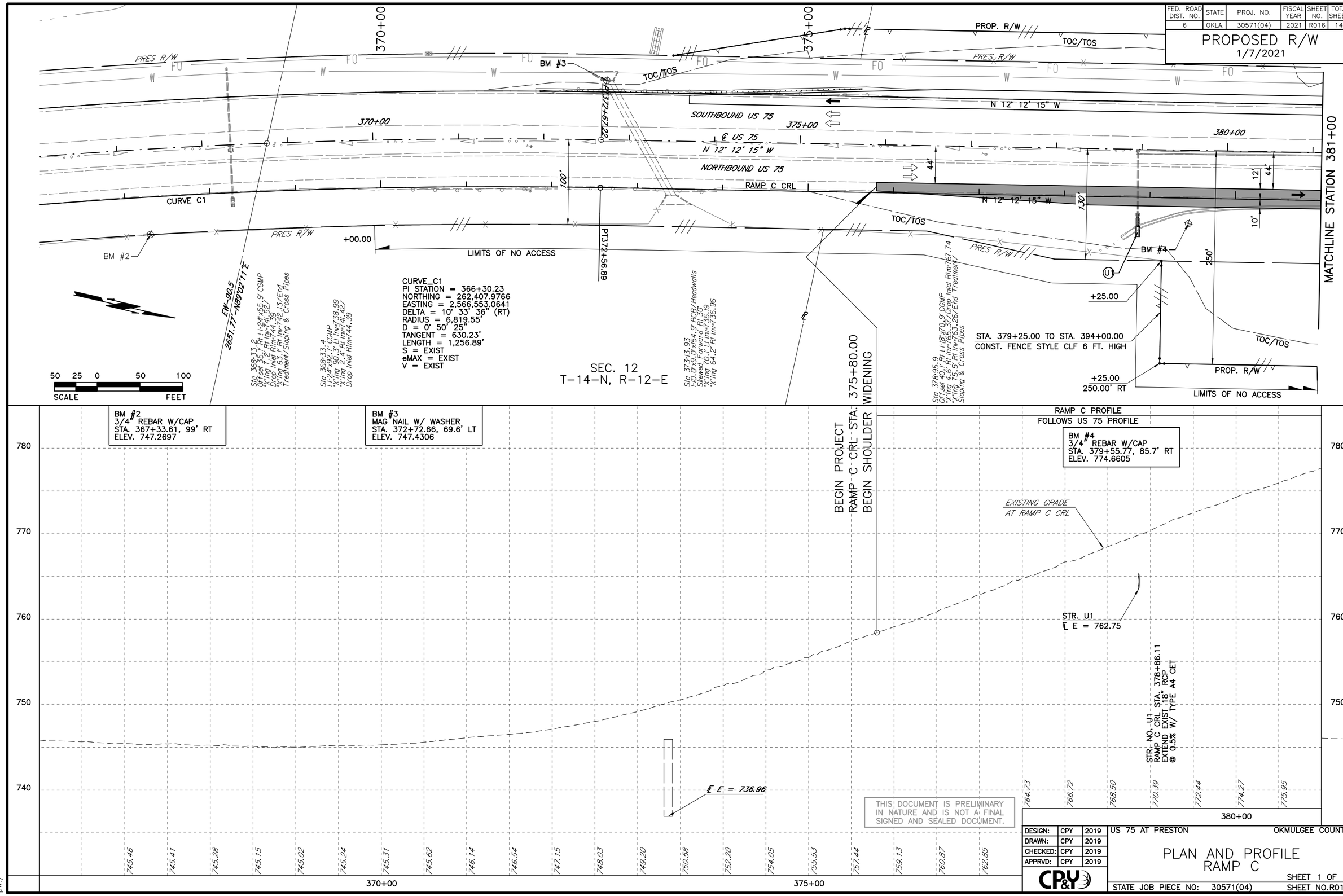
## PLAN AND PROFILE
## RAMP B

SHEET 2 OF 2
STATE JOB PIECE NO: 30571(04) — SHEET NO. R015

8:48:32 AM
cpydf_ANSIB.pltcfg
1/7/2021
mknapik
cpybw_ANSIB.tbl
pw:/

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 6 | OKLA. | 30571(04) | 2021 | R016 | 147 |

PROPOSED R/W
1/7/2021




THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL SIGNED AND SEALED DOCUMENT.

| | | |
|---|---|---|
| DESIGN: | CPY | 2019 |
| DRAWN: | CPY | 2019 |
| CHECKED: | CPY | 2019 |
| APPRVD: | CPY | 2019 |

US 75 AT PRESTON — OKMULGEE COUNTY

PLAN AND PROFILE
RAMP C

SHEET 1 OF 2

STATE JOB PIECE NO: 30571(04) — SHEET NO.R016

mknapik
cpybw_ANSIB.tbl
pw:/
1/7/2021
8:48:36 AM
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| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 6 | OKLA. | 30571(04) | 2021 | R017 | 147 |

# PROPOSED R/W
1/7/2021

MATCHLINE STATION 381+00

BM #5
3/4" REBAR W/CAP
STA. 384+82.10, 96.9' LT
ELEV. 786.3354

BM #6
MAG NAIL W/WASHER
STA. 388+00.62, 63.2' RT
ELEV. 801.5813

BM #19
3/4" REBAR W/CAP
STA. 394+83.88, 433.6' RT
ELEV. 822.3180

R/W
RAMP A CRL
SOUTHBOUND US 75
℄ US 75
NORTHBOUND US 75
TOC/TOS
PROP. R/W
LIMITS OF NO ACCESS
PRES R/W
℄
N 12° 12' 14.95" W
44'
130'
250'
PC382+30.76
CURVE C2
BM #6
PC391+91.19
RAMP C CRL
N 0° 14' 31" W
PT389+57.32
8'
15'
2'
CURVE C3
PT394+20.34
R 75'
PC395+24.68
N 88° 39' 47" E
N 16° 00' 13" W
R 50'
PRESTON CRL
WILL SAMPSON RD
PRES R/W
PROP. R/W
LIMITS OF NO ACCESS
TOC/TOS
BM #19
℄

STA. 392+52.49
BEGIN GUARDRAIL WIDENING

STA. 379+25.00 TO STA. 394+00.00
CONST. FENCE STYLE CLF 6 FT. HIGH

CURVE_C2
PI STATION = 385+95.37
NORTHING = 264,332.1914
EASTING = 2,566,136.8881
DELTA = 11° 57' 44" (RT)
RADIUS = 3,480.00'
D = 1° 38' 47"
TANGENT = 364.60'
LENGTH = 726.56'
S = 3.0%
eMAX = 6.0%
V = 50 MPH

CURVE_C3
PI STATION = 393+06.49
NORTHING = 265,045.9616
EASTING = 2,566,133.8745
DELTA = 15° 45' 42" (LT)
RADIUS = 833.00'
D = 6° 52' 42"
TANGENT = 115.30'
LENGTH = 229.15'
S = 6.0%
eMAX = 6.0%
V = 50 MPH

+00.00
250.00' RT

+16.33
296.25' RT

STA. 395+08.12
END RAMP C
FULL DEPTH PVMT.

SCALE 50 25 0 50 100 FEET

SEC. 12
T-14-N, R-12-E

## RAMP C PROFILE
FOLLOWS US 75 PROFILE

EXISTING GRADE AT RAMP C CRL

PROPOSED GRADE AT RAMP C CRL

STA. 382+12.76
BEGIN CROSS SLOPE ROTATION
S = +2.0%

STA. 382+36.76
END CROSS SLOPE ROTATION
S = +3.0%

IDENTICAL POINTS

STA. 386+18.86, ELEV = 795.98
BEGIN RAMP C PROFILE

VPC STA. 386+50.00

K = 422
L= 300.00'

STA. 388+00.00
VPI EL.= 802.26

(+) 3.468%

(+) 4.179%

STA. 389+19.82
BEGIN SUPER ROTATION
S = +3.0%

VPT STA. 389+50.00

STR. C1
FL W = 801.17
FL E = 800.03

STR. NO. C1
RAMP C CRL STA. 388+50.00
CONST. 65 LF 18" RCP
@ 1.8% W/ TYPE A4 CET LT
& TYPE A6 CET RT

STA. 390+69.82
S = -2.0%

STA. 391+00.00
BEGIN SUPER ROTATION
S = -2.0%

STA. 392+20.00
FULL SUPER
S = -6.0%

VPI STA. 393+50.00
EL.= 825.25

(+) 4.179%

(+) 2.000%

VPC STA. 392+50.00

STA. 393+00.00
BEGIN SUPER ROTATION
S = -6.0%

K = 92
L= 200.00'

STA. 394+20.00
S = -2.0%
SEE INTERSECTION DETAIL SHEET

VPT STA. 394+50.00

STR. C2
FL E = 816.00
FL W = 813.77

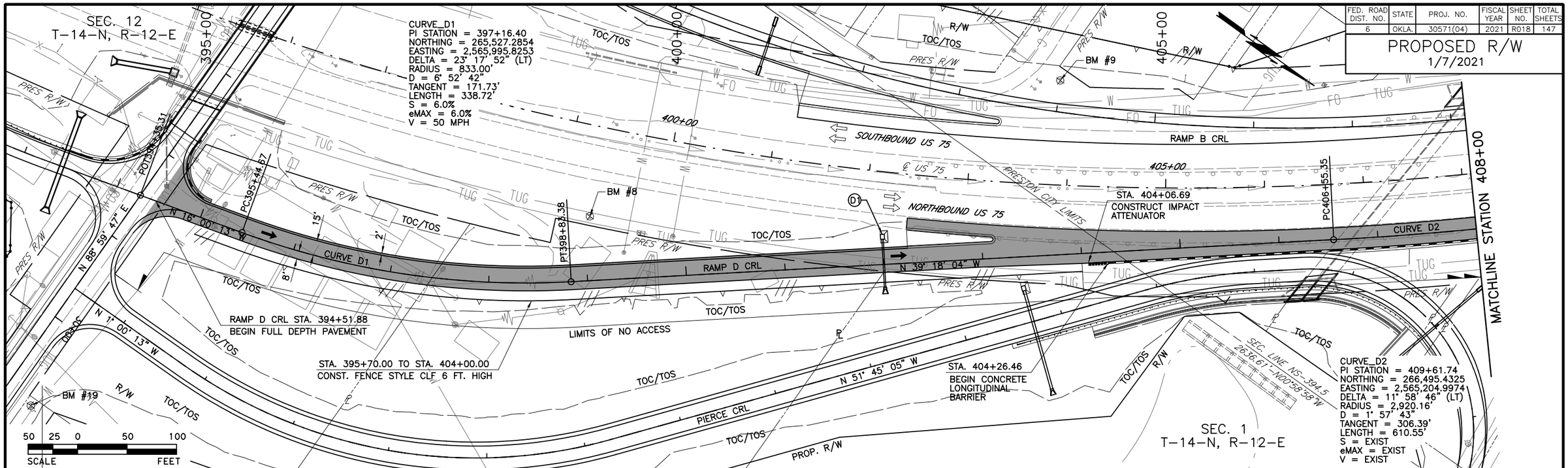
STR. NO. C2
RAMP C CRL STA. 394+40.00
CONST. 92 LF 48" RCP
@2.48% W/ PCES BOTH ENDS

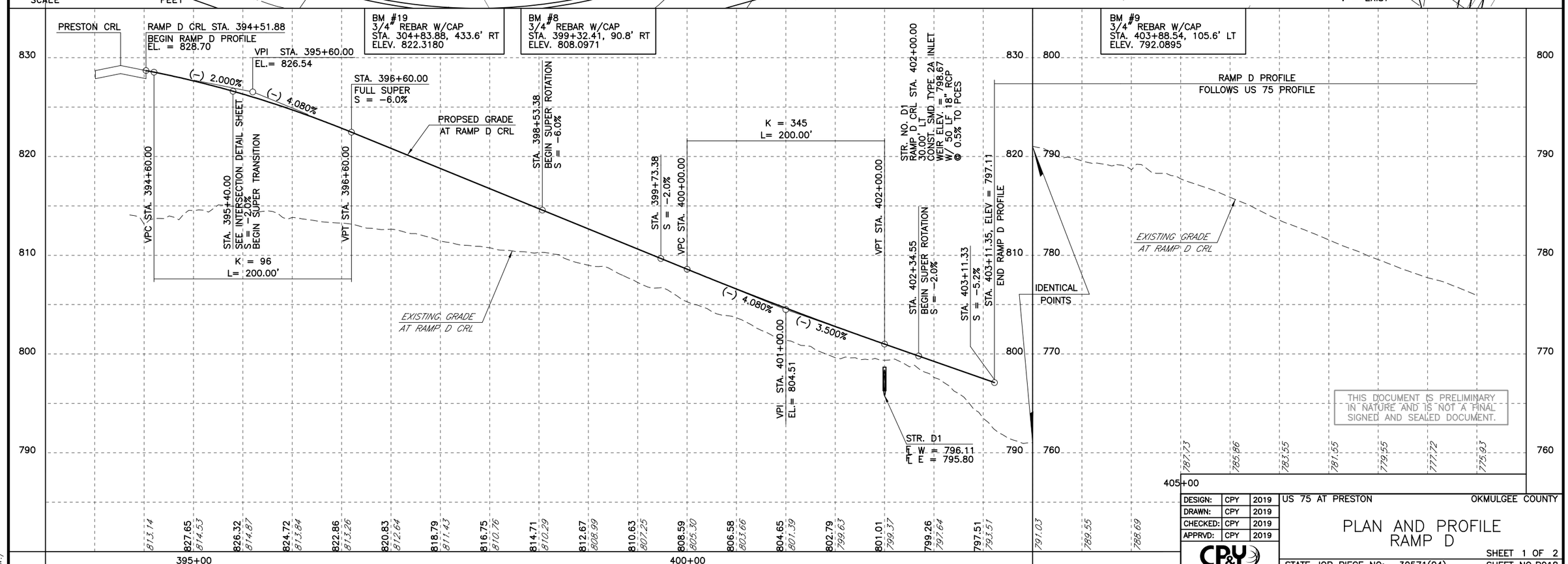
PRESTON CRL
STA. 395+08.12
END RAMP C PROFILE
EL. = 828.41

| | | |

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 6 | OKLA. | 30571(04) | 2021 | R018 | 147 |

PROPOSED R/W
1/7/2021




| | | |
|---|---|---|
| DESIGN: | CPY | 2019 |
| DRAWN: | CPY | 2019 |
| CHECKED: | CPY | 2019 |
| APPRVD: | CPY | 2019 |

US 75 AT PRESTON — OKMULGEE COUNTY

# PLAN AND PROFILE RAMP D

SHEET 1 OF 2

STATE JOB PIECE NO: 30571(04) — SHEET NO.R018

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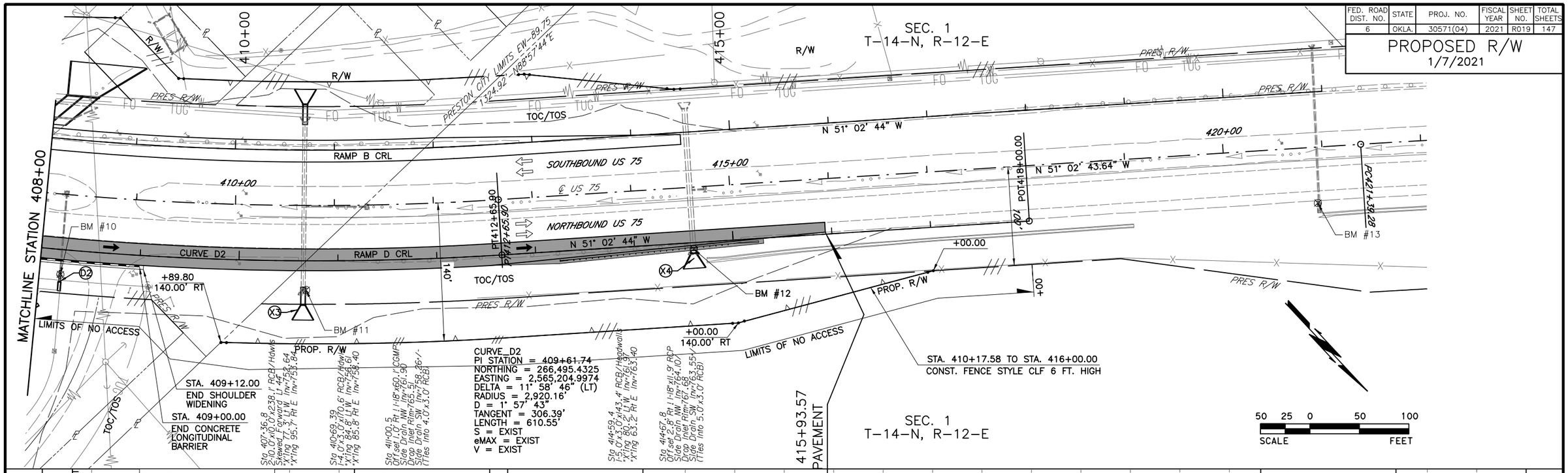
1/7/2021
mknapik
cpybw_ANSIB.tbl
pw:/

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 6 | OKLA. | 30571(04) | 2021 | R019 | 147 |

# PROPOSED R/W
1/7/2021




BM #10
MAG NAIL W/ WASHER
STA. 408+29.81, 81.3' RT
ELEV. 769.5085

BM #11
MAG NAIL W/ WASHER
STA. 410+71.67, 85.6' RT
ELEV. 763.1865

BM #12
MAG NAIL W/ WASHER
STA. 414+59.69, 62.6' RT
ELEV. 768.1310

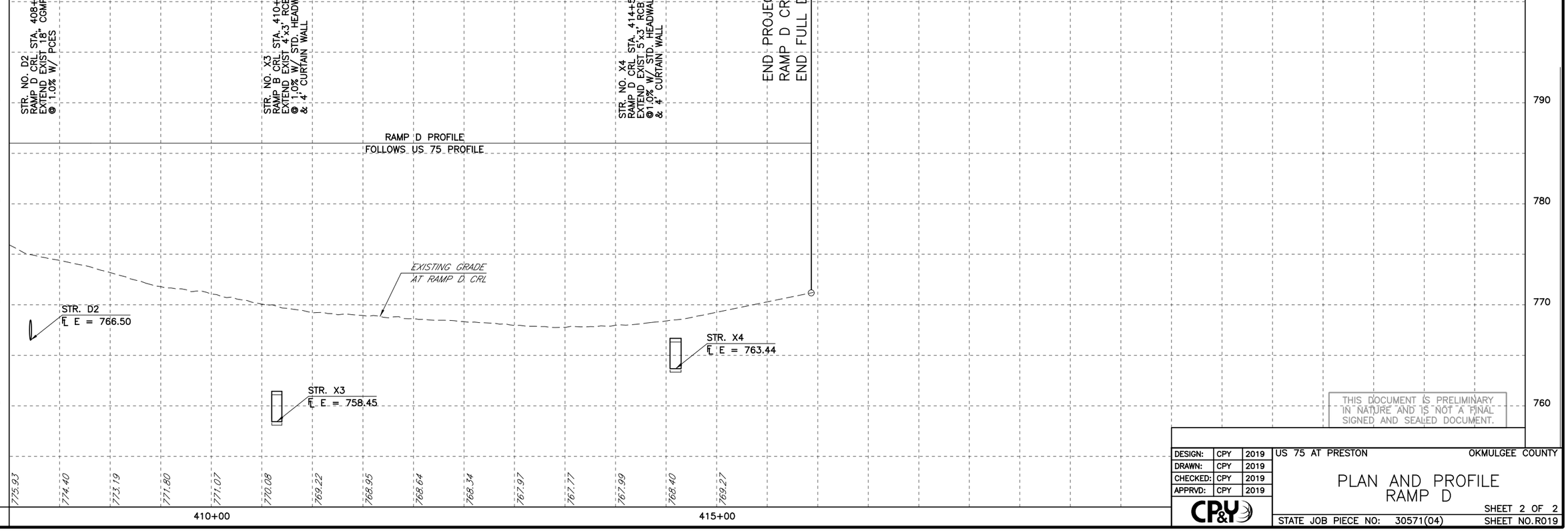
BM #13
MAG NAIL W/ WASHER
STA. 420+92.33, 56.6' RT
ELEV. 790.2035

STR. NO. D2
RAMP D CRL STA. 408+21.23
EXTEND EXIST 18" CGMP 11.0' RT
@ 1.0% W/ PCES

STR. NO. X3
RAMP B CRL STA. 410+69.39
EXTEND EXIST 4'x3' RCB 7.0' RT
@ 1.0% W/ STD. HEADWALL
& 4' CURTAIN WALL

STR. NO. X4
RAMP D CRL STA. 414+59.40
EXTEND EXIST 5'x3' RCB 5.25' RT
@1.0% W/ STD. HEADWALL
& 4' CURTAIN WALL

END PROJECT
RAMP D CRL STA. 415+93.57
END FULL DEPTH PAVEMENT

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| | | |
|---|---|---|
| DESIGN: | CPY | 2019 |
| DRAWN: | CPY | 2019 |
| CHECKED: | CPY | 2019 |
| APPRVD: | CPY | 2019 |

CP&Y

US 75 AT PRESTON — OKMULGEE COUNTY

PLAN AND PROFILE
RAMP D

STATE JOB PIECE NO: 30571(04)

SHEET 2 OF 2
SHEET NO.R019

8:48:45 AM
cpypdf_ANSIB.pltcfg
1/7/2021
mknopik
cpybw_ANSIB.tbl
pw:/

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 6 | OKLA. | 30571(04) | 2021 | R020 | 147 |

PROPOSED R/W
1/7/2021

SEC. 12
T-14-N, R-12-E

SEC. 1
T-14-N, R-12-E

SEC. 12
T-14-N, R-12-E

SEC. 1
T-14-N, R-12-E

N 12° 28' 55" W

RAMP B CRL

TOC/TOS

PRES R/W

10+00

PI 10+50.00

11+00

12+00

POT 12+10.00

WALL A CRL

PRESTON CRL
N 88° 59' 47" E

BM #7

SOUTHBOUND US 75

℄ US 75

394+00

395+00

396+00

397+00

398+00

399+00

20 10 0 20 40
SCALE FEET

BM #7
MAG NAIL W/WASHER
STA. 394+98.21, 64.6' LT
ELEV. 807.5222

PRESTON CRL

VPI STA. 10+89.58
EL.= 821.31

VPI STA. 11+33.58
EL.= 821.31

VPI STA. 10+50.00
EL.= 814.07

VPI STA. 11+05.00
EL.= 806.52

(+) 0.000%

(+) 18.294%

(+) 14.005%

(−) 18.294%

(+) 0.500%

(−) 0.500%

(+) 0.000%

PROPOSED TOP OF WALL A

PROPOSED GRADE
AT FACE OF WALL

PROPOSED BOTTOM OF WALL A

EXISTING GRADE
AT WALL A CRL

806.00 807.07

807.33 806.00

803.00 803.00

830
820
810
800
790

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 807.07 | 809.87 | 812.67 | 815.90 | 819.56 | 821.31 | 821.31 | 820.13 | 816.47 | 812.82 | 809.16 | |
| 803.00 | 803.00 | 803.00 | 803.00 | 803.00 | 803.00 | 803.00 | 803.00 | 803.00 | 803.00 | 803.00 | |
| 805.07 | 805.01 | 804.76 | 805.07 | 807.87 | 809.01 | 809.16 | 808.68 | 807.12 | 805.60 | 805.32 | |

11+00 12+00

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| | | |
|---|---|---|
| DESIGN: | CPY | 2019 |
| DRAWN: | CPY | 2019 |
| CHECKED: | CPY | 2019 |
| APPRVD: | CPY | 2019 |

CP&Y

US 75 AT PRESTON — OKMULGEE COUNTY

PLAN AND PROFILE
WALL A

STATE JOB PIECE NO: 30571(04) — SHEET NO.R020

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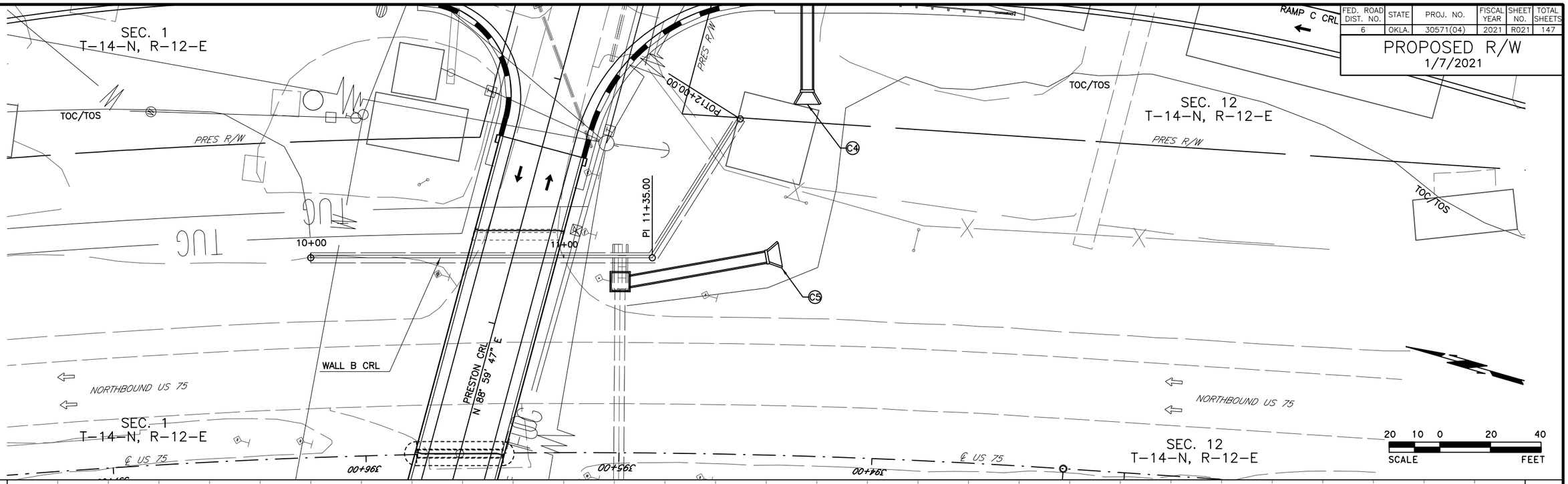
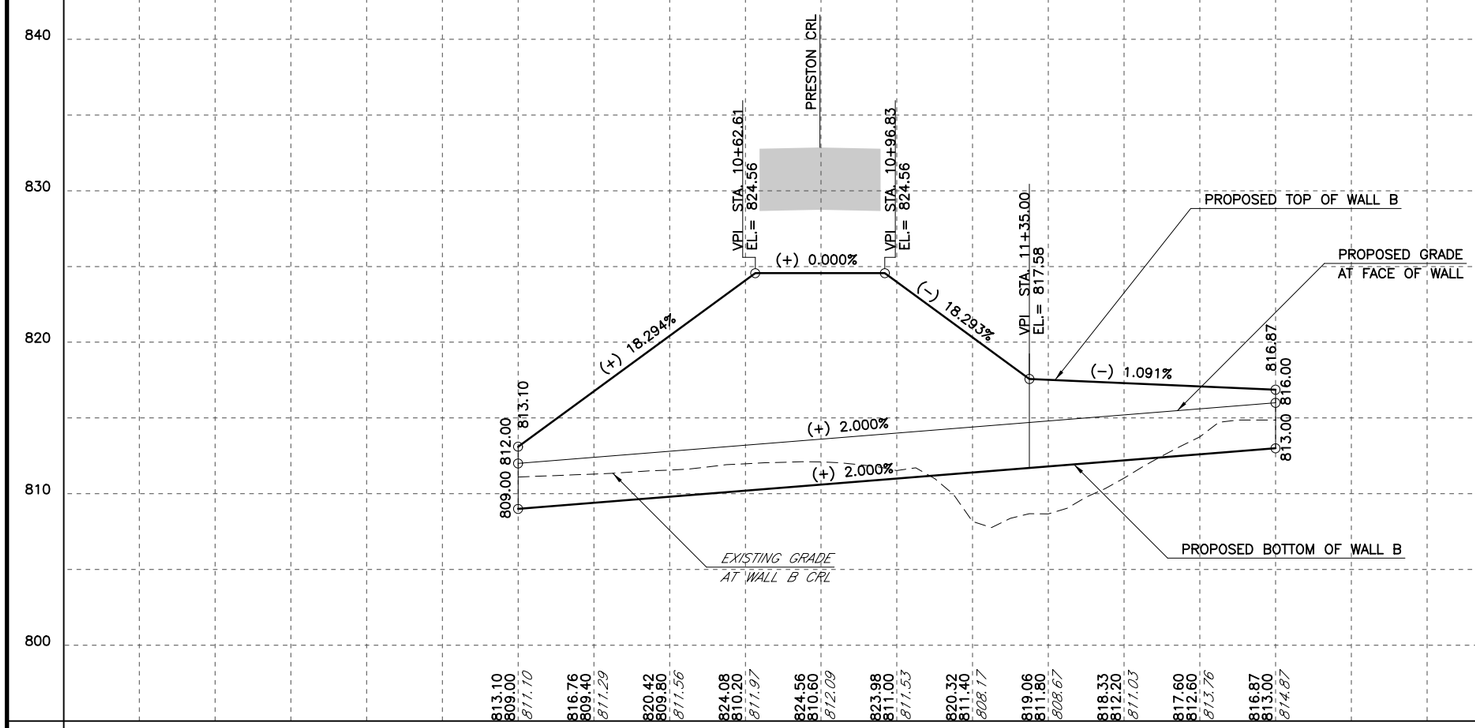
1/7/2021

mknopik
cpybw_ANSIB.tbl
pw:/

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 6 | OKLA. | 30571(04) | 2021 | R021 | 147 |

# PROPOSED R/W
1/7/2021

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| | | |
|---|---|---|
| DESIGN: | CPY | 2019 |
| DRAWN: | CPY | 2019 |
| CHECKED: | CPY | 2019 |
| APPRVD: | CPY | 2019 |

CP&Y

US 75 AT PRESTON — OKMULGEE COUNTY

## PLAN AND PROFILE WALL B

STATE JOB PIECE NO: 30571(04) — SHEET NO. R021

8:48:51 AM
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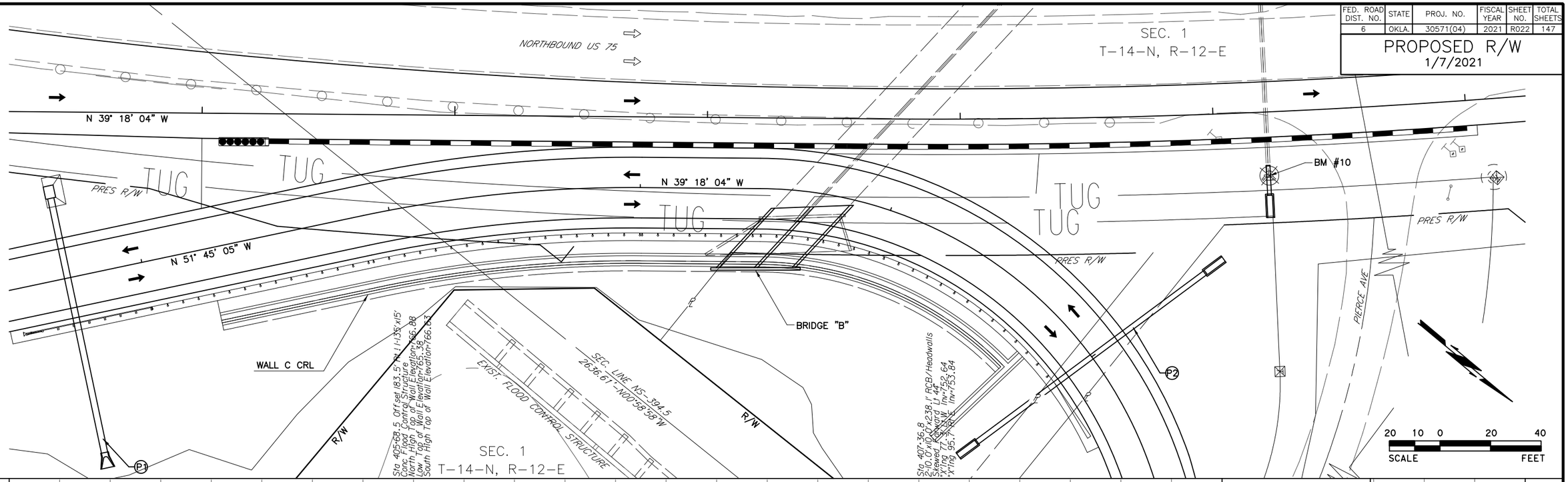
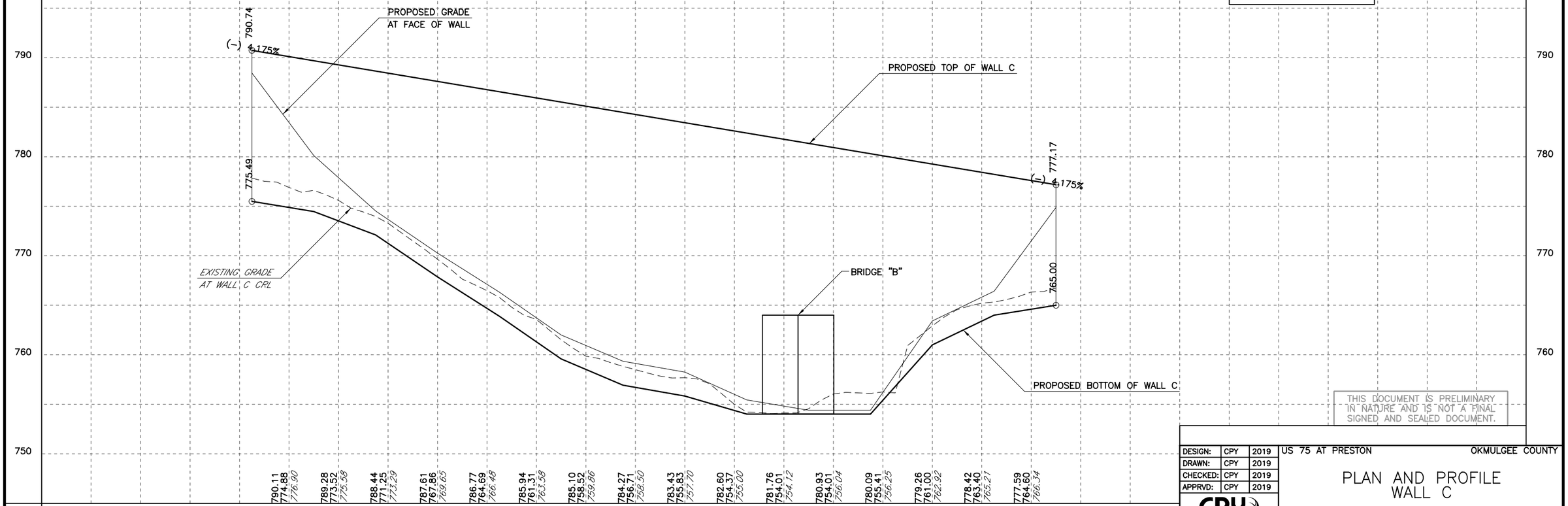
1/7/2021
mknopik
cpybw_ANSIB.tbl
pw:/

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 6 | OKLA. | 30571(04) | 2021 | R022 | 147 |

# PROPOSED R/W
1/7/2021




BM #10
MAG NAIL W/WASHER
STA. 408+29.81, 81.3' RT
ELEV. 769.5085




THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL SIGNED AND SEALED DOCUMENT.

| | | |
|---|---|---|
| DESIGN: | CPY | 2019 |
| DRAWN: | CPY | 2019 |
| CHECKED: | CPY | 2019 |
| APPRVD: | CPY | 2019 |

CP&Y

US 75 AT PRESTON — OKMULGEE COUNTY

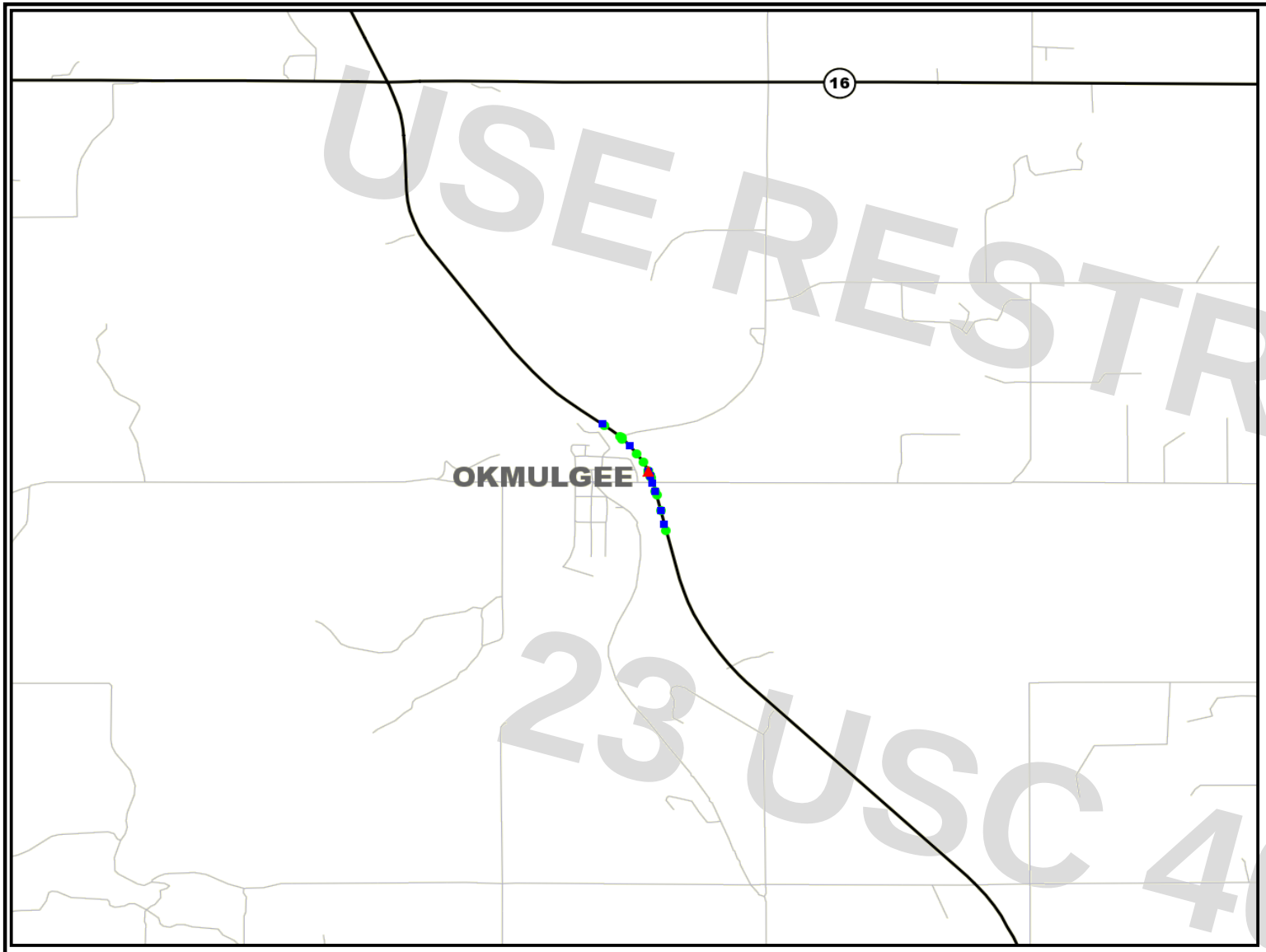
## PLAN AND PROFILE
## WALL C

STATE JOB PIECE NO: 30571(04) — SHEET NO. R022

mknapik
cpydw_ANSIB.tbl
pw:/
1/7/2021
8:48:54 AM
cpypdf_ANSIB.pltcfg

# APPENDIX C

# COLLISION REPORT




USE RESTRICTED
23 USC 409

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/22/2021
by S Stegmann

# Study Map & Totals

**Legend**

- Fatality
- Injury
- Property Damage

N
W E
S

**Remarks:**

*NONE*

**US-75 AT PRESTON ROAD, OKMULGEE CO., JP 30571(04)**

**Date Range: 08-01-2011 thru 08-01-2021**

| | 2011 | | | | | | 2012 | | | | | | 2013 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fat | SRS Inj | Non-Incap Inj | Poss Inj | PD | Tot | Fat | SRS Inj | Non-Incap Inj | Poss Inj | PD | Tot | Fat | SRS Inj | Non-Incap Inj | Poss Inj | PD | Tot |
| Collisions | | | | 2 | 1 | 3 | | | 2 | | 4 | 6 | 1 | 1 | | 3 | 2 | 7 |
| Persons | | | | 3 | | 3 | | | 4 | 1 | | 5 | 1 | 1 | | 7 | | 9 |

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/22/2021 by S Stegmann

USE RESTRICTED
23 USC 409

| | 2014 | | | | | | 2015 | | | | | | 2016 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fat | SRS Inj | Non-Incap Inj | Poss Inj | PD | Tot | Fat | SRS Inj | Non-Incap Inj | Poss Inj | PD | Tot | Fat | SRS Inj | Non-Incap Inj | Poss Inj | PD | Tot |
| Collisions | | 3 | 1 | 1 | 2 | 7 | 1 | | 1 | 4 | 3 | 9 | | | 3 | 1 | 3 | 7 |
| Persons | | 5 | 1 | 4 | | 10 | 2 | | 1 | 6 | | 9 | | | 3 | 1 | | 4 |

| | 2017 | | | | | | 2018* | | | | | | 2019* | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fat | SRS Inj | Non-Incap Inj | Poss Inj | PD | Tot | Fat | SRS Inj | Non-Incap Inj | Poss Inj | PD | Tot | Fat | SRS Inj | Non-Incap Inj | Poss Inj | PD | Tot |
| Collisions | | 1 | 1 | | 2 | 4 | | 1 | | 2 | 5 | 8 | | | | | 2 | 2 |
| Persons | | 1 | 1 | 2 | | 4 | | 1 | | 3 | | 4 | | | | | | 0 |

* DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.

| | 2020* | | | | | | 2021* | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fat | SRS Inj | Non-Incap Inj | Poss Inj | PD | Tot | Fat | SRS Inj | Non-Incap Inj | Poss Inj | PD | Tot |
| Collisions | | | 1 | 1 | 2 | 4 | | | | 1 | | 1 |
| Persons | | | 1 | 1 | | 2 | | | | 1 | | 1 |

* DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.

| | Study Total | | | | | |
|---|---|---|---|---|---|---|
| | Fatality | Suspected Serious Injury | Non-Incapacitating Injury | Possible Injury | Property Damage | Total |
| Collisions | 2 | 6 | 9 | 15 | 26 | 58 |
| Persons | 3 | 8 | 11 | 29 | | 51 |

## STUDY TOTALS - BY CITY AND HWY CLASS

### US-75 AT PRESTON ROAD, OKMULGEE CO., JP 30571(04)

### Date Range: 08-01-2011 Thru 08-01-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/22/2021 by S Stegmann

USE RESTRICTED
23 USC 409

**STUDY TOTALS**

| | HIGHWAY COLLISIONS | | | | CITY STREET COLLISIONS | | | | COUNTY ROAD COLLISIONS | | | | TOTAL COLLISIONS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Fat | Inj * | PD | Tot | Fat | Inj * | PD | Tot | Fat | Inj * | PD | Tot | Fat | Inj * | PD | Tot |
| 2011 | | 2 | 1 | 3 | | | | | | | | | | 2 | 1 | 3 |
| 2012 | | 2 | 4 | 6 | | | | | | | | | | 2 | 4 | 6 |
| 2013 | 1 | 4 | 2 | 7 | | | | | | | | | 1 | 4 | 2 | 7 |
| 2014 | | 4 | 2 | 6 | | | | | | 1 | | 1 | | 5 | 2 | 7 |
| 2015 | 1 | 5 | 3 | 9 | | | | | | | | | 1 | 5 | 3 | 9 |
| 2016 | | 4 | 3 | 7 | | | | | | | | | | 4 | 3 | 7 |
| 2017 | | 2 | 2 | 4 | | | | | | | | | | 2 | 2 | 4 |
| 2018 * | | 3 | 5 | 8 | | | | | | | | | | 3 | 5 | 8 |
| 2019 * | | | 2 | 2 | | | | | | | | | | | 2 | 2 |
| 2020 * | | 2 | 2 | 4 | | | | | | | | | | 2 | 2 | 4 |
| 2021 * | | 1 | | 1 | | | | | | | | | | 1 | | 1 |
| Total: | 2 | 29 | 26 | 57 | | | | 0 | | 1 | | 1 | 2 | 30 | 26 | 58 |

*** DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.**

**County: (56) OKMULGEE**

| | HIGHWAY COLLISIONS | | | | CITY STREET COLLISIONS | | | | COUNTY ROAD COLLISIONS | | | | TOTAL COLLISIONS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fat | Inj * | PD | Tot | Fat | Inj * | PD | Tot | Fat | Inj * | PD | Tot | Fat | Inj * | PD | Tot |
| (00) - RURAL - | | 1 | 2 | 3 | | | | | | 1 | | 1 | | 2 | 2 | 4 |
| (40) OKMULGEE | 2 | 28 | 24 | 54 | | | | | | | | | 2 | 28 | 24 | 54 |
| Total: | 2 | 29 | 26 | 57 | | | | 0 | | 1 | | 1 | 2 | 30 | 26 | 58 |

*** INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/22/2021 by S Stegmann

USE RESTRICTED
23 USC 409

| Cnty | City | CS # | Int. # | Mile Post | Location | Features | Int. Related | On Map | Dir. 1 | Dir. 2 | # Veh. | # Inj.* | # Fat. | Type of Collision | Unsafe Unlawful | Lighting Cond. | Roadway Cond. | Severity | Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (56) OKMULGEE | | | | (40) OKMULGEE | HWY: US-75, | WOOD DR. | | | | | | | AT: 00.30 before SAMPSON/PRESTON(46 | | | | | | |
| 56 | 40 | 11 | | 07.30 | | X-MEDIAN | NO | Y | S | - | 1 | | | F-O DITCH | DEF-VEH | DYLGT | DRY | PDO | 10-01-2014 |
| (56) OKMULGEE | | | | (40) OKMULGEE | HWY: US-75, | WOOD DR. | | | | | | | AT: 00.20 before SAMPSON/PRESTON(46 | | | | | | |
| 56 | 40 | 11 | | 07.40 | | | NO | Y | S | S | 2 | | | REAR-END | INATT | DYLGT | DRY | PDO | 07-10-2015 |
| 56 | 40 | 11 | | 07.40 | | | NO | Y | N | - | 1 | 1 | | F-O GUARDRL-FACE | DEF-VEH | DARK | DRY | P INJ | 01-31-2016 |
| 56 | 40 | 11 | | 07.40 | | | NO | Y | N | - | 1 | 1 | | F-O DITCH | D-W-I | DYLGT | DRY | N-I INJ | 07-10-2016 |
| (56) OKMULGEE | | | | (40) OKMULGEE | HWY: US-75, | WOOD DR. | | | | | | | AT: 00.10 before SAMPSON/PRESTON(46 | | | | | | |
| 56 | 40 | 11 | | 07.50 | | | NO | Y | S | S | 2 | | | OTHER | NEG-DRVING | DYLGT | DRY | PDO | 10-04-2012 |
| 56 | 40 | 11 | | 07.50 | | | NO | Y | N | - | 1 | 3 | | ROLLOVER | NO-IMP-ACT | DYLGT | DRY | SS INJ | 09-29-2014 |
| 56 | 40 | 11 | | 07.50 | | X-MEDIAN | NO | Y | S | N | 2 | | | SIDESWIPE-OPP | UNSAF-SPD | DYLGT | SLUSH | PDO | 11-11-2019 |
| (56) OKMULGEE | | | | (40) OKMULGEE | HWY: US-75, | WOOD DR. | | | | | | | AT: 00.06 before SAMPSON/PRESTON(46 | | | | | | |
| 56 | 40 | 11 | | 07.54 | | | NO | Y | N | N | 2 | 1 | | REAR-END | IMP-LN-CHG | DYLGT | DRY | SS INJ | 06-14-2013 |
| (56) OKMULGEE | | | | (40) OKMULGEE | HWY: US-75, | WOOD DR. | | | | | | | AT: 00.01 before SAMPSON/PRESTON(46 | | | | | | |
| 56 | 40 | 11 | | 07.59 | | | NO | Y | S | S | 2 | | | SIDESWIPE-SAME | IMP-PASS | DARK | WET | PDO | 10-10-2019 |
| (56) OKMULGEE | | | | (40) OKMULGEE | HWY: US-75, | WOOD DR. | | | | | | | AT: SAMPSON/PRESTON(46 | | | | | | |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | N | W | 3 | 2 | | RIGHT-ANGLE | D-W-I | DYLGT | DRY | P INJ | 10-12-2011 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | E | E | 2 | | | REAR-END | INATT | DYLGT | DRY | PDO | 10-25-2011 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | S | W | 2 | 1 | | ANGLE-TURNING | F-YIELD | DYLGT | DRY | P INJ | 11-17-2011 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | N | S | 2 | 4 | | RIGHT-ANGLE | IMP-TURN | DYLGT | DRY | N-I INJ | 07-08-2012 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | W | S | 2 | | | ANGLE-TURNING | F-YIELD | DARK | DRY | PDO | 11-14-2012 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | E | N | 2 | 1 | | RIGHT-ANGLE | F-YIELD | DYLGT | DRY | N-I INJ | 11-17-2012 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | N | E | 2 | | | RIGHT-ANGLE | F-YIELD | DYLGT | DRY | PDO | 03-14-2013 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | E | S | 2 | 1 | | RIGHT-ANGLE | F-YIELD | DARK | DRY | P INJ | 05-28-2013 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | N | E | 3 | 2 | | RIGHT-ANGLE | F-YIELD | DYLGT | DRY | P INJ | 06-24-2013 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | N | E | 2 | | | ANGLE-TURNING | F-YIELD | DARK | DRY | PDO | 10-11-2013 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | E | N | 2 | 3 | | RIGHT-ANGLE | F-YIELD | DYLGT | DRY | P INJ | 10-28-2013 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | E | N | 2 | 1 | 1 | RIGHT-ANGLE | F-YIELD | DYLGT | DRY | FAT | 11-04-2013 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | E | N | 2 | 1 | | RIGHT-ANGLE | F-YIELD | DAWN | DRY | SS INJ | 03-11-2014 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | W | S | 2 | 2 | | ANGLE-TURNING | F-YIELD | DYLGT | DRY | P INJ | 05-12-2014 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | N | S | 3 | 3 | | ANGLE-TURNING | WRNG-WAY | DARK | WET | N-I INJ | 12-09-2014 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | E | S | 2 | | | RIGHT-ANGLE | F-YIELD | DYLGT | DRY | PDO | 01-20-2015 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | N | E | 2 | 1 | | RIGHT-ANGLE | F-YIELD | DYLGT | DRY | P INJ | 02-14-2015 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | E | N | 2 | 2 | | RIGHT-ANGLE | F-YIELD | DYLGT | DRY | P INJ | 03-03-2015 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | E | N | 2 | 1 | | RIGHT-ANGLE | F-YIELD | DYLGT | DRY | N-I INJ | 03-15-2015 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | E | N | 2 | 1 | | RIGHT-ANGLE | F-YIELD | DYLGT | DRY | P INJ | 06-23-2015 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | E | S | 2 | 1 | 2 | ANGLE-TURNING | F-YIELD | DYLGT | DRY | FAT | 07-10-2015 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | W | S | 2 | | | ANGLE-TURNING | F-YIELD | DYLGT | DRY | PDO | 03-11-2016 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | N | N | 2 | 1 | | SIDESWIPE-SAME | IMP-LN-CHG | DYLGT | DRY | N-I INJ | 06-23-2016 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | YES | Y | W | W | 2 | | | REAR-END | INATT | DYLGT | DRY | PDO | 06-24-2016 |

* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.

# HIGHWAY SYSTEM COLLISION LISTING

## US-75 AT PRESTON ROAD, OKMULGEE CO., JP 30571(04)

## Date Range: 08-01-2011 Thru 08-01-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/22/2021 by S Stegmann

USE RESTRICTED
23 USC 409

| | | | | HIGHWAY COLLISIONS | | CITY STREET COLLISIONS | | COUNTY ROAD COLLISIONS | | | | | | TOTAL COLLISIONS | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cnty | City | CS # | Int. # | Mile Post | Location | | Features | Int. Related | On Map | Dir. 1 | Dir. 2 | # Veh. | # Inj.* | # Fat. | Type of Collision | Unsafe Unlawful | Lighting Cond. | Roadway Cond. | Severity | Date |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | | YES | Y | N | E | 2 | | | RIGHT-ANGLE | F-YIELD | DYLGT | DRY | PDO | 03-15-2017 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | | YES | Y | W | S | 2 | 2 | | RIGHT-ANGLE | F-YIELD | DYLGT | DRY | SS INJ | 05-09-2017 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | | YES | Y | W | S | 2 | 2 | | RIGHT-ANGLE | F-YIELD | DYLGT | DRY | N-I INJ | 06-08-2017 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | | YES | Y | E | N | 2 | | | RIGHT-ANGLE | F-YIELD | DYLGT | DRY | PDO | 06-11-2017 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | | YES | Y | S | S | 2 | | | ANGLE-TURNING | IMP-TURN | DYLGT | DRY | PDO | 02-01-2018 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | | YES | Y | E | S | 2 | 1 | | RIGHT-ANGLE | F-YIELD | DYLGT | DRY | P INJ | 05-24-2018 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | X-MEDIAN | YES | Y | S | - | 1 | | | F-O TRAFF-SIGN | OTHER | DARK | DRY | PDO | 07-17-2018 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | | YES | Y | W | S | 2 | 2 | | RIGHT-ANGLE | F-YIELD | DYLGT | DRY | P INJ | 07-21-2018 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | | YES | Y | N | N | 2 | | | REAR-END | FOL-CLOSE | DYLGT | DRY | PDO | 08-10-2018 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | | YES | Y | E | E | 2 | | | REAR-END | FOL-CLOSE | DYLGT | DRY | PDO | 10-10-2018 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | | YES | Y | E | N | 2 | 1 | | RIGHT-ANGLE | F-YIELD | DYLGT | DRY | SS INJ | 12-19-2018 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | | YES | Y | W | N | 2 | 1 | | RIGHT-ANGLE | F-YIELD | DYLGT | WET | P INJ | 03-16-2020 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | | YES | Y | W | S | 2 | 1 | | RIGHT-ANGLE | F-YIELD | DYLGT | DRY | N-I INJ | 06-24-2020 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | | YES | Y | N | - | 1 | | | F-O TRAFF-SIGN | IMP-TURN | DYLGT | DRY | PDO | 12-20-2020 |
| 56 | 40 | 11 | | 07.60 | SAMPSON/PRESTON(46 | | | YES | Y | N | N | 2 | 1 | | ANGLE-TURNING | F-YIELD | DYLGT | DRY | P INJ | 03-17-2021 |
| (56) OKMULGEE | | | | (40) OKMULGEE | | HWY: US-75, | WOOD DR. | | | | | | | | AT: 00.01 after SAMPSON/PRESTON(46 | | | | | |
| 56 | 40 | 11 | | 07.61 | | | | NO | Y | N | - | 1 | | | F-O BARR-CABLE | UNSAF-SPD | DYLGT | WET | PDO | 04-06-2018 |
| (56) OKMULGEE | | | | (40) OKMULGEE | | HWY: US-75, | WOOD DR. | | | | | | | | AT: 00.05 after SAMPSON/PRESTON(46 | | | | | |
| 56 | 40 | 11 | | 07.65 | | | | NO | Y | N | - | 1 | | | F-O BARR-CABLE | INATT | DYLGT | DRY | PDO | 05-22-2016 |
| (56) OKMULGEE | | | | (40) OKMULGEE | | HWY: US-75, | WOOD DR. | | | | | | | | AT: 00.10 before PIERCE RD. | | | | | |
| 56 | 40 | 11 | | 07.70 | | | | NO | Y | N | - | 1 | | | F-O GUARDRL-FACE | NO-IMP-ACT | DYLGT | DRY | PDO | 07-15-2012 |
| (56) OKMULGEE | | | | (40) OKMULGEE | | HWY: US-75, | WOOD DR. | | | | | | | | AT: 00.05 before PIERCE RD. | | | | | |
| 56 | 40 | 11 | | 07.75 | | | | NO | Y | N | - | 1 | 1 | | F-O TREE | SLEEPY | DYLGT | DRY | N-I INJ | 08-11-2016 |
| (56) OKMULGEE | | | | (40) OKMULGEE | | HWY: US-75, | WOOD DR. | | | | | | | | AT: 00.01 before PIERCE RD. | | | | | |
| 56 | 40 | 11 | | 07.79 | | | | NO | Y | S | - | 1 | | | F-O BARR-CABLE | D-W-I | DARK | DRY | PDO | 08-13-2012 |
| (56) OKMULGEE | | | | (40) OKMULGEE | | HWY: US-75, | WOOD DR. | | | | | | | | AT: PIERCE RD. | | | | | |
| 56 | 40 | 11 | | 07.80 | PIERCE RD. | | | YES | Y | S | W | 2 | | | ANGLE-TURNING | F-YIELD | DARK | DRY | PDO | 10-31-2014 |
| (56) OKMULGEE | | | | (00) | | HWY: US-75 | | | | | | | | | AT: 00.01 after PIERCE RD. | | | | | |
| 56 | | 11 | | 07.81 | | | | NO | Y | N | - | 1 | | | F-O BARR-CABLE | UNSAF-SPD | DYLGT | SNOW | PDO | 12-28-2015 |
| (56) OKMULGEE | | | | (00) | | HWY: US-75 | | | | | | | | | AT: 00.10 after PIERCE RD. | | | | | |
| 56 | | 11 | | 07.90 | | | | NO | Y | S | - | 1 | 1 | | F-O UTIL-POLE | UNSAF-SPD | DYLGT | DRY | P INJ | 07-16-2015 |
| (56) OKMULGEE | | | | (00) | | HWY: US-75 | | | | | | | | | AT: 00.11 after PIERCE RD. | | | | | |
| 56 | | 11 | | 07.91 | | | | NO | Y | N | - | 1 | | | F-O BARR-CABLE | UNSAF-SPD | DARK | ICE | PDO | 12-13-2020 |

* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.

## STUDY CRITERIA

**US-75 AT PRESTON ROAD, OKMULGEE CO., JP 30571(04)**

**Date Range: 08-01-2011 Thru 08-01-2021**

**Program Provided by:**
**Traffic Engineering Division**
**Collision Analysis and Safety Branch**
**(405) 522-0985**
**Created: 08/22/2021 by S Stegmann**

USE RESTRICTED
23 USC 409

### ROADWAY / REGION

| QUERY OVER | SELECTIONS |
|---|---|
| Draw Area on Map | User Selection on Map |

### DATE

| | |
|---|---|
| Date Range | 08-01-2011 to 08-01-2021 |

### FILTER COLLISIONS

| | |
|---|---|
| Roadway Type | All Collision Data |
| Incl. Crashes Assoc. w/ Every Int. | Checked |
| Environment Fields | |

### REPORT SECTIONS

| | |
|---|---|
| Collision Map & Study Totals | (Included) |
| Collision Analysis Tables | (Included) |
| - Totals By City, Hwy Class | Checked |
| Collision Listing | (Included) |
| - Highway Collision Listing | Checked, By Control Section |
| Query Criteria | (Included) |

# APPENDIX D

# SOCIAL, ECONOMIC AND ENVIRONMENTAL JUSTICE REPORT, COMMUNITY IMPACT ASSESSMENT FORM & REDACTED RELOCATION PLAN

# SOCIAL, ECONOMIC AND

# ENVIRONMENTAL JUSTICE ANALYSIS REPORT

## US-75 at Preston Rd. Intersection, 7 miles north of US-62 East Jct.
## Okmulgee County, Oklahoma
## JP # 30571(04)

**May 2021**

**Prepared By:**
**CP&Y, Inc.**
**2000 N Classen Blvd, Ste #1410**
**Oklahoma City, OK 73106**

# 1. INTRODUCTION

## 1.1. PURPOSE OF SOCIAL, ECONOMIC AND ENVIRONMENTAL JUSTICE ANALYSIS

The purpose of the following report is to determine whether the proposed alternatives for the proposed project would adversely impact minority or low-income populations; and, if so, to evaluate mitigation and avoidance measures that could be taken in order to decrease any adverse impacts to minority or low-income populations within the proposed project study area. Under U.S. Department of Transportation (DOT) Order 5610.2(a), minority population means any readily identifiable groups of minority persons who live in a geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy, or activity.

## 1.2. PROJECT OVERVIEW

This section of US-75 is a four-lane divided highway with four 12-foot wide driving lanes with 10-foot wide outside shoulders and 4-foot wide inside shoulders. Currently, the intersection of Preston Road and US-75 is at grade, with a stop sign signalization for access across the divided 4-lane highway. There are currently left-hand turning lanes in the center of US-75 for those wishing to exit onto Preston Road in either direction. There are flashing warning signs to alert drivers of the dangerous intersection.

There is a history of severe collisions at the US-75 and Preston Road/Will Sampson Road intersection with over 30 injury collisions and 2 fatalities in the last 10 years. 2014 traffic volumes were estimated to 21,980 vehicles per day (VPD) and are projected to increase to 35,200 VPD by 2049.

The purpose of the project is to improve safety and accessibility of US-75 and Preston Road.

## 1.3. PROPOSED ALTERNATIVES/IMPROVEMENTS

**No Build Alternative**
Under the No Build Alternative, no work would occur and the intersection would remain unchanged. This would not meet the purpose and need for the project, which is to improve safety and accessibility at the intersection of US-75 and Preston Road (also known as Will Sampson Road).

**Build Alternative**
Under the proposed alternative, an overpass would be constructed on Preston Road that crosses over US-75, with on and off ramps to all four quadrants of the interchange. Direct access to US-75 from Preston Rd would be eliminated, and on and off ramps would be required to access the highway. A full access interchange would improve the safety and accessibility of US-75 and Preston Road and would fulfill the purpose and need for the project.

There would be a temporary road closure to construct a detour route on County Road NS-220 (also known as Pierce Ave), and then the detour route would shift the current NS-220 alignment south to meet up with Preston Rd. Direct access to US-75 from NS-220 would also be eliminated, and instead, an entrance and exit ramp at Preston Rd would be required to be used to access the highway.

There is a history of severe accidents at the US-75 and Preston Road intersection. The purpose of the project is to improve safety and accessibility of US-75 and Preston Road, and this alternative fulfills that.

# 2. SOCIAL AND ECONOMIC PROFILE

## 2.1. DEFINITION OF ENVIRONMENTAL JUSTICE POPULATIONS

EO 12898 requires federal agencies to "make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse effects of its programs, policies, and activities on minority populations or low-income populations." To achieve this, federal agencies should collect and analyze information concerning a project's effects on minorities or low-income groups when required by NEPA, and if such investigations find that minority or low-income groups experience disproportionate adverse effects, then additional measures are to be taken. Disproportionately high and adverse human health or environmental effects are defined by FHWA as adverse effects that:

(1) are predominantly borne by a minority population and/or a low-income population; or
(2) will be suffered by the minority population and/or low-income population and are appreciably more severe or greater in magnitude than the adverse effects that will be suffered by the non-minority population and/or non-low-income population (FHWA, 1998).

## 2.2. COMMUNITY PROFILE

The community study area is located in east central Oklahoma. Preston is a small unincorporated town a few miles north of Okmulgee. The study area is primarily made up of single-family residences, but there are a few commercial properties, many of which are proposed to be displaced or relocated. There are also K-12 schools and multiple churches within the study area. There are 9 blocks of 25 total intersecting the NEPA study area that show a minority EJ population. There are no low-income EJ populations that intersect the study area.

Demographics

The study area for the proposed project consists of 1 census tract, 1 block group, and 25 census blocks with a total population of 461. The study area is made up of census geographies that are immediately adjacent to the project area and nearby census geographies that could contain individuals who might be affected by access and travel pattern changes as a result of the proposed project. The population of the study area is 44 percent minority, which is higher than Okmulgee County (37.5%) and the state of Oklahoma (34%) minority percentages, as shown in Table 1. The Environmental Justice Populations Map and table in Appendix A provide detailed information on the race and ethnicity data for the study area by census block.

***Table 1: Race and Ethnicity Characteristics, 2018***

| Population | Study Area | Block Group 2, Census Tract 5 | Okmulgee County | State of Oklahoma |
|---|---|---|---|---|
| **Total Population** | 461 | 1375 | 38,889 | 3,918,137 |
| **White (Non-Hispanic or Latino)** | 256 | 839 | 24,310 | 2,586,110 |
| **Percentage of Total** | 56% | 61% | 62.5% | 66.0% |

| Population | Study Area | Block Group 2, Census Tract 5 | Okmulgee County | State of Oklahoma |
|---|---|---|---|---|
| **African American** | 53 | 115 | 3,286 | 282,622 |
| **Percentage of Total** | 11% | 8% | 8.4% | 7.2% |
| **American Indian and Alaska Native** | 97 | 197 | 5,180 | 280,638 |
| **Percentage of Total** | 21% | 14% | 13.3% | 7.2% |
| **Asian** | 2 | 2 | 130 | 82,318 |
| **Percentage of Total** | 0% | 0% | 0.3% | 2.1% |
| **Native Hawaiian or Pacific Islander** | 0 | 0 | 0 | 3,982 |
| **Percentage of Total** | 0% | 0% | 0% | 0.1% |
| **Some Other Race** | 0 | 0 | 47 | 4,790 |
| **Percentage of Total** | 0% | 0% | 0.1% | 0.1% |
| **Two or More Races** | 42 | 205 | 4,384 | 270,156 |
| **Percentage of Total** | 9% | 15% | 11.3% | 6.9% |
| **Hispanic of Latino** | 11 | 19 | 1,552 | 407,521 |
| **Percentage of Total** | 2% | 1% | 4.0% | 10.4% |
| **Total Minority** | 205 | 538 | 14,579 | 1,332,027 |
| **Percentage of Total** | 44% | 39% | 37.5% | 34.0% |

***Source: US Census, 2010, Table P9, "Race, Combination of Two Races, and Not Hispanic or Latino." And 2018 B03002, "Hispanic or Latino Origin by Race"***

***Table 2. Median Household Income, 2018***

| Census Geography | Median Household Income |
|---|---|
| Okmulgee County | $42,175 |
| Census Tract 5, Block Group 2 | $60,652 |

***Source: American Community Survey 5-Year Estimate 2014 – 2018. Table B19013 "Median Household Income"***

***Table 3. Household Poverty by Block Group, 2018 ACS.***

| Census Geography | Total Households | Households Below Poverty Level | Percentage of Households Living Below Poverty Level |
|---|---|---|---|
| Okmulgee County | 14,665 | 2,789 | 19% |
| Census Tract 5, Block Group 2 | 477 | 23 | 5% |

***Source: American Community Survey 5-Year Estimate 2014 – 2018 Table B17017 "Poverty Status by Household"***

***Table 4. Sex by Age by Block Group, 2018 ACS***

| Census Tract Block Group | Total | Female Under 18 | Female 18 and Over | Male Under 18 | Male 18 and Over |
|---|---|---|---|---|---|
| Census Tract 5, Block Group 2 | 1,375 | 16% | 37% | 13% | 35% |

***Source: American Community Survey 5-Year Estimate 2014 – 2018. Table B01001 "Sex by Age"***

***Table 5: Seniors Living Alone by Block Group, 2018***

| Census Geography | Total | Population 65 Years and Over Living Alone | Percentage of Population 65 Years and Over Living Alone |
|---|---|---|---|
| Block Group 2, Census Tract 5 | 344 | 56 | 4% |

***Source: American Community Survey 5-Year Estimate 2014 – 2018. Table B09020 "Relationship by Household Type (including Living Alone) for the Population 65 Years and Over"***

***Table 6: Population with Disabilities by Block Group, 2018***

| Census Tract Block Group | Total | Population with a Disability | Percentage of Population with a Disability |
|---|---|---|---|
| Census Tract 5, Block Group 2 | 1,375 | 641 | 16% |

***Source: American Community Survey 5-Year Estimate 2014 – 2018. Table B18101 "Sex by Age by Disability Status"***

***Table 7. Means of Transportation to Work by Place of Work, 2018***

| Census Geography | Total Population Who Com-mute to Work | Commute in State | Commute in County | Commute Outside County | Commute Outside State | Drove Alone | Car-pool | Public Transit | Walk | Taxicab, Motorcycle, Bicycle, or Other Means | Work at Home |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Block Group 2, Census Tract 5 | 1,750 | 99% | 67% | 31% | 1% | 81% | 10% | 0 | 2% | 2% | 6% |

***Source: US Census, 2018 ACS 5-Year Estimates, Table B08130 "Means of Transportation to Work by Place of Work."***

***Table 8: Employment Status for the Population 16 Years and Over, 2018 ACS***

| Census Tract Block Group | Labor Force | Employed | Unemployed |
|---|---|---|---|
| Census Tract 5, Block Group 2 | 591 | 97% | 3% |

***Source: US Census, 2018 ACS 5-Year Estimates, Table B23025 "Employment Status for the Population 16 Years and Over."***

# 3. SOCIAL AND ECONOMIC IMPACTS

## 3.1. RIGHT-OF-WAY AND DISPLACEMENTS

**No Build Alternative**
Under the No Build Alternative, no overpass would be constructed and no new ROW would be acquired. There would be no displacements. However, the project purpose and need would not be fulfilled and the intersection would not have any improvement in safety or accessibility.

**Build Alternative 1**
The proposed project would require approximately 20 acres of new Right-of-Way (ROW) along US-75. ODOT has prepared a Relocation Plan for the proposed project. The ODOT Relocation Plan indicates a total of 6 residential, 9 commercial, and 185 personal property only displacements (PPO) would occur as a result of the proposed project. The location of these displacements can be found in Appendix C of this report.

There is very limited housing available, and currently, there are no houses for sale within Preston. However, there are comparable homes in the nearby communities of Okmulgee, Beggs, and Bixby.

Residential Displacement (RD) 1 (Location A in Appendix C)
- 3,000 SF Brick House
- Based on a web-based search in the area, there are three available residential replacement properties to replace this displacement located in nearby Bixby, Oklahoma.

Residential Displacement 2 (Location B)
- 1,000 SF Mobile Home (note that this mobile home is located on the same property as RD #1)
- Based on a web-based search in the area, there are two available residential replacement rental properties for this property, located in nearby Sapulpa and Okmulgee, Oklahoma.

Residential Displacement 3
- 1,000 SF Mobile Home (Location C)
- Based on a web-based search, there are two available replacement properties for this property, located in nearby Okmulgee, Oklahoma.

Residential Displacement 4
- 1,000 SF Mobile Home (Location H)
- Based on a web-based search, there are two available replacement properties for this property, located in nearby Beggs and Mounds, Oklahoma.

Residential Displacement 5
- 1,100 SF Wood Frame House with 500 SF Sheet Metal Barn (Location I: 2 buildings)
- Based on a web-based search, there are two available replacement properties for this property, located in nearby Okmulgee, Oklahoma.

Residential Displacement 6

- 950 SF Wood Frame House (Location K)
- Based on a web-based search, there is one available replacement property for this property, located in nearby Okmulgee, Oklahoma. Replacement properties were very limited in this rural area.

**The following nine commercial relocations are a result of the proposed project:**

Commercial Displacement 1: (Location D: D1 is the Commercial Landlord, D2-185 are Commercial Personal Property Only Storage Units)
Preston Storage and Flea Market has approximately 184 storage units in 10 affected buildings. To find similar services, one would need to drive to Okmulgee, located approximately 6 miles south.

Commercial Displacement 2: (Location E)
Destiny's Place is a portable building that is operated as a food truck business. It is being considered as a commercial relocation. This is the only food truck business and restaurant that operates in Preston but is by its nature portable. In order to find another restaurant, one would need to drive to Okmulgee, located approximately 6 miles south.

Commercial Displacement 3: (Location F)
This consists of a single storage unit with an ATM and public restrooms. There is an ATM located across US-75 at the EZee Plus Gas Station; however, that will also be displaced by this project. The closest ATM and public restrooms would be in Okmulgee, located approximately 6 miles south.

Commercial Displacement 4: (Location G: 3 buildings)
This property consists of the Preston Trading Post and Produce (also known as Preston Feed Store) is a multi-building hub for farm and ranch equipment, seasonal (limited) produce and local nuts, firewood, and other assorted items. This property consists of 6 sheet metal buildings and half an acre of large hay bales. To find similar products, one would need to drive to Okmulgee, located approximately 6 miles south. Though it is a commercial displacement, it's also indicated as a community facility because of the fact that it is one of the only places to purchase essential items like fresh produce; however, the produce is extremely limited and seasonal in nature.

Commercial Displacement 5: (Location J)
This consists of an approximately 400 SF wood shed/barn which appears to be a Personal Property Only (PPO) move.

Commercial Displacement 6: (Location L)
Dave Ramsey Heat and Air has their home base office within the study area. However, the nature of their business is to travel to others and the office is regularly empty. They indicated that operations could continue even if they were to relocate.

Commercial Displacement 7: (Location M)
Pirate Styled Salon, as of the site visit in July 2020, was no longer open or operating.

Commercial Displacement 8: (Location N: 2 buildings)
Ezee Plus Gas Station and Grocery (N1) rents the space in which they operate. In order to find similar services, one would need to drive to Okmulgee. A Welding and Mechanic Shop (N2) is operated in the same complex as Ezee Plus. In order to find similar services,

one would need to drive to Okmulgee, located approximately 6 miles south. Though it is a commercial displacement, it's also indicated as a community facility because of the fact that it is one of the only places to purchase (limited) essential items like food, milk, eggs, etc.

Commercial Displacement 9: (Location O: 2 buildings)
Gen II Fire and Safety is a manufacturing and online retailer that rent the space. The owners indicated that they can continue operations anywhere, including within their nearby home. As they are not open to the public and sell online, their services could continue to be available.

The total population of the census blocks within the study area is 461. The minority population is 205, or 44.5 percent of the total population. Of the 25 census blocks within the study area, eight are unpopulated. Nine of the remaining 17 blocks have minority populations over 50%. The majority of the blocks have a population under 20 people and include the majority of the EJ census blocks. There are six blocks with a population over 30, three of which have a minority population of 50% or greater, and the most populated block has 120 people. While there are EJ populations that would be impacted by displacements in the community, the number would be low compared to the total number of people impacted. The number of minority persons within EJ census geographies is 102, or 22.1 percent of the total population. Of the six residential displacements (consisting of seven buildings), there are three that are located within a census block that has a minority population of 50% or greater. Of the nine commercial displacements (consisting of 16 buildings and 185 PPO displacements), there are six businesses (consisting of nine buildings) that are located within census blocks with a minority population of 50% or greater. There are no businesses or services within the study area that cater specifically to a minority population. There are comparable goods and services provided in nearby communities within six miles.

The displacements that would occur as a result of the proposed project would be a significant impact to everyone in the community of Preston, particularly to the commercial area around the US-75-Preston Road intersection. While EJ populations in census geographies would experience the impacts from displaced residences and commercial properties, the impact would not be disproportionate to the impacts on non-EJ census geographies. The entire community would equally experience a loss of goods and services if the businesses do no or cannot relocate to nearby locations. It is important to note, because there are not currently any available housing or commercial real estate options within Preston, those who are displaced would likely need to move outsid of the community. There is land that could be suited to built nearby, but at the time of survey, there was no land available within Preston. However, most people who reside in Preston work outside of the community (if they are currently employed). The Preston School district covers a very large geographical area, so it may likely be possible to find replacement housing or commercial real estate that would allow children to remain within the Preston School district. Additionally, it is noteworthy that the majority of the residents and business owners in the community strongly support the proposed project.

## 3.2. ACCESS AND TRAVEL PATTERNS

**No Build Alternative**

Under the No Build Alternative, no overpass would be constructed and the traffic would continue as it currently operates. The purpose and need would not be fulfilled by the No Build alternative. Currently, it is difficult, time-consuming, and can be unsafe to cross US-75 along Preston Road with the open access and stop sign only condition. The divided highway cross-traffic does not stop, so extreme backups can

occur. Additionally, numerous injury and fatality accidents have occurred at the interchange through the years.

**Build Alternative**
Currently, the intersection of Preston Road and US-75 is at grade, with a stop sign signalization for access across the divided 4-lane highway. There are currently left-hand turning lanes in the center of US-75 for those wishing to exit onto Preston Road in either direction.

Under the proposed alternative, an overpass would be constructed on Preston Road (also known as Will Sampson Road) that crosses over US-75, with on and off ramps for both directions of US-75. Direct access to US-75 from Preston Rd would be eliminated because the two roadways would no longer intersect, and on and off ramps would be required to access the highway. A full access interchange would improve the safety and accessibility of US-75 and Preston Road and would fulfill the purpose and need for the project.

There would be a temporary road closure to construct a detour route on County Road NS-220 (also known as Pierce Ave),. Direct access to US-75 from NS-220 would also be eliminated, which would create a minor increase in travel time, but does not cut off access to community facilities and will safely change how users of the county road access US-75.

The loss of many community businesses is significant and would increase travel time for convenient services; however, the nature of the community already requires residents to travel for the majority of services (full-service grocery stores, medical facilities, majority of retail goods, etc), so this does not change that significantly.

## 3.3. COMMUNITY COHESION

**No Build Alternative**
Under the No Build alternative, no overpass would be constructed, and the traffic would continue as it currently operates. The purpose and need would not be fulfilled by the No Build alternative. There would be no impact to the current state of community cohesion with the No Build alternative.

**Build Alternative**
Under the proposed alternative, an overpass would be constructed on Preston Road (also known as Will Sampson Road) that crosses over US-75, with on and off ramps for all four directions of US-75. US-75 at Preston Road is currently an at-grade intersection. A full access interchange would improve the safety and accessibility of US-75 and Preston Road and would fulfill the purpose and need for the project.

The loss of many community businesses and residential displacements is significant. There are no currently available housing options within Preston and those who are displaced would likely need to move outside of the community. However, the Preston school district is a very large geographic area, so it may be possible to find replacement housing that would allow families to keep children within the school district. Currently, there are no commercial properties available within Preston. There are comparable replacement properties in nearby Okmulgee and other communities. Since most employed residents of Preston work outside of the community already, this should not greatly impact community cohesion.

Because of the safer crossing at US-75, community cohesion would be improved by the Build Alternative, with travelers able to more easily cross the divided highway by passing over it. The community generally fully supports the proposed overpass, in favor of the improved safety and accessibility over the highway (as indicated from interviews with community members and business owners and from comments received during the public open house). Nearly all community residents that were interviewed indicated that they

had personally experienced or known someone who had been in a collision at the intersection, and truly were happy about the proposed intersection, despite the loss of local businesses. Affected business owners felt the same way. School buses, emergency vehicles (the volunteer fire department is on the west side of US-75) and all residents would benefit from the safer and easier crossing over US-75, and emergency response times would be shortened. The US-75 corridor has been in place since at least 1969, and the majority of the town of Preston is located on the west side of the highway. Because it is an unincorporated community, there are no marked boundaries, but most community facilities are and have historically been on the west side. This project proposes no new barriers.

# 4. PUBLIC INVOLVEMENT

## 4.1. LIMITED ENGLISH PROFICIENCY (LEP)

Executive Order (EO) 13166, "Improving Access to Services for Persons with Limited English Proficiency (LEP)," was signed by President Clinton on August 11, 2000. This EO calls for all federal agencies to examine the services they provide and identify any need for services to those with limited English proficiency, and to develop and implement a system to provide those services so that LEP persons can have meaningful access to them. In compliance with this EO, the study of the proposed highway evaluated potential LEP impacts in the area of the proposed project.

The four-factor analysis is a tool used by ODOT to identify the following:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee;

2. The frequency with which LEP individuals come in contact with the program;

3. The nature and importance of the program, activity, or service provided by the recipient of people's lives; and

4. The resources available to the recipient and cost.

Individuals who do not speak English as their primary language and who have a limited ability to read, write, or understand English are considered to have LEP. These LEP individuals are identified in the Census as people who speak English "less than very well." The proportion of LEP populations within the Census tract and the language they speak at home is provided in Table 9. The proposed project study area is located within Census Tract 5, Block Group 2, which contains no LEP individuals. Due to no presence of LEP individuals living within the study area, assistance in a language other than English was not anticipated, nor was any requested.

***Table 9. LEP Populations***

| Census Tract 5, Block Group2 | Total Population | Total LEP | Spanish LEP | Indo-European LEP | Asian and Pacific Islander LEP | Other LEP |
|---|---|---|---|---|---|---|
| | 477 | 0 | 0 | 0 | 0 | 0 |

***Source: US Census, 2018 ACS 5-Year Estimates, Table B16004 "Age by Language Spoken at Home by Ability to Speak English"***

## 4.2. PUBLIC OUTREACH

A public open house was held on January 28, 2020 to gather input from the community. Prior to the open house, ODOT issued media releases announcing the date, time, and place of the event. Notifications of the open house were also posted on the ODOT website. Over 600 fliers were distributed in Preston to businesses, churches, residents within the project area, and to all students through Preston Schools. Written notifications of the open house were mailed on December 30, 2019 to federal, state, and local officials, and other local stakeholders. All property owners located within or adjacent to the project study area were mailed meeting invitations. In order to capture the maximum number of attendees, the open house was scheduled on the night of a high school basketball game and the location of the Preston Schools Cafeteria was chosen due to its close proximity to the game. A total of 76 people signed the attendance roster, including representatives from ODOT, local business owners, residents, and members of the media.

The open house was a come-and-go event and no formal presentation was given. Handouts with information on the purpose and goals of the study were made available to meeting attendees at the sign-in table. Project team members were stationed at several tables with multiple layouts of the proposed alignment in order to facilitate any questions and comments from meeting attendees. A conceptual 3D animation of the proposed improvements was projected on to a screen in the cafeteria and ran on a continuous loop for the duration of the meeting. Comment cards and laptop computers for typed comments were both available for attendees.

Most of the written comments received indicated support for the project and its potential to increase safety and improve access at the intersection. Several commenters noted that they have been personally impacted by vehicle collisions at the US-75/Preston Road intersection and that this project cannot be completed soon enough. A few commenters expressed concern over the loss of local businesses and the hope that ODOT fairly compensates property owners. No comments were provided that indicated any impacts to the EJ populations.

Additional outreach is anticipated to occur during a public hearing tentatively set for Summer/Fall 2021 to allow the community more opportunity to comment on the proposed project.

# 5. IMPACTS ON THE ENVIRONMENTAL JUSTICE POPULATION

EO 12898 requires federal agencies to "make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse effects of its programs, policies, and activities on minority populations or low-income populations." To achieve this, federal agencies should collect and analyze information concerning a project's effects on minorities or low-income groups when required by NEPA, and if such investigations find that minority or low-income groups experience disproportionate adverse effects, then additional measures are to be taken. Disproportionately high and adverse human health or environmental effects are defined by FHWA as adverse effects that:
(1) are predominantly borne by a minority population and/or a low-income population; or

(2) will be suffered by the minority population and/or low-income population and are appreciably more severe or greater in magnitude than the adverse effects that will be suffered by the nonminority population and/or non-low-income population (FHWA, 1998).

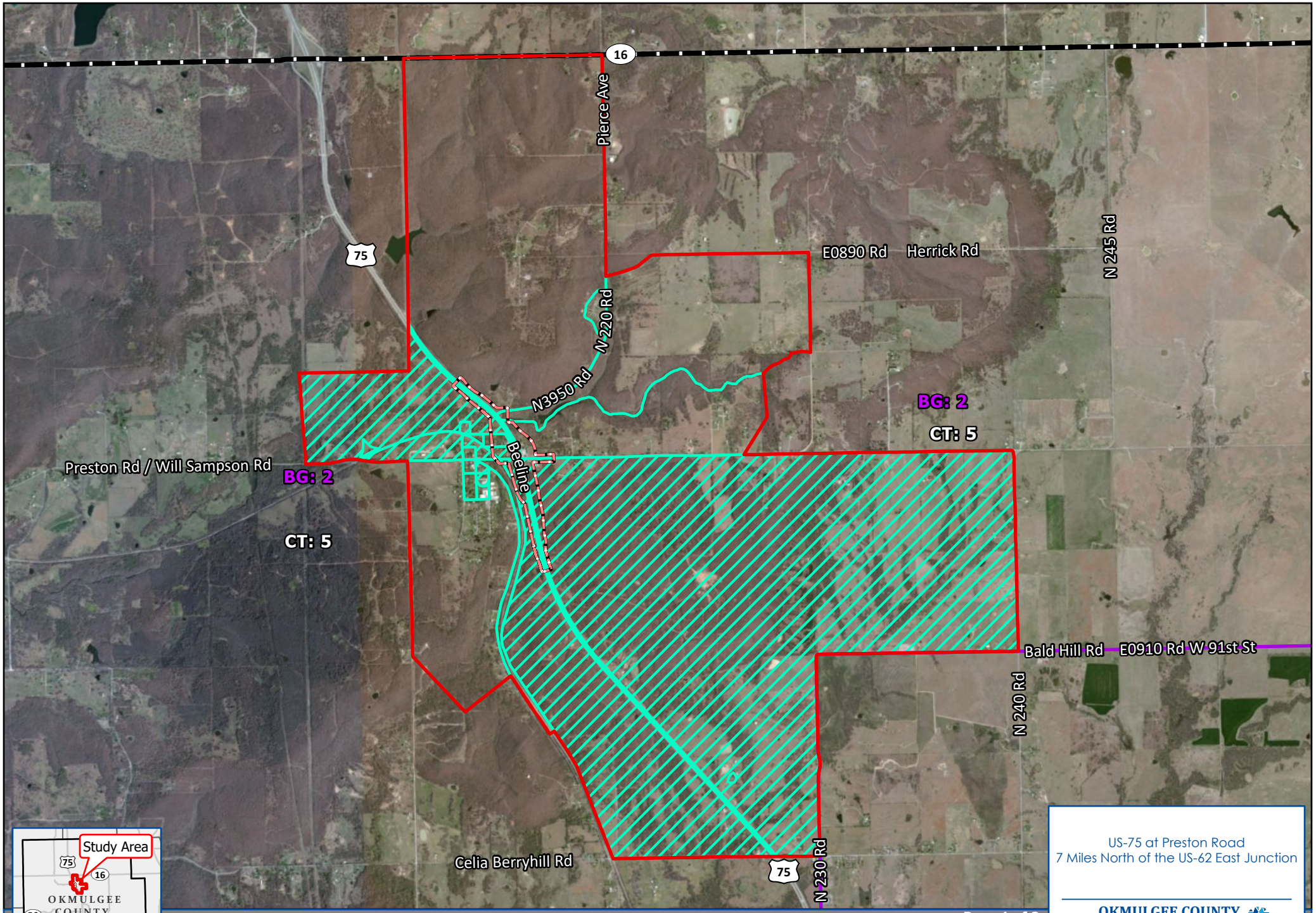
**Conclusion**:
Based on the analysis above, the Build alternative(s) will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of E.O. 12898 and FHWA Order 6640.23. While a large portion of the land area is made up of EJ census blocks, much of this area is made up of large, sparsely populated blocks and the population is low. The total population of the

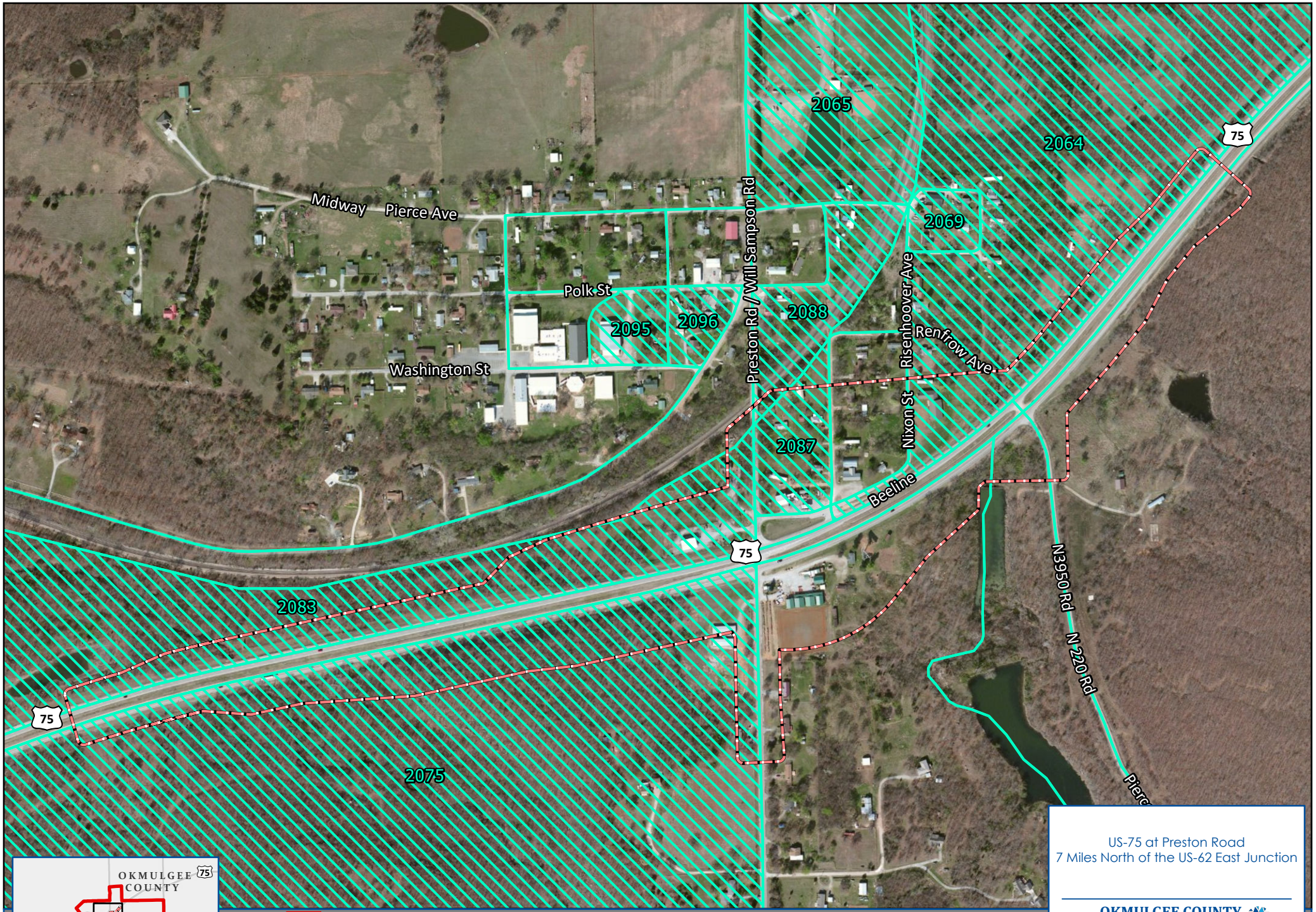
census blocks within the study area is 461. The minority population is 205, or 44.5 percent of the total population. Of the 25 census blocks within the study area, nine are unpopulated. Nine of the remaining 17 blocks have minority populations over 50%. The majority of the blocks have a population under 20 people and include the majority of the EJ census blocks. There are six blocks with a population over 30, three of which have a minority population of 50% or greater. and the most populated block has 120 people. Of the six residential displacements (consisting of seven buildings), there are three that are located within a census block that has a minority population of 50% or greater. Of the nine commercial displacements (consisting of 16 buildings and 185 PPO displacements), there are six businesses (consisting of nine buildings) that are located within census blocks with a minority population of 50% or greater. While EJ populations in census geographies would experience the impacts from displaced residences and commercial properties, the impact would not be disproportionate to the impacts on non-EJ census geographies. The entire community would equally experience a loss of goods and services if the businesses do not or cannot relocate to nearby locations. EJ and non-EJ populations would also experience the benefits of improved safety and mobility as a result of the proposed project similarly The positive feedback received during the Public Outreach indicates strong community support for the project. The Environmental Justice Populations Map highlights the dispersement of EJ census blocks in relation to the project area. No further Environmental Justice analysis is required.

# Appendix A
# Environmental Justice Table and Map

| Geographic Area Name | Total Population | Percentage Minority |
|---|---|---|
| Block 2083, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 30 | 53 |
| Block 2009, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 16 | 38 |
| Block 2073, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 72 | 47 |
| Block 2011, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 42 | 33 |
| Block 2065, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 10 | 60 |
| Block 2093, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 0 | 0 |
| Block 2075, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 52 | 52 |
| Block 2069, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 8 | 100 |
| Block 2066, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 14 | 36 |
| Block 2089, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 0 | 0 |
| Block 2087, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 13 | 69 |
| Block 2090, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 2 | 0 |
| Block 2091, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 8 | 38 |
| Block 2096, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 4 | 75 |
| Block 2094, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 19 | 37 |

| Geographic Area Name | Total Population | Percentage Minority |
|---|---|---|
| Block 2068, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 0 | 0 |
| Block 2095, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 5 | 60 |
| Block 2084, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 0 | 0 |
| Block 2072, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 0 | 0 |
| Block 2092, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 120 | 28 |
| Block 2064, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 36 | 67 |
| Block 2082, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 0 | 0 |
| Block 2071, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 0 | 0 |
| Block 2088, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 10 | 60 |
| Block 2070, Block Group 2, Census Tract 5, Okmulgee County, Oklahoma | 0 | 0 |


16
Pierce Ave
75
E0890 Rd
Herrick Rd
N 245 Rd
N 220 Rd
N3950 Rd
BG: 2
CT: 5
Beeline
Preston Rd / Will Sampson Rd
BG: 2
CT: 5
Bald Hill Rd
E0910 Rd
W 91st St
N 240 Rd
Celia Berryhill Rd
75
N 230 Rd
Study Area
OKMULGEE COUNTY
Community Study Area
NEPA Study Area
Census Tract
Block Group
Census Blocks
Percent Minority
Less than 50%
50% or Greater
0
0.5
1
Miles
Page 1 of 2
US-75 at Preston Road
7 Miles North of the US-62 East Junction
OKMULGEE COUNTY
JP No. 30571(04)
Project #: J3-0571(004)
OKLAHOMA Transportation
Environmental Justice Populations
Source: ESRI Imagery. U.S. Census 2010, 2018



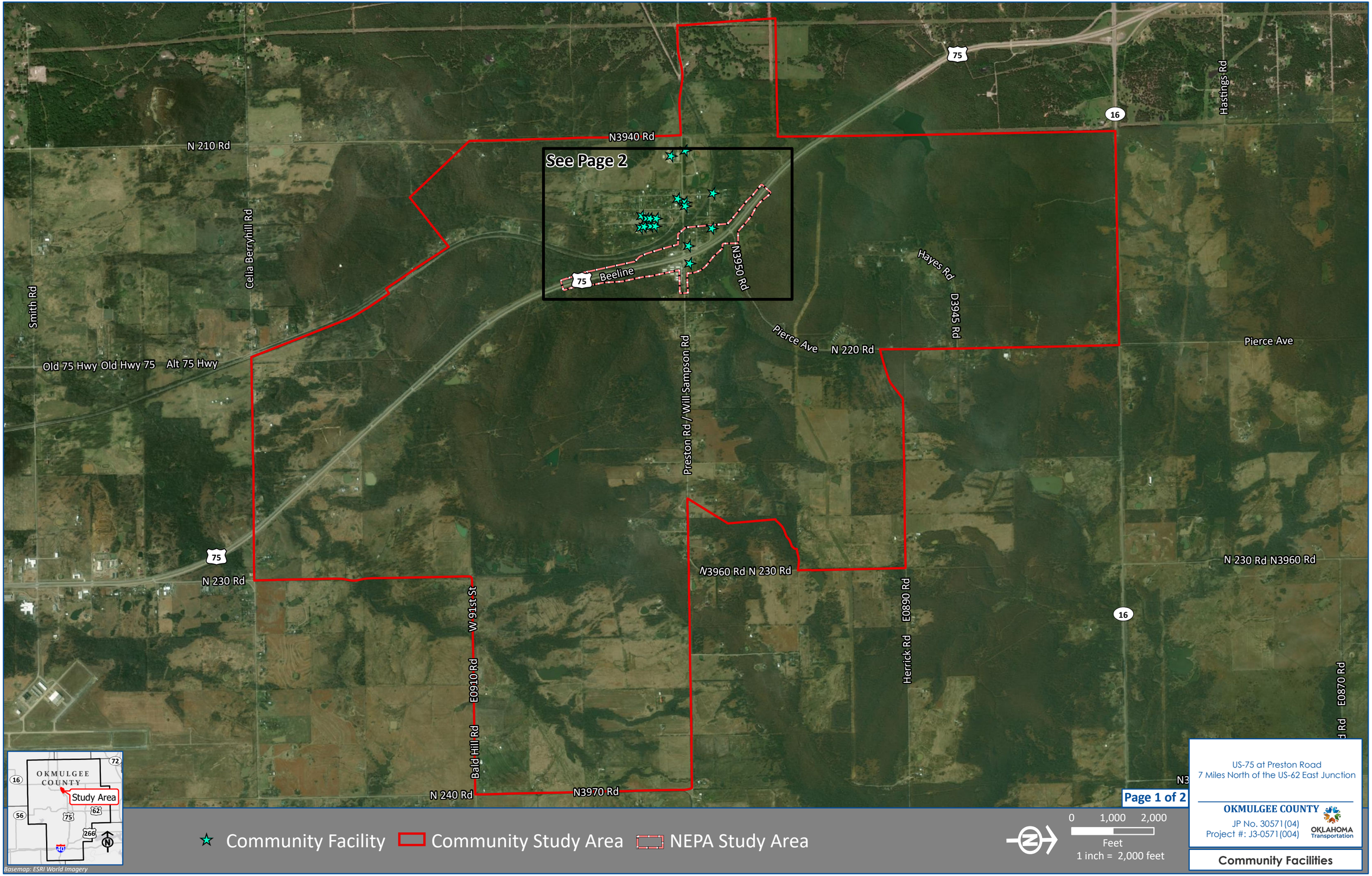

Page 2 of 2

US-75 at Preston Road
7 Miles North of the US-62 East Junction

**OKMULGEE COUNTY**
JP No. 30571(04)
Project #: J3-0571(004)
OKLAHOMA Transportation

**Environmental Justice Populations**

# Appendix B
# Community Facilities Map

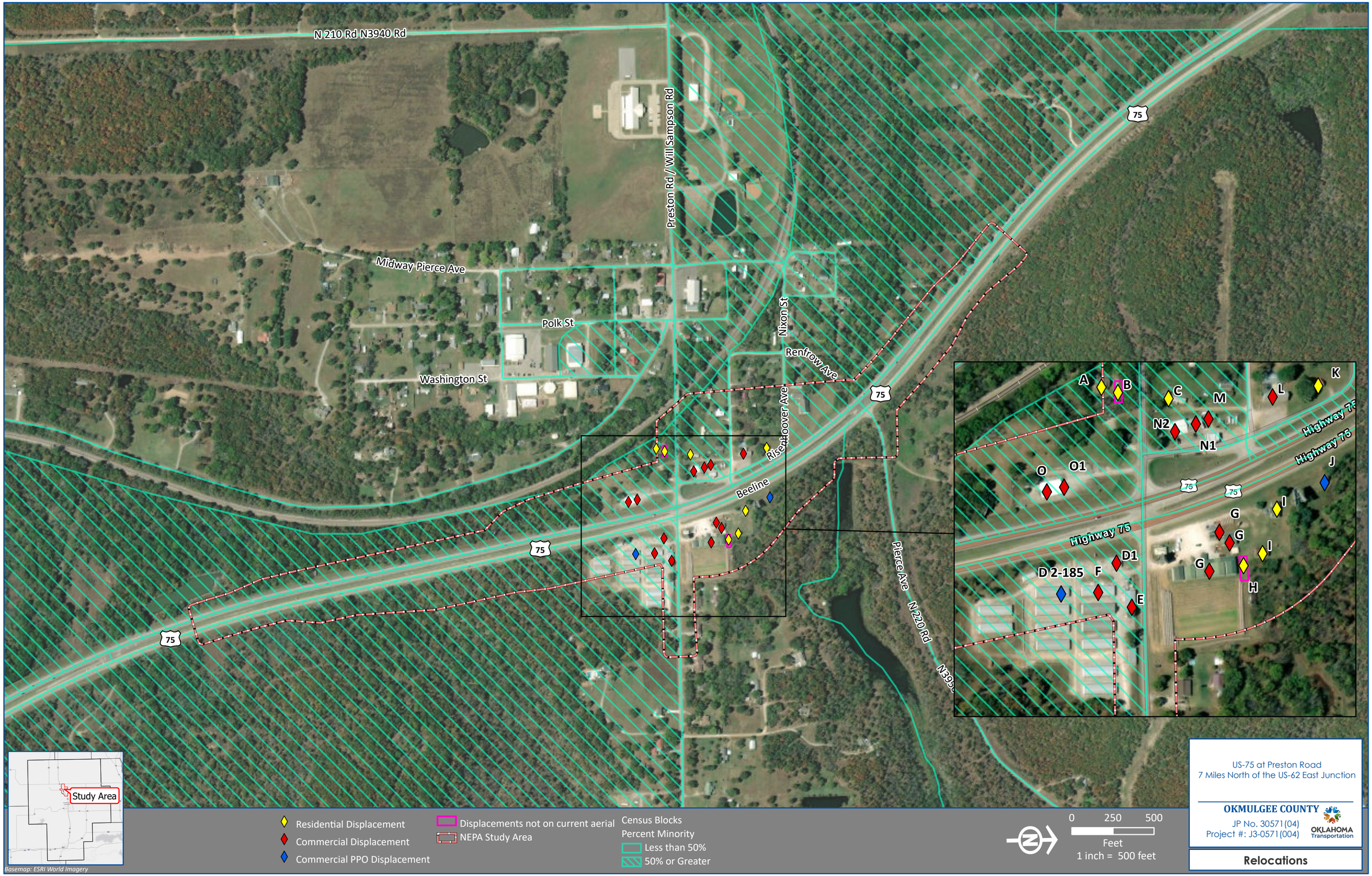

See Page 2
N3940 Rd
N 210 Rd
Celia Berryhill Rd
Smith Rd
Old 75 Hwy
Old Hwy 75
Alt 75 Hwy
Beeline
75
N3950 Rd
Hayes Rd
D3945 Rd
Pierce Ave
N 220 Rd
Preston Rd / Will Sampson Rd
Hastings Rd
16
N 230 Rd
N3960 Rd N 230 Rd
W 91st St
E0910 Rd
Bald Hill Rd
N 240 Rd
N3970 Rd
E0890 Rd
Herrick Rd
E0870 Rd
OKMULGEE COUNTY
Study Area
Basemap: ESRI World Imagery
Community Facility
Community Study Area
NEPA Study Area
0 1,000 2,000
Feet
1 inch = 2,000 feet
US-75 at Preston Road
7 Miles North of the US-62 East Junction
OKMULGEE COUNTY
JP No. 30571(04)
Project #: J3-0571(004)
OKLAHOMA Transportation
Community Facilities
Page 1 of 2

US-75 at Preston Road
7 Miles North of the US-62 East Junction

OKMULGEE COUNTY
JP No. 30571(04)
Project #: J3-0571(004)
OKLAHOMA Transportation

Community Facilities

# Appendix C
# Displacements Map




US-75 at Preston Road
7 Miles North of the US-62 East Junction

**OKMULGEE COUNTY**

JP No. 30571(04)
Project #: J3-0571(004)

OKLAHOMA Transportation

**Relocations**

# Appendix D
# Study Area Photographs

**Photo #: 1**

**Date:** 7/22/2020

**Photo Direction:** West Northwest

**Photographer:** Tori Raines, CP&Y

**General Location:** Preston, Okmulgee County, OK.

**Photo Location**: Commercial displacement (Location N), located at intersection of Preston Road/Will Sampson and US-75

**Photo #: 2**

**Date:** 7/22/2020

**Photo Direction:** West

**Photographer:** Tori Raines, CP&Y

**General Location:** Preston, Okmulgee County, OK.

**Photo Location**: Commercial displacement (Location L), located near intersection of Preston Road/Will Sampson and US-75

**Photo #: 3**

**Date:** 7/22/2020

**Photo Direction:** West Southwest

**Photographer:** Tori Raines, CP&Y

**General Location:** Preston, Okmulgee County, OK.

**Photo Location**: Residential displacement (Location K), located near intersection of Risenhoover Avenue and US-75 frontage road

**Photo #: 4**

**Date:** 7/22/2020

**Photo Direction:** South

**Photographer:** Tori Raines, CP&Y

**General Location:** Preston, Okmulgee County, OK.

**Photo Location**: Community Facility: Post Office

**Photo #: 5**

**Date:** 7/22/2020

**Photo Direction:** West

**Photographer:** Tori Raines, CP&Y

**General Location:** Preston, Okmulgee County, OK.

**Photo Location**: Community Facility: Part of Preston School campus

**Photo #: 6**

**Date:** 7/22/2020

**Photo Direction:** Northwest

**Photographer:** Tori Raines, CP&Y

**General Location:** Preston, Okmulgee County, OK.

**Photo Location**: Community Facility: Preston First Baptist Church

**Photo #: 7**

**Date:** 7/22/2020

**Photo Direction:** West Southwest

**Photographer:** Tori Raines, CP&Y

**General Location:** Preston, Okmulgee County, OK.

**Photo Location**: Community Facility: Preston Volunteer Fire Dept

**Photo #: 8**

**Date:** 7/22/2020

**Photo Direction:** Northwest

**Photographer:** Tori Raines, CP&Y

**General Location:** Preston, Okmulgee County, OK.

**Photo Location**: Community Facility: Jim Waller Sports Complex

**Photo #: 9**

**Date:** 7/22/2020

**Photo Direction:** South

**Photographer:** Tori Raines, CP&Y

**General Location:** Preston, Okmulgee County, OK.

**Photo Location**: Community Facility: Preston High School

**Photo #: 10**

**Date:** 7/22/2020

**Photo Direction:** East

**Photographer:** Tori Raines, CP&Y

**General Location:** Preston, Okmulgee County, OK.

**Photo Location**: View toward US-75 divided highway as well as Preston Trading Post complex (Commercial Displacement, Location G)

**Photo #: 11**

**Date:** 7/22/2020

**Photo Direction:** South

**Photographer:** Tori Raines, CP&Y

**General Location:** Preston, Okmulgee County, OK.

**Photo Location**: Commercial Displacement (Location O) near intersection of US-75 and Preston Road/Will Sampson

**Photo #: 12**

**Date:** 7/22/2020

**Photo Direction:** East

**Photographer:** Tori Raines, CP&Y

**General Location:** Preston, Okmulgee County, OK.

**Photo Location**: View of US-75 with Commercial Displacement Personal Property Only and Commercial Properties: Preston Storage and Flea Market, and Destiny's Food Truck (Locations D, E, and F) in background

**Photo #: 13**

**Date:** 7/22/2020

**Photo Direction:** North Northeast

**Photographer:** Tori Raines, CP&Y

**General Location:** Preston, Okmulgee County, OK.

**Photo Location**: Commercial Displacement (Location G) Preston Trading Post

**Photo #: 14**

**Date:** 7/22/2020

**Photo Direction:** Southeast

**Photographer:** Tori Raines, CP&Y

**General Location:** Preston, Okmulgee County, OK.

**Photo Location**: View of Destiny's Place portable building/food truck (Location E)

# Community Impacts Assessment Form

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| **Job Piece #:** | **30571(04)** |
| **County:** | **Okmulgee** |
| **Project Description:** | **US-75 at Preston Rd Intersection, 7 miles north of US-62 East Jct.** |
| **Preparer:** | **Tori Raines** |

## PART I: COMMUNITY PROFILE

*Attach a map showing the community study area boundaries as well as the locations of any community facilities in the area (schools, places of worship, health care facilities, recreation centers, social services, libraries, etc.).*

### I. General Information

*What is the location of the community that may be impacted?*

The proposed project is located in east central Oklahoma, within the small, unincorporated town of Preston. It is located along US-75, just a few miles north of the city of Okmulgee.

### II. General Characteristics of the Community

*What is the name and general character of the community (rural, suburban, urban, mixed use)?*

Preston is a small, rural, unincorporated community with a few commercial properties and several residences. There are also several community facilities such as the school district and churches in the community.

### III. Community Facilities

*Show location of facilities on attached map.*

| Name of Facility | Type of Facility | Public or Private | Population Served | Additional Comments |
|---|---|---|---|---|
| Northside Evangelistic Temple | Religious | Private | Preston area | Address: 9845 Pierce |
| Church (currently vacant) | Religious | Private | Preston area | Address: 11435 Nixon St |
| First Baptist Church of Preston | Religious | Private | Preston area | Address: 10074 Old Hwy 75 |
| First Baptist Church Youth Center | Religious | Private | Youth in the Preston area | Address: 10070 Old Hwy 75 |
| Jim Waller Sports Complex | Recreation | Public | Preston area | Old Hwy 75 |
| Preston Volunteer Fire Department | Institutional | Public | Preston area | Address: 10069 Old Hwy 75 |

| | | | | |
|---|---|---|---|---|
| Preston Post Office | Institutional | Public | Preston area | Address: 10040 Polk Ave |
| Preston High School | Educational | Public | Youth in the Preston School District | Address: 10061 Old Hwy 75 |
| Preston Elementary and Middle School Campus | Educational | Public | Children in the Preston School District | Address: 10165 Pringey Ave Includes Preston Elementary and Middle school buildings, the school cafeteria and the High School Gymnasium |
| EZee Plus | Commercial | Private | Preston area | Address: 9955 Risenhoover Ave<br>This is included as a community facility due to the fact that it is one of the only locations to purchase essential grocery items |
| Preston Trading Post | Commercial | Private | Preston area | Address: 11589 Preston Rd<br>This is included as a community facility due to the fact that it is one of the only locations to purchase essential grocery items |

## IV. Data

*Attach tables or thematic maps detailing race, language, income, gender, and age data for the affected community study areas.*

a. What data sources were used (U.S. Census Bureau, American Community Survey (ACS), Other)?
U.S. Census Bureau, American Community Survey (ACS), Google Earth, Google Maps, Google Street view, ODOT Relocation Plan, and site visit. Staff also conducted interviews with affected business owners and members of the community.

b. Does any of the census geographies show a median income below the DHHS poverty level? Describe:
There is a single census geography for the project area, and it does not show a median income below the 2020 DHHS poverty level of $26,200.

c. Does any of the census geographies show a minority population? Describe:
Block Group 2, Census Tract 5 is the sole census geography within the study area. It has a reported 21% American Indian/Alaska Native population, which is the highest minority population by type. Overall, the census tract has a 44% minority population.

There are nine out of 25 census blocks within Block Group 2 of Census Tract 5 that show a minority population of 50% or greater and are considered EJ minority populations. These blocks make up a large portion of Preston and the area adjacent to the proposed

project, however out of 15 total displacements (6 residential and 9 commercial), there are only 4 which are located within blocks with a minority population of 50% or greater.

d. Does any of the census geographies show presence of persons who speak English "less than very well"?
The proposed project study area is located within Census Tract 5, Block Group 2, which contains no LEP individuals.

## V. Site Visit

*Information can be requested in the Relocation Plans or found through Google Street View if no site visit is performed.*

a. Was a site visit conducted? If yes, attach documentation, notes, and photographs from the field visit. If no, explain why.
Site visits were conducted in January and July, 2020. Project photographs are attached.

b. Were there any signs observed in languages other than English? *Describe the languages(s) observed, frequency, and general location of signs in other languages (throughout the study area, concentrated in a particular vicinity, etc.)*
There were no signs in languages other than English within the project study area.

c. Were there places of worship, businesses, or services that target or serve specific minority groups?
There were no places of worship, businesses, or services that target or serve specific minority groups that were encountered within the project study area.

d. Were there signs of disabled persons such as ramps on homes or public transportation vehicles or stops specifically designed for disabled persons?
There were no signs of disabled persons within the project study area.

e. Were there signs of other vulnerable populations such as children or elderly *(presence of day cares, elementary schools or assisted living facilities? (EJSCREEN, the EPA's environmental justice screening and mapping tool, can assist in locating facilities. This tool can be found at https://www.epa.gov/environmentaljustice or https://www.epa.gov/ejscreen)*
There is the Preston Elementary School complex within the community study area, but outside of the project area.

f. Are there signs of other modes of transportation? Describe:

   i. Bus or train stops
   There is a rail line that travels through the western edge of Preston, however the rail does not provide passenger service. There were no bus or train stops within the community.

   ii. Marked bike lanes or bike signage
   There were no bike lanes or signage within the community study area.

iii. Cyclists observed in the area
No cyclists were observed during site visits.

iv. Sidewalks
No sidewalks were observed during site visits.

v. "Goat paths" or dirt pathways adjacent to the project area
No "goat paths" were observed during site visits.

### VI. Additional Data

*Describe any additional information about this community:*

Preston is a small, unincorporated rural community. There is no local government or official services; however, there is a post office and a volunteer fire department within the study area. There are very few businesses within the community, so those that are employed are mostly employed in another community like nearby Okmulgee (approximately 6 miles away and the largest community in the county), Bixby (approximately 24 miles away), or Beggs (approximately 6.5 miles away).

## PART II: RISK ASSESSMENT

*Consider the community facilities and populations other than EJ populations listed in your Community Profile answers. Information will be available in Relocation Plans.*

### I. Residential Displacements

What type of residences will be displaced (single family homes, apartment, duplexes, etc.)?
There are no multi-family housing options within Preston. Single-family residences will be displaced.

a. How many residences will be displaced or impacted in a manner that would prevent them from being occupied *(loss of parking or access)*?
An estimated 6 residences would be displaced. The residences would be completely displaced (demolished) prior to construction.

b. Is there comparable replacement housing available? Explain.
There is very limited housing available, and currently there are no houses for sale within Preston. However, there are comparable homes in the nearby community of Okmulgee. Decent, Safe, and Sanitary (DSS) replacement housing is limited around the project area. Replacement housing payments (RHP), Rental Assistance Payments (RAP) and move payments are estimated from current RHP and RAP activity experienced by the planning agent.

Residential Displacement (RD) 1 (Location A on Figure 1)

- 3,000 SF Brick House

- Based on a web-based search in the area, there are three available residential replacement properties to replace this displacement located in nearby Bixby, Oklahoma.

Residential Displacement 2 (Location B)

- 1,000 SF Mobile Home (note that this mobile home is located on the same property as RD #1)
- Based on a web-based search in the area, there are two available residential replacement rental properties for this property, located in nearby Sapulpa and Okmulgee, Oklahoma.

Residential Displacement 3

- 1,000 SF Mobile Home (Location C)
- Based on a web-based search, there are two available replacement properties for this property, located in nearby Okmulgee, Oklahoma.

Residential Displacement 4

- 1,000 SF Mobile Home (Location H)
- Based on a web-based search, there are two available replacement properties for this property, located in nearby Beggs and Mounds, Oklahoma.

Residential Displacement 5

- 1,100 SF Wood Frame House with 500 SF Sheet Metal Barn (Location I)
- Based on a web-based search, there are two available replacement properties for this property, located in nearby Okmulgee, Oklahoma.

Residential Displacement 6

- 950 SF Wood Frame House (Location K)
- Based on a web-based search, there is one available replacement property for this property, located in nearby Okmulgee, Oklahoma. Replacement properties were very limited in this rural area.

There is one residential displacement that is currently located in a census block that has minority population of over 50%.

c. Would displacements impact community cohesion? Explain.
Because there are not currently any available housing options within Preston, those who are displaced would likely need to move outside of the community. There is land that could be suited to build nearby, but there was no land available within Preston at the time of this study. However, as noted previously, most people who live in Preston work outside of the community (if they are employed). The Preston school district is a very large geographic area so it may be possible to find replacement housing that would keep children within the school district.

## II. Commercial Displacements

*If active commercial relocations are anticipated, a separate socioeconomic study needs to be completed to address the following:*

a. What types of businesses exist in the study area?
There is a large feed store that sells a wide variety of products, including fresh produce (there is not a grocery store within Preston), a gas station and quick mart, a tire store, a Heating and Air company, a fire suppressant system company, a storage unit facility that operates as a flea market, and a food truck that is parked within the grounds of the storage unit facility.

b. How many businesses will be displaced or impacted in a manner that would prevent them from continuing to operate *(loss of parking or access)*?
An estimated 9 commercial business properties would be displaced. These include 184 storage units.

c. Are these businesses unique to the area? How far away would one have to travel to find a similar business offering similar services?
These businesses are not unique to the area, with the exception of the Feed Store. However, according to that property owner, most of the traffic for his business is from outside of Preston.

Commercial Displacement 1: (Location D Complex, D1 is the commercial landlord, and D2-185 are the commercial Personal Property Only [PPO] storage units)
Preston Storage and Flea Market has approximately 184 storage units in 10 affected buildings. To find similar services, one would need to drive to Okmulgee, located approximately 6 miles south.

Commercial Displacement 2: (Location E)
Destiny's Place is a portable building that is operated as a food truck business. It is being considered as a commercial relocation. This is the only food truck business and restaurant that operates in Preston but is by its nature portable. In order to find another restaurant, one would need to drive to Okmulgee, located approximately 6 miles south.

Commercial Displacement 3: (Location F)
This consists of a single storage unit with an ATM and public restrooms. There is an ATM located across US-75 at the EZee Plus Gas Station; however, that will also be displaced by this project. The closest ATM and public restrooms would be in Okmulgee, located approximately 6 miles south.

Commercial Displacement 4: (Location G)
This property consists of the Preston Trading Post and Produce (also known as Preston Feed Store) is a multi-building hub for farm and ranch equipment, produce and local nuts, firewood, and other assorted items. This property consists of 6 sheet metal buildings and half an acre of large hay bales. To find similar products, one would need to drive to Okmulgee, located approximately 6 miles south.

Commercial Displacement 5: (Location J)
This consists of an approximately 400 SF woodshed/barn which is listed as a PPO move.

Commercial Displacement 6: (Location L)

Dave Ramsey Heat and Air has their home base office within the study area. However, the nature of their business is to travel to others and the office is regularly empty. They indicated that operations could continue even if they were to relocate.

Commercial Displacement 7: (Location M)
Pirate Styled Salon, as of the site visit in July 2020, was no longer open or operating.

Commercial Displacement 8: (Location N)
Ezee Plus Gas Station and Grocery (N1) rents the space in which they operate. In order to find similar services, one would need to drive to Okmulgee. A Welding and Mechanic Shop (N2) is operated in the same complex as Ezee Plus. In order to find similar services, one would need to drive to Okmulgee, located approximately 6 miles south.

Commercial Displacement 9: (Location O)
Gen II Fire and Safety is a manufacturing and online retailer that rents the space. The owners indicated that they can continue operations anywhere, including within their nearby home. As they are not open to the public and sell online, their services could continue to be available.

d. Do these businesses serve a specific population *(specific ethnic group, disabled, low-income families, etc.)*? Explain.
No, these businesses serve all populations.

e. Have the businesses indicated if they would relocate? Explain.
During the site visit(s), all owners were contacted. All indicated that they would be willing to relocate; however, the owner of the feed store was concerned about finding a comparable location to what he currently has.

f. Are there comparable replacement properties available for relocation of the business(es)? Explain.
Currently, there are no commercial properties available within Preston. However, there are comparable replacement properties in nearby Okmulgee and other communities. Specific comparable replacement properties for affected commercial properties were not included in the ODOT Relocation Plan.

Commercial Displacement 1: (Location D Complex, includes D1 Commercial Landlord and D2-185 Commercial PPO storage units)
Preston Storage and Flea Market: No established property could be located in the area, and it is anticipated that they will build.

Commercial Displacement 2: (Location E)
Destiny's Place: As a food truck business, the operations of the business could be moved.

Commercial Displacement 3: (Location F)
Part of Preston Storage and Flea Market: No established property could be located in the area, and it is anticipated that they will build.

Commercial Displacement 4: (Location G)
Preston Trading Post: No established property could be located in the area, and it is anticipated that they will build.

Commercial Displacement 5: (Location J- Commercial PPO)
This consists of an approximately 400 SF woodshed/barn which is listed as a Personal Property Only (PPO) move.

Commercial Displacement 6: (Location L)
Dave Ramsey Heat and Air: No established property could be located in the area, and it is anticipated that they will build.

Commercial Displacement 7: (Location M)
Pirate Styled Salon: As of the site visit in July 2020, this business was no longer operating. However, it is possible that the tenants could move their business elsewhere.

Commercial Displacement 8: (Location N)
EZee Mart and Gas Station, Welding/Mechanic's Shop: No established property could be located in the area, and it is anticipated that they will build.

Commercial Displacement 9: (Location O)
Gen II Fire and Safety is a manufacturing and online retailer that rents the space. The owners indicated that they can continue operations anywhere, including within their nearby home. As they are not open to the public and sell online, their services could continue to be available.

Of the nine commercial displacements, there are 3 that are located within census blocks that have minority populations over 50%.

g. If the businesses do not relocate, how many jobs would be lost?
Most of the businesses are small, family-owned operations. Approximately 15 jobs would be lost if the businesses did not relocate.

Commercial Displacement 1: (Location D)
Preston Storage and Flea Market: There is no staff on-site at the storage facility, so it is not entirely clear if there are any employees aside from the property owner.

Commercial Displacement 2: (Location E)
Destiny's Place: There are 2-3 staff members but generally it is solely the owner/proprietor.

Commercial Displacement 3: (Location F)
Part of Preston Storage and Flea Market: There is no staff on-site at the storage facility, so it is not entirely clear if there are any employees aside from the property owner.

Commercial Displacement 4: (Location G)
Preston Trading Post: This facility is run by members of a single family, with some additional staff as needed. There are 5-7 employees that would lose their jobs. The

owner has indicated that he is of retirement age and would likely retire whether they relocate or not.

Commercial Displacement 5: (Location J)
This consists of an approximately 400 SF wood shed/barn which appears to be a Personal Property Only (PPO) move. There are no jobs to be lost.

Commercial Displacement 6: (Location L)
Dave Ramsey Heat and Air: This company has 2-3 employees, and they indicated that they would continue to operate in the area regardless of relocation.

Commercial Displacement 7: (Location M)
Pirate Styled Salon: As of the site visit in July 2020, this business was no longer operating and therefore there are no jobs to be lost.

Commercial Displacement 8: (Location N)
EZee Mart and Gas Station, Welding/Mechanic's Shop: The gas station has 3-5 employees that would lose their jobs, and the Welding/Mechanic's Shop has an additional 3-5 employees that would lose their jobs.

Commercial Displacement 9: (Location O)
Gen II Fire and Safety: As noted, the owners of this business indicated that their operations would be maintained regardless of relocation. It is a husband and wife team, and no jobs would be lost.

h. If the businesses do not relocate, are there comparable job opportunities for the affected employees?
Because of the small size of Preston, there are not comparable job opportunities within the community. However, as previously noted, most who are employed and living in Preston are employed somewhere outside of the community. There are available jobs in Okmulgee, approximately 6 miles south.

i. What is the unemployment rate for the study area?
Currently the unemployment rate is 3% within the block group that contains the study area.

j. If the businesses do not relocate or current employees do not remain with the employer, would there be similar jobs *(same industry, equivalent skill set, etc.)* available nearby? Explain.
There are comparable similar jobs that would be available in Okmulgee, approximately 6 miles south of Preston. There would not be similar jobs in Preston,

k. Are there any measures which could be taken to mitigate the potential loss of employment opportunity? Explain.
No, there are no measures that could be taken in this situation to mitigate potential loss of employment opportunity, given the small and rural nature of the community.

## III. Other Displacements

a. What non-residential and non-commercial displacements *(parks, homeless shelters, churches, etc.)* would occur?
There are no non-residential or non-commercial displacements that would occur.

b. Do these facilities serve a specific population *(disabled persons, children, elderly, a specific ethnic group, a specific religious denomination, etc.)*? Explain.
N/A

c. Would these facilities be able to relocate? Explain.
N/A

d. How far would a person have to travel to find similar facilities or services?
N/A

e. Is there any opportunity to mitigate the impact to the facilities? Explain.
N/A

**Conclusion: Based on the information above, how will displacements associated with the proposed project impact the community?**
The community will actually be more cohesive, as residents will be able to travel more safely across US-75 along Preston Road. The majority of services already must be accessed by traveling outside of rural Preston, and therefore the proposed displacements will not constitute an additional major hardship.

## IV. Access and Travel Patterns

*Will apply to projects in urban areas.*

a. How do people currently access adjacent parcels *(car, walking, cycling, mass transit)*?
Generally, people use cars for travel within the study area. No other forms of transportation were observed during multiple site visits. There was also no signage or facilities for other forms of transportation observed.

b. Describe the permanent changes to access and/or travel patterns.
The intersection of Preston Road and US-75 is currently an at-grade intersection with a stop sign, so there is open access to and from US-75. With the construction of the overpass, on and off ramps will be required to be utilized to access US-75 which will make entering and exiting the highway safer and faster. Travel across US-75 will also be safer and faster with the addition of the proposed overpass, with Preston/Will Sampson Rd going over the busy highway.

c. What neighborhoods and businesses will be affected by these changes?
All of the Preston community will be affected by having safer access across US-75 and for entering/exiting the highway. Specific businesses that will be impacted include the Preston Storage and Flea Market, Preston Trading Post, EZee Plus Station. There are additional businesses like Gen II Fire and Safety and Dave Ramsey Heat and Air which

would be displaced, but that have indicated that they would be able to operate anywhere, as their businesses are not based upon foot traffic.

d. Are there any community facilities affected? Are any of these facilities considered essential services *(clinics and hospitals, schools, emergency responders)*?
The EZee Plus and Preston Trading Post stores both serve the small rural community of Preston as multi-functional facilities. Preston Trading Post sells fresh produce, among many other items, and EZee Plus also sells hot case foods and other convenience store items and is the only local source for basic grocery items such as bread, milk, and eggs. These two facilities are the closest thing to a grocery store within Preston. However, there are multiple grocery stores and gas stations within Okmulgee, which is approximately 6 miles away.

The schools and volunteer fire department would not be displaced by the proposed alternative, and in fact would benefit from faster response times and easier commutes to and from schools with the overpass. In general, drivers would have a safer crossing. This would particularly benefit less experienced drivers traveling to and from school. US-75 with the proposed overpass.

e. How will emergency response times be effected?
Response times would be faster with protected access over US-75 rather than a stop sign crossing over the divided highway. Response times would be increased during the construction phase if emergency vehicles need to find an alternate route or navigate road closures.

f. For mass transit, walking, and cycling impacts, which mode(s) will be permanently impacted?
There are no facilities for transit, walking, or cycling in Preston; there is nothing to impact. Although bicycle and pedestrian facilities are not proposed as part of the project, travel within the study area and across US-75 would be safer and easier if people choose to use these modes.

g. How far will the user of each mode have to travel to find a comparable route/service? How much time will be added to their trips?
N/A

h. Are any design elements proposed to mitigate adverse impacts? Describe.
The design has been adjusted to only take the minimum amount of ROW required to construct the overpass and ramps, to mitigate adverse impacts associated with displacements.

i. What businesses are located along the existing corridor? Of these, how many are primarily dependent on passing traffic for business.
The EZee Plus and Preston Trading Post stores are both primarily dependent on passing vehicle traffic. Both have indicated that they would be open to relocation to another spot, potentially along US-75, to maintain the access to passing traffic from various nearby communities or through travelers. Additionally, Destiny's Place food truck

business relies on traffic, however by the nature of the business it is mobile and could relocate to another place within or near the community.

j. Are frontage roads proposed as part of the project or is the project a limited access facility? Describe.
No frontage roads are proposed as part of the project. There would be on and off ramps to access the US-75 corridor.

k. Is the land adjacent to the project available for development? Describe.
There is no land currently available for development adjacent to the project.

l. Is there any mitigation or design elements, such as signage, proposed for impacts to existing traffic dependent businesses?
These businesses would be relocated altogether, so no signage would be necessary.

**Conclusion: Based on the information above, how will the proposed project impact access and travel patterns for the community?**

Ultimately, the proposed project would provide benefit to travelers in the area and would increase not only safety but also timely access across and onto US-75.

## V. Community Cohesion

a. If there is an existing roadway or other separation? How will the proposed project change that separation?
The existing US-75 is an at-grade four-lane divided highway. Crossing and turning at the intersection is highly unsafe and there have been numerous collisions and fatality collisions at the intersection. The overpass would create an easier crossing along Will Sampson/Preston Road over US-75 which would decrease the separation the highway creates in the community.

b. How would the proposed project change the way that people within the community access other parts of the community and participate in local activities?
The overpass over US-75 would provide a safer and more easily accessible path to cross the divided highway.

c. How will the proposed project change the way that people use local services and facilities?
The proposed overpass would allow members of the community who live on the east side of US-75 to much more easily commute to the west side, where the majority of community facilities are located (including the volunteer fire department and schools).

d. Describe how people in the community will be separated or isolated.
People in the community would have the separation of the divided highway with minimal signage removed in favor of the overpass crossing over US-75. There would be more of a visual separation with the addition of the overpass, however, travel to and from either side of the highway would be safer and easier, which would decrease separation.

e. How will the separated portions of the community access one another after completion of the proposed project? Consider all modes of transportation.
Access will remain open on either side of US-75, with an overpass instead of a minimally signalized at-grade intersection with the divided highway. The safety of travelers along the highway and those crossing the highway will be improved. Given the rural nature of the community and the lack of public transportation, private vehicles are the main form of transportation in the community. Bicycle and pedestrian facilities are not included in the proposed project, however travel for these modes would be made easier and safer as a result of the overpass over US-75.

f. How will the affected people in the community access services like grocery stores, schools, parks, neighborhood amenities, places of employment, etc.? Consider all modes of transportation.
Schools, the Jim Waller Sports Complex, the post office, and the volunteer fire department are all located on the west side of US-75. Safer access across US-75 will provide a benefit to community members who live on the east side of the highway since they will have easier access to the services on the west side of the highway and emergency response times to the east side of the highway will be improved. Because of the rural nature of the community, most other services (full-service grocery store, hospital, most places of employment) are found outside of Preston, in nearby Okmulgee or another community. The proposed project would not have an effect on this existing condition of the community, nor would it be a change to the community cohesion. The proposed project would improve safety and mobility in Preston and make it easier to access these services in other communities.

g. How is the proposed access different from the existing access? Consider all modes of transportation.
Access will be improved by the overpass crossing over US-75. On and off ramps will be required to access or exit US-75, but this would not remove access for any users. Bicycle and pedestrian facilities are not included in the proposed project, however, travel for these modes would be made easier and safer as a result of the overpass over US-75.

h. Is there any mitigation or design elements proposed to lessen the effects of this separation or isolation?
N/A

**Conclusion: Based on the information above, how will the proposed project impact community cohesion?**

Ultimately, the proposed project would not adversely affect the existing community cohesion within Preston.

## PART III: ANALYZE IMPACTS ON ENVIRONMENTAL JUSTICE POPULATION

### I. Negative Impacts

a. Will there be displacements? How many are in predominantly minority and/or low income census geographies versus non-minority and non-low income geographies?
There are commercial and residential displacements planned as part of this project. These displacements are not located in predominantly EJ geographies. Of the six residential displacements, there is one that is proposed within a block with a minority population over 50%. Of the nine commercial displacements, there are three that are proposed within a block with a minority population over 50%. There are currently no commercial properties available within Preston. However, there are comparative replacement properties in nearby Okmulgee and other communities.

b. Will there be access and travel pattern impacts? What types of impacts are in predominantly minority and/or low income census geographies versus non-minority and non-low income geographies?
There will be benefits for access and travel patterns and these benefits would be the same for minority/low income areas as for non-minority/low income areas.

c. Will there be community cohesion impacts? What types of impacts are in predominantly minority and/or low income census geographies versus non-minority and non-low income geographies?
The community would actually benefit from the improved access across US-75, as the congestion at the interchange would be decreased. Currently, vehicles, particularly at peak times like school starting and ending, back up for a significant amount of time, waiting to cross the busy divided highway with only a stop sign signalization. The overpass would allow for much smoother access across the highway and less congestion.

According to the noise study, the single impacted residential receiver (of a total of 19 residential and 1 place of worship receiver), is located within a block with a minority population of over 50%. It should be noted, however, that though it is noted as an impact, the decibel level is projected to be 66.8, and the level for criteria B (residential) impact is 70. Additionally, the increase in decibel level is only 1.9; whereas, there are many other receivers that will experience a much larger increase, due to the existing close proximity to the US-75 ROW. Mitigation was determined not to be reasonable nor would it fully meet the acoustic feasible requirements.

d. Will the community experience any negative impacts to air quality or water quality from increased noise level or from hazardous materials?
The community would actually benefit from the improved access across US-75, as the congestion at the interchange would be decreased. Currently, vehicles, particularly at peak times like school starting and ending, back up for a significant amount of time, waiting to cross the busy divided highway with only a stop sign signalization. The current congestion creates additional noise and air quality impacts than the proposed,

smoother access. The overpass would allow for much smoother access across the highway and less congestion.

According to the noise study, completed in August, 2020, out of the 19 Residential receivers and 1 place of worship receiver, only a single receiver would encounter a noise impact based on the projected traffic for 2039. It should be noted, however, that though it is noted as an impact, the decibel level is projected to be 66.8, and the level for criteria B (residential) impact is 70. Mitigation was determined not to be reasonable nor would it fully meet the acoustic feasible requirements. Construction noise can typically be minimized by implementing time of day restrictions for construction operations adjacent to noise sensitive areas. No special noise sensitive land uses or activities that may be affected by construction noise are in the proximity to the project.

e. What types of impacts are in predominately minority and/or low income census geographies versus non-minority and non-low income census geographies?
There are no adverse impacts in predominantly minority and/or low income census geographies.

f. Has the community experienced substantial impacts from past transportation projects, such as a new roadway causing large number of displacements or introducing a barrier and separating parts of the community? Describe.
The US-75 corridor has been in place since at least 1969, and the majority of the town of Preston is located on the west side of the highway. Because it is an unincorporated community, there are no marked boundaries, but most community facilities are and have historically been on the west side. This project proposes no new barriers.

g. Has the community experienced substantial impacts from any other major project, such as utilities, industry, etc.? Describe.
There have been no other substantial impacts from other major projects.

h. Does the community have a negative perception of the project or impacts? Are these opinions of the affected EJ population?
No, for the most part the entire community has a very positive perception of the project.

## II. Positive Impacts

a. Would the project add capacity? Explain.
No, there are no new lanes being added to US-75. However, the project will greatly improve safety and accessibility at the interchange of Preston Road and US-75.

b. Does the project substantially increase access or mobility/travel patterns *(reduce travel times, create travel options, increase reliability, etc.)*? Explain.
Yes, the project will substantially increase accessibility across US-75. Currently, vehicles, particularly at peak times like school starting and ending, back up for a significant amount of time along Preston Rd/Will Sampson, waiting to cross the busy divided highway with only a stop sign signalization. The overpass will allow for much smoother access across the highway and less congestion. In addition, the project would improve

mobility because travelers would not have to slow down as much to exit the highway with the addition of the exit ramp and likewise, would have an easier transition to enter the highway from the on ramp.

c. Does the project improve safety *(access management, intersection improvement, site distance, etc.)*? Explain.
Yes, the project will improve safety, by removing the at-grade intersection with US-75 and replacing it with an overpass to cross the highway. Traffic will be able to merge more smoothly onto the highway from the on ramp, rather than entering from a fully stopped position. Likewise, the traffic will have a smoother exit from the highway with the off ramp, instead of having to cross oncoming traffic. Additionally, traffic won't have to cross the divided highway to move east and west across US-75.

d. Does the project improve economic development?
No, the project is planned for public safety and accessibility. The project could actually spur economic development, because of the improved access to Preston Rd/Will Sampson and the tendency for businesses to be developed at highway on/off ramps.

e. Does the community have a positive perception of the project or impacts? Are these opinions of the affected EJ population?

Based on feedback from the public open house, one-on-one discussions with property owners, and comment card responses, the majority of the community members are very supportive of the project, despite the displacements. The public safety aspect is a major concern for citizens, as there have been numerous injury and fatality collisions at the Preston Road/US-75 interchange.

## III. Mitigation Measures

a. Are there any design elements proposed to avoid impacts on the EJ population? Describe
There are no design elements proposed to avoid impacts to the EJ population, but the adverse impacts do not disproportionately impact EJ populations. Of the 25 census blocks located in the study area, a total of nine blocks have a minority population of over 50%. Displacements do not disproportionately impact EJ populations; of the total of 15 displacements (six residential and nine commercial), there are four that are located within blocks with minority populations over 50%.

b. Is there any mitigation proposed to specifically lessen the severity of these impacts on EJ populations? Describe.
There is no mitigation proposed, but the adverse impacts do not disproportionately impact EJ populations.

c. If there are any impacts to minority or low-income populations, would these impacts still be considered disproportionately high and adverse compared to the non-EJ population after mitigation has been applied? Describe.

The adverse impacts do not disproportionately impact EJ populations, therefore impacts would not be disproportionately high and adverse and no mitigation is needed and none is proposed.

## PART IV: PUBLIC INVOLVEMENT

*Refer to the Public Involvement Plan for further guidance. Please note if material is available to view on ODOT website. If no public meeting is required, skip to Part V: Conclusion Statement.*

### I. Public Involvement

Is public involvement planned for this project? Describe.
A public open house was held on January 28, 2020. A public hearing will take place once the design has been completed and environmental studies are concluded; however, the schedule for that is TBD.

### II. Limited English Proficiency

a. Were there LEP persons identified in the project area? What languages do they speak?
There were no LEP persons identified within the study area.

b. Does the percentage of LEP persons meet ODOT standards to require LEP documents/interpreter? *(Refer to the Public Involvement Plan for standards)*
No, it does not.

c. What public involvement techniques were used or plan to be used?
A public open house was held on January 28, 2020 to gather input from the community. Prior to the open house, ODOT issued media releases announcing the date, time, and place of the event. Notifications of the open house were also posted on the ODOT website. Over 600 fliers were distributed in Preston to businesses, churches, residents within the project area, and to all students through Preston Schools. Written notifications of the open house were mailed on December 30, 2019 to federal, state, and local officials, and other local stakeholders. All property owners located within or adjacent to the project study area were mailed meeting invitations. In order to capture the maximum number of attendees, the open house was scheduled on the night of a high school basketball game and the location of the Preston Schools Cafeteria was chosen due to its proximity to the game (across the street). A total of 76 people signed the attendance roster, including representatives from ODOT, local business owners, residents, and members of the media.

The open house was a come-and-go event and no formal presentation was given. Handouts with information on the purpose and goals of the study were made available to meeting attendees at the sign-in table. Project team members were stationed at several tables with multiple layouts of the proposed alignment in order to facilitate any questions and comments from meeting attendees. A conceptual 3D animation of the proposed improvements was projected on to a screen in the cafeteria and ran on a continuous loop for the duration of the meeting. Comment cards and laptop computers for typed comments were both available for attendees.

d. Was assistance in a language other than English requested or is it anticipated to be requested? Describe
None was requested.

e. How were LEP persons accommodated during the public involvement process?
There were no special accommodations as none were requested.

f. Is any more public involvement planned? Will LEP persons continue to be accommodated? Describe
A public hearing will take place once the design has been completed and environmental studies are concluded; however, the schedule for that is TBD. As there were no LEP persons identified in the area, accommodations will only be made if requested.

**Conclusion: Based on the information above and public involvement documentation, were LEP persons given the opportunity for meaningful involvement in the NEPA process?**
*NOTE: The conclusion statement should be included in the NEPA document, if public meeting/open house/survey was conducted.*

There are no LEP populations within the study area, so there were no special accommodations required.

## PART V: CONCLUSION STATEMENT

**Conclusion: Based on the information in this form, will the proposed project have disproportionately high and adverse impacts on minority and/or low-income populations?**
*NOTE: The conclusion statement should be included in the NEPA document.*

a. If it has been determined that there will be no adverse effects on identified EJ populations by the proposed project, the NEPA document should reflect that determination. The statement of a determination of no adverse impacts is:
    i. "No adverse effects have been identified to adversely impact minority or low-income populations by the proposed project as determined above. Therefore, in accordance with the provisions of E.O. 12898 and FHWA Order 6640.23, no further Environmental Justice analysis is required."
b. If there are no disproportionately high and adverse effects on minority and/or low income populations once mitigation and benefits are considered, that determination should be stated in the document and the EJ evaluation is complete. The statement of a determination of no disproportionately high and adverse effects:
    i. "Based on the analysis above, the XYZ alternative(s) will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of E.O. 12898 and FHWA Order 6640.23. No further Environmental Justice analysis is required."
c. If there is a disproportionately high and adverse effect on an EJ population, after taking benefits and mitigation into account, the NEPA document must evaluate whether there is a further practicable mitigation measure or practicable alternative that would avoid or reduce the disproportionately high and adverse effect(s).

i. The social, economic (including costs) and environmental effects of avoiding or mitigating the adverse effects should be taken into account.
ii. FHWA will approve the proposed action only if it determines no such practicable measures exist, and the determination must be stated in the document.
iii. The NEPA document needs to describe how the impacted populations/communities were involved in the decision-making process.
iv. The document needs to also identify what practicable mitigation commitments have been made.

d. FHWA will not approve the proposed action with disproportionately high and adverse effects unless it is determined:
    i. There is a substantial need for the project, based on the overall public interest; and
    ii. Alternatives that would have less adverse effects on protected populations have either:
        1. Adverse social, economic, environmental, or human health impacts that are more severe; or would involve increased costs of an extraordinary magnitude.

**Conclusion**:
Based on the analysis above, the Build alternative(s) will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of E.O. 12898 and FHWA Order 6640.23. No further Environmental Justice analysis is required.

**Oklahoma Department of Transportation – Right-of-Way Division**

Relocation Branch Room C7 Third Floor Office 521-2648 Fax 522-1858

October 27, 2020

**To:** **Environmental Programs Division**

Thru: Project Management Branch

From: Diana Barlow, Manager, Relocation Branch *Diana Barlow*

**Subject:** Relocation Plan – J/P 30571(04)(05) a.k.a. J3-0571(005)RW, Okmulgee County; Intersection at US-75 and Preston Road: US-75 at Preston Road Intersection; 7.00 Miles North of US-62 East Junction.

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Attached is the Relocation Plan for the above referenced project to be included in the Environmental Document.

RELOCATION PLANNING
US-75 at Preston Road
Okmulgee County

This pre-planning information is provided to the Environmental Programs Division to be included in the Environmental Document to satisfy Pre-planning requirements of the Federal Regulations 49 CFR, § 24.205, relocation planning, advisory services and coordination. The proposed study for the US-75 at Preston Road Intersection in Okmulgee County is as follows:

A pre-planning drive-out was conducted on January 16, 2020. There are 6 Residential Relocations, 9 Commercial Relocations and 187 personal property only moves (186 are storage units) on the proposed US-75 at Preston Road Intersection.

The "Relocation Plan Inventory" table lists sites affected by the proposed Right-of-Way. Right-of-Way Plans have been "marked-up" labeling the sites inventoried.

## Relocation Plan Inventory

J/P 30571(04)(05) Okmulgee County;
Interchange: US-75 at Preston Road Intersection; 7.00 Miles North of US-62 East Junction

| Location | Stationing | | Description |
|---|---|---|---|
| A | 22+20R | 100' CLR | Approx. 3,000 SF 2-Story Brick House |
| | Preston Road | R009 | **Residential Relo. #1** |
| B | 22+20R | 90' CLR | Approx. 1,000 SF Singlewide Mobile Home<br>Daughter lives in Mobile Home on Parents |
| | Preston Road | R009 | Property (Location "A")<br>**Residential Relo. #2** |
| C | 22+90L | 55' CLR | Approx. 1,000 SF Singlewide Mobile Home |
| | Preston Road | R009 | **Residential Relo. #3** |
| D1 | 29+00R | 90' CLR | Preston Storage and Flea Market<br>**Commercial Relo #1** = Commercial Landlord |
| D2<br>To<br>D185 | Preston Road | R017 | 10 Buildings with 184 Storage Units<br>**Commerical Relo #2-185 PPO** |
| E | 29+00R | 90' CLR | Destiny's Place<br>Portable Building/Food Truck |
| | Preston Road | R009 | **Commercial Relo #186** |
| F | 29+00R | 90' CLR | Preston Storage and Flea Market<br>ATM/Restroom Storage Unit Building |
| | Preston Road | R009 | **Commercial Relo #187** |
| G | 28+00L | 80' CLR | Preston Trading Post<br>Approximately 8 Sheet Metal Buildings |
| | N 220 R | R018 | **Commercial Relo. #188** |
| H | 397+20R | 50' CLR | Approx. 1,000 SF Singlewide Mobile Home |
| | Ramp D | R018 | **Residential Relo. #4** |

| | | | |
|---|---|---|---|
| I | 398+00R<br><br>Ramp D | CLR<br><br>R018 | Approx. 1,100 SF Wood Frame House<br>With Approx. 500 SF Sheet Metal Barn<br>**Residential Relo #5** |
| J | 400+70R<br><br>Ramp D | CLR<br><br>R018 | Approx. 400 SF Wood Frame Shed<br><br>**Commercial Relo #189 PPO** |
| K | 402+30L<br><br>Ramp B | 40’ CLR<br><br>R014 | Approx. 950 SF Wood Frame House<br>Risenhoover Road.<br>**Residential Relo. #6** |
| L | 401+00L<br><br>Ramp B | 40’ CLR<br><br>R014 | Approx. 2,600 SF Wood Frame Building with<br>Approx. 2,220 SF Sheet Metal Quanset Hut<br>Dave Ramsey Heat & Air<br>**Commercial Relo. #190** |
| M | 398+70L<br><br>Ramp B | 49’ CLR<br><br>R014 | Approx. 420 SF Wood Frame Building<br>Pirate Styled Salon<br>**Commercial Relo. #191** |
| N<br><br><br>N1<br><br><br><br>N2 | 398+00L<br><br>Ramp B<br><br><br><br><br>397+60L<br><br>Ramp B | 20’ CLR<br><br>R014<br><br><br><br><br>20’ CLR<br><br>R014 | Approx. 3,894 Commercial Building - Leased<br>**Commercial Relo. #192 Landlord**<br><br>Approx. 1,800 SF Concrete Block Building<br>EZ Mart – Commercial Tenant<br>**Commercial Relo. #193**<br><br>Approx. 2,070 SF Sheet Metal Building<br>Welding/Mechanic Shop<br>**Commercial Relo. #194** |
| O<br><br><br>O1 | 393+00R<br><br><br>Ramp A | 30’ CRL<br><br><br>R013 | Approx. 3,000 SF Sheet Metal Building – Leased<br>**Commercial Relo. #195 Landlord**<br><br>GEN II Fire and Safety - Tenant<br>**Commercial Relo. #196** |

**<u>Residential Relocations:</u>**

There are (6) - Single Family Residences (**A -** Approximate 3,000 SF Brick Two Story House, presumed to be 3bd/2 bath). (**B** - Approximate 1,100 SF Singlewide Mobile Home, presumed to be 2bd/1 bath). (**C** - Approximate 1,000 SF Singlewide Mobile Home, presumed to be 2bd/1 bath). (**F -** Approximate 1,000 SF Singlewide Mobile Home, presumed to be 2bd/1 bath). (**I -** Approximate 1,100 SF Wood Frame House, presumed to be 3bd/1 bath). (**K** – Approximate 950 SF Wood Frame House, presumed to be 3 bd/1 bath). There are minimal available properties for sale in the surrounding areas. Web-based realtor services supplied the listings of available properties in the Preston City Limits and the surrounding area. The web based realtor services utilized are listed in the RPRS. Decent, Safe & Sanitary (DSS) replacement housing is limited around the project area. Replacement property searches were made for residential and commercial properties.

**Location "A"**

Replacement property searches were made for a minimum of 3 bedrooms, 2 bathrooms houses with a minimum of 3,000 SF.

Available Residential Replacement Properties for:

Location "A"

| Property | Sq. Ft. |
|---|---|
| 12926 E. 183rd. St., Bixby, OK 74008 | 3,103 |
| 13681 S. 23rd. St., Bixby, OK 74008 | 3,163 |
| 17676 S. Memorial Dr., Bixby, OK 74008 | 3,475 |
| Average | 3,247 |

[redacted] Square footage ranged from 3,103 SF to 3,475 SF with an average of 3,247 SF. Replacement Housing Payments (RHP), Rental Assistance Payments (RAP) and move payments are estimated from current RHP & RAP activity experienced by the planning agent.

[redacted]

**Location "B"**

Replacement property searches were made for a minimum of 2 bedrooms, 1 bathroom houses with a minimum of 1,100 SF.

Available Residential Replacement Properties for:

Location "B"

| Property | Sq. Ft. |
|---|---|
| 906 N. Mission Lane, Okmulgee, OK 74447 | 1,384 |
| 13 W. Fairlane Drive, Sapulpa, OK 74066 | 1,549 |
| Average | 1,466.50 |

[redacted] Square footage ranged from 1,384 SF to 1,549 SF with an average of 1,467 SF (rd). Replacement Housing Payments (RHP), Rental Assistance Payments (RAP) and move payments are estimated from current RHP & RAP activity experienced by the planning agent.

[redacted]

**Location "C"**

Replacement property searches were made for a minimum of 2 bedrooms, 1 bathroom houses with a minimum of 1,000 SF.

Available Residential Replacement Properties for:

Location "C"

| Property | Sq. Ft. |
|---|---|
| 1120 S. Taft Avenue, Okmulgee, OK 74447 | 1,184 |
| 805 W 8th. Street, Okmulgee, OK 74447 | 1,356 |
| Average | 1,270 |

[redacted] Square footage ranged from 1,184 SF to 1,356 SF with an average of 1,270 SF. Replacement Housing Payments (RHP), Rental Assistance Payments (RAP) and move payments are estimated from current RHP & RAP activity experienced by the planning agent.

[redacted]

**Location "F"**

Replacement property searches were made for a minimum of 2 bedrooms, 1 bathroom houses with a minimum of 1,000 SF.

Available Residential Replacement Properties for:

Location "F"

| Property | Sq. Ft. |
|---|---|
| 7551 Oak Drive, Beggs, OK 74421 | 1,280 |
| 313 N. 257th. Road, Mounds, OK 74047 | 1,904 |
| Average | 1,592 |

[redacted] Square footage ranged from 1,280 SF to 1,904 SF with an average of 1,592 SF. Replacement Housing Payments (RHP), Rental Assistance Payments (RAP) and move payments are estimated from current RHP & RAP activity experienced by the planning agent.

[redacted]

**Location "I"**

Replacement property searches were made for a minimum of 3 bedrooms, 1 bathroom houses with a minimum of 1,100 SF.

Available Residential Replacement Properties for:

Location "I"

| Property | Sq. Ft. | [redacted] |
|---|---|---|
| 530 S. Taft Avenue, Okmulgee, OK 74447 | 1,356 | |
| 15780 Old Morris Highway, Okmulgee, OK 74447 | 1,421 | |
| Average | 1,388.5 | |

[redacted] Square footage ranged from 1,356 SF to 1,421 SF with an average of 1,389 SF (rd). Replacement Housing Payments (RHP), Rental Assistance Payments (RAP) and move payments are estimated from current RHP & RAP activity experienced by the planning agent.

[redacted]

**Location "K"**

Replacement property searches were made for a minimum of 3 bedrooms, 1 bathroom houses with a minimum of 950 SF.

Available Residential Replacement Properties for:

Location "K"

| Property | Sq. Ft. | [redacted] |
|---|---|---|
| 19162 S. 250th. Road, Okmulgee, OK 74447 | 1,608 | |
| Average | 1,608 | |

Replacement properties were limited in this rural area. Replacement Housing Payments (RHP), Rental Assistance Payments (RAP) and move payments are estimated from current RHP & RAP Activity experienced by the planning agent.

[redacted]

**Commercial Relocations:**

There appear to be (9) Commercial Businesses, (184) Storage Units, and (1) Personal Property Only move affected by this project; ("D1" is a Storage Facility with approximately 10 buildings affected), ("D2-185" is the 184 Storage Unit Tenants –

PPO's) ; ("E" is a Wood Frame Portable Food Truck Business); ("F" consists of an ATM that occupies one of the storage units); ("G" is a Feed & Supply Store that has approximately 8 Large Sheet Metal Buildings); ("J" appears to be an approximate 400 SF Wood Frame Building of PPO), ("L" consists of a Heating & Air Business with an approximate 2,600 SF Wood Frame Building and an approximate 2,220 SF Sheet Metal Quonset Hut attached), ("M" appears to be an approximate 420 SF Wood Frame Portable Building being used as a Salon/Barber Shop), ("N" appears to be an approximate 3,894 SF Commercial Building leased - Landlord), ("N1" appears to be a concrete Block Building approximately 1,800 SF leased to EZ Mart), ("N2" appears to be an approximate 2,070 SF Sheet Metal Building leased to a Welding/Mechanics Shop), ("O" is an approximate 3,000 SF Sheet Metal Building being leased – Landlord), ("O1" is the tenant of an approx. 3,000 SF Building, GEN II Fire & Safety).

**Location "D"**

Location "D" consists of approximately 16 Storage Buildings. Approximately 10 Storage Buildings owned by Preston Storage and Flea Market will be affected. The affected storage buildings occupy approximately 184 storage units and 2 other businesses on the property, shown as "E" and "F". No established property with storage units could be located in the area. We anticipate that they will build.

**Location "E"**

Location "E" consists of an approximate 500 SF Wood Frame Portable Building that appears to be a Food Truck business, Destiny's Place. At this time we are considering this to be a Commercial Relocation.

**Location "F"**

Location "F" consists of 1 Storage Unit with an ATM and Public Restrooms. .

**Location "G"**

Location "G" is the local Preston Trading Post which consists of 6 Sheet Metal Buildings Ranging from 1,260 SF to 1,600 SF each full of feed and supplies for sale,

approximately  half an acre of large hay bales, 690 LF of stacked firewood, cattle guards, propane tanks, storage barrels, car ports, statuary and a produce stand.

**Location “J”**

Location “J” consists of an approximately 400 SF Wood Shed/Barn which appears to be a PPO move.

**Location “L”**

Location “L” consists of an approximate 2,600 SF Wood Frame Building and an approximate 2,220 SF Sheet Metal Quonset Hut attached.  The Commercial Relocation is Dave Ramsey Heat and Air.  No established property could be located in the area.  We anticipate that they will build.

**Location “M”**

Location “M” consists of an approximate 420 SF Wood Frame Building for the Pirate Styled Salon.  No established property could be located in the area.  We anticipate that they will move their building and rent space at another location.

**Location “N”**

Location “N” consists of an approximate 3,894 SF Building that has approximately 1,800 SF rented to “N1”, EZ-Mart Groceries and Gas Station and approximately 2,070 SF to “N2”, a Welding/Mechanic’s Shop.  No established property could be located in the area.  We anticipate that they will build.

“Estimated” Commercial Relocation Cost Location “N, N1, N2”

Potential Relocation Problems:
Replacement housing and commercial properties are limited; additional time will be needed to build replacement housing and/or commercial locations.

If a residential or commercial property is occupied when this project begins, full relocation benefits and relocation advisory assistance will be offered to all affected displacees.

There was nothing that indicated low income or minority considerations were prevalent in the community or being impacted by the project requiring special advisory services.

The Code of Federal Regulations (CFR) 49, Part 24, limits a payment not to exceed $7,200.00 for rental assistance (RAP) or down payment assistance; and homeowner-occupant (RHP) payment may not exceed $31,000.00. Last Resort Housing (LRH) allows for these amounts to be exceeded and will most likely be necessary to relocate persons affected by the proposed plans.

Planning Agent:
Kathy Blackwell 10/23/20

## Relocation Plan Resources Summary:

**Web-based Realtor Sites:**
Realtor.com
Zillow.com

**Web-based site for Gas Pump Costs:**
Quora.com

# APPENDIX E

# NRCS COORDINATION

No response received from NRCS.

See attached Farmland Impact Rating Form and Request Letter.

## Kelly Saladis

**From:** Scott Stegmann
**Sent:** Thursday, July 23, 2020 10:17 PM
**To:** christopher.best@usda.gov
**Subject:** AD 1006 form for proposed US-75 interchange at Preston in Okmulgee Co., ODOT JP 30571(04)
**Attachments:** AD 1006.pdf; Location map US-75 Okmulgee Co JP30571(04) 6.3.2020.pdf; US75_Preston_NEPA.zip

Dear Mr. Best,

The Oklahoma Department of Transportation is in the early stages of proposed improvements on US-75 at Preston (please see attached project location map). I have also attached SHP files of the study area boundary. Please find a copy of USDA Form AD-1006 for this referenced Federal action. In accordance with the current 7 CFR Part 658 - Farmland Protection Policy Act, Parts I and III of Form AD-1006 have been completed. Please complete the NRCS portions of these forms within the next 45 days and return one copy to me at the address below or to sstegmann@cpyi.com.

In addition, please let us know if the proposed projects would impact any NRCS structures or properties such as flood control dams, NRCS wetlands, etc.

Your assistance is greatly appreciated. If you have any questions, please feel free to contact me.

Thank you,

**Scott Stegmann**
*Associate*

2000 N. Classen Blvd., Suite 1410
Oklahoma City, OK 73106
**P:** 405.835.2836
sstegmann@cpyi.com | www.cpyi.com

Connect with us:

U.S. Department of Agriculture

# FARMLAND CONVERSION IMPACT RATING

| **PART I** *(To be completed by Federal Agency)* | Date Of Land Evaluation Request 7/23/2020 | |
|---|---|---|
| Name of Project US-75 at Preston, ODOT JP 30571(04) | Federal Agency Involved FHWA | |
| Proposed Land Use Transportation | County and State Okmulgee County, Oklahoma | |
| **PART II** *(To be completed by NRCS)* | Date Request Received By NRCS | Person Completing Form: |

| Does the site contain Prime, Unique, Statewide or Local Important Farmland? *(If no, the FPPA does not apply - do not complete additional parts of this form)* | YES ☐ | NO ☐ | Acres Irrigated | Average Farm Size |
|---|---|---|---|---|

| Major Crop(s) | Farmable Land In Govt. Jurisdiction Acres: % | Amount of Farmland As Defined in FPPA Acres: % |
|---|---|---|
| Name of Land Evaluation System Used | Name of State or Local Site Assessment System | Date Land Evaluation Returned by NRCS |

| **PART III** *(To be completed by Federal Agency)* | Alternative Site Rating | | | |
|---|---|---|---|---|
| | Site A | Site B | Site C | Site D |
| A. Total Acres To Be Converted Directly | 65.8 | | | |
| B. Total Acres To Be Converted Indirectly | | | | |
| C. Total Acres In Site | 65.8 | | | |
| **PART IV** *(To be completed by NRCS)* Land Evaluation Information | | | | |
| A. Total Acres Prime And Unique Farmland | | | | |
| B. Total Acres Statewide Important or Local Important Farmland | | | | |
| C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted | | | | |
| D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value | | | | |
| **PART V** (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points) | | | | |

| **PART VI** *(To be completed by Federal Agency)* Site Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)* | **Maximum Points** | Site A | Site B | Site C | Site D |
|---|---|---|---|---|---|
| 1. Area In Non-urban Use | (15) | | | | |
| 2. Perimeter In Non-urban Use | (10) | | | | |
| 3. Percent Of Site Being Farmed | (20) | | | | |
| 4. Protection Provided By State and Local Government | (20) | | | | |
| 5. Distance From Urban Built-up Area | (15) | | | | |
| 6. Distance To Urban Support Services | (15) | | | | |
| 7. Size Of Present Farm Unit Compared To Average | (10) | | | | |
| 8. Creation Of Non-farmable Farmland | (10) | | | | |
| 9. Availability Of Farm Support Services | (5) | | | | |
| 10. On-Farm Investments | (20) | | | | |
| 11. Effects Of Conversion On Farm Support Services | (10) | | | | |
| 12. Compatibility With Existing Agricultural Use | (10) | | | | |
| TOTAL SITE ASSESSMENT POINTS | 160 | 0 | 0 | 0 | 0 |
| **PART VII** ***(To be completed by Federal Agency)*** | | | | | |
| Relative Value Of Farmland *(From Part V)* | 100 | 0 | 0 | 0 | 0 |
| Total Site Assessment *(From Part VI above or local site assessment)* | 160 | 0 | 0 | 0 | 0 |
| **TOTAL POINTS** ***(Total of above 2 lines)*** | 260 | 0 | 0 | 0 | 0 |

| Site Selected: | Date Of Selection | Was A Local Site Assessment Used? YES ☐ NO ☐ |
|---|---|---|

Reason For Selection:

| Name of Federal agency representative completing this form: | Date: |
|---|---|

***(See Instructions on reverse side)*** **Form AD-1006 (03-02)**

# APPENDIX F

# HISTORIC AND CULTURAL RESOURCES AND TRIBAL COORDINATION

These documents have been removed due to the sensitive nature of information included in them.

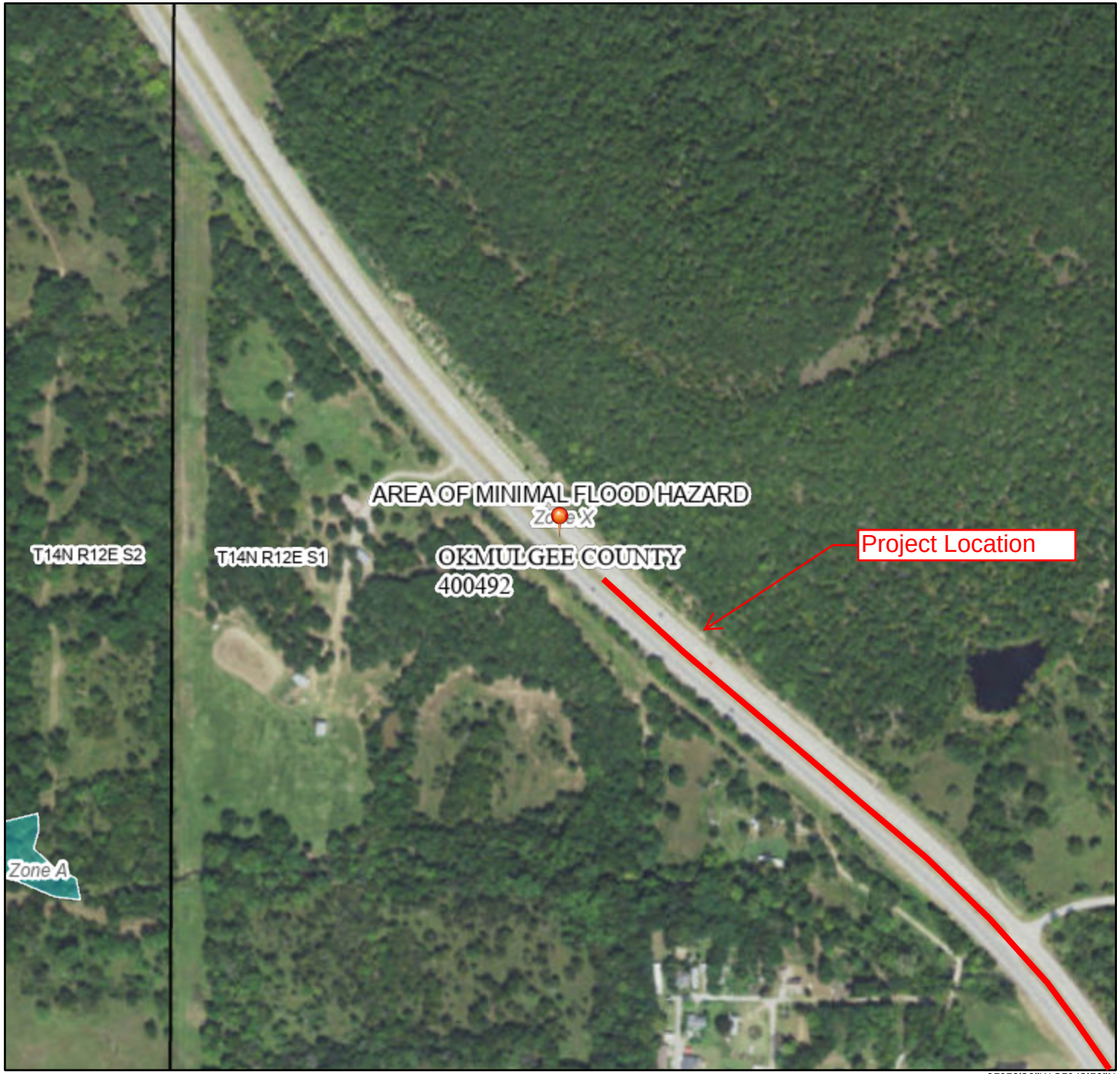
# APPENDIX G

# FEMA FLOODPLAIN MAP

# National Flood Hazard Layer FIRMette

FEMA

95°59'57"W 35°43'19"N




95°59'20"W 35°42'50"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

*Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020*

## Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

**SPECIAL FLOOD HAZARD AREAS**
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

**OTHER AREAS OF FLOOD HAZARD**
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

**OTHER AREAS**
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

**GENERAL STRUCTURES**
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

**OTHER FEATURES**
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

**MAP PANELS**
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

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# National Flood Hazard Layer FIRMette

FEMA

95°59'35"W 35°43'N

95°58'58"W 35°42'31"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

*Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020*

## Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

**SPECIAL FLOOD HAZARD AREAS**
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

**OTHER AREAS OF FLOOD HAZARD**
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

**OTHER AREAS**
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

**GENERAL STRUCTURES**
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

**OTHER FEATURES**
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

**MAP PANELS**
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

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# National Flood Hazard Layer FIRMette

FEMA

95°59'29"W 35°42'35"N

95°58'51"W 35°42'6"N

0 250 500 1,000 1,500 2,000 Feet 1:6,000

*Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020*

## Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

**SPECIAL FLOOD HAZARD AREAS**
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

**OTHER AREAS OF FLOOD HAZARD**
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

**OTHER AREAS**
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

**GENERAL STRUCTURES**
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

**OTHER FEATURES**
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

**MAP PANELS**
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 1/20/2021 at 11:26 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

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# APPENDIX H

# NATURAL RESOURCES

# BIOLOGICAL STUDIES TRACKING FORM

| | |
|---|---|
| NEPA Project Manager | Scott Stegman / Kathy Koon |
| State or Local Government Project | State |
| USFWS TAILS # | 02EKOK00-2020-SLI-2426 |
| Original IPaC List | 7/22/2020 |
| Email used to request IpaC official species list | mgriffith@cpyi.com |
| Last Updated Species List Date | Click here to enter a date. |
| ROW | 2021 |
| Let Date | 2024 |
| 90 Day Prior to Let IpaC List | Click here to enter a date. |
| Duration expected | Click here to enter text. |
| Original Biological Assessment and Waters and Wetlands Report Prepared By: | CP&Y |
| Most Recent Field Date: | 7/23/2020 |
| Original Report Date: | 8/7/2020 |
| USFWS Consultation Submittal: | 9/30/2020 |
| USFWS Concurrence: | 10/1/2020 |
| Original Tracking Form Prepared by: | Elizabeth Nichols |
| Original Tracking Form date: | 10/1/2020 |
| Update Reason | Bald Eagle Survey Results |
| Updated By Whom: | Amber McIntyre |
| Tracking Form Updated Date: | 2/22/2021 |
| Amended USFWS Consultation Submittal: | 4/27/2021 to use ABB 4(d) rule |
| Amended USFWS Concurrence: | 4/28/2021 |
| Updated By Whom: | Amber McIntyre |
| Tracking Form Updated Date: | 4/28/2021 |
| ***ADD MORE LINES AS NEEDED FOR EACH TIME PROJECT IS UPDATED*** | |

Form Date: April 2020

**Project Name from Oracle**

US-75 AT PRESTON RD. INTERSECTION, 7.00 MILES NORTH OF US-62 EAST JCT.

**Project Description**

Other - Interchange

Check if any of the following is expected as part of the proposed action

| | |
|---|---|
| Work within the OHWM is expected | ☒ |
| Project is OFF-SET alignment | ☐ |
| Project is NEW alignment | ☒ |
| Project involves **NO OFF EXISTING PAVEMENT** work | ☐ |
| Project requires new ROW (permanent &/or temporary) | ☒ |

## 2. FEDERALLY LISTED SPECIES AND DESIGNATED CRITICAL HABITAT

| Species | Listing Status | IPaC Check if Yes | Effect Determination for IPaC listed species |
|---|---|---|---|
| Interior Least Tern | Endangered | ☒ | No Effect |
| Red-cockaded Woodpecker | Endangered | ☐ | Choose an item. |
| Whooping Crane | Endangered | ☒ | No Effect |
| Gray Bat | Endangered | ☐ | Choose an item. |
| Indiana Bat | Endangered | ☐ | Choose an item. |
| Ozark Big-eared Bat | Endangered | ☐ | Choose an item. |
| Neosho Mucket | Endangered | ☐ | Choose an item. |
| Ouachita Rock Pocketbook | Endangered | ☐ | Choose an item. |
| Scaleshell Mussel | Endangered | ☐ | Choose an item. |
| Winged Mapleleaf | Endangered | ☐ | Choose an item. |
| American Burying Beetle | Endangered | ☒ | Final Effect Analysis and Determination covered in the BO for the final 4(d) rule |
| Harperella | Endangered | ☐ | Choose an item. |
| Piping Plover | Threatened | ☒ | No Effect |
| Red Knot | Threatened | ☒ | No Effect |
| Northern Long-eared Bat | Threatened | ☒ | Final Effect Analysis and Determination covered in the BO for the final 4(d) rule |
| Arkansas River Shiner | Threatened | ☐ | Choose an item. |
| Leopard Darter | Threatened | ☐ | Choose an item. |
| Neosho Madtom | Threatened | ☐ | Choose an item. |
| Ozark Cavefish | Threatened | ☐ | Choose an item. |
| American Alligator | Threatened | ☐ | Choose an item. |
| Rabbitsfoot Mussel | Threatened | ☐ | Choose an item. |
| Rattlesnake-master Borer Moth | Candidate | ☐ | Choose an item. |
| Whooping Crane Critical Habitat | Designated | ☐ | Choose an item. |
| Arkansas River Shiner Critical Habitat | Designated | ☐ | Choose an item. |
| Leopard Darter Critical Habitat | Designated | ☐ | Choose an item. |
| Neosho Mucket Critical Habitat | Designated | ☐ | Choose an item. |
| Rabbitsfoot Critical Habitat | Designated | ☐ | Choose an item. |

| | NEPA Footprint | Construction Footprint |
|---|---|---|
| Number of acres within the NEPA Study Footprint & Construction Footprint (if known) | 65.8 | Click here to enter text. |
| Number of acres of perennial plant vegetation (ABB habitat) within the NEPA Footprint & Construction Footprint (if known) | 21 | Click here to enter text. |
| Number of acres of forested/wooded area (Ibat and NLEB habitat) within the NEPA Footprint & Construction Footprint (if known) | 20.4 | Click here to enter text. |

| | |
|---|---|
| ABB Conservation Priority Area | NO |

| | |
|---|---|
| Bald Eagle Assessment | May impact |
| Migratory Bird Assessment of Transportation Structures | Migratory birds found nesting on transportation structures |
| Migratory bird habitat assessment | nesting habitat for migratory birds will be impacted |
| Birds of Conservation Concern | No BCC listed |

| **Species** | **Seasonal Restriction Period** |
|---|---|
| Bald Eagle | September 16 – May 31 |
| Migratory Birds: Swallows and Phoebes (NESTS PRESENT) | March 1 – August 31 |

**Conservation Commitments**

**ODOT Commitment:** All operators, employees, and contractors will be made aware of all environmental commitments, including the following Plan Notes.

**ABB Commitment:** Minimize habitat loss by reducing the amount of ground disturbance of suitable ABB habitat within the construction footprint to only what is necessary for project construction and document in the monitoring reports to the Service. Following construction, areas of ground disturbance outside of the safety clear zone will be revegetated with native plant species where applicable and practicable. Areas where revegetation with native plant species is not practicable will be revegetated with more traditional plantings such as solid slab sodding.

**Tree Removal Minimization Commitment:** In order to avoid and minimize adverse impacts to listed bat species, the removal of trees and shrubs shall be restricted to areas within the actual limits of construction, and all aspects of the project (e.g temporary work areas, alignments) will be modified to avoid tree removal, if possible, during the design of the project. Tree removal will be limited to that specified in the project plans provided to contractors.

**Species Plan Notes**

**Non-Compliance:** Failure to implement the commitments specified in the Plan Notes can result in non-compliance issues on the project. Work activities may be suspended on the project, for an undetermined duration, while working with regulators to bring the project back into compliance. The contractor will not be compensated for time lost.

**Water Quality Conservation:** Appropriate Best Management Practices to minimize impacts from storm water discharges and sedimentation in streams, as established by the Oklahoma Department of Environmental Quality, shall be conscientiously implemented throughout the proposed construction periods, in order to minimize any potential impacts to any listed species. The effectiveness of erosion controls shall be maintained for the duration of construction activities. Hazardous materials, chemicals, fuels, lubricating oils, and other such substances shall be stored at least 100 feet outside of the ordinary high water mark (OHWM). Refueling of construction equipment shall also be conducted at least 100 feet from the OHWMs. Sediment and erosion controls shall be installed around staging areas to prohibit discharge of materials from these sites. Construction waste materials and debris shall be stockpiled at least 25 feet outside of the OHWMs, and these materials shall be removed and disposed of properly following completion of the project. Preventative measure must be taken to prohibit the discharge of contaminants into any surface waters.

**American Burying Beetle Note:** The American Burying Beetle is a large carrion burying beetle that occurs within the project limits. Artificial lighting may be used during construction for night activities if the equipment specifications outlined in Special Provision 656-5(a-b) 19 for ABB are adhered to and measures to minimize use of artificial lighting have been implemented. Carcasses and all food trash shall be removed from the permanent and temporary right-of-way throughout the duration of project activities. Pollution Prevention Requirements as specified by the Oklahoma Department of Environmental Quality General Permit OKRl0 for Storm Water Discharges shall be implemented when appropriate. Additionally, all equipment will be fueled, and all fuel and motor vehicle oil will not be stored within areas of native vegetation (ie. outside of ABB habitat).

**Bat Lighting Note:** All temporary lighting, if used, will be directed away from suitable bat habitat during the active season for bats (April 1- November 15). If any permanent lighting is installed or replaced, downward-facing full cut-off lens lights shall be installed and directed away from wooded areas and streams.

**Bald Eagle Note:** The Bald Eagle nesting season in Oklahoma extends from September 16, through May 31. A Bald Eagle survey was completed for this project in **January 2021**. No nests were observed within the expected impact area. Survey results are valid only for the nesting season in which the survey was performed. If construction activities have begun, but are not completed by September 16, 2021 the Resident Engineer shall contact the ODOT Biologist. The ODOT Biologist shall schedule any additional surveys that may be required as soon as leaves fall off the trees (approximately November 1). Because no nests were observed during the initial survey, and it can take a pair of eagles one to three months to construct a new nest, if construction activities have begun before October 31, 2021 they may continue while additional nest search surveys are conducted after leaf-off. If construction activities have not begun by October 31, 2021 a new nest survey shall be completed by the ODOT Biologist before construction activities can begin. Nest search surveys can only be conducted when leaves are not on the trees typically between December 1st and February 28th. If nests are observed, up to a 660 foot no-work buffer shall be placed around the nest. The exact distance of the buffer zone shall be established by the ODOT Biologist in consultation with US Fish and Wildlife Services. If the buffer cannot be maintained, all clearing, external construction and landscaping activities within the buffer shall be conducted between June 1 and September 15 (outside the nesting season).

**Migratory Bird Note:** Migratory birds are protected by the federal Migratory Bird Treaty Act. Many birds commonly use bridges and culverts for nesting. The nesting season for most migratory bird species extends from March 1 to August 31. Migratory bird nesting use of the Flat Rock Creek bridge (NBI:13753) and a culvert (STA.373+13) was observed. Painting, repair, retrofit, rehabilitation or demolition of the existing bridge and culvert shall be conducted between September 1, and February 28, when migratory bird nests are not occupied. If painting, repair, retrofit, rehabilitation or demolition cannot be completed between September 1 and February 28, the bridge and culvert shall be protected from new nest establishment prior to March 1, by means that do not result in bird death or injury. Options include the exclusion of adult birds from suitable nest sites on or within a structure by the placement of weather-resistant polypropylene netting with 0.25-inch or smaller openings, prior to March 1. Methods other than netting must be pre-approved by the ODOT Biologist.

Although no nests were observed on all other structures, the birds may occupy the structures in the future. The Resident Engineer shall contact the ODOT Biologist if any bird use of these structures is observed. If birds are observed then painting, repair, retrofit, rehabilitation or demolition of the existing bridge and culverts shall be conducted between September 1, and February 28 (when migratory bird nests are not occupied).

**Waters and Wetlands Delineation Status**

Original delineation

**Wetlands and Ponds**

| Total Number of Sites | Water Body Type | Potential Jurisdiction Status | Acres within the NEPA Footprint |
|---|---|---|---|
| 1 | Herbaceous Wetland | Likely Jurisdictional | 0.03 |
| 1 | Pond | Unlikely Jurisdictional | 0.19 |

**Streams and Drainages**

| Total Number of sites | Water body name | USGS Designation | Potential Jurisdictional Status | Acres within the NEPA Footprint | Liner Feet within the NEPA Footprint |
|---|---|---|---|---|---|
| 1 | Flat Rock Creek | mapped intermittent | Likely Jurisdictional | 0.09 | 396 |
| 1 | Tributary to Negro Creek | mapped intermittent | Likely Jurisdictional | 0.09 | 478 |
| **Total Likely Jurisdictional** | | | | | |
| 2 | Tributaries to Negro Creek | unmapped ephemeral drainages | Unlikely Jurisdictional | 0.05 | 509 |

# Re: [EXTERNAL] 02EKOK00-2020-SLI-2426: ODOT JP Okmulgee JP 30571(04) Request to utilize 4(d) rule for ABB

Kreisler, Skye E <skye_kreisler@fws.gov>
Wed 4/28/2021 1:25 PM

**To:** Amber McIntyre <AMCINTYRE@ODOT.ORG>
**Cc:** Elizabeth Nichols <ENichols@odot.org>; Vonceil Harmon <VHarmon@odot.org>

Consultation Code: 02EKOK00-2020-TA-2426

Hello Amber,

The Service has reviewed the information submitted for Okmulgee JP 30571(04) as updated April 27, 2021 (project).

The project will occur within the range of the federally-listed threatened **American burying beetle** (*Nicrophorus americanus*; Beetle). Based on the updated project information, potential effects to the Beetle are not prohibited pursuant to the Section 4(d) rule [pursuant to the Endangered Species Act of 1973 (Act; 87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.)] adopted for this species at 50 CFR 17.47(d) (85 FR 65241), which became effective after the date of the original consultation. The Service asks that the conservation measures as so articulated in the April 27, 2021, email from Oklahoma Department of Transportation, and in conjunction with the guidelines set forth by the Federal Highway Administration, be implemented and maintained. The Act's section 7(a)(2) consultation requirement pertaining to the Beetle for this project is now concluded.

Please run a new species list within 90 days prior to the start of construction, and as needed, verify with the Oklahoma Ecological Services Field Office to determine if further consultation will be required.

Sincerely,

**Skye Kreisler**
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
Oklahoma Ecological Services Field Office
9014 E 21st Street
Tulsa, OK 74129

(571) 242-7104 Mobile

---

**From:** Amber McIntyre <AMCINTYRE@ODOT.ORG>
**Sent:** Tuesday, April 27, 2021 11:37 AM
**To:** Kreisler, Skye E <skye_kreisler@fws.gov>
**Cc:** Elizabeth Nichols <ENichols@odot.org>; Vonceil Harmon <VHarmon@odot.org>
**Subject:** [EXTERNAL] 02EKOK00-2020-SLI-2426: ODOT JP Okmulgee JP 30571(04) Request to utilize 4(d) rule for ABB

**This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.**

Hello Skye,

The following information is submitted to utilize the 4(d) rule for American Burying Beetle for the subject project.

- Updated Species List
- American Burying Beetle Species Determination Key

The project conservation measures for American Burying Beetle are revised to the following:
Suitable habitat for the American Burying Beetle occurs within the immediate vicinity of the proposed project. In order to minimize adverse impacts to the ABB, the following conservation measures will be implemented:

1. The areas of suitable habitat will be field mapped.
2. The amount of ground disturbance to suitable ABB habitat within the construction footprint will be minimized to only what is necessary for project construction.
3. Following construction, areas of ground disturbance outside of the safety clear zone will be re-vegetated with native plant species where applicable and practicable. Areas where re-vegetation with native plant species is not practicable will be re-vegetated with more traditional planting such as solid slab sodding.
4. Pollution Prevention Requirements as specified by the Oklahoma Department of Environmental Quality General Permit OKRI0 for Storm Water Discharges shall be implemented. Additionally, all equipment will be fueled, and all fuel and motor vehicle oil will be stored outside ABB habitat.
5. The use of artificial lighting will be minimized. If night construction is necessary, direct light will be shielded to the work area and prevent light from projecting upwards. A special provision will be included in the project contract which outlines approved lighting for use during night work.
6. Carcasses and trash will continuously be removed from any permanent and temporary construction rights-of-way, throughout the duration of the project.

There has been no change to the project action, scope or footprint since the original consultation. No new species are listed on the attached updated species list that may be affected by the project. Effect determinations for all species other than the American Burying Beetle, also remain unchanged from the original consultation. There will be no removal, edit or addition of any conservation commitments for federally-listed species, eagles, or migratory birds. The only change from the original project consultation is the utilization of the 4(d) rule for the American Burying Beetle.

Please let me know if any additional information is needed to support the Service's review and ability to concur/respond with the proposal to utilize the 4(d) rule for American Burying Beetle. All amended information including any conservation measures will be conspicuously incorporated into the final plans for the project.

Thank you,

**Amber McIntyre**
ODOT Natural Resources Program Manager
Oklahoma Biological Survey
111 E. Chesapeake Street
Norman, OK 73019
Office: (405) 325-7850
Cell: (405) 210-3671

# Determination Key to the American Burying Beetle 4(d) Rule for Federal and Non-Federal Activities

This key will help you determine if your proposed project is excepted from prohibited take of the American burying beetle (ABB), as defined in the 4(d) rule under the Endangered Species Act (Act)(50 CFR 17.47(d), Federal Register Citation 85 FR 65241). If so, you will receive a certification letter from the U.S. Fish and Wildlife Service (Service) indicating that you have followed the Service's ABB 4(d) key process and that your proposed project is excepted from take prohibitions.

This is an interim key for your use until an online key is available through the Information for Planning and Consultation (IPaC) system. The ABB 4(d) rule provides protections and exceptions for the ABB only. To assess potential impacts to other federally-protected species, please continue the local Ecological Services Field Office process for consultation and technical assistance, which should include the use of IPaC.

Select one: ☑ Federal Agency/Federal Nexus ☐ No Federal Nexus

Project Name: Okmulgee JP 30571(04)

*If this is a federal agency project, or if the project has a federal nexus, fill out federal agency information below:*

Federal Agency Name: Federal Highways Administration

Point of Contact: Karen Orton

Phone #405-254-3344 Email karen.orton@dot.gov

*If you are a non-federal entity, fill out the information below. This includes non-federal entities that are acting as the delegated authority for a federal agency. If you are the delegated authority, provide federal agency contact information above, as well.*

Company Name: ODOT Natural Resources Program at OU

Point of Contact: Amber McIntyre

Phone #405-210-3671 Email amcintyre@odot.org

## Please follow the steps below and check all appropriate boxes:

**Step A - Did the results of your IPaC resource list include the American burying beetle?**

☑ **Yes** – your project is within the *Area of Influence* of the American burying beetle.
Continue to Step B.

☐ **No** – your project is outside of the species current *Area of Influence*. The Action will have "No Effect" on the ABB. No concurrence or permit from the Service required. Document the IPaC species list in your files. No further consultation with the Service related to the ABB is necessary.

**Step B - Will your activity *purposefully tak*e ABB? For example, are you capturing ABBs for research?**

☐ **Yes - my activity includes purposefully taking ABBs.**

- Intentional take is not excepted under the 4(d) rule. Research that involves handling ABBs does require a permit; if you are conducting research that includes capturing and handling ABBs, you should contact the U.S. Fish and Wildlife Service to apply for a permit.
- Other *purposeful take* (see Definitions below) of ABBs is prohibited. You should contact the U.S. Fish and Wildlife Service for more information. Please contact the Service's Ecological Services Field Office located nearest the project. Office contact information is provided at the end of this key.

☑ **No - my activity does not include purposefully taking of ABBs.**
Continue to Step C.

**Step C - Is the *action area* of your proposed project wholly located within one of the following Analysis Areas (see map at end of this document).**

☑ **Yes:**

- Southern Plains Analysis Area – Continue to Step D
- Northern Plains Analysis Area – Continue to Step E
- New England Analysis Area – Continue to Step F

☐ **No or uncertain** (if your project is near the boundary and you are uncertain if the action area is wholly within one of the above Analysis Areas, select this option.

Please contact the closest U.S. Fish and Wildlife Service Ecological Services Field Office for further guidance. Office contact information is provided at the end of this key.

**Step D** - **If you have reached this Step, you have determined that your action area is located wholly within the Southern Plains analysis areas. To narrow your project down further, please answer the following question:**

**Is the action area wholly located outside of *Conservation Lands* as identified in the 4(d) rule. See map and definitions at end of this document.**

☐ **Yes** - Incidental take (see Definitions below) of ABBs is excepted from prohibitions by the final 4(d) rule in Southern Plains analysis areas outside defined Conservation Areas.

The Action is consistent with activities analyzed in the Service's Programmatic Biological Opinion for the 4(d) rule. The Action may affect the American burying beetle; however, any take that may occur as a result of the Action is not prohibited under the Act, Section 4(d) rule adopted for this species at 50 CFR 17.47(d), Federal Register Citation 85 FR 65241.

**Please fill out the Questionnaire at the end of this key and submit this completed form to the nearest U.S. Fish and Wildlife Service Ecological Services Field Office. The subject line in your email should read "ABB 4d Key Letter Request" **

The Service will respond by providing you a certification letter indicating that you have followed the Service's ABB 4(d) key process and that your proposed project is excepted from take prohibitions.

☐ **No or uncertain - all or portions of the Action Area are, or may be, within a defined Conservation Land.**

Based on its location within a defined Conservation Land, incidental take from the proposed project may not be excepted under the 4(d) Rule. Please contact the closest U.S. Fish and Wildlife Service Ecological Services Field Office for further guidance. Office contact information is provided at the end of this key.

**Step E** - **If you have reached this step, you have determined that your action area is wholly located within the Northern Plains analysis areas. To narrow your project down further, please answer the following question(s):**

Is your proposed action considered wildlife management conducted by Federal or State government agencies?

☐ **Yes** - the proposed action is wildlife management conducted by Federal or State government agencies?

The Action is consistent with activities analyzed in the Service's Programmatic Biological Opinion for the 4(d) rule. The Action may affect the American burying

beetle; however, any take that may occur as a result of the Action is not prohibited under the Act, Section 4(d) rule adopted for this species at 50 CFR 17.47(d), Federal Register Citation 85 FR 65241.

**Please fill out the Questionnaire at the end of this key and submit this completed form to the nearest U.S. Fish and Wildlife Service Ecological Services Field Office. The subject line in your email should read "ABB 4d Key Letter Request" **

The Service will respond by providing you a certification letter indicating that you have followed the Service's ABB 4(d) key process and that your proposed project is excepted from take prohibitions.

☐ **No** - Continue to Step F

**Step F - If you have reached this step, you have determined that your action area is wholly located within either the Northern Plains or New England analysis areas. To narrow your project down further, please answer the following question(s):**

**Does your proposed action meet either following criteria:**

- Is the proposed action considered to be normal ranching and grazing activities? See definitions.

-OR-

- Is the action being led by an employee or agent of the Service or of a State conservation agency that is operating a conservation program pursuant to the terms of a cooperative agreement with the Service in accordance with section 6(c) of the ESA, who is designated by his or her agency for such purposes, may, when acting in the course of his or her official duties, take American burying beetles, provided that, for State conservation agencies, the American burying beetle is covered by an approved cooperative agreement to carry out conservation programs?

☐ **Yes - the action meets one of the two criteria outlines above.**

The Action is consistent with activities analyzed in the Service's Programmatic Biological Opinion for the 4(d) rule. The Action may affect the American burying beetle; however, any take that may occur as a result of the Action is not prohibited under the Act, Section 4(d) rule adopted for this species at 50 CFR 17.47(d), Federal Register Citation 85 FR 65241.

**Please fill out the Questionnaire at the end of this key and submit this completed form to the nearest U.S. Fish and Wildlife Service Ecological Services Field Office. The subject line in your email should read "ABB 4d Key Letter Request" **

The Service will respond by providing you a certification letter indicating that you have followed the Service's ABB 4(d) key process and that your proposed project is excepted from take prohibitions.

☐ **No** - the action does not meet either of the criteria above – Continue to Step G

**Step G - If you have reached this step, any incidental take that may occur as a result of your project is not excepted by the 4(d) rule. The following question will help to determine if any take associated with your project would be identified as prohibited take, in accordance with the 4(d) rule.**

**Will the action include soil disturbance of suitable ABB habitat, including but not limited to the use of vehicles or heavy equipment, vegetation removal, use of herbicides, pesticides, other hazardous chemicals that may impact soil or vegetation or otherwise impact ABB habitat?**

☐ **Yes –** Any Incidental take from the proposed project is prohibited take and based on your answers in Steps A-F is not excepted under the 4(d) Rule. Please contact the closest U.S. Fish and Wildlife Service Ecological Services Field Office for further guidance. Office contact information is provided at the end of this key.

☐ **No** - Any incidental take associated with your proposed project is not prohibited:

The Action is consistent with activities analyzed in the Service's Programmatic Biological Opinion for the 4(d) rule. The Action may affect the American burying beetle; however, any take that may occur as a result of the Action is not prohibited under the Act, Section 4(d) rule adopted for this species at 50 CFR 17.47(d), Federal Register Citation 85 FR 65241.

**Please fill out the Questionnaire at the end of this key and submit this completed form to the nearest U.S. Fish and Wildlife Service Ecological Services Field Office. **

The Service will respond by providing you a certification letter indicating that you have followed the Service's ABB 4(d) key process and that your proposed project is excepted from take prohibitions.

**QUESTIONNAIRE - American Burying Beetle 4(d) Key**

1. **Please select the activity that best matches your proposed action.**

- [ ] Soil disturbance related to urban expansion or construction of structures
- [ ] Soil disturbance related to agricultural conversion of ABB habitat to cropland
- [ ] Soil disturbance related to grazing and ranching practices
- [ ] Soil disturbance related to prescribed fire
- [ ] Soil disturbance related to forestry practices
- [ ] Wind Industry development and turbine operation
- [ ] Soil disturbance related to oil and gas development
- [x] Soil disturbance related to road construction and maintenance
- [ ] Soil disturbance related to transmission line construction and maintenance
- [ ] Soil disturbance related to water line infrastructure construction and maintenance
- [ ] Soil disturbance related to communication infrastructure construction and maintenance
- [ ] Soil disturbance related to wildlife management.
- [ ] Other activities with soil disturbance - briefly describe below

2. **Estimate the total acres of suitable American burying beetle habitat that may be affected by your proposed project.**

21.0

**Ecological Services Field Office Contact Information**

**Arkansas Ecological Services Field Office**
110 S. Amity Road
Suite 300
Conway, AR 72032
Phone: 501-513 4470
Fax: 501-513 4480

**Kansas Ecological Services Field Office**
2609 Anderson Avenue
Manhattan, Kansas 66502
Telephone: 785-539-3474
Fax: 785-539-8567

**Nebraska Ecological Services Field Office**:
9325 South Alda Road
Wood River, NE 68883
Fax:(308) 384-8835
Phone: (308) 382-6468
Email: NebraskaES@fws.gov ← **SEND REQUESTS HERE**

**New England Ecological Services Field Office**
70 Commercial St., Suite 300
Concord, NH 03301
Phone: (603) 223-2541
Fax: (603) 223-0104

**Oklahoma Ecological Services Office**
9014 E 21st Street
Tulsa, OK 74129
Phone: 918-581-7458
Email: OKProjectReview@fws.gov ← **SEND REQUESTS HERE**
***http://www.fws.gov/southwest/es/Oklahoma/***

**South Dakota Ecological Services Field Office**
420 S. Garfield Avenue, Suite 400
Pierre, SD 57501-5408
Phone (605) 224-8693
FAX 605-224-9974
Email: southdakotafieldoffice@fws.gov

**DEFINITIONS - American Burying Beetle 4(d) Key**

**"Area of Influence"** is the area within which any project should consider potential effects to the listed species. The Area of Influence typically encompassed larger areas than simply where the species is known to exist. For example, aquatic species may occur in only one small section of a stream, but work upstream of that area, or within the watershed could result in effects to where the species is located, thus impacting the listed species. Those effects warrant consideration under Section 7 of the Act.

**"Conservation Lands"** We define "conservation lands" in the Southern Plains analysis areas as lands included within the existing boundaries of Fort Chaffee in Arkansas (approximately 64,000 acres), and McAlester Army Ammunition Plant (approximately 45,000 acres) in Oklahoma, and Camp Gruber/Cherokee Wildlife Management Area (approximately 64,000 acres) in Oklahoma. These areas have defined boundaries and management that is compatible with recovery for the American burying beetle**.**

**"Incidental take"** is defined by the Endangered Species Act as take that is "incidental to, and not the purpose of, the carrying out of an otherwise lawful activity." For example, plowing firebreaks for prescribed burns can kill ABBs in the soil, but the purpose of the activity is not to kill ABBs.

**"Ranching and grazing"** means activities involved in grazing livestock (e.g., cattle, bison, horse, sheep, goats, or other grazing animals) such as: gathering of livestock; construction and maintenance of fences associated with livestock grazing; installation and maintenance of corrals, loading chutes, and other livestock working facilities; development and maintenance of livestock watering facilities; placement of supplements such as salt blocks for grazing livestock; and, when associated with livestock grazing, the control of noxious weeds, haying, mowing, and prescribed burning. Ranching and grazing does not include any form of farming, conversion of grassland to cropland, or management of cropland.

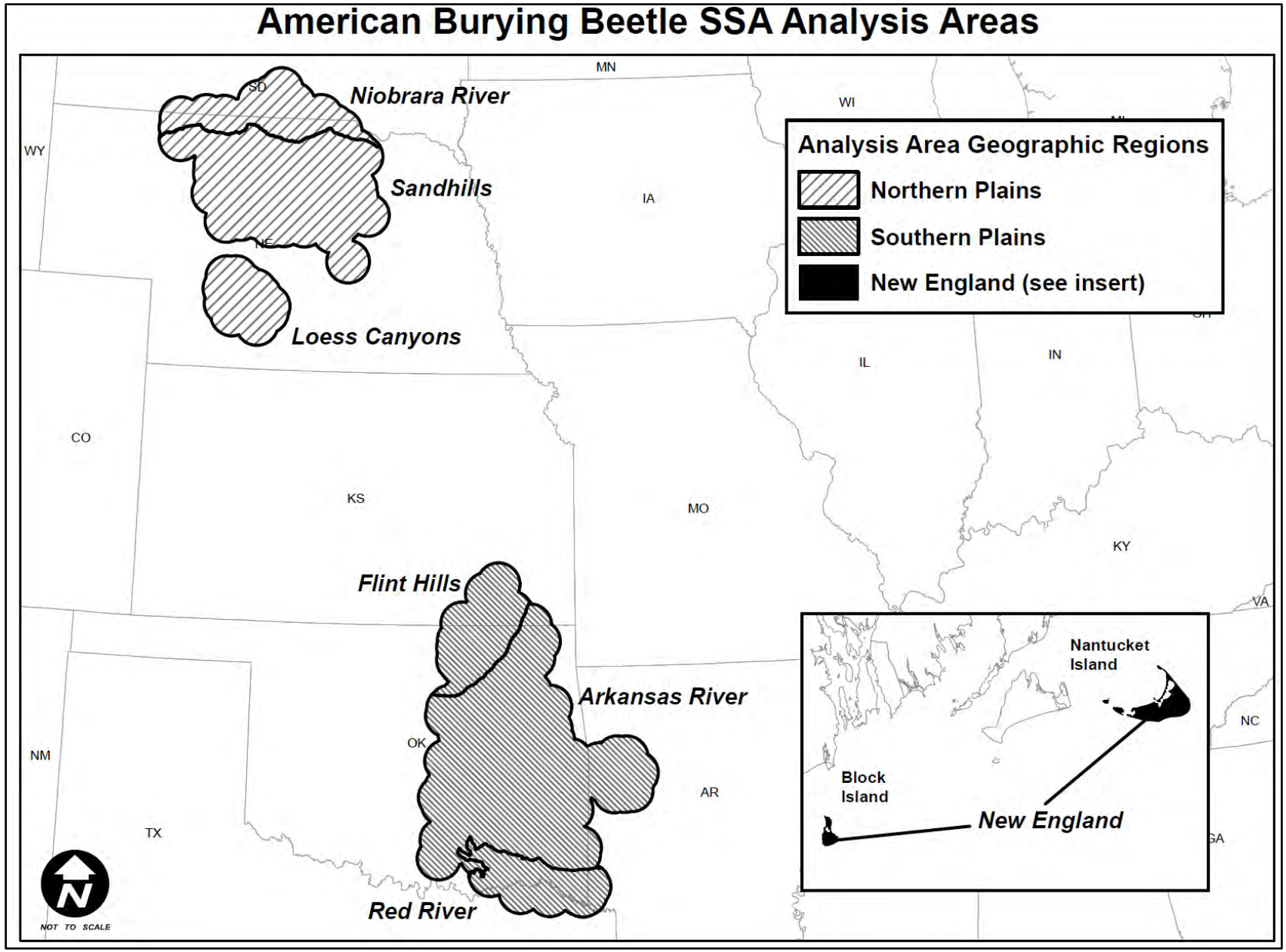
**"Soil disturbance"** Soil disturbance means movement or alteration of soil associated with modifying the existing land use. Soil disturbance includes actions such as grading, filling, soil excavating or topsoil stripping. Soil disturbance also includes non-physical alterations such as chemical treatment, including ground or soil sterilizers, and pesticides that would make the habitat unsuitable.

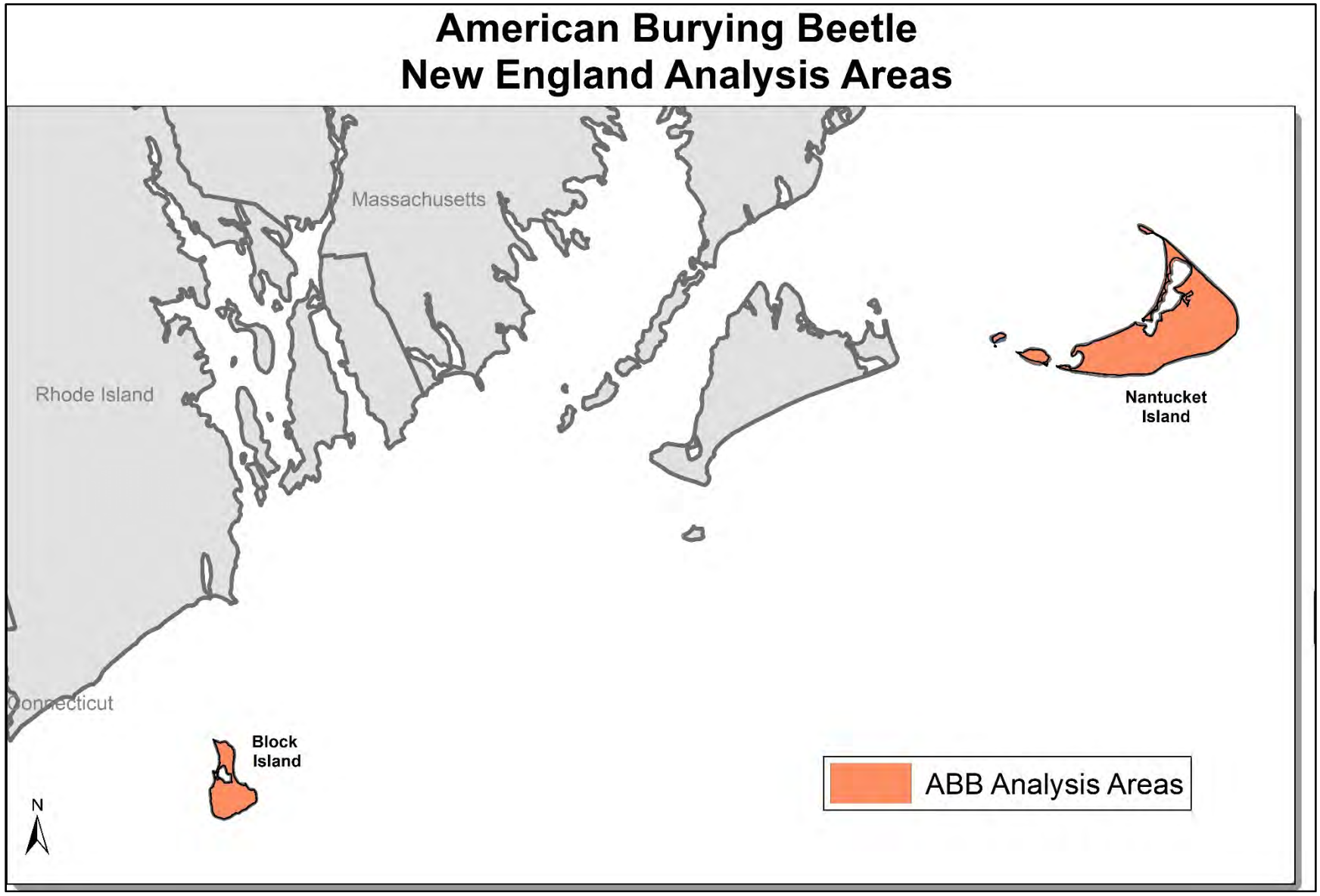
**"Suitable Habitat"** While the ABB uses a wide variety of habitats, the Service currently believes that areas exhibiting the following characteristics will not be of conservation value to ABBs and will not be credited as mitigation, except as possible buffer credits described below under the *Crediting Method* section. Areas exhibiting these characteristics should be excluded from mitigation lands because they are considered *unfavorable* for use by ABBs based on disturbance regime, vegetation structure, unsuitable soil conditions, and carrion availability:

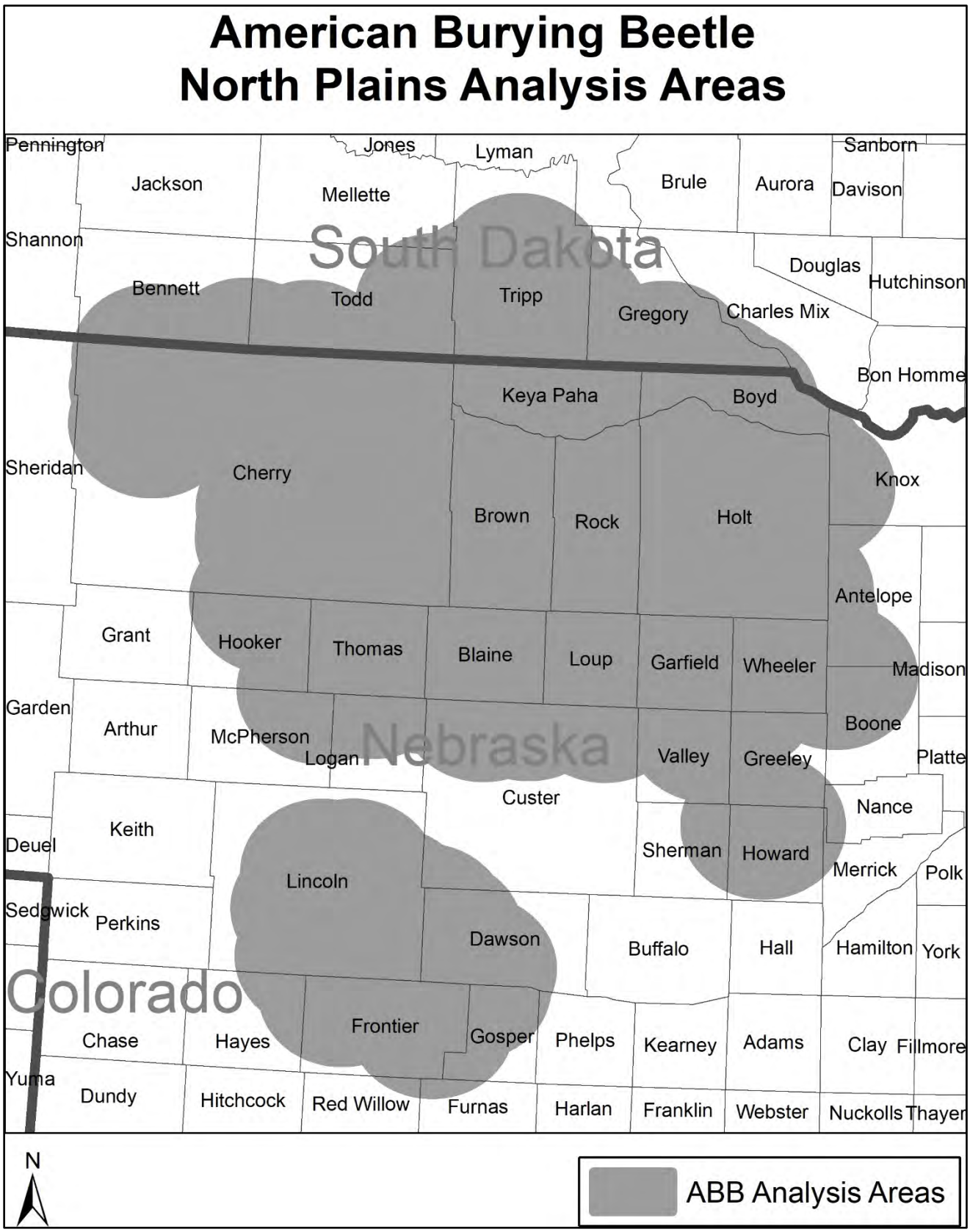
1. Land that is tilled on a regular basis, planted in monoculture, and does not contain native vegetation.
2. Pasture or grassland that has been maintained through frequent mowing, grazing, or herbicide application at a height of 20 cm (8 inches) or less.
3. Land that has already been developed and no longer exhibits topsoil, leaf litter, or vegetation.
4. Urban areas with maintained lawns, paved surfaces, or roadways.
5. Stockpiled soil without vegetation.
6. Wetlands or permanent waterbodies with standing water or saturated soils. Areas adjacent to wetlands and/or riparian areas are not considered unfavorable for the ABB, as they may be important for ABBs seeking moist soils during dry conditions.

**"Take"** is defined by the Act as 'to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" any endangered species. Purposeful take is when the reason for the activity or action is to conduct some form of take. For instance, conducting a research project that includes collecting and handling ABBs is a form of purposeful take. Intentionally killing or harming ABBs is also purposeful take and is prohibited.

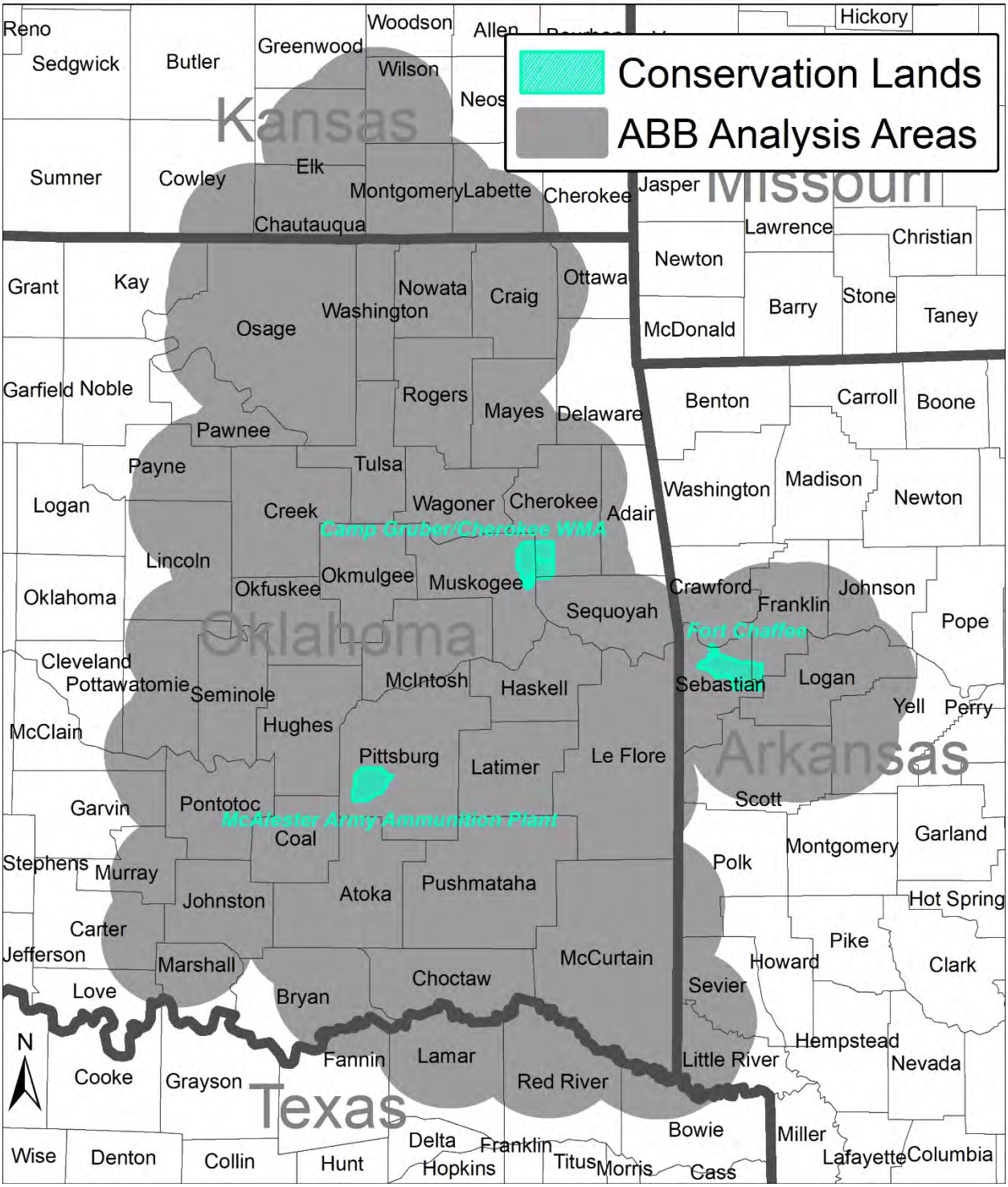
Additional information regarding ABB biology and habitat can be found on the OKESFO webpages at: ***http://www.fws.gov/southwest/es/Oklahoma/ABB_Add_Info.htm***.


American Burying Beetle SSA Analysis Areas
Niobrara River
Sandhills
Loess Canyons
Flint Hills
Arkansas River
Red River
Analysis Area Geographic Regions
Northern Plains
Southern Plains
New England (see insert)
Nantucket Island
Block Island
New England
NOT TO SCALE
MN
WI
WY
SD
NE
IA
IL
IN
CO
KS
MO
KY
VA
NC
NM
OK
TX
AR


American Burying Beetle
New England Analysis Areas
Massachusetts
Rhode Island
Connecticut
Nantucket Island
Block Island
N
ABB Analysis Areas


American Burying Beetle
North Plains Analysis Areas
Pennington
Jackson
Jones
Mellette
Lyman
Brule
Aurora
Sanborn
Davison
Shannon
South Dakota
Douglas
Hutchinson
Bennett
Todd
Tripp
Gregory
Charles Mix
Bon Homme
Keya Paha
Boyd
Sheridan
Cherry
Knox
Brown
Rock
Holt
Antelope
Grant
Hooker
Thomas
Blaine
Loup
Garfield
Wheeler
Madison
Garden
Arthur
McPherson
Logan
Nebraska
Valley
Greeley
Boone
Platte
Custer
Nance
Keith
Deuel
Sherman
Howard
Merrick
Polk
Lincoln
Sedgwick
Perkins
Dawson
Buffalo
Hall
Hamilton
York
Colorado
Frontier
Gosper
Phelps
Kearney
Adams
Clay
Fillmore
Chase
Hayes
Yuma
Dundy
Hitchcock
Red Willow
Furnas
Harlan
Franklin
Webster
Nuckolls
Thayer
N
ABB Analysis Areas

# American Burying Beetle
# Southern Plains Analysis Areas



# United States Department of the Interior

FISH AND WILDLIFE SERVICE
Oklahoma Ecological Services Field Office
9014 East 21st Street
Tulsa, OK 74129-1428
Phone: (918) 581-7458 Fax: (918) 581-7467
http://www.fws.gov/southwest/es/Oklahoma/

In Reply Refer To: April 27, 2021
Consultation Code: 02EKOK00-2020-SLI-2426
Event Code: 02EKOK00-2021-E-04025
Project Name: Okmulgee County JP30571(04) US-75 at Preston Rd Improvements

Subject: Updated list of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Non-federal entities conducting activities that may result in take of listed species should consider seeking coverage under section 10 of the ESA, either through development of a Habitat Conservation Plan (HCP) or, by becoming a signatory to the General Conservation Plan (GCP) currently under development for the American burying beetle. Each of these mechanisms provides the means for obtaining a permit and coverage for incidental take of listed species during otherwise lawful activities.

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit through our Project Review step-wise process http://www.fws.gov/southwest/es/oklahoma/OKESFO%20Permit%20Home.htm.

Attachment(s):

- Official Species List

- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds
- Wetlands

# Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

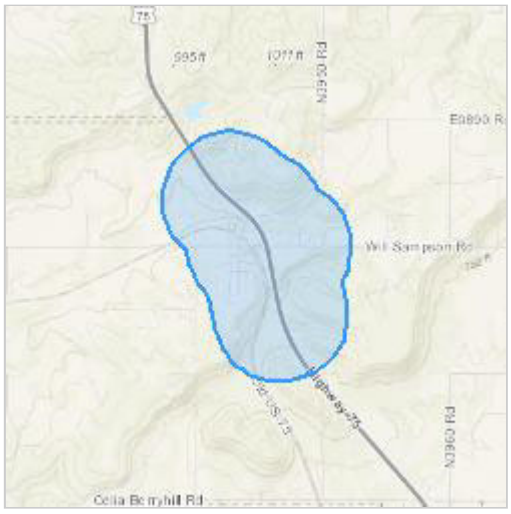
**Oklahoma Ecological Services Field Office**
9014 East 21st Street
Tulsa, OK 74129-1428
(918) 581-7458

# Project Summary

Consultation Code: 02EKOK00-2020-SLI-2426
Event Code: 02EKOK00-2021-E-04025
Project Name: Okmulgee County JP30571(04) US-75 at Preston Rd Improvements
Project Type: TRANSPORTATION
Project Description: The purpose of the proposed project is to improve safety and accessibility of US-75 and Preston Rd in Preston, Okmulgee County, OK. The proposed project would construct a bridge over US-75 and a full access interchance would be added. The project construction is programmed to start in 2024 with ROW and utility relocation to begin in 2021.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@35.71052886438109,-95.98738139638341,14z




Counties: Okmulgee County, Oklahoma

# Endangered Species Act Species

There is a total of 5 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

## Mammals

| NAME | STATUS |
|---|---|
| Northern Long-eared Bat *Myotis septentrionalis*<br>No critical habitat has been designated for this species.<br>Species profile: https://ecos.fws.gov/ecp/species/9045 | Threatened |

## Birds

| NAME | STATUS |
|---|---|
| Piping Plover *Charadrius melodus*<br>Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered.<br>There is **final** critical habitat for this species. The location of the critical habitat is not available.<br>Species profile: https://ecos.fws.gov/ecp/species/6039 | Threatened |
| Red Knot *Calidris canutus rufa*<br>No critical habitat has been designated for this species.<br>Species profile: https://ecos.fws.gov/ecp/species/1864 | Threatened |
| Whooping Crane *Grus americana*<br>Population: Wherever found, except where listed as an experimental population<br>There is **final** critical habitat for this species. The location of the critical habitat is not available.<br>Species profile: https://ecos.fws.gov/ecp/species/758 | Endangered |

## Insects

| NAME | STATUS |
| --- | --- |
| American Burying Beetle *Nicrophorus americanus* | Threatened |

Population: Wherever found, except where listed as an experimental population
No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/66

## Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

# USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

# Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

---

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

THERE ARE NO FWS MIGRATORY BIRDS OF CONCERN WITHIN THE VICINITY OF YOUR PROJECT AREA.

## Migratory Birds FAQ

**Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.**

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

**What does IPaC use to generate the migratory birds potentially occurring in my specified location?**

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

**What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?**
The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

**How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?**
To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

**What are the levels of concern for migratory birds?**
Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

**Details about birds that are potentially affected by offshore projects**
For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical

Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

**What if I have eagles on my list?**
If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

**Proper Interpretation and Use of Your Migratory Bird Report**
The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

# Wetlands

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER FORESTED/SHRUB WETLAND

- PFO1A
- PFO5/UBHh

FRESHWATER POND

- PUBHh
- PUBHx

RIVERINE

- R4SBC
- R5UBF

**ENDANGERED, THREATENED AND CANDIDATE SPECIES, DESIGNATED CRITICAL HABITAT, BALD EAGLE AND MIGRATORY BIRD ASSESSMENTS**

**For**

| | | | | | |
|---|---|---|---|---|---|
| **USFWS TAILS #** | | 02EKOK00-2020-SLI-2426 | | | |
| Email used to request IPaC official species list | | | mgriffith@cpyi.com | | |
| County | Okmulgee | JP Number | 30571(04) | Project Number | J3-0571(04)PM |
| Road Number | US-75 | Water Body Name | | Unnamed tributaries to Negro Creek, Flat Rock Creek | |
| ROW Date | 2021 | Let Date | 2024 | Project Length | 4,200ft (US-75)<br>1,100ft (Preston Rd.) |
| Project General Location | | Approximately 7.0 miles north of the US-62 East Junction in Okmulgee | | | |
| Project Description & Statement From Oracle | | INTERCHANGE: US-75 AT PRESTON RD. INTERSECTION, 7.00 MILES NORTH OF US-62 EAST JCT. | | | |

Prepared for:
Oklahoma Department of Transportation
Environmental Programs Division
200 NE 21st Street
Oklahoma City, OK 73105

Prepared by:



| | |
|---|---|
| Biologist Name | Melissa Cross |
| Company/Agency Name | CP&Y, Inc. |
| Address | 2000 N Classen Blvd |
| City, State Zip | Oklahoma City, OK 73106 |



| | |
|---|---|
| Report Date: | August 7, 2020 |
| Field Survey Date | July 23, 2020 |
| Field Survey Biologist(s) | M. Cross, K. Strickland |

# 1. PROJECT OVERVIEW

## 1.1 Federal Nexus

This biological assessment, prepared by the above named Company/Agency for the Oklahoma Department of Transportation (ODOT), addresses the above named project in compliance with Section 7(c) of the Endangered Species Act (ESA) of 1973, as amended. Section 7 of the ESA requires that, through consultation with the U.S. Fish and Wildlife Service (Service), federal actions do not jeopardize the continued existence of any threatened, endangered, or proposed species or result in the destruction or adverse modification of critical habitat. This assessment evaluates the potential effects of the proposed transportation project on species that are federally listed under the ESA. Specific project design elements are identified that avoid or minimize adverse effects of the proposed project on listed species and designated critical habitat.

## 1.2. Project Description

Other - Interchange

Description of the **existing** bridge/roadway facility and reason for proposed project

This section of US-75 is a four-lane divided highway with four 12-foot wide asphalt driving lanes with 10-foot wide asphalt outside shoulders and 4-foot wide asphalt inside shoulders. The existing Preston Rd / Will Sampson Rd "Preston Rd" consists of two 12-foot wide asphalt lanes with 4-foot shoulders. The existing US-75 / Preston Rd. intersection is at-grade with a stop condition on Preston Rd. and yellow flashing lights. There is a history of severe collisions at the US-75 and Preston Rd intersection, including over 30 injury collisions and two fatalities in the past 10 years. There is an existing 167-foot long, 2 cell 10-foot x 10-foot RCB (NBI # 13753) over Flat Rock Creek north of the Preston Rd intersection. The 2019 average daily traffic (ADT) was 21,980 vehicles per day (vpd) and the project 2049 ADT is 35,200 vpd. The purpose of the project is to improve safety and accessibility of US-75 and Preston Rd.

Description of **proposed** improvements

The proposed improvements would construct a bridge on Preston Rd. over US-75 with on and off ramps for both directions of US-75. The proposed bridge would be a 182' long bridge with two spans over US-75. The proposed bridge over US-75 would have 12-foot wide lanes in each direction. The on and off ramps would have a 15-foot wide lane with a 10-foot asphalt shoulder. The intersection at County Road N 220 and US-75 will be removed and N 220 Rd. will be rerouted along the east side of US-75 to connect to Preston Rd. A retaining wall will be constructed on the east side of N 220 Rd. from approximately Sta. 21+26 to Sta. 24+83. The 2 10' x 10' RCB will be extended on both sides to a total length of 297' in order to accommodate the new ramps and reconfiguration of N 220 Rd. The existing culverts within the study area, including NBI #13753, will be extended on both ends into the existing OHWM/wetlands. For these expansions to occur, grading, rip rap, temporary fill, and temporary mats may be required within the OHWM or wetlands along Flat Rock Creek. No further channelization to the potential Waters of the US are anticipated outside of the culvert extensions.

US-75 at Preston Rd is currently an at-grade intersection. A full access interchange would improve the safety and accessibility at US-75 and Preston Rd. New right-of-way (ROW) will be required for the proposed project.

Check if any of the following is expected s part of the proposed action

| | |
|---|---|
| Work within OHWM is expected | ☒ |
| Project is OFF-SET alignment ☐ or NEW alignment | ☒ |
| Project involves **NO OFF EXISTING PAVEMENT** work | ☐ |
| Project requires new ROW (permanent &/or temporary) | ☒ |

### 1.3. Project Area and Setting

| **Project Location** | | **Environmental Study Footprint** | | **Ecoregion & Game Type** | |
|---|---|---|---|---|---|
| Section Range & Township | Lat/Long NAD 83) | Dimensions | Acreage | Level IV Ecoregion (Woods et al. 2005) | Game Type (Duck and Fletcher 1943) |
| Sec. 1, 12 T14N, R12E | Start: 35.7035ºE, -95.9855ºN End: 35.7173ºE, -95.9932ºN | Approximately 1-mile long and ranges between 250ft-1,570ft wide | 65.8 | 29a – Northern Cross Timbers | Postoak-Blackjack Oak Series |

**Action Area:**
The Action Area for the proposed project is a 1-mile buffer to account for travel corridors for the Northern Long-Eared Bat.

## 2. FEDERALLY LISTED SPECIES AND DESIGNATED CRITICAL HABITAT

**Species Range and Occurrence Evaluation (Check √ all that apply)**

| **Species** | **IPaC[1]** | **Watershed[2]** | **Water Body[3]** | **Records[4]** |
|---|---|---|---|---|
| | **Check if Yes** | **Check if YES** | **Check if Yes** | **Check if Yes** |
| Interior Least Tern | ☒ | ☐ | ☐ | ☐ |
| Red-cockaded Woodpecker | ☐ | | | ☐ |
| Whooping Crane | ☒ | ☐ | | ☐ |
| Gray Bat | ☐ | ☐ | | ☐ |
| Indiana Bat | ☐ | | | ☐ |
| Ozark Big-eared Bat | ☐ | | | ☐ |
| Neosho Mucket | ☐ | ☐ | ☐ | ☐ |
| Ouachita Rock Pocketbook | ☐ | ☐ | ☐ | ☐ |
| Scaleshell Mussel | ☐ | ☐ | ☐ | ☐ |
| Winged Mapleleaf | ☐ | ☐ | ☐ | ☐ |
| American Burying Beetle | ☒ | | | ☒ |
| Harperella | ☐ | | | ☐ |
| Piping Plover | ☒ | | | ☐ |

| Species | IPaC[1] | Watershed[2] | Water Body[3] | Records[4] |
|---|---|---|---|---|
| | Check if Yes | Check if YES | Check if Yes | Check if Yes |
| Red Knot | ☒ | | | ☐ |
| Northern Long-eared Bat | ☒ | | | ☐ |
| Arkansas River Shiner | ☐ | ☐ | ☐ | ☐ |
| Leopard Darter | ☐ | ☐ | ☐ | ☐ |
| Neosho Madtom | ☐ | ☐ | ☐ | ☐ |
| Ozark Cavefish | ☐ | ☐ | | ☐ |
| American Alligator | ☐ | | | ☐ |
| Rabbitsfoot Mussel | ☐ | ☐ | ☐ | ☐ |
| Rattlesnake-master Borer Moth | ☐ | | | ☐ |

[1]Species is on the Proposed Project's IPaC List
[2]Action Area is within a watershed associated with occupied water bodies
[3]Action Area includes an occupied water body
[4]Project site within 5 miles of known records

| Designated or Proposed Critical Habitat | Action Area includes Designated Critical Habitat (Check √ if Yes) |
|---|---|
| Whooping Crane | ☐ |
| Arkansas River Shiner | ☐ |
| Leopard Darter | ☐ |
| Neosho Mucket | ☐ |
| Rabbitsfoot | ☐ |

All or part of the action area is within an **American Burying Beetle** Conservation Priority Area ☐

All of part of the action area is within the 10 mile **gray bat** priority area (ODOT will check) ☐
All of part of the action area is within the 2 mile **gray bat** priority area (ODOT will check) ☐

IPaC Special Conditions Identified (wind energy projects or cell towers) for **Interior Least Terns** ☒
IPaC Special Conditions Identified (wind energy projects or cell towers) for **Piping Plovers** ☐

Action area is within what percentage **Whooping Crane** migratory corridor **100%**
Action area is within 15 miles of Salt Plains NWR, Hackberry Flat, or Foss Reservoir. ☐

Action area is within the historic range of the **Red-cockaded Woodpecker** ☐
Action area is within 10 miles of the McCurtain County Wilderness Area ☐
Action area is within 10 miles of the Pushmataha Wildlife Management Area ☐

# 3. ENVIRONMENTAL BASELINE

## 3.1. Ecological Processes and Conditions

Soils (Use Soil Map of Oklahoma by Carter and Gregory 2008)

| | |
|---|---|
| Soil Class | Arkansas Ridge and Valley |
| Soil Name | 34 – Hector-Endsaw |
| Soil Type | Inceptisols; Ultisols |
| Soil Characteristics | Loamy, rocky, well drained, and moderately acid soils on steep slopes (up to 26%). |

Climate (Use Woods et al. 2005)

| | | |
|---|---|---|
| Precipitation | Mean annual inches | 36-46. Precipitation increases eastward. |
| Growing Season | Number of days | 195 in the north to 225 in the south to 235 in the east. Frost free shorter than south of the Arbuckles. |
| Mean Temperatures | Summer min/max | 70/94 |
| | Winter min/max | 23/46 in the north to 26-49 in the south and east |

River System

| |
|---|
| Within the study area it was field verified that one intermittent unnamed tributary to Negro Creek, one ephemeral unnamed tributary to a pond, Flat Rock Creek, and an unnamed ephemeral tributary to Flat Rock Creek existed. Within the Action Area the following additional streams are mapped: Three additional unnamed, intermittent tributaries to Flat Rock Creek, and one additional unnamed, intermittent tributary to Negro Creek. |

Land Use and Land Ownership

| | |
|---|---|
| From Woods et al. 2005 | Woodland, grassland, rangeland, pastureland, and limited cropland. The main crops are small grains, grain sorghum, hay, and soybeans. Abandoned farmland is common. Fire suppression and passive land use have allowed the woodland distribution to greatly expand. Extensive, but declining, oil fields occur; associated brine, drilling mud, and petroleum waste products have increased salinity in many streams. Small impoundments are common. |
| From Field investigation | Within the NEPA study area and immediate vicinity the land use consisted mainly of undeveloped woodland and commercial use. Residential houses were present along Preston Rd. An agricultural field that appears to be utilized for hay production was present. A railroad ran adjacent to the southwestern side of the NEPA study area. Several small impoundments were observed within the vicinity of the area. |

Terrestrial and Aquatic Community Descriptions (based on field site visit)

Within the NEPA study area four main community types were present: Deciduous woodland, maintained ROW, commercial land, and residential lawns.

A large portion of the study area was comprised of deciduous woodland. The riparian corridors were indistinguishable from the surrounding woodland and are therefore not classified in this description as a separate vegetation type. Within these deciduous woodlands, the dominant trees and shrubs consisted of yaupon (*Ilex vomitoria*), hackberries (*Celtis occidentalis*), American elm (*Ulmus americana*), green ash (*Fraxinus pennsylvanica*), black locusts (*Robinia pseudoacacia*), red oaks (*Quercus falcata*), and blackjack oak (*Quercus marilandica*). Scattered cottonwoods (*Populus deltoides*), American sycamores (*Platanus occidentalis*), and white mulberry (*Morus alba*) trees were observed in the vicinity of the streams but were not a dominant species. Several woody vines were observed, including greenbrier (*Smilax rotundifolia*), evening trumpet creeper (*Campsis radicans*), poison ivy (*Toxicodendron radicans*), Virginia creeper (*Parthenocissus quinquefolia*), and an unknown grape (*Vitis sp*). The most prevalent grass species observed within the closed canopy woodlands was Canada wild rye (*Elymus canadensis*), slender woodoats (*Chasmanthium laxum*) and inland sea oats (*Chasmanthium latifolium*).

The maintained ROW was present along the sides of the existing roadways and within the median along US-75. The dominant vegetation within these areas was Bermuda grass (*Cynodon dactylon*), Johnson grass (*Sorghum halepense*), red clover (*Trifolium pratense*), and woodsorrel (*Oxalis stricta*). Patridge pea (*Chamaecrista fasciculata*) was present along some of the roadside slopes. Bradford pears (*Pyrus calleryana*) were observed intermingled with hackberries lining a short portion of maintained ROW.

The center of the study area consisted of commercial properties that had little to no landscaping. The majority of this area consisted entirely of asphalt or gravel parking lots with some dandelions (*Taraxacum sp*) and thistles (*Cirsium sp*) pushing up between concrete edges.

Residential lawns were present along Preston Rd that mixed with the roadside maintained ROW. These lawns consisted primarily of Bermuda grass, but the roadway here was lined with various oaks. Eastern redbuds (*Cercis canadensis*) were observed within yards.

Two USGS-mapped streams crossed the NEPA study area: an unnamed tributary to Negro Creek, and Flat Rock Creek. Two unmapped tributaries to these streams were also present within the study area. Water was present in both USGS-mapped streams but no obvious flow was present. A spotted gar (*Lepisosteus oculatus*) and several minnow species were observed within Flat Rock Creek, but no other aquatic species were observed. An herbaceous wetland was observed along Flat Rock creek, and several small ponds were observed within the vicinity of the study area.

### 3.2 Species Habitat Analysis

Pedestrian survey of entire NEPA study footprint (including 300-foot work zone buffer in karst areas) ☒
Bridge/Structure inspected for bat use (Complete the Bridge Inspection Form) ☒

| SPECIES | HABITAT | |
|---|---|---|
| Interior Least Tern | Sparsely vegetated islands or sandbars along large rivers, with nearby areas of shallow water, occur within the **0.25 miles of the NEPA Environmental Study Footprint**. | ☐ |
| Whooping Crane | Shallowly-submerged sandbars in large river channels occur within the **0.25 miles of the NEPA Environmental Study Footprint**. | ☐ |
| | If within the 75% migration corridor, provide the number of acres of emergent wetlands that occur within the **NEPA Environmental Study Footprint**. | enter acres. |
| | Croplands suitable for foraging occur within the **0.25 miles of the NEPA Environmental Study Footprint** and is within the 95% migration corridor. | ☐ |
| American Burying Beetle | Number of acres of native perennial plant vegetation (where native perennial vegetation is the dominant vegetation) within the **NEPA Environmental Study Footprint** (include shapefiles). | 21.0 |
| Piping Plover | Sparsely vegetated sandy or gravelly shorelines and islands associated with the major river systems occur within the **0.25 miles of the NEPA Environmental Study Footprint.** | ☐ |
| | Salt flats and mudflats associated with reservoirs occur within the **0.25 miles of the NEPA Environmental Study Footprint.** | ☐ |
| Red Knot | Mudflats associated with reservoirs occur within the **0.25 miles of the NEPA Environmental Study Footprint.** | ☐ |
| Northern Long-eared Bat | Limestone karsts features occur within **0.5 mile of the NEPA Environmental Study Footprint.** | ☐ |
| | Live or dead trees/and or snags with a DBH of >= 3 inches occur within the **NEPA Environmental Study Footprint**. | ☒ |
| | 10 trees or less with DBH of >= 3 inches | ☐ |
| | Barns or sheds occur within the **NEPA Environmental Study Footprint.** | ☒ |
| | Linear treed features such as fencerows, riparian forests, and other wooded corridors occur within **1 mile of the NEPA Environmental Study Footprint.** Wooded corridors may be dense or loose aggregates of trees with variable amounts of canopy closure. | ☒ |

| SPECIES | HABITAT | |
|---|---|---|
| | Number of acres of forested/wooded area within the **NEPA Environmental Study Footprint** (include shapefiles). Include forests and woodlots, as well as linear features such as fencerows, riparian forests, and other wooded corridors. Wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit characteristics of suitable roost trees and are within 1000 feet of other forested/wooded habitat. | 20.4 |

**NEPA Bridge & Structure Inspection Form for All Listed Bat Species –**

If all bridge, culverts and structures are 1,000 feet or more from suitable bat habitat (e.g. an urban or agricultural area without suitable foraging habitat or corridors linking the bridge, culvert or structure to suitable foraging habitat), check this box and STOP HERE. **No assessment required.** ☐

**BRIDGE INSPECTION:** Identify ALL Bridges by NBI # (include RCB bridges)
**CULVTERT INSPECTION:** Identify ALL Culverts ≥4 feet in diameter within the Study Area
**BARN/SHED INSPECTION:** Identify ALL structures within the Study Area that potentially could be removed

**Method of Inspection (check all that apply)** ☒ Visual ☐ Ladder ☐ Snooper ☐ Thermal ☐ Acoustic Survey
☐ Emergence Survey (30 minutes at dusk and 1 hour after dark)

| ODOT Project JP Number | County | Road Number/Name | NBI Number | Water Body (or road if over road) | Date & Time of Day of Inspection | |
|---|---|---|---|---|---|---|
| 30571(04) | Okmulgee | US-75 | C1 Located at STA 373+13 | Unnamed tributary to Negro Creek | 7/23/2020 | 1500 |

| Bridge/Culvert Type/Structure | Bat Indicators: Check all that apply<br>Note: Presence of at least one of these indicators is sufficient evidence that bats are using the structure. | | | | | | Structure Characteristics: Check all that apply | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Live or Dead Bats Seen | | Guano | Staining | Sounds | Odor | Concrete or stone structure with vertical crevices | Top sealed expansion joints | Structure ≥4 feet above ground or water | Box structure 5 to 10 feet tall & > 300 feet long |
| RCB | ☐ | Number seen | ☐ | ☐ | ☐ | ☐ | ☒ | ☐ | ☒ | ☐ |
| | Photo Documentation of the above Y/N | | | | | | Photo Documentation of each of the above Y/N | | | |
| | No | | No | No | | | Yes | No | Yes | No |

**For the bridge/culvert/structure listed above:**

| Possible Corridors for Netting | | | Light Levels under the Bridge | | | Human Disturbance or Traffic under the Bridge | | | Project Actions Include: check all that apply | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| None/ poor | Marginal | Excellent | Bright | Low | Cave-like | High | Low | None | Demolish/extend or Below Deck | Surface & Percussive/ Loud | No work above or below | Not known |
| ☐ | ☒ | ☐ | ☐ | ☒ | ☐ | ☐ | ☐ | ☒ | ☐ | ☐ | ☐ | ☐ |

**Characteristics of the above Bridge/Culvert/Structure and Whether FULLY Inspected during Field Studies** (Check all that apply)

| **BRIDGES (this includes any RCBs with an NBI #)** | **Present** | **Inspected** | **Not Present** | **CULVERTS (do not include bridge-size culverts)** | **Present** | **Inspected** | **Not Present** |
|---|---|---|---|---|---|---|---|
| All vertical crevices sealed at the top | ☐ | ☐ | ☐ | Crevices, rough surfaces or impactions | ☒ | ☒ | ☐ |
| All crevices not sealed | ☐ | ☐ | ☐ | Spaces between concrete or stone end walls and span | ☐ | ☐ | ☒ |
| All guardrails | ☐ | ☐ | ☐ | All guardrails | ☐ | ☐ | ☒ |
| All expansion joints | ☐ | ☐ | ☐ | **BARN/SHED STRUCTURE** | **Present** | **Inspected** | **Not Present** |
| Spaces between concrete end walls and the bridge deck | ☐ | ☐ | ☐ | Crevices, rough surfaces or impactions | ☐ | ☐ | ☐ |
| Crevices, rough surfaces or impactions in concrete or stone | ☐ | ☐ | ☐ | Spaces between walls, ceiling joists | ☐ | ☐ | ☐ |
| Vertical surfaces on concrete I- beams | ☐ | ☐ | ☐ | Cracked or exposed beams | ☐ | ☐ | ☐ |

**BRIDGE/CULVERT/STRUCTURE COULD NOT BE FULLY INSPECTED** ☐
**due to height, traffic, or other conditions limiting access to thoroughly inspect all parts of bridge due to inundation or other conditions limiting access to thoroughly inspect interior due to conditions limiting access, and explained in the Notes**

**NOTES:** The entire length of the culvert was walked. No signs of any species of bat use was present in this culvert. Vertical crevices were present, but not greater than 0.25-inch in width were seen. The western opening of the culvert was open and accessible for netting opportunities. The eastern side of the culvert had a thicker and lower canopy cover that would inhibit a mist netting being utilized. Multiple swallow nests were observed within this culvert, but none of them were observed to be active. According to the schematic, no work would be performed at this culvert.

**NEPA Bridge & Structure Inspection Form for All Listed Bat Species –**

If all bridge, culverts and structures are 1,000 feet or more from suitable bat habitat (e.g. an urban or agricultural area without suitable foraging habitat or corridors linking the bridge, culvert or structure to suitable foraging habitat), check this box and STOP HERE. **No assessment required.** ☐

**BRIDGE INSPECTION:** Identify ALL Bridges by NBI # (include RCB bridges)
**CULVTERT INSPECTION:** Identify ALL Culverts ≥4 feet in diameter within the Study Area
**BARN/SHED INSPECTION:** Identify ALL structures within the Study Area that potentially could be removed

**Method of Inspection (check all that apply)** ☒ Visual ☐ Ladder ☐ Snooper ☐ Thermal ☐ Acoustic Survey
☐ Emergence Survey (30 minutes at dusk and 1 hour after dark)

| ODOT Project JP Number | County | Road Number/Name | NBI Number | Water Body (or road if over road) | Date & Time of Day of Inspection | |
|---|---|---|---|---|---|---|
| 30571(04) | Okmulgee | US-75 | 13753 | Flat Rock Creek | 7/23/2020 | 1400 |

| Bridge/Culvert Type/Structure | Bat Indicators: Check all that apply<br>Note: Presence of at least one of these indicators is sufficient evidence that bats are using the structure. | | | | | | Structure Characteristics: Check all that apply | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Live or Dead Bats Seen | Number seen | Guano | Staining | Sounds | Odor | Concrete or stone structure with vertical crevices | Top sealed expansion joints | Structure ≥4 feet above ground or water | Box structure 5 to 10 feet tall & > 300 feet long |
| Double Cell Cement Bridge Class Culvert | ☐ | | ☐ | ☐ | ☐ | ☐ | ☒ | ☐ | ☒ | ☐ |
| | Photo Documentation of the above Y/N | | | | | | Photo Documentation of each of the above Y/N | | | |
| | Choose an item. | | No | No | | | Yes | Choose an item. | Yes | Choose an item. |

**For the bridge/culvert/structure listed above:**

| Possible Corridors for Netting | | | Light Levels under the Bridge | | | Human Disturbance or Traffic under the Bridge | | | Project Actions Include: check all that apply | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| None/ poor | Marginal | Excellent | Bright | Low | Cave-like | High | Low | None | Demolish/extend or Below Deck | Surface & Percussive/ Loud | No work above or below | Not known |
| ☐ | ☒ | ☐ | ☐ | ☒ | ☐ | ☐ | ☐ | ☒ | ☒ | ☒ | ☐ | ☐ |

**Characteristics of the above Bridge/Culvert/Structure and Whether FULLY Inspected during Field Studies** (Check all that apply)

| **BRIDGES (this includes any RCBs with an NBI #)** | **Present** | **Inspected** | **Not Present** | **CULVERTS (do not include bridge-size culverts)** | **Present** | **Inspected** | **Not Present** |
|---|---|---|---|---|---|---|---|
| All vertical crevices sealed at the top | ☒ | ☐ | ☐ | Crevices, rough surfaces or impactions | ☐ | ☐ | ☐ |
| All crevices not sealed | ☐ | ☐ | ☒ | Spaces between concrete or stone end walls and span | ☐ | ☐ | ☐ |
| All guardrails | ☐ | ☐ | ☒ | All guardrails | ☐ | ☐ | ☐ |
| All expansion joints | ☒ | ☐ | ☐ | **BARN/SHED STRUCTURE** | **Present** | **Inspected** | **Not Present** |
| Spaces between concrete end walls and the bridge deck | ☐ | ☐ | ☒ | Crevices, rough surfaces or impactions | ☐ | ☐ | ☐ |
| Crevices, rough surfaces or impactions in concrete or stone | ☒ | ☐ | ☐ | Spaces between walls, ceiling joists | ☐ | ☐ | ☐ |
| Vertical surfaces on concrete I- beams | ☐ | ☐ | ☒ | Cracked or exposed beams | ☐ | ☐ | ☐ |

**BRIDGE/CULVERT/STRUCTURE COULD NOT BE FULLY INSPECTED ☒**
**due to height, traffic, or other conditions limiting access to thoroughly inspect all parts of bridge due to inundation or other conditions limiting access to thoroughly inspect interior due to conditions limiting access, and explained in the Notes**

**NOTES:** The entire length of this bridge was not walked due to the presence and depth of the water at the eastern edge. No signs of bat use were heard, smelled, or seen at this bridge. Multiple active swallow nests were observed. The expansion joints were almost entirely sealed but the largest crevices seen did not exceed 0.25-inch in width. The western opening of the culvert had a fairly open canopy that would allow a triple-high mist net to be set up. The eastern side of the culvert had a thicker and lower canopy cover that would inhibit a mist net being utilized. According to the schematic, this bridge would be left in place but both ends would be extended.

**NEPA Bridge & Structure Inspection Form for All Listed Bat Species –**

If all bridge, culverts and structures are 1,000 feet or more from suitable bat habitat (e.g. an urban or agricultural area without suitable foraging habitat or corridors linking the bridge, culvert or structure to suitable foraging habitat), check this box and STOP HERE. **No assessment required.** ☐

**BRIDGE INSPECTION:** Identify ALL Bridges by NBI # (include RCB bridges)
**CULVTERT INSPECTION:** Identify ALL Culverts ≥4 feet in diameter within the Study Area
**BARN/SHED INSPECTION:** Identify ALL structures within the Study Area that potentially could be removed

**Method of Inspection (check all that apply)** ☒ Visual ☐ Ladder ☐ Snooper ☐ Thermal ☐ Acoustic Survey
☐ Emergence Survey (30 minutes at dusk and 1 hour after dark)

| ODOT Project JP Number | County | Road Number/Name | NBI Number | Water Body (or road if over road) | Date & Time of Day of Inspection | |
|---|---|---|---|---|---|---|
| 30571(04) | Okmulgee | US-75 | N/A - Structure | Located between Flat Rock Creek and US-75 | 7/24/2020 | 1300 |

| Bridge/Culvert Type/Structure | Bat Indicators: Check all that apply<br>Note: Presence of at least one of these indicators is sufficient evidence that bats are using the structure. | | | | | | Structure Characteristics: Check all that apply | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Live or Dead Bats Seen | Number seen | Guano | Staining | Sounds | Odor | Concrete or stone structure with vertical crevices | Top sealed expansion joints | Structure ≥4 feet above ground or water | Box structure 5 to 10 feet tall & > 300 feet long |
| Outbuilding located at 35.7153, -95.9910 | ☐ | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☒ | ☐ |
| | Photo Documentation of the above Y/N | | | | | | Photo Documentation of each of the above Y/N | | | |
| | No | | No | No | | | No | No | Yes | No |

**For the bridge/culvert/structure listed above:**

| Possible Corridors for Netting | | | Light Levels under the Bridge | | | Human Disturbance or Traffic under the Bridge | | | Project Actions Include: check all that apply | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| None/ poor | Marginal | Excellent | Bright | Low | Cave-like | High | Low | None | Demolish/extend or Below Deck | Surface & Percussive/ Loud | No work above or below | Not known |
| ☒ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☒ | ☐ | ☐ | ☐ | ☐ | ☒ |

**Characteristics of the above Bridge/Culvert/Structure and Whether FULLY Inspected during Field Studies** (Check all that apply)

| **BRIDGES (this includes any RCBs with an NBI #)** | **Present** | **Inspected** | **Not Present** | **CULVERTS (do not include bridge-size culverts)** | **Present** | **Inspected** | **Not Present** |
|---|---|---|---|---|---|---|---|
| All vertical crevices sealed at the top | ☐ | ☐ | ☐ | Crevices, rough surfaces or impactions | ☐ | ☐ | ☐ |
| All crevices not sealed | ☐ | ☐ | ☐ | Spaces between concrete or stone end walls and span | ☐ | ☐ | ☐ |
| All guardrails | ☐ | ☐ | ☐ | All guardrails | ☐ | ☐ | ☐ |
| All expansion joints | ☐ | ☐ | ☐ | **BARN/SHED STRUCTURE** | **Present** | **Inspected** | **Not Present** |
| Spaces between concrete end walls and the bridge deck | ☐ | ☐ | ☐ | Crevices, rough surfaces or impactions | ☒ | ☐ | ☐ |
| Crevices, rough surfaces or impactions in concrete or stone | ☐ | ☐ | ☐ | Spaces between walls, ceiling joists | ☐ | ☐ | ☐ |
| Vertical surfaces on concrete I- beams | ☐ | ☐ | ☐ | Cracked or exposed beams | ☐ | ☐ | ☐ |

**BRIDGE/CULVERT/STRUCTURE COULD NOT BE FULLY INSPECTED** ☒
**due to height, traffic, or other conditions limiting access to thoroughly inspect all parts of bridge due to inundation or other conditions limiting access to thoroughly inspect interior due to conditions limiting access, and explained in the Notes**

**NOTES:** This shed/outbuilding was located within a linear feature of trees consisting of Bradford Pears, hackberries, and small sycamores. There was a small brick chimney on the back portion of the building. The building appeared to be abandoned as the vegetation was overgrown across the door and growing up the sides of the structure. The structure was not inspected for bats as the door was too blocked by vegetation to open; however, no bat noises or scents were evident. This structure is not shown on the schematic as it was confirmed to be located outside of the proposed limits of construction.

## 4. ANALYSIS OF EFFECTS

### 4.1 Direct Effects

| Species/ Resource | Habitat impacts expected from project activities | Describe specific ACTIONS of the project and the results of those actions on species habitats, including indirect impacts to prey or drinking water, as well as improvements to habitat as a result of specific actions. If habitat within the action area identified above will not be impacted, describe why. |
|---|---|---|
| Northern Long-eared Bat | ☒ | Approximately 20.4 acres of continuous woodlands or linear wooded features exist within the study area. These wooded areas are present along both sides of the existing US-75 corridor. Though no bats were observed, two suitable culvert structures (C1 and NBI# 13753) and one outbuilding were also observed within the study area. Two other culverts were deemed to be unsuitable for bats due to having less than 4 feet of clearance above the ground. Tree removal would be required for the proposed project and could cause permanent habitat changes for this species due to the reduction of wooded areas. Species with shaggy barks such as hickories and cottonwoods were observed within the study area and in the immediate vicinity that could be potential maternity roost trees. Removal of these specific types of trees could cause unintentional take of this species. All work in the vicinity of roost trees, even without the direct removal of these trees, could cause pup abandonment. The increased noise along the project corridor would likely temporarily detour the bats from utilizing the areas. The impacts to water quality form the proposed project could temporarily cause a decrease in invertebrate species that have aquatic larvae, such as caddisflies, in the vicinity of the proposed project.<br>An abandoned outbuilding/shed is located within the NEPA study area that could provide a potential roosting location for this species. It was confirmed by the project design team that this shed is located outside the limits of construction. The newly constructed overpass could provide a new potential roosting location for this species within the NEPA study area. |
| American Burying Beetle | ☒ | Approximately 21.0 acres of native perennially vegetated land is present within the NEPA study area. The majority of this vegetation exists within the deciduous woodlands of the study area. Ground disturbance such as soil scraping, and staging areas will directly impact any individuals of this species that are present within the study area. The increased impervious cover from the construction of the on and off ramps would result in a permanent overall decrease of available habitat for this species. |

## 4.2 Indirect Effects

Long-term habitat alterations

| Species/ Resource | Identify long-term, permanent changes in habitat |
|---|---|
| Northern Long-eared Bat | A conversion of riparian habitat to an impermeable surface or maintained ROW will occur as a result of the project. Any impacts to water quality that may affect invertebrate species would be temporary in nature. The newly constructed bridge could provide new long-term, suitable habitat for bat species in the area. |
| American Burying Beetle | Permanent conversion of small amounts of habitat into pavement and maintained ROW would occur. All scraped soil outside of the new impervious areas would be returned to preconstruction contours. |

Indirect land use impacts

| |
|---|
| Increased impervious cover would be a result of the proposed project. The project is not anticipated to cause a change in the general land use of the area. |

## 4.3 Interrelated and Interdependent Actions and Activities

| |
|---|
| The proposed project would not cause a capacity expansion for the roadway, only improve the safety of the intersection. The bridge construction is not anticipated to cause further development of the area that would not otherwise occur. The newly constructed bridge could provide new suitable habitat for bat and bird species in the area. Relocation of utility lines in the area would be required to construct the new bridge. |

| | |
|---|---|
| **USFWS TAILS Number:** | 02EKOK00-2020-SLI-2426 |
| **ODOT Project JP Number:** | **30571(04)** |

| **SPECIES / DESIGNATED CRITICAL HABIT** | **CONCLUSION** | | **ESA SECTION 7** | | | **NOTES AND DOCUMENTATION Check √ all that apply** | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Species Habitat present within the action area | Project Activities expected to impact habitat | No Effect | May affect, not likely to adversely affect | May affect, Likely to adversely affect | Field Studies | ONHI database / ABB | USFWS occupied waterbodies & watersheds | Whooping Crane Migration Corridor |
| American Burying Beetle | ☒ | ☒ | Final Effect Analysis and Determination covered in the Programmatic BA&BO | | | ☒ | ☒ | ☐ | ☐ |
| Northern long-eared bat | ☒ | ☒ | ☐ | Final Effect Analysis and Determination covered in the Programmatic BA&BO | | ☒ | ☐ | ☐ | ☐ |
| | | | ☒ | Project uses the BO for the final 4(d) rule | | | | | |
| Interior Least Tern | ☐ | ☐ | ☒ | ☐ | ☐ | ☒ | ☒ | ☒ | ☐ |
| Piping Plover | ☐ | ☐ | ☒ | ☐ | ☐ | ☒ | ☒ | ☒ | ☐ |
| Red Knot | ☐ | ☐ | ☒ | ☐ | ☐ | ☒ | ☒ | ☒ | ☐ |
| Whooping Crane | ☐ | ☐ | ☒ | ☐ | ☐ | ☒ | ☒ | ☒ | ☒ |

**CONCLUSIONS**

| | |
|---|---|
| No Effect | Interior Least Tern, Piping Plover, Red Knot, and Whooping Crane |
| May affect | Northern Long-eared Bat |
| May affect, not likely to adversely affect | |
| May affect, likely to adversely affect | American Burying Beetle |
| Not likely to jeopardize the continued existence of the species – Candidate species only | |
| Appropriate Effect Determination has been made for the ABB in the Programmatic BA & BO | ☒ |
| Appropriate Effect Determination has been made under the FHWA NLEB/Ibat Programmatic BA & BO | ☐ |
| Appropriate Effect Determination for NLEB has been made under the BO for the final 4(d) rule | ☒ |

**RECOMMENDED AVOIDANCE AND MINIMIZATION MEASURES**

Suitable habitat for the **American Burying Beetle** occurs within the immediate vicinity of the proposed project. In order to avoid adverse impacts to the ABB, mitigation credits may be purchased or a survey to detect presence of the ABB may be conducted. If chosen, the survey will be conducted within one year prior to construction. If the survey is negative, the project will proceed with restriction of the use of artificial lighting and requirement to remove all trash and carcasses from within the ROW. The following conservation measures will be followed if there is a positive survey or if presence is assumed and mitigation credits are purchased.

1. The areas of suitable habitat will be field mapped and verified.
2. The amount of ground disturbance to suitable ABB habitat within the construction footprint will be minimized to only what is necessary for project construction,
3. Construction requiring artificial lighting will require further consultation with USFWS. If permitted, artificial lighting will be minimized. If night construction is necessary, direct light will be shielded to the work area and prevent light from projecting upwards.
4. Carcasses and trash will continuously be removed from the new permanent, and any construction temporary, ROW.
5. If required, native seed mix will be planted in areas of ABB habitat in an area outside of clear zone as a separate project after the construction is complete. The ODOT biologist will determine if re-vegetation with natives is necessary.
6. The final acreage of suitable ABB habitat impacts will be categorized as temporary, permanent cover change or permanent. Mitigation ratios for impacts to ABB habitat will be as follows:

| Impact duration | Within the Consultation Range but not within a conservation priority area |
|---|---|
| Temporary | 1:0.25 |
| Permanent Cover Change | 1:0.5 |
| Permanent | 1:1 |

Suitable **riparian foraging habitat** for threatened and endangered bat species occurs within the proposed project's action area. The removal of trees and shrubs will be restricted to areas within the actual limits of construction, and all aspects of the project (e.g. temporary work areas, alignments) will be modified to avoid tree removal, if possible. Tree removal will be limited to that specified in the project plans provided to contractors.

All **temporary lighting**, if used, will be directed away from suitable habitat during the active season for bats (April 1 – November 15). If any **permanent lighting** is installed or replaced, downward-facing full cut-off lens lights shall be installed and directed away from suitable bat habitat.

## 5. BALD EAGLE AND SWALLOW ASSESSMENT

### 5.1. Bald Eagle Assessment

The Bald Eagle (*Haliaeetus leucocephalus*) is a large predatory bird protected by the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. Activities that would disturb eagles are prohibited under the Bald and Golden Eagle Protection Act. "Disturb" means to agitate an eagle to the degree that causes or is likely to (1) cause injury, (2) interfere with breeding, feeding or sheltering behavior, or (3) nest abandonment.

| Potential Bald Eagle Habitat Present | w/in NEPA Footprint | w/in 660 ft Buffer of NEPA Footprint | DO NOT LEAVE BLANK |
|---|---|---|---|
| Presence of Cottonwood, Sycamore, Pecan or Pine | ☒ | ☒ | Scattered cottonwood and sycamores trees were observed within the NEPA footprint and its immediate vicinity. |
| Open foraging areas with large trees | ☐ | ☒ | Medium-sized ponds within 660-ft of the study area could provide suitable edge habitat with large trees. One open field with suitable edge habitat is located within the 660-foot buffer. No suitable open foraging areas or edge habitat are located within the NEPA study area. |
| Distance to closest perennial water body | River or Lake | 7 mi | The closest perennial waterbody to the study area is Adams Creek, located approximately 3.0 miles west of the project. Okmulgee Lake is approximately 7.0 miles southest. |
| | Stream or Pond | 3 mi | |
| Potential Bald Eagle Nests Observed | ☐ | ☐ | None observed. |
| Bald Eagles Observed in the general vicinity | ☐ | ☐ | No individuals were observed. |

| | | | |
|---|---|---|---|
| Potential Bald Eagle Habitat Present | w/in NEPA Footprint | w/in 660 ft Buffer of NEPA Footprint | DO NOT LEAVE BLANK |
| General Description of Bald Eagle Nesting Habitat and Impact Determination, within the NEPA Footprint and within 660-ft of the NEPA Footprint | Only a handful of suitable nesting trees for Bald Eagles were observed within the NEPA study area, but due to the close proximity to the US Highway they would likely not be utilized by eagles. The majority of the woodlands within the 660ft buffer consisted of continuous canopy cover of trees relatively similar in height that would not provide ideal nesting situations for eagles. The southwest portion of the study area has a railroad running parallel to it that would likely discourage eagles from nesting in the vicinity as well. However; small portions of the 660-ft buffer could provide suitable nesting locations for eagles due to the edge habitat created by either a large pond or an open field. These potential nest trees would not be removed as part of the proposed project; however, the increase in noise and visual stressors for the eagles could cause nest abandonment. | | |
| Station #s for Buffered Bald Eagle Habitat | 401+00 through northern project limit (from Preston Rd north to EOP) | | |
| In order to avoid impacts to Bald Eagles, if Bald Eagles or their habitat are observed during the biological assessment, a survey for eagles and their nests will be conducted within 660 feet of the work zone, during the winter prior to, and within one year of, the start of construction. If a nest is found, appropriate conservation measures based on the National Bald Eagle Management Guidelines will be implemented. | | | |

## 5.2 Migratory Bird Assessment

Cliff Swallows (*Petrochelidon pyrrhonota*) and Barn Swallows (*Hirundo rustica*) are small colonial and semi-colonial nesting birds protected by the federal Migratory Bird Treaty Act. Barn Swallows use man-made structures for nesting and live in close association with humans. Both species commonly use bridges and culverts in Oklahoma for nesting. Other migratory birds can also nest on transportation structures.

| Identify ALL structures including pipe culverts and whether positive or negative for migratory birds (identify named streams where possible rather than just FS#). Provide shapefiles and map of structures identifying pos/neg swallow structures. | Approx. Number of Cliff Swallow Nests | Approx. Number of Barn Swallow Nests | Approx. Number of Eastern Phoebe Nests |
|---|---|---|---|
| C1 – Cement Box Culvert over unnamed tributary to Negro Creek. Located at STA 373+13 | 18 | 0 | 0 |
| C2 – Cement Cylindrical Culvert over unnamed tributary to Negro Creek. Located at STA 390+00 | 0 | 0 | 0 |
| NBI# 13753 over Flat Rock Creek. Located at STA 407+00 | 30 | 0 | 0 |
| C3 – Cement Box Culvert – Located at STA 410+69 | 0 | 0 | 0 |

| Identify ALL structures including pipe culverts and whether positive or negative for migratory birds (identify named streams where possible rather than just FS#). Provide shapefiles and map of structures identifying pos/neg swallow structures. | Approx. Number of Cliff Swallow Nests | Approx. Number of Barn Swallow Nests | Approx. Number of Eastern Phoebe Nests |
|---|---|---|---|
| C4 – Round Metal Culvert over unnamed tributary to Flat Rock Creek. Not shown on plans. Located at 35.714838, -95.99049 | 0 | 0 | 0 |

| | |
|---|---|
| Other MB and Nests Observed | Multiple buildings are present within the NEPA study area and immediate vicinity. These buildings range from commercial to residential use. These structures were not inspected for migratory bird use, but no nesting bird behavior was observed in their immediate vicinity (such as the swallows swarming the occupied bridge). The construction of a new bridge within the study area could potentially provide increased nesting locations for swallows within the study area. No other migratory bird nests were observed within the NEPA study area. |

| | |
|---|---|
| Based on existing plans, no work on suitable drainage structures will occur | ☐ |

In order to avoid impacts to migratory birds, if structures are being used by these birds, any activities that may destroy active nests, eggs or birds shall be completed between September 1, and February 28, when nests are not occupied. If seasonal avoidance cannot be accomplished, structures shall be protected from new nest establishment prior to March 1, by means that do not result in death or injury to these birds.

### 5.3 Birds of Conservation Concern

| Species Identified on IPaC list | Breeding Season |
|---|---|
| None Identified | N/A |

## 6. REFERENCES:

Carter and Gregory. Soil Map of Oklahoma. 2008.

Duck, L. G., & Fletcher, J. B. (1943). The Game Types of Oklahoma. Oklahoma City: Oklahoma Game and Fish Commission, Division of Wildlife Restoration and Research.

OBS. (2019, March 1). Oklahoma Natural Heritage Inventory. Retrieved from Oklahoma Biological Survey.

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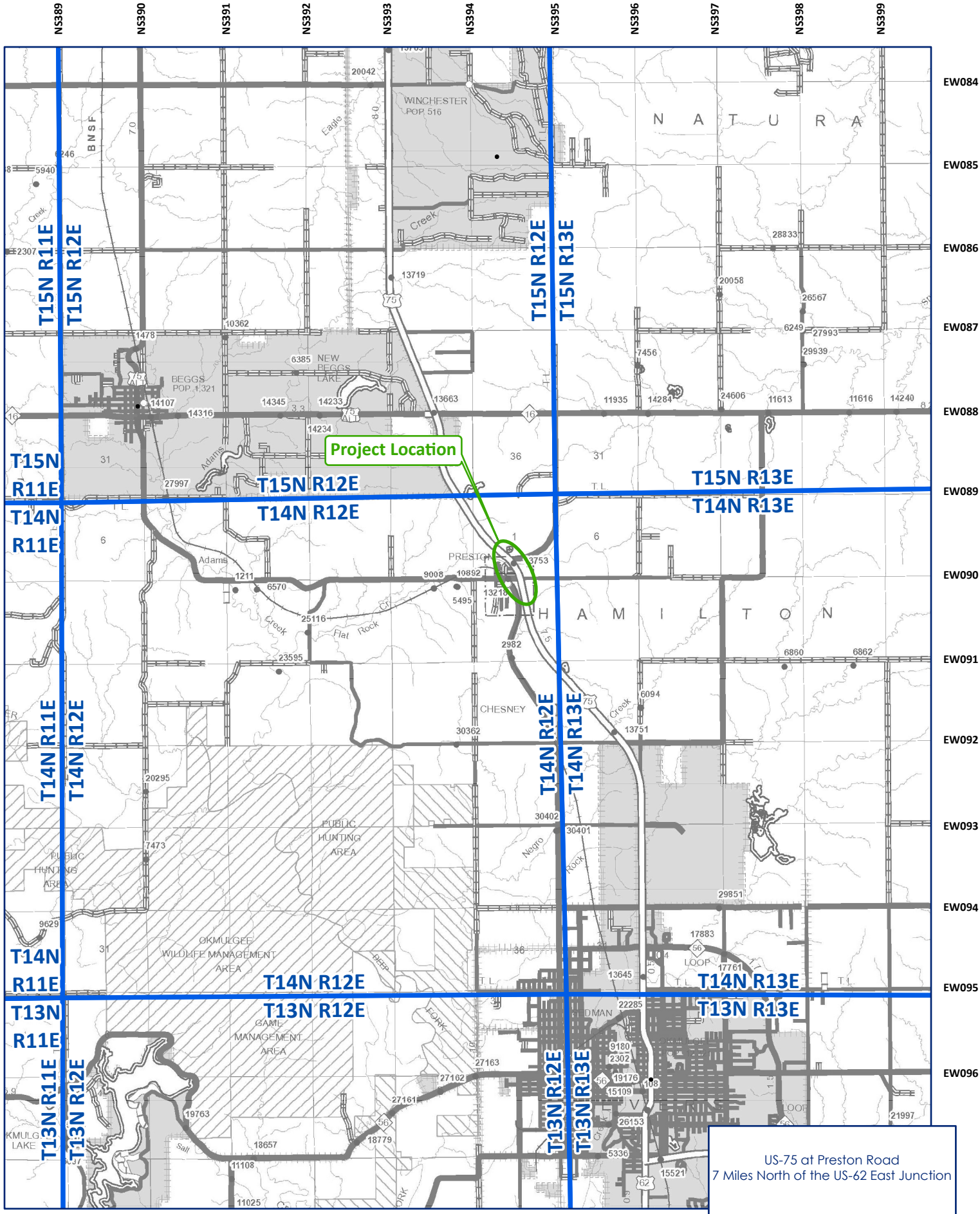
Woods, A. J., Omernik, J. M., Butler, D. R., Ford, J. G., Henley, J. E., Hoagland, B. W., et al. (2005). Ecoregions of Oklahoma (color poster with map, descriptive text, summary tables, and photographs). Reston, VA: U.S. Geological Survey (map scale 1:1,250,000).

## 7. FIGURES

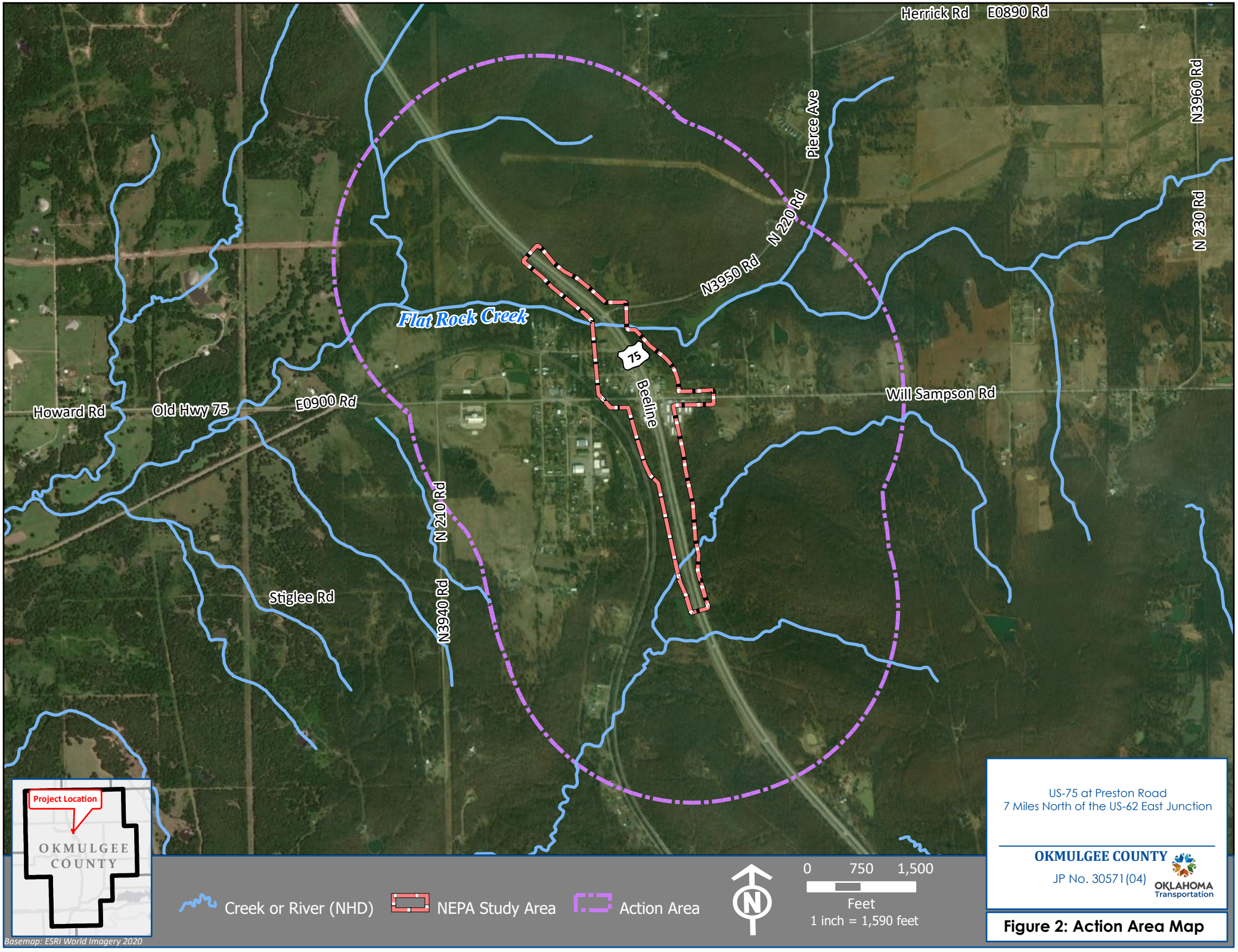



US-75 at Preston Road
7 Miles North of the US-62 East Junction

*JP No. 30571(04)*

OKMULGEE COUNTY

**Figure 1: Project Location Map**




US-75 at Preston Road
7 Miles North of the US-62 East Junction

**OKMULGEE COUNTY**

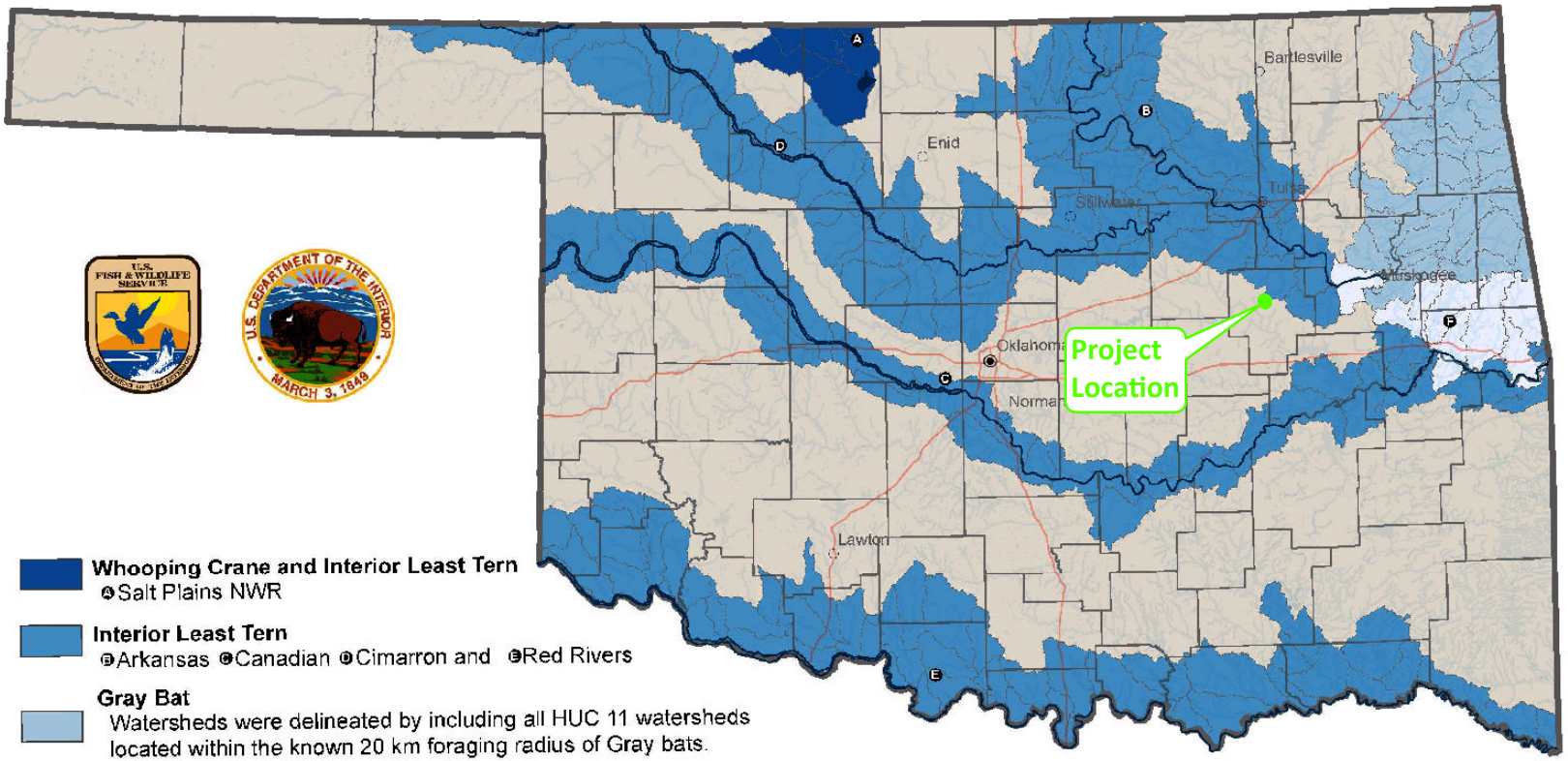
JP No. 30571(04)

OKLAHOMA Transportation

**Figure 2: Action Area Map**

# Federally-Listed Aquatic Dependent Species Watersheds of Oklahoma

These watersheds were delineated using 11 digit Hydrologic Unit Code (HUC) watersheds. All watersheds adjacent to water bodies occupied by federally-listed species are included in the delineation, as well as those 11 digit HUC watersheds within 10 miles of the occupied water body. Please note that not all 11 digit HUC watersheds that feed into sensitive occupied water bodies are included in this delineation and effects to those watersheds outside of this delineation could impact sensitive water bodies.




**Whooping Crane and Interior Least Tern**
Ⓐ Salt Plains NWR

**Interior Least Tern**
Ⓑ Arkansas Ⓒ Canadian Ⓓ Cimarron and Ⓔ Red Rivers

**Gray Bat**
Watersheds were delineated by including all HUC 11 watersheds located within the known 20 km foraging radius of Gray bats.

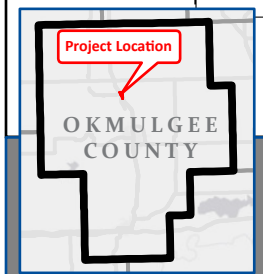
**Interior Least Tern and Gray Bat**
Ⓒ Canadian River (ILT) and HUC 11 Watersheds (GB)

**Water Bodies Occupied by Federally-Listed Species**

N W E S

0 25 50 100 Miles

USFWS - Oklahoma Ecological Services Field Office - April 2011




NEPA Study Area

US-75 at Preston Road
7 Miles North of the US-62 East Junction

**OKMULGEE COUNTY**

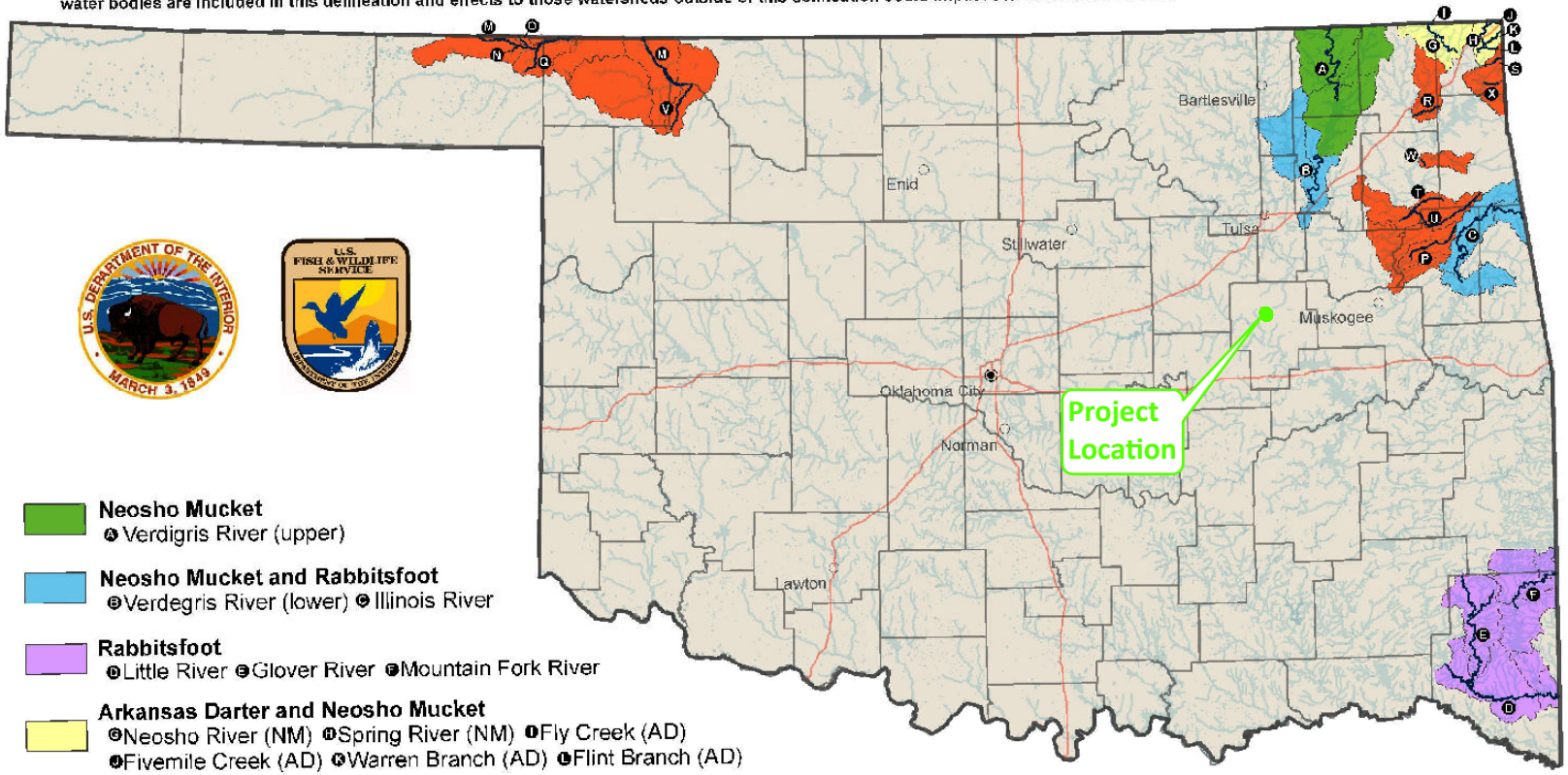
JP No. 30571(04)

OKLAHOMA Transportation

**Figure 3a**

# Federal Candidate Aquatic Species Watersheds of Oklahoma

These watersheds were delineated using 11 digit Hydrologic Unit Code (HUC) watersheds. All watersheds adjacent to water bodies occupied by federal candidate species are included in the delineation, as well as those 11 digit HUC watersheds within 10 miles of the occupied water body. Please note that not all 11 digit HUC watersheds that feed into sensitive occupied water bodies are included in this delineation and effects to those watersheds outside of this delineation could impact sensitive water bodies.




**Neosho Mucket**
Ⓐ Verdigris River (upper)

**Neosho Mucket and Rabbitsfoot**
Ⓑ Verdegris River (lower) Ⓒ Illinois River

**Rabbitsfoot**
Ⓓ Little River Ⓔ Glover River Ⓕ Mountain Fork River

**Arkansas Darter and Neosho Mucket**
Ⓖ Neosho River (NM) Ⓗ Spring River (NM) Ⓘ Fly Creek (AD)
Ⓙ Fivemile Creek (AD) Ⓚ Warren Branch (AD) Ⓛ Flint Branch (AD)

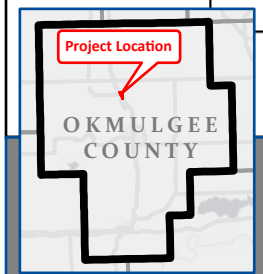
**Arkansas Darter**
Ⓜ Cimarron River Ⓝ Cottonwood Ⓞ Crooked Ⓟ Fourteenmile Ⓠ Horse Ⓡ Locust Ⓢ Lost Ⓣ Snake Ⓤ Spring Ⓥ Traders Creeks and their associated tributaries and unnamed tributary of Ⓦ Spavinaw Creek and Ⓧ Grand Lake

**Water Bodies Occupied by Federal Candidate Species**

N W E S

0 25 50 100 Miles

USFWS - Oklahoma Ecological Services Field Office - April 2010




NEPA Study Area

US-75 at Preston Road
7 Miles North of the US-62 East Junction

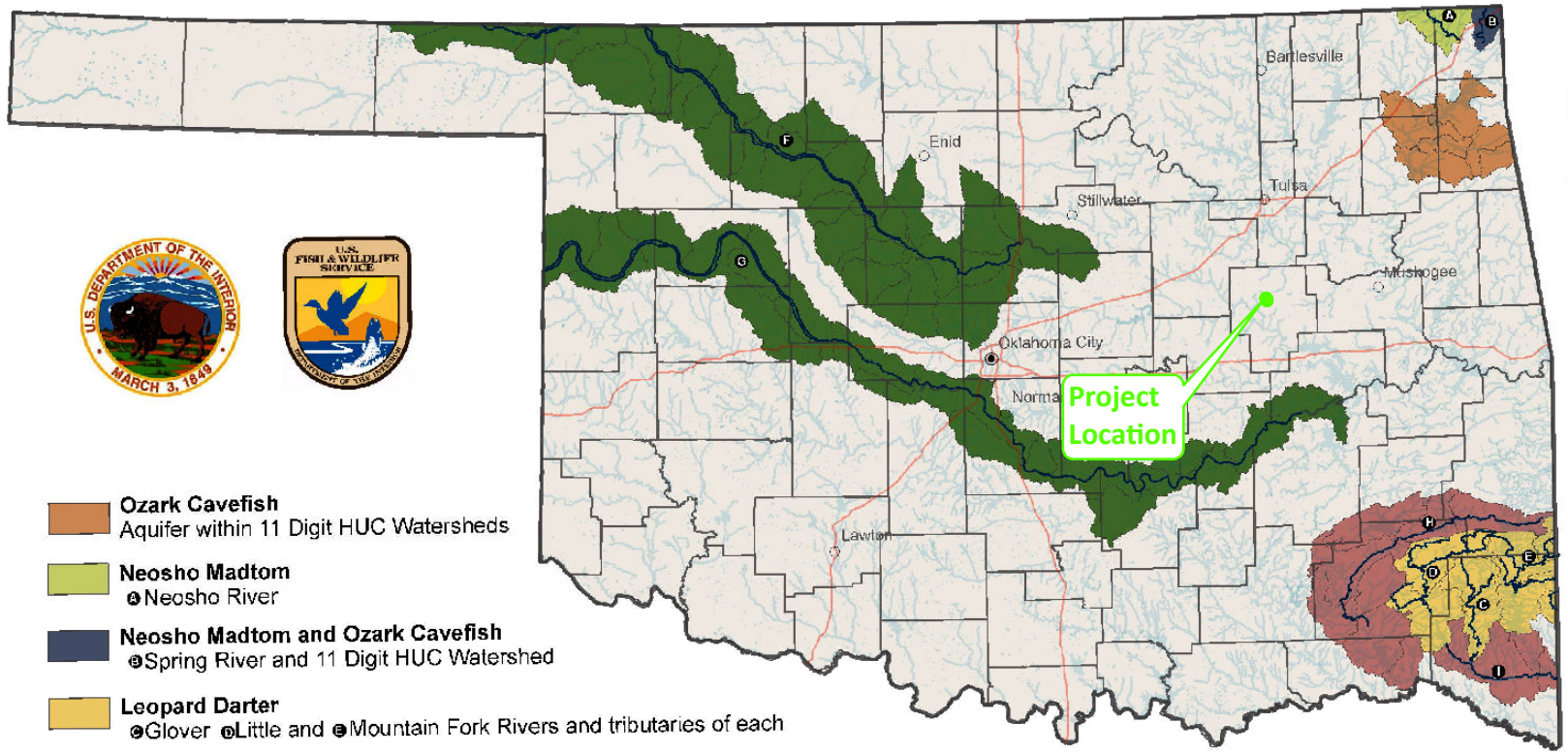
OKMULGEE COUNTY
JP No. 30571(04)

OKLAHOMA Transportation

Figure 3b

# Federally-Listed Aquatic Species Watersheds of Oklahoma

These watersheds were delineated using 11 digit Hydrologic Unit Code (HUC) watersheds. All watersheds adjacent to water bodies occupied by federally-listed species are included in the delineation, as well as those 11 digit HUC watersheds within 10 miles of the occupied water body. Please note that not all 11 digit HUC watersheds that feed into sensitive occupied water bodies are included in this delineation and effects to those watersheds outside of this delineation could impact sensitive water bodies.




**Ozark Cavefish**
Aquifer within 11 Digit HUC Watersheds

**Neosho Madtom**
ⒶNeosho River

**Neosho Madtom and Ozark Cavefish**
ⒷSpring River and 11 Digit HUC Watershed

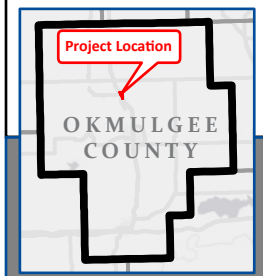
**Leopard Darter**
ⒸGlover ⒹLittle and ⒺMountain Fork Rivers and tributaries of each

**Arkansas River Shiner**
ⒻCimarron and ⒼCanadian Rivers

**Ouachita Rock Pocketbook, Scaleshell, and Winged Mapleleaf**
ⒽKiamichi and ⒾLittle Rivers

**Water Bodies Occupied by Federally-Listed Species**

USFWS - Oklahoma Ecological Services Field Office - April 2010

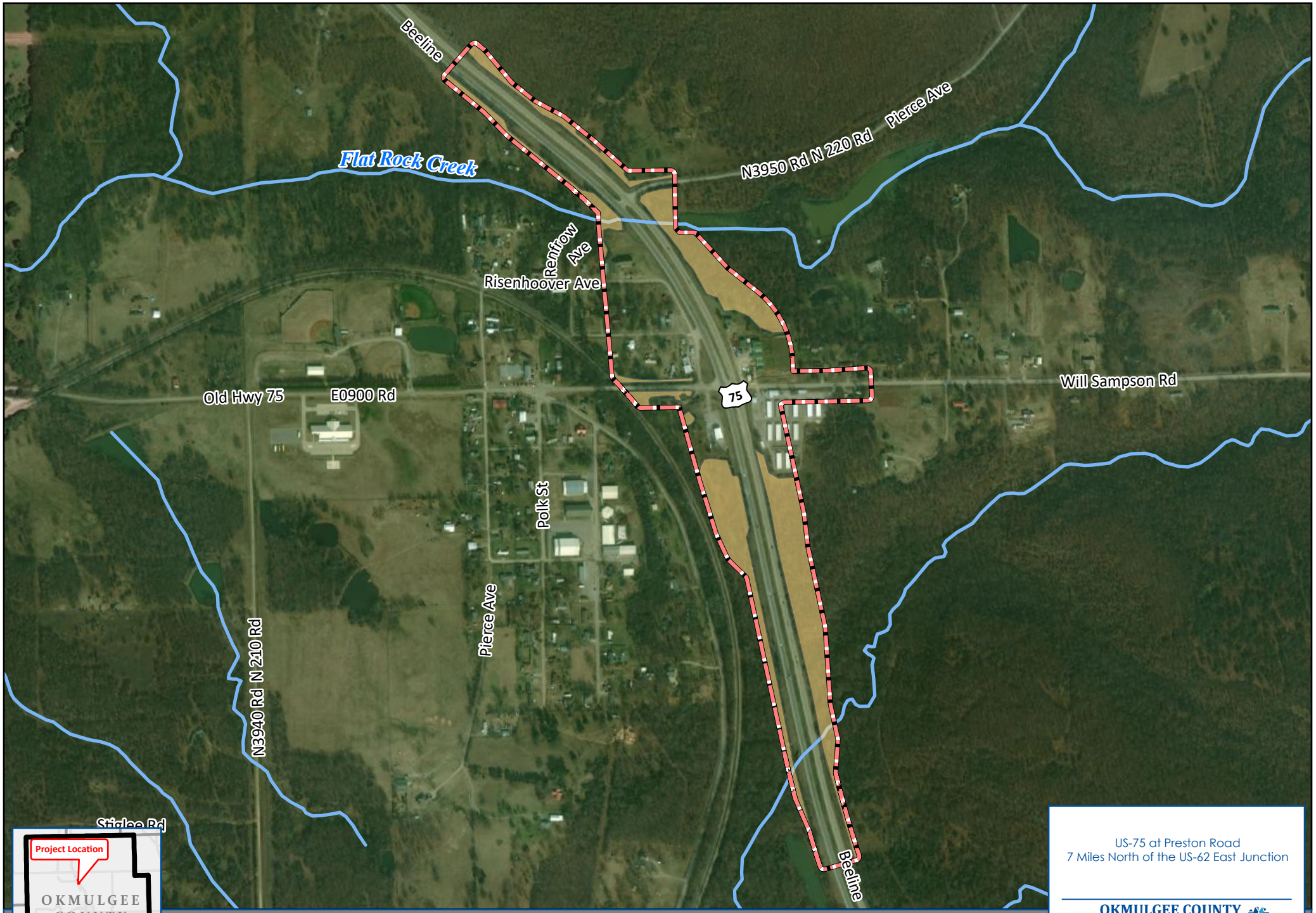



NEPA Study Area

US-75 at Preston Road
7 Miles North of the US-62 East Junction

OKMULGEE COUNTY
JP No. 30571(04)
OKLAHOMA Transportation

Figure 3c



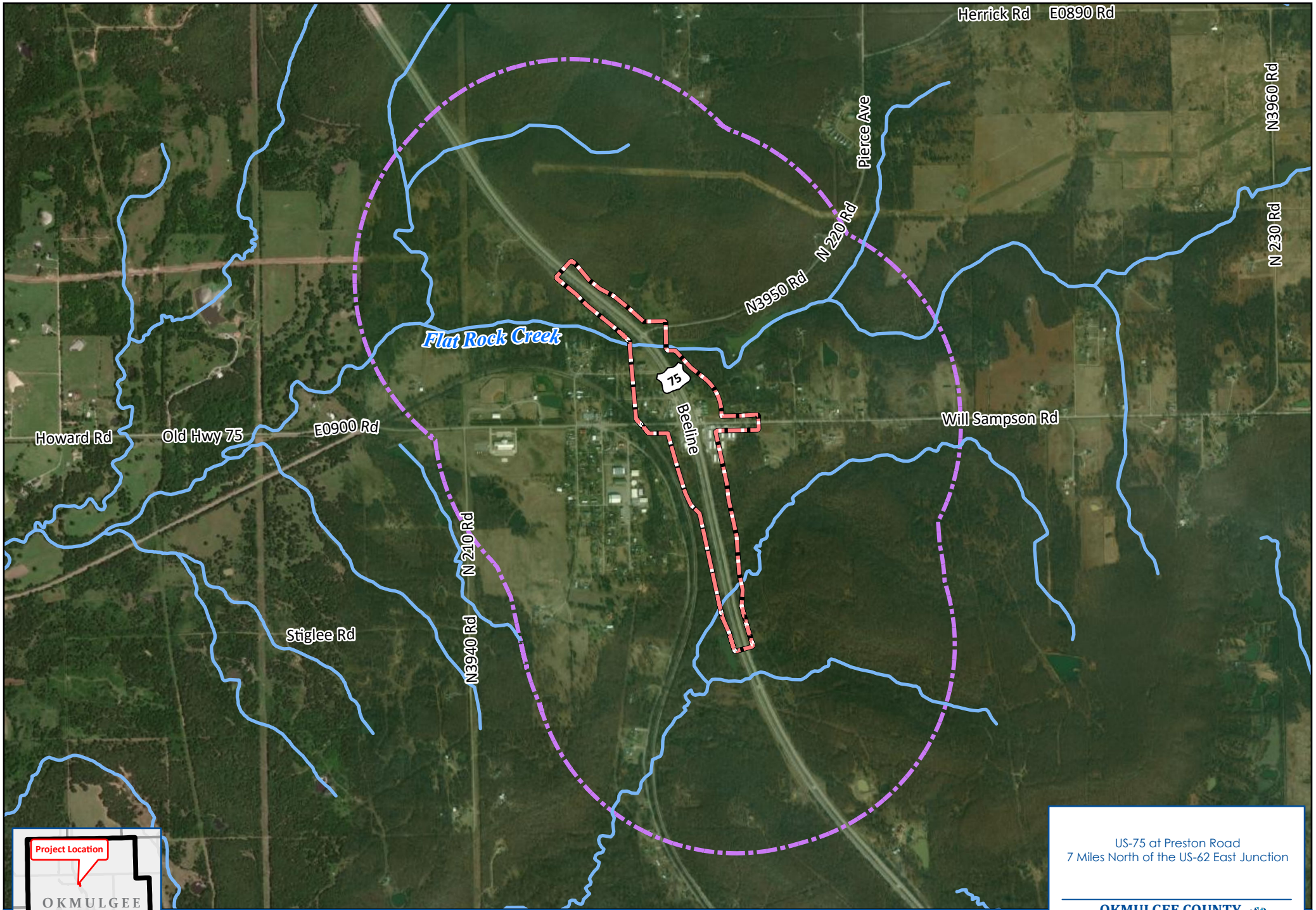

US-75 at Preston Road
7 Miles North of the US-62 East Junction

**OKMULGEE COUNTY**

JP No. 30571(04)

OKLAHOMA Transportation

**Figure 4: Potential NLEB Habitat**



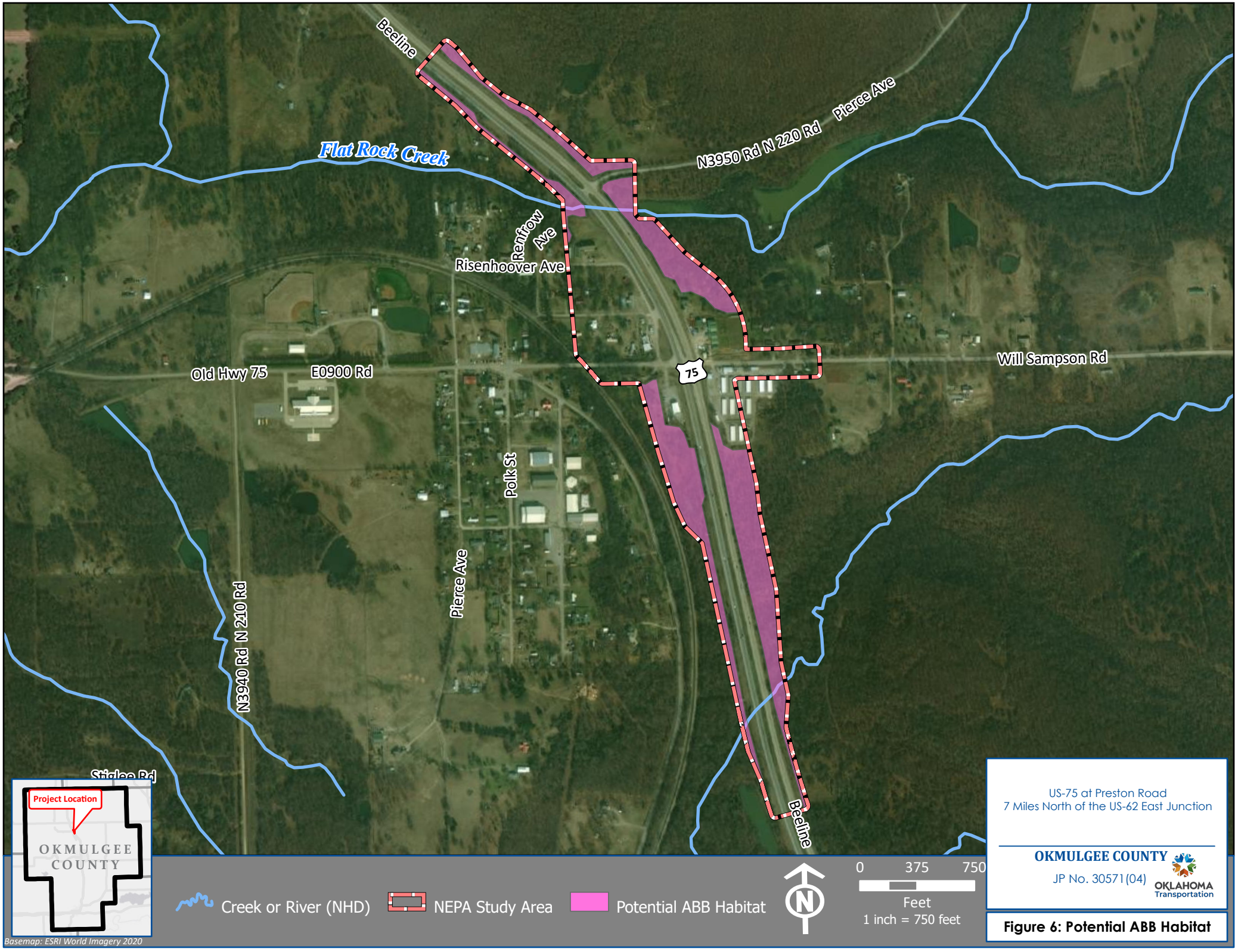

US-75 at Preston Road
7 Miles North of the US-62 East Junction

**OKMULGEE COUNTY**

JP No. 30571(04)

OKLAHOMA Transportation

**Figure 5: NLEB Buffer Map**



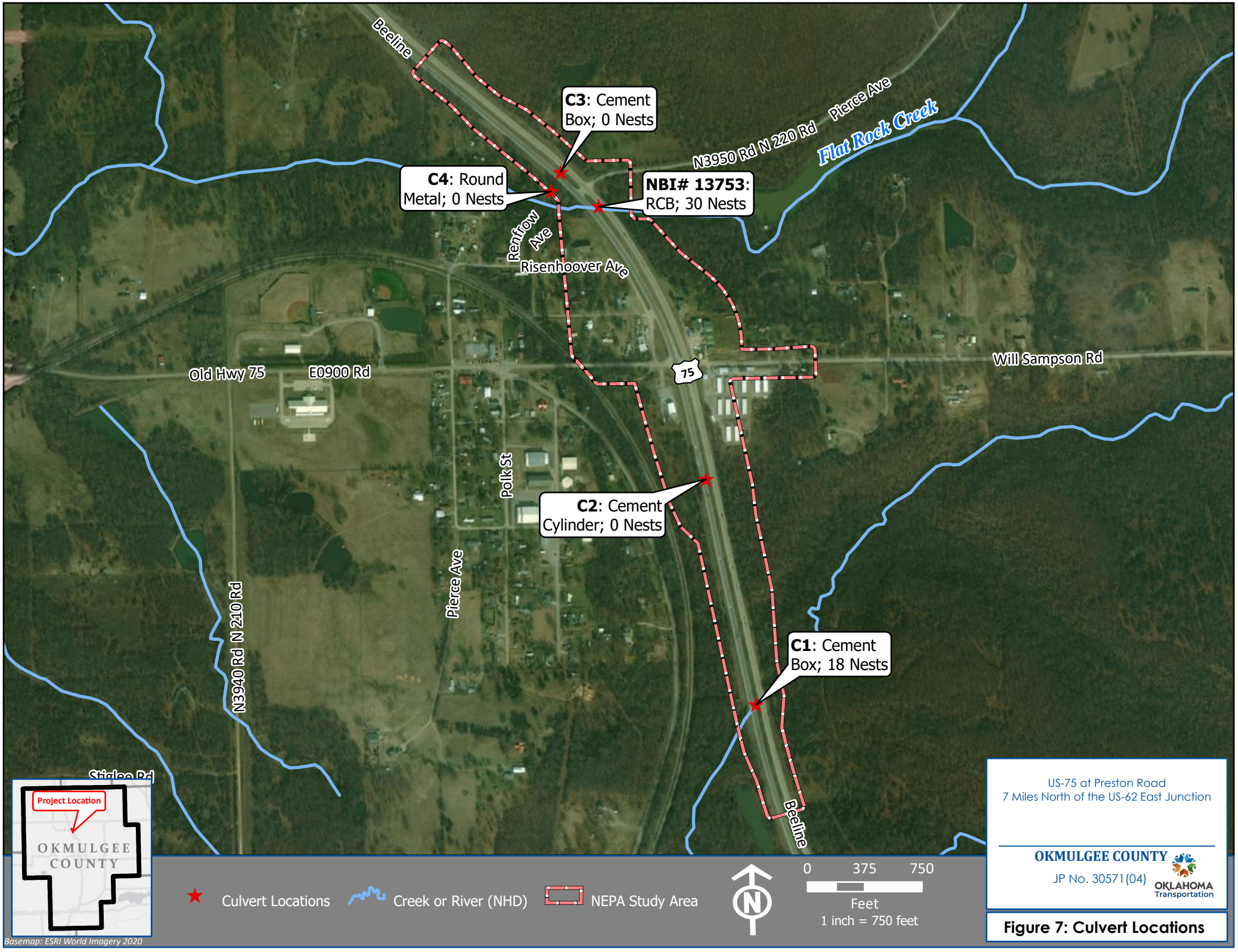

US-75 at Preston Road
7 Miles North of the US-62 East Junction

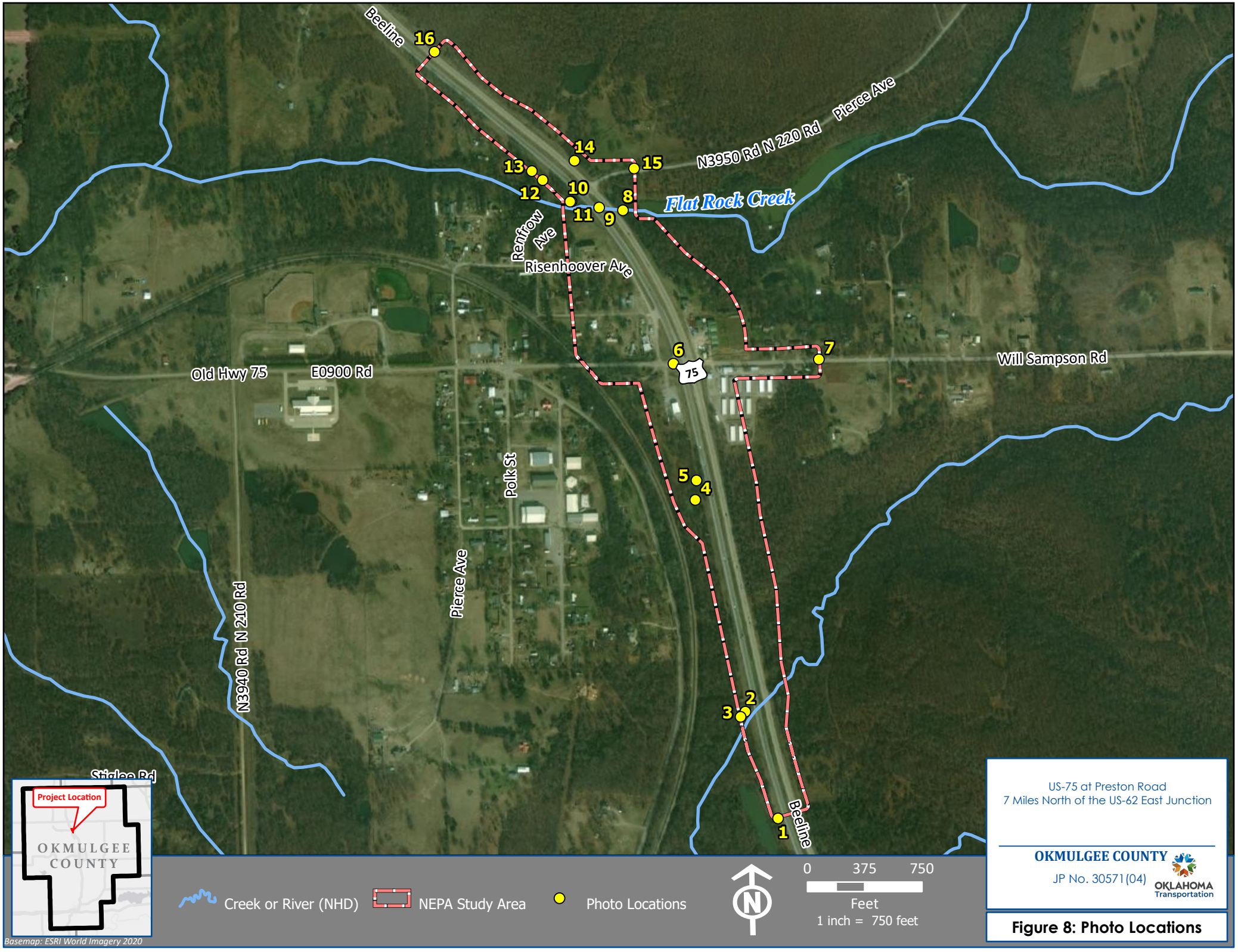
**OKMULGEE COUNTY**

JP No. 30571(04)

OKLAHOMA Transportation

**Figure 6: Potential ABB Habitat**


Beeline
C3: Cement Box; 0 Nests
N3950 Rd N 220 Rd
Pierce Ave
Flat Rock Creek
C4: Round Metal; 0 Nests
NBI# 13753: RCB; 30 Nests
Renfrow Ave
Risenhoover Ave
Old Hwy 75
E0900 Rd
75
Will Sampson Rd
Polk St
C2: Cement Cylinder; 0 Nests
Pierce Ave
N3940 Rd N 210 Rd
C1: Cement Box; 18 Nests
Beeline
Project Location
OKMULGEE COUNTY
Culvert Locations
Creek or River (NHD)
NEPA Study Area
N
0 375 750
Feet
1 inch = 750 feet
Basemap: ESRI World Imagery 2020
US-75 at Preston Road
7 Miles North of the US-62 East Junction
OKMULGEE COUNTY
JP No. 30571(04)
OKLAHOMA Transportation
Figure 7: Culvert Locations


Beeline
16
14
15
13
12
10
11
9
8
N3950 Rd N 220 Rd
Pierce Ave
Flat Rock Creek
Renfrow Ave
Risenhoover Ave
6
75
7
Will Sampson Rd
Old Hwy 75
E0900 Rd
Polk St
5
4
Pierce Ave
N3940 Rd N 210 Rd
3
2
1
Beeline
Stiglee Rd
Project Location
OKMULGEE COUNTY
Creek or River (NHD)
NEPA Study Area
Photo Locations
N
0
375
750
Feet
1 inch = 750 feet
Basemap: ESRI World Imagery 2020
US-75 at Preston Road
7 Miles North of the US-62 East Junction
OKMULGEE COUNTY
JP No. 30571(04)
OKLAHOMA Transportation
Figure 8: Photo Locations

**Photograph 1.** View looking north along US-75 from the southern project limits.

**Photograph 2.** View looking east at Culvert 1 (C1) - a large RCB within the NEPA study area. This structure was located along a USGS-mapped intermittent stream, was inspected for bat use, and had swallow nests present.

**Photograph 3.** View looking east along an intermittent stream and representative woodland habitat within the NEPA study area.

**Photograph 4.** View looking west at a pond within the NEPA study area. This pond could be a water source for Northern Long-eared Bats (NLEB) foraging within the study area, but due to the canopy closure and small size the pond would likely not be utilized by eagles.

**Photograph 5.** View looking east at an ephemeral tributary and associated cement cylindrical culvert (C2) within the NEPA study area. Due to its small size, this culvert would not be a potential roosting location for bats.

**Photograph 6.** View looking east at the intersection of Preston Road and US-75. The properties immediately adjacent to this intersection had minimal vegetation and was primarily gravel or asphalt.

**Photograph 7.** View looking west from the project limits along Will Sampson Rd. Maintained ROW and Residential Lawn vegetation types were in this area.

**Photograph 8.** View looking west at the bridge class culvert associated with NBI# 13753 along Flat Rock Creek. This culvert was partially inspected for bat use and had active swallow nests present.

**Photograph 9.** View looking south along US-75. Maintained ROW vegetation was present within the median and along the shoulders of this highway.

**Photograph 10.** View looking east at an herbaceous wetland observed along Flat Rock Creek within the NEPA study area.

**Photograph 11.** A spotted gar was observed swimming within the herbaceous wetland of Flat Rock Creek.

**Photograph 12.** A view looking west at a large cottonwood tree located within a 660-ft buffer of the NEPA study area. This tree was noticeably above the main canopy line and could provide potential eagle nesting habitat.

**Photograph 13.** A view looking east at an abandoned shed within the NEPA study area. This shed had a brick chimney and could provide potential roosting locations for bats.

**Photograph 14.** A view of C3 within the NEPA study area. This culvert is too small to be considered a potential bat roosting location and no bird nests were observed.

**Photograph 15.** A view looking west from the project limits along Pierce Avenue.

**Photograph 16.** A view looking south from the northern project limits along US-75. Typical maintained ROW lined the entire highway and deciduous woodland vegetation was present outside of the ROW limits.

# United States Department of the Interior

FISH AND WILDLIFE SERVICE
Oklahoma Ecological Services Field Office
9014 East 21st Street
Tulsa, OK 74129-1428
Phone: (918) 581-7458 Fax: (918) 581-7467
http://www.fws.gov/southwest/es/Oklahoma/

In Reply Refer To: July 22, 2020
Consultation Code: 02EKOK00-2020-SLI-2426
Event Code: 02EKOK00-2020-E-06041
Project Name: Okmulgee County JP30571(04) US-75 at Preston Rd Improvements

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Non-federal entities conducting activities that may result in take of listed species should consider seeking coverage under section 10 of the ESA, either through development of a Habitat Conservation Plan (HCP) or, by becoming a signatory to the General Conservation Plan (GCP) currently under development for the American burying beetle. Each of these mechanisms provides the means for obtaining a permit and coverage for incidental take of listed species during otherwise lawful activities.

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit through our Project Review step-wise process http://www.fws.gov/southwest/es/oklahoma/OKESFO%20Permit%20Home.htm.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds
- Wetlands

# Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Oklahoma Ecological Services Field Office**
9014 East 21st Street
Tulsa, OK 74129-1428
(918) 581-7458

# Project Summary

Consultation Code: 02EKOK00-2020-SLI-2426

Event Code: 02EKOK00-2020-E-06041

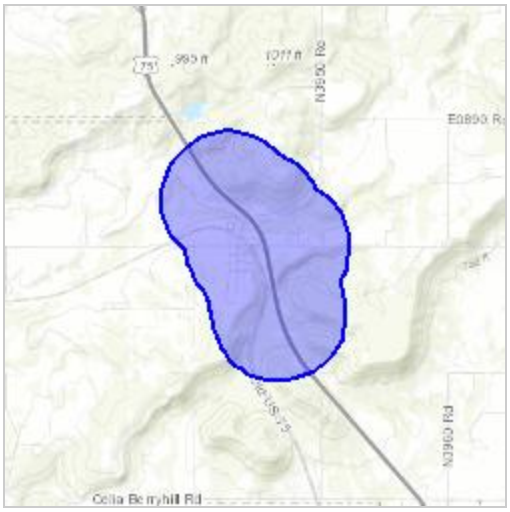
Project Name: Okmulgee County JP30571(04) US-75 at Preston Rd Improvements

Project Type: TRANSPORTATION

Project Description: The purpose of the proposed project is to improve safety and accessibility of US-75 and Preston Rd in Preston, Okmulgee County, OK. The proposed project would construct a bridge over US-75 and a full access interchance would be added. The project construction is programmed to start in 2024 with ROW and utility relocation to begin in 2021.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/35.71052886438109N95.98738139638341W




Counties: Okmulgee, OK

# Endangered Species Act Species

There is a total of 6 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

## Mammals

| NAME | STATUS |
|---|---|
| Northern Long-eared Bat *Myotis septentrionalis*<br>No critical habitat has been designated for this species.<br>Species profile: https://ecos.fws.gov/ecp/species/9045 | Threatened |

## Birds

| NAME | STATUS |
|---|---|
| Least Tern *Sterna antillarum* | Endangered |

Population: interior pop.
No critical habitat has been designated for this species.
This species only needs to be considered under the following conditions:
- Towers (i.e. radio, television, cellular, microwave, meterological)
- Wind Turbines and Wind Farms

Species profile: https://ecos.fws.gov/ecp/species/8505

| | |
|---|---|
| Piping Plover *Charadrius melodus* | Threatened |

Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered.
There is **final** critical habitat for this species. Your location is outside the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/6039

| | |
|---|---|
| Red Knot *Calidris canutus rufa* | Threatened |

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/1864

| | |
|---|---|
| Whooping Crane *Grus americana* | Endangered |

Population: Wherever found, except where listed as an experimental population
There is **final** critical habitat for this species. Your location is outside the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/758

## Insects

| NAME | STATUS |
|---|---|
| American Burying Beetle *Nicrophorus americanus* | Endangered |

Population: Wherever found, except where listed as an experimental population
No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/66

## Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

# USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

# Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

---

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

THERE ARE NO FWS MIGRATORY BIRDS OF CONCERN WITHIN THE VICINITY OF YOUR PROJECT AREA.

## Migratory Birds FAQ

**Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.**
Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures and/or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

**What does IPaC use to generate the migratory birds potentially occurring in my specified location?**
The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

**What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?**
The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

**How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?**
To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

**What are the levels of concern for migratory birds?**
Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

**Details about birds that are potentially affected by offshore projects**

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

**What if I have eagles on my list?**
If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

**Proper Interpretation and Use of Your Migratory Bird Report**
The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ “What does IPaC use to generate the migratory birds potentially occurring in my specified location”. Please be aware this report provides the “probability of presence” of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the “no data” indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ “Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds” at the bottom of your migratory bird trust resources page.

# Wetlands

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER FORESTED/SHRUB WETLAND

- PFO1A
- PFO5/UBHh

FRESHWATER POND

- PUBHh
- PUBHx

RIVERINE

- R4SBC
- R5UBF

OBS Ref. 2020-448-BUS-CPY

Dear Ms. Cross, July 31, 2020

We have reviewed occurrence information on federal and state threatened, endangered or candidate species, as well as non-regulatory rare species and ecological systems of importance currently in the Oklahoma Natural Heritage Inventory database for the following location you provided:

Sec. 1 and 12-T14N-R12E, Okmulgee County

We found 8 occurrence(s) of relevant species within the vicinity of the project location as described.

| Species Name | Common Name | Federal Status |
|---|---|---|
| ***Nicrophorus americanus*** | **American burying beetle** | **Endangered** |
| ***County*** | ***TRS*** | ***Count*** |
| Okmulgee | Sec. 2-T14N-R12E | 1 |
| Okmulgee | Sec. 3-T14N-R12E | 1 |
| Okmulgee | Sec. 5-T14N-R12E | 1 |
| Okmulgee | Sec. 21-T14N-R12E | 1 |
| Okmulgee | Sec. 23-T14N-R12E | 1 |
| Okmulgee | Sec. 6-T14N-R13E | 1 |
| Okmulgee | Sec. 22-T15N-R12E | 1 |
| Okmulgee | Sec. 28-T15N-R13E | 1 |

Additionally, absence from our database does not preclude such species from occurring in the area.

If you have any questions about this response, please send me an email, or call us at the number given below.

Although not specific to your project, you may find the following links helpful.

ONHI, guide to ranking codes for endangered and threatened species:
http://www.oknaturalheritage.ou.edu/content/biodiversity-info/ranking-guide/

Information regarding the Oklahoma Natural Areas Registry:
https://okregistry.wordpress.com/

Todd Fagin
Oklahoma Natural Heritage Inventory
(405) 325-4700
tfagin@ou.edu

# WATERS AND WETLANDS EVALUATION REPORT

**For**

| | | | | | |
|---|---|---|---|---|---|
| County | Okmulgee | JP Number | 30571(04) | Project Number | J3-0571(04)PM |
| Road Number | US-75 | Water Body Name | | Flat Rock Creek, Unnamed tributary to Negro Creek | |
| ROW Date | 2021 | Let Date | 2024 | Project Length | 4, 200ft (US-75)<br>1,100ft (Preston Rd) |
| Project General Location | | Approximately 7.0 miles north of the US-62 East Junction in Okmulgee | | | |
| Project Statement | | US-75: AT PRESTON RD. INTERSECTION, 7.00 MILES NORTH OF US-62 EAST JCT | | | |

Prepared for:
Oklahoma Department of Transportation
Environmental Programs Division
200 NE 21st Street
Oklahoma City, OK 73105

Prepared by:


| | |
|---|---|
| Biologist Name | Melissa Cross |
| Company/Agency Name | CP&Y, Inc |
| Address | 2000 N Classen Blvd |
| City, State Zip | Oklahoma City, OK 73106 |


| | |
|---|---|
| Report Date: | August 7, 2020 |
| Field Date: | July 23, 2020 |

## PROJECT OVERVIEW

| **Project Type (Choose one)** | **Check √** |
|---|---|
| Bridge and Approaches or bridge widening/structure extension | |
| Grade, Drain, Surface and Bridge | |
| Grade, Drain and Surface | |
| Asphalt Overlay Resurfacing | |
| Widen and Resurface existing lanes | |
| Pavement Reconstruction or rehabilitation | |
| Bridge Rehabilitation | |
| Safety Improvements (Cable Barrier, Guardrail, signage) | |
| Intersection Modifications | |
| Safe Routes to School (Describe) | |
| Enhancements (Describe) | |
| Other (Describe) Full highway interchange | X |

Description of the **existing** bridge/roadway

This section of US-75 is a four-lane divided highway with four 12-foot wide asphalt driving lanes with 10-foot wide asphalt outside shoulders and 4-foot wide asphalt inside shoulders. The existing Preston Rd/Will Sampson Rd, "Preston Rd", consists of two 12-foot wide asphalt lanes with 4-foot shoulders. The existing US-75 / Preston Rd intersection is at-grade with a stop condition on Preston Rd and yellow flashing lights. There is a history of severe collisions at the US-75 and Preston Rd intersection, including over 30 injury collisions and two fatalities in the past 10 years. There is an existing 167ft long 2 10ft x 10ft RCB (NBI#13753) over Flat Rock Creek north of the Preston Rd intersection. The 2019 average daily traffic (ADT) was 21,980 vehicles per day (vpd) and the project 2049 ADT is 35,200vpd. The purpose of the project is to improve safety and accessibility of US-75 and Preston Rd.

Description of **proposed** improvements **SPECIFIC TO THIS PROJECT**

The proposed improvements would construct a bridge on Preston Rd over US-75 with on and off ramps for both directions of US-75. The proposed bridge would be a 182-foot long bridge with two spans over US-75. The proposed bridge over US-75 would have 12-foot wide lanes in each direction. The on and off ramps would have a 15-foot wide lane with a 10-foot asphalt shoulder. The intersection at County Road N 220 and US-75 will be removed and N 220 Rd. will be rerouted along the east side of US-75 to connect to Preston Rd. A retaining wall will be constructed on the east side of N 220 Rd. from approximately Sta. 21+26 to Sta. 24+83. The 2 10' x 10' RCB will be extended on both sides to a total length of 297' in order to accommodate the new ramps and reconfiguration of N 220 Rd. The existing culverts within the study area,

including NBI #13753, will be extended on both ends into the existing OHWM/wetlands. For these expansions to occur, grading, rip rap, temporary fill, and temporary mats may be required within the OHWM or wetlands along Flat Rock Creek. No further channelization to the potential Waters of the US are anticipated outside of the culvert extensions. US-75 at Preston Rd is currently an at-grade intersection. A full access interchange would improve the safety and accessibility at US-75 and Preston Rd. New right-of-way (ROW) will be required for the proposed project.

**Project Environmental Study Footprint**

| **Project Location** | | **Environmental Study Footprint** | |
|---|---|---|---|
| Section Range & Township | Lat/Long (NAD 83) | Dimensions | Acreage |
| Sec. 1, 12, T14N, R12E | Start: 35.7035ºE, -95.9855ºN<br>End: 35.7173ºE, -95.9932ºN | Approximately 1-mile long and ranges between 250ft-1,570ft wide | 65.8 |

**Environmental Study Footprint Soils (NRCS Soil Survey Map)**

| **Map Unit Name** | **Percent Slope** | **Drainage Class** | **Hydric Rating** | | **Description** |
|---|---|---|---|---|---|
| | | | **YES** | **NO** | |
| Bu – Verdigris silt slopes, frequently flooded | 0-1 | Well drained | | X | Not prime farmland. Derived from silty alluvium. May have hydric inclusions. |
| DeC – Dennis silt loam | 3-5 | Somewhat poorly drained | | X | All areas are prime farmland. Derived from silty and clayey residuum weathered from shale. |
| HhC – Hector-Clearview complex | 1-5 | Well drained | | X | Not prime farmland. Derived from loamy residuum weathered from sandstone. |
| HtE – Hector-Endsaw complex, stony | 5-30 | Well drained | | X | Not prime farmland. Derived from loamy residuum weathered from sandstone and loamy colluvium over clayey residuum weathered from shale. |

**Environmental Study Footprint General Description and Vegetation Present**

Within the NEPA study area four main community types were present: Deciduous woodland, maintained ROW, commercial land, and residential lawns.

A large portion of the study area was comprised of deciduous woodland. The riparian corridors were indistinguishable from the surrounding woodland and are therefore not classified in this description as a separate vegetation type. Within these deciduous woodlands, the dominant trees and shrubs consisted of yaupon (*Ilex vomitoria*), hackberries (*Celtis occidentalis*), American elm (*Ulmus americana*), green ash (*Fraxinus pennsylvanica*), black locusts (*Robinia pseudoacacia*), red oaks (*Quercus falcata*), and blackjack oak (*Quercus marilandica*). Scattered cottonwoods (*Populus deltoides*), American sycamores (*Platanus occidentalis*), and white mulberry (*Morus alba*) trees were observed in the vicinity of the streams but were not a dominant species. Several woody vines were observed, including greenbrier (*Smilax rotundifolia*), evening trumpet creeper (*Campsis radicans*), poison ivy (*Toxicodendron radicans*), Virginia creeper (*Parthenocissus quinquefolia*), and an unknown grape (*Vitis sp*). The most prevalent grass species observed within the closed canopy woodlands was Canada wild rye (*Elymus canadensis*), slender woodoats (*Chasmanthium laxum*), and inland sea oats (*Chasmanthium latifolium*).

The maintained ROW was present along the sides of the existing roadways and within the median along US-75. The dominant vegetation within these areas was Bermuda grass (*Cynodon dactylon*), Johnson grass (*Sorghum halepense*), red clover (*Trifolium pratense*), and woodsorrel (*Oxalis stricta*). Patridge pea (*Chamaecrista fasciculata*) was present along some of the roadside slopes. Bradford pears (*Pyrus calleryana*) were observed intermingled with hackberries lining a short portion of maintained ROW.

The center of the study area consisted of commercial properties that had little to no landscaping. The majority of this area consisted entirely of asphalt or gravel parking lots with some dandelions (*Taraxacum sp*) and thistles (*Cirsium sp*) pushing up between concrete edges.

Residential lawns were present along Preston Rd that mixed with the roadside maintained ROW. These lawns consisted primarily of Bermuda grass, but the roadway here was lined with various oaks. Eastern redbuds (*Cercis canadensis*) were observed within yards.

Two USGS-mapped streams crossed the NEPA study area: an unnamed tributary to Negro Creek, and Flat Rock Creek. Two unmapped tributaries to these streams were also present within the study area. Water was present in both USGS-mapped streams but no obvious flow was present. A spotted gar (*Lepisosteus oculatus*) and several minnow species were observed within Flat Rock Creek, but no other aquatic species were observed. An herbaceous wetland was observed along Flat Rock creek, and several small ponds were observed within the vicinity of the study area.

## WATERS AND WETLANDS EVALUATION

### Data Sources Reviewed (list)

| USGS 7.5 minute Quad | NWI Map | USACE Wetland Regional Supplement | Additional Resources Reviewed |
|---|---|---|---|
| Okmulgee North | NWI of Oklahoma | Eastern Mountains and Piedmont | NHD for Okmulgee County |

### Wetlands and Ponds Summary Table

| Field Sites | Type of Wetland or Pond | Cowardin Classification | Potential Jurisdictional Status | Acres within Environmental Study Footprint |
|---|---|---|---|---|
| 1 | Mapped Riverine Wetland | Riverine | Likely | N/A |
| Pond 1 | Freshwater Pond | Palustrine | Unlikely | 0.19 |
| Pond 2 | Freshwater Pond | Palustrine | Unlikely | N/A |
| Pond 3 | Freshwater Pond | Palustrine | Unlikely | N/A |
| Pond 4 | Freshwater Pond | Palustrine | Likely | N/A |
| Wetland A | Emergent Wetland | Riverine | Likely | 0.03 |

### Streams and Drainages Summary Table

| Field Sites | Stream Name | USGS Mapped Status | Potential Jurisdictional Status | Acres within Environmental Study Footprint | Linear Feet within Environmental Study Footprint |
|---|---|---|---|---|---|
| Stream 1 | Unnamed tributary to Negro Creek | Intermittent | Likely | 0.09 | 478 |
| Stream 2 | Unnamed tributary to Negro Creek | Not mapped - Ephemeral | Unlikely | 0.01 | 155 |
| Stream 3 | Flat Rock Creek | Intermittent | Likely | 0.09 | 396 |
| Stream 4 | Unnamed tributary to Flat Rock Creek | Not mapped - Ephemeral | Unlikely | 0.04 | 354 |

*Streams and other linear aquatic features*

Stream 1 is a USGS mapped, intermittent, unnamed tributary to Negro Creek. This tributary is also mapped by the NHD. This stream was field verified to run for approximately 478 linear feet within the NEPA study area. The width of the ordinary highwater mark (OHWM) of this creek typically ranged from 3 to 12 feet within the study area but averaged approximately 10 feet for the majority of the study area. There was a total of 0.09 acre of this creek mapped within the study area. At the time of the July 2020 field investigation there was a continuous pool of water throughout the OHWM within the study area, but no obvious flow was present. The stream flows from east to west within the study area and is likely fed from overland flow within the vicinity of the project area. Both sides of the stream were dominated by deciduous woodland vegetation type, as described above. No wetlands were observed in conjunction with this creek. This stream would likely be considered jurisdictional to the United States Army Corps of Engineers (USACE) due to being a USGS mapped stream and exhibited an OHWM.

Stream 2 is not mapped by the USGS topographic map or the NHD. The stream likely formed after the construction of the roadway being built and a culvert to direct overland flow beneath the roadway. The channel emptied into an NWI-mapped freshwater pond (Pond 1 described below). No outlets were observed at the pond; therefore, this stream would just be an unnamed tributary to a natural pond. The channel ran for approximately 155 linear feet on the west side of US-75 within the study area, for a total of 0.01 acre. No OHWM was observed on the east side of US-75 for this feature. The average OHWM width for this feature was 3 feet. No standing water was present within the channel at the time of the July 2020 field investigations. No wetlands were observed in the vicinity of this creek. This feature would likely be considered non-jurisdictional due to its ephemeral flow regime and lack of hydrological nexus to a known Waters of the U.S.

Stream 3 is the USGS mapped intermittent stream, Flat Rock Creek. This stream is also mapped by the NHD. This stream was field verified to have an OHWM width ranging from 4 feet to 18 feet on the east side of US-75, but no OHWM was observed on the western side of the highway due to the presence of an herbaceous wetland (Wetland A described below). The average OHWM was 10 feet and there were 396 linear feet of stream mapped within the study area. There was a total of 0.09 acre of the OHWM within the study area. At the time of the July 2020 field investigation there was slow flowing water present within the channel. This stream empties directly from a pond adjacent to the study area, but ultimately is sourced through overland flow within the vicinity of the project area. Impacts to this OHWM would likely be considered cumulative with Wetland A due to the two features meeting the criteria of a single and complete crossing by the USACE. This feature would likely be considered jurisdictional by the USACE as it is a USGS mapped and named stream and exhibited an OHWM.

Stream 4 is not mapped by the USGS topographic map or the NHD. This feature was field verified to be an ephemeral, unnamed tributary to Flat Rock Creek. This feature had an OHWM that varied from 3 feet to 5 feet in width. One small pool of standing water was present within the channel at the time of the July 2020 field investigations. This feature was mapped as running for approximately 354 linear feet within the study area and totaled 0.04 acres. This feature crossed beneath US-75 through a cement culvert. A metal culvert was present in the path of where this channel would be able to drain into Flat Rock Creek outside of the study area, but the OHWM

ended before reaching the metal culvert. This channel likely formed from the natural topography and overland flow of the area that was further channelized when the road was constructed. Due to the ephemeral status of this flowline and that the OHWM does not fully reach Flat Rock Creek, Stream 4 would likely be considered non-jurisdictional by the USACE.

*Wetlands and ponds*

Field Site 1 is an NWI-mapped, riverine wetland. This wetland is mapped along the USGS mapped, unnamed tributary to Negro Creek. This stream is described above as Stream 1. No wetlands were observed along this stream within the NEPA study area. The unnamed tributary to Negro Creek is likely to be considered jurisdictional by the USACE, but wetlands would not need to be permitted for this crossing.

Pond 1 is an NWI-mapped, palustrine, freshwater pond that was field verified to occur within the NEPA study area. This pond was not associated with any wetlands and was entirely surrounded by deciduous woodland vegetation, as described above. An unmapped, ephemeral tributary led to this pond, and no outlet was observed within the NEPA study area. This pond was approximately 0.19 acre in size. This feature would likely be considered non-jurisdictional as it does not have hydrological nexus to a known Waters of the U.S.

Pond 2 is mapped by the NHD and USGS topographic maps as a freshwater pond. This pond is not mapped by the NWI. This pond is mapped as occurring at the southeast corner of the intersection of Will Sampson Rd and US-75 at the location of commercial warehouses. This pond was field verified to no longer exist due to the construction of the roadway and commercial properties in the area. No further analysis is needed for this pond.

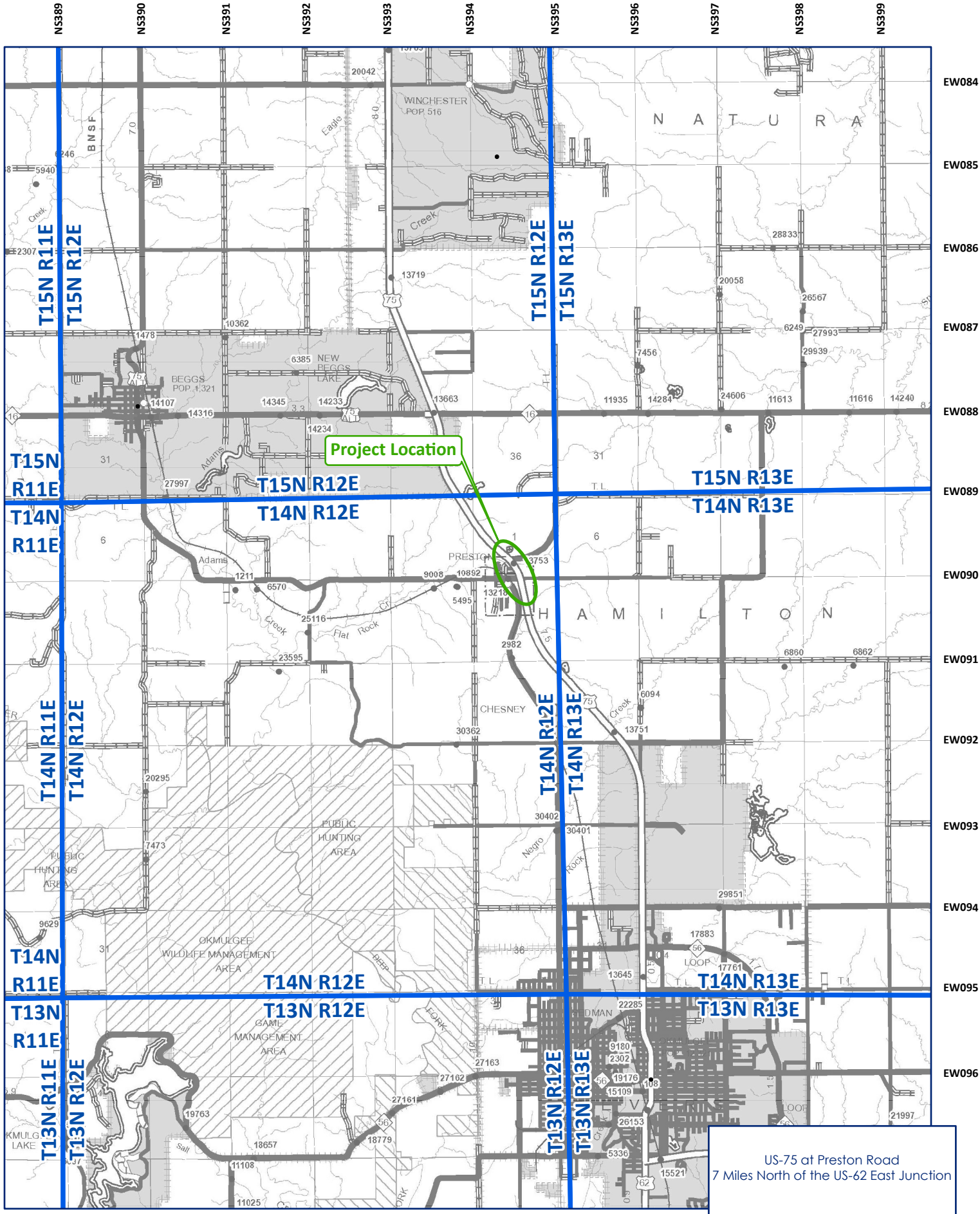
Pond 3 is an NWI-mapped freshwater pond. This pond is mapped as occurring on the east side of US-75 just north of Will Sampson Rd. This wetland could not be located during the field investigations. If present, this wetland would likely be considered non-jurisdictional as it is does not have hydrological nexus to any known Waters of the U.S.

Pond 4 is an NWI-mapped, palustrine freshwater pond. This pond is mapped as occurring on the east side of US-75 along Flat Rock Creek. The pond was field verified to be located entirely outside of the NEPA study area. No further analysis for this pond is required.

Wetland A is an NWI-mapped, riverine wetland that occurs along Flat Rock Creek. This wetland was field verified to exist along this stream. There was approximately 0.03 acre of wetland along this stream, and the wetland was only observed to the west (downstream side) of the bridge class culvert associated with this crossing. The dominant vegetation within this wetland was smartweed (*Polygonum pensylvanicum*), but cattails (*Typha latifolia*), and giant sedge (*Carex gigantea*) were also present. A full soil profile deeper than 4 inches could not be pulled due to the depth of the standing water and supersaturation of the soil; however, the soil profile did emit a hydrogen sulfide odor. The hydrologic indicators associated with this wetland included hydrogen sulfide, standing water, high water table, soil saturation, and inundation visible on aerial imagery. The location also met the FAC-Neutral Test and Geomorphic position secondary hydrologic indicators. Wetland

Determination Point 1 was used to delineate this wetland. Due to this wetland's hydrological connectivity to a known Waters of the U.S. it would likely be considered jurisdictional. Impacts to this wetland would likely be combined with total impacts to Stream 3 as these two features would be considered one single and complete crossing by the USACE.

## FIGURES




Project Location

Township & Range Boundary

Miles

0 0.38 0.75 1.5

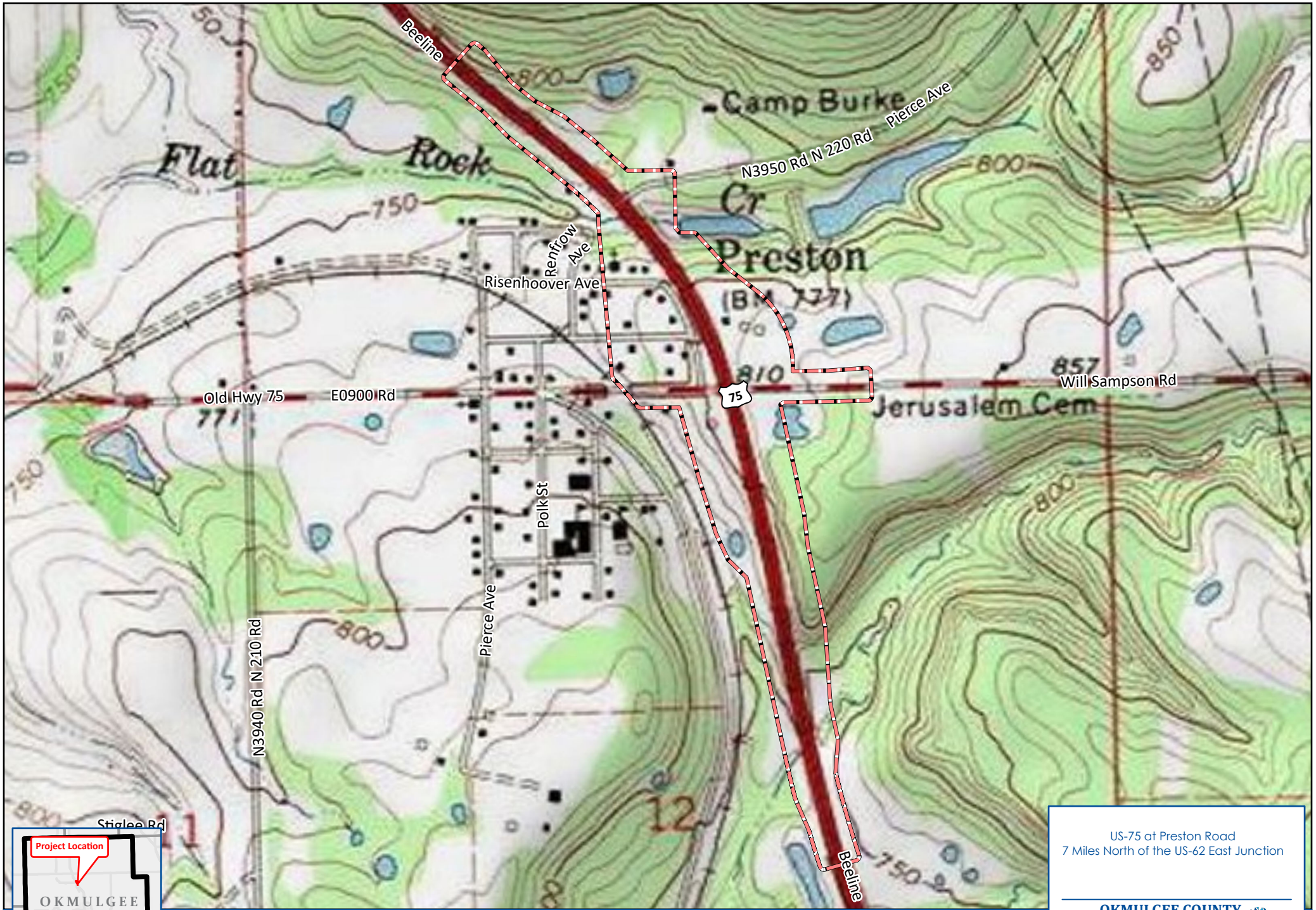
1 inch = 2 miles

US-75 at Preston Road
7 Miles North of the US-62 East Junction

*JP No. 30571(04)*

OKMULGEE COUNTY

**Figure 1: Project Location Map**



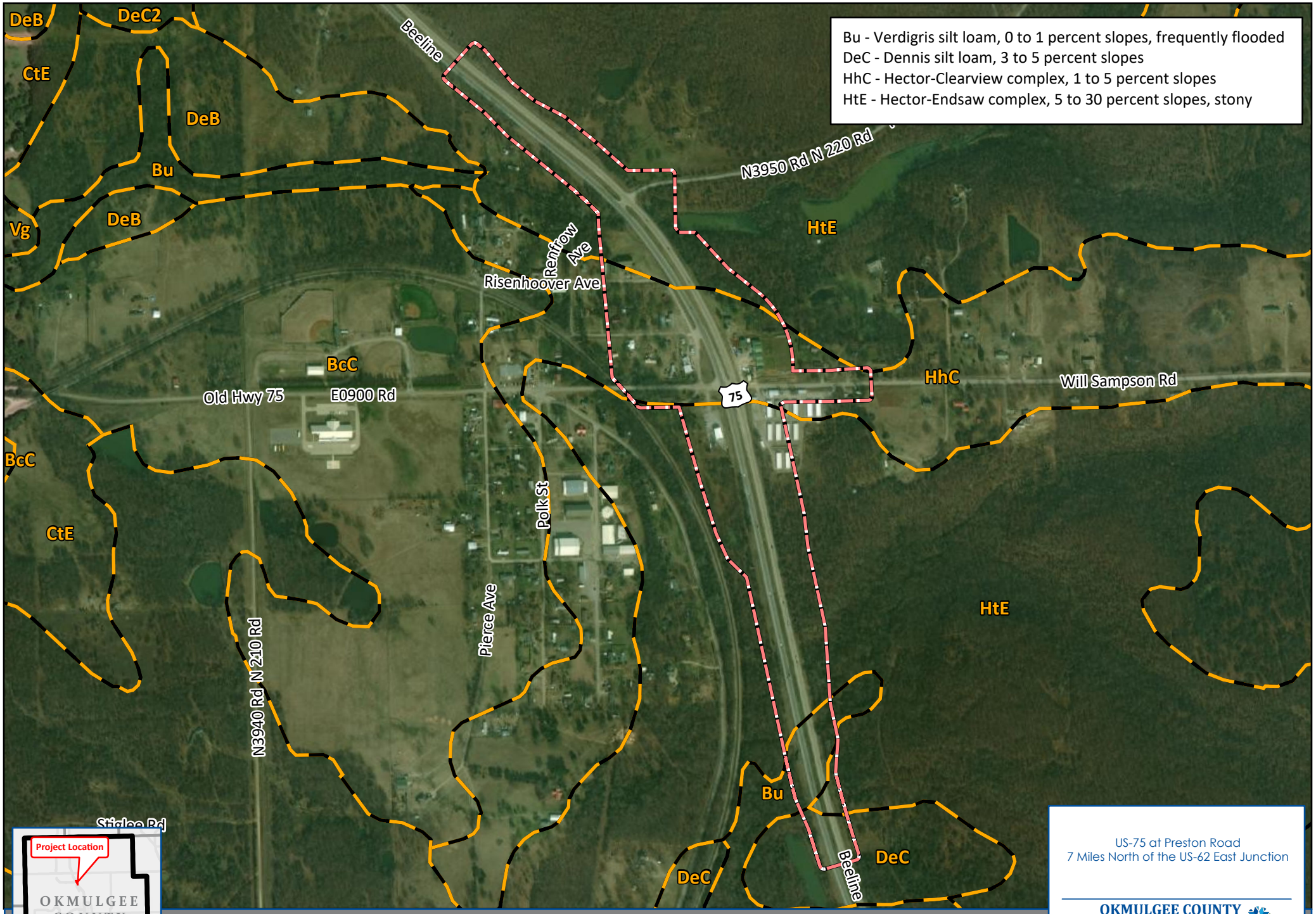

US-75 at Preston Road
7 Miles North of the US-62 East Junction

OKMULGEE COUNTY

JP No. 30571(04)

OKLAHOMA Transportation

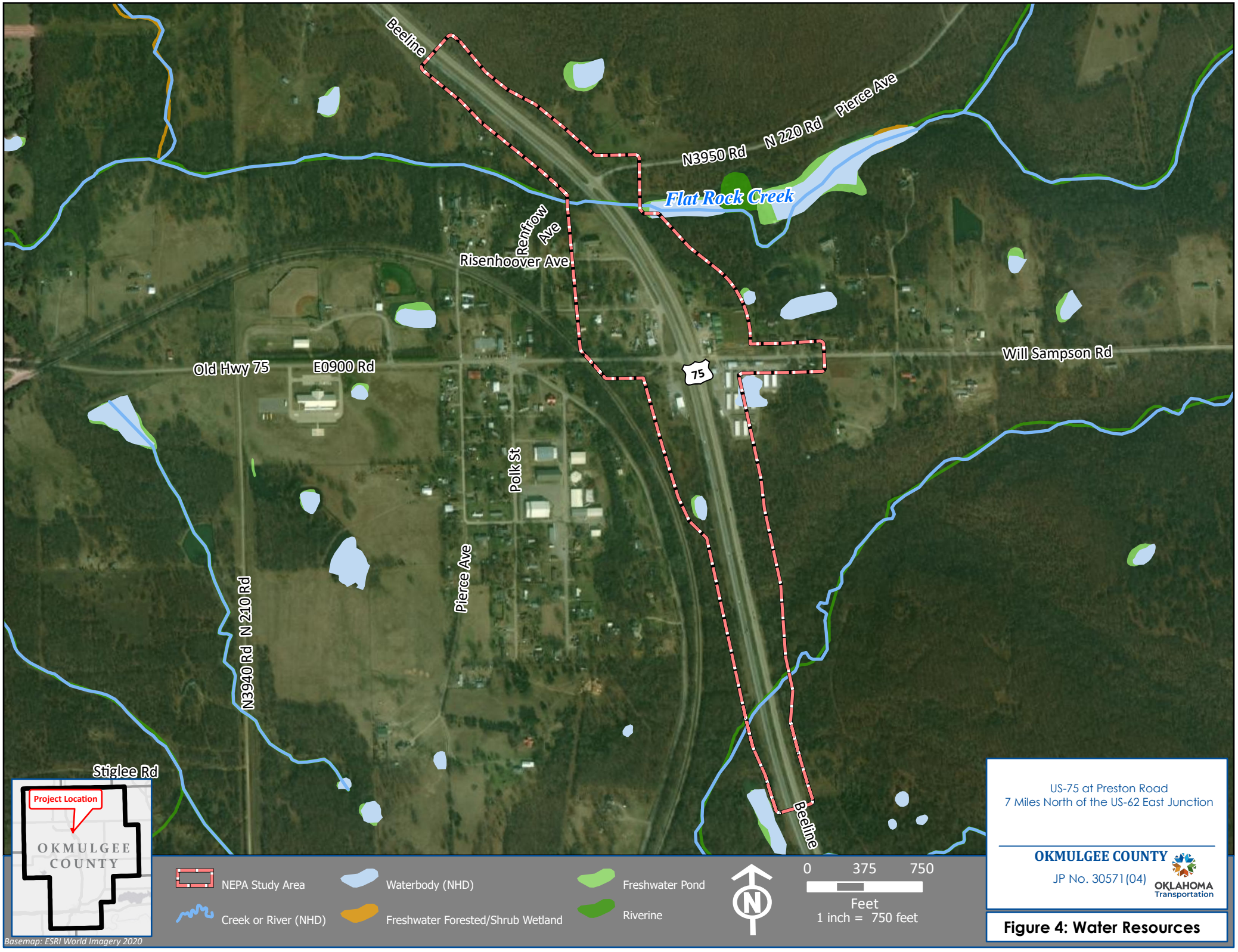
**Figure 2: USGS Topo**




US-75 at Preston Road
7 Miles North of the US-62 East Junction

OKMULGEE COUNTY
JP No. 30571(04)
OKLAHOMA Transportation

**Figure 3: NRCS Soils Map**



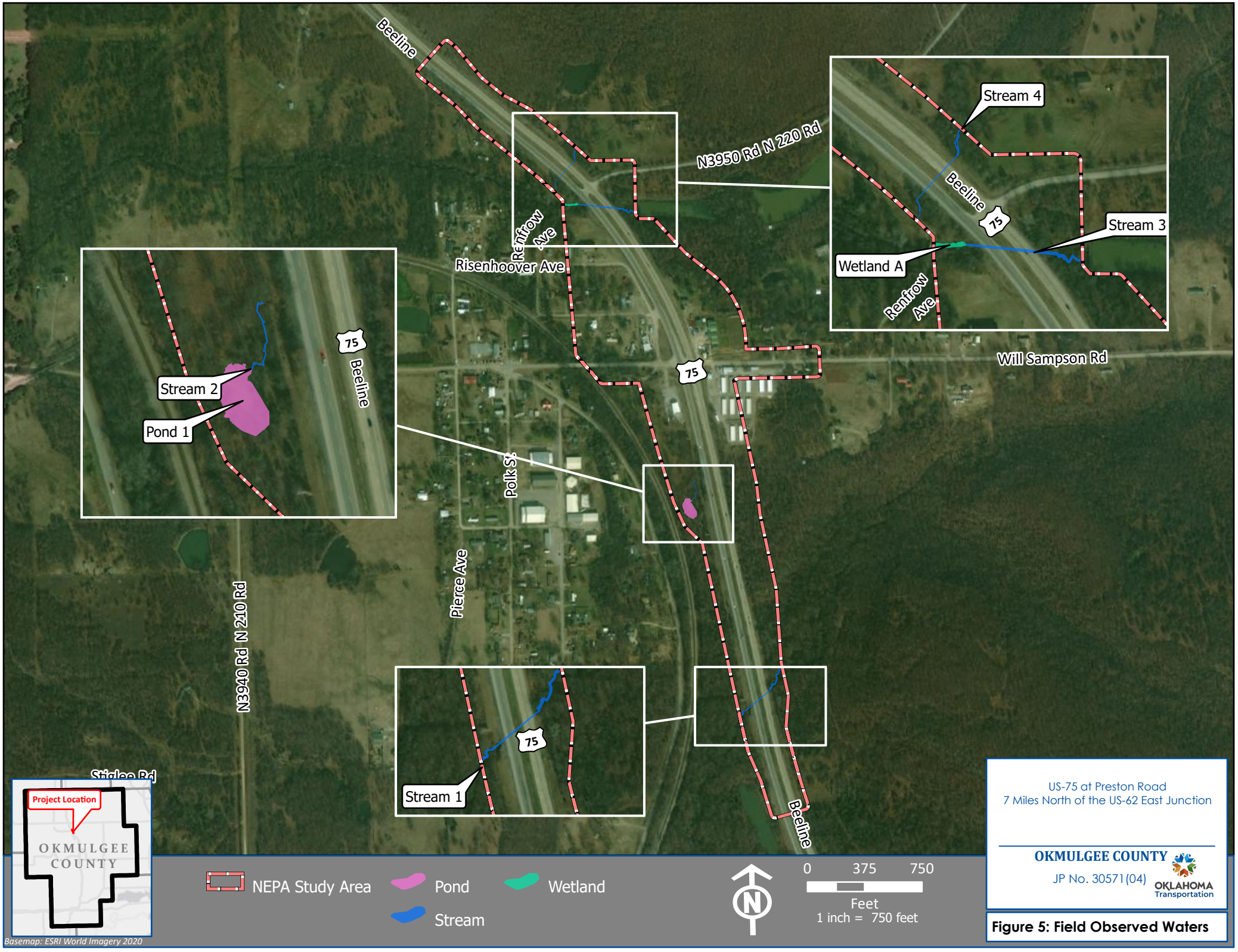

US-75 at Preston Road
7 Miles North of the US-62 East Junction

**OKMULGEE COUNTY**

JP No. 30571(04)

OKLAHOMA Transportation

**Figure 4: Water Resources**




US-75 at Preston Road
7 Miles North of the US-62 East Junction

OKMULGEE COUNTY

JP No. 30571(04)

OKLAHOMA Transportation

**Figure 5: Field Observed Waters**

**Photograph 1.** View looking north at the start of the NEPA study area from the southern project limits.

**Photograph 2.** View looking southwest along Stream 1, an unnamed tributary to Negro Creek.

**Photograph 3.** View looking north along Stream 2, an unmapped, ephemeral drainage to Pond 1.

**Photograph 4.** View looking southwest at Pond 1 within the NEPA study area.

**Photograph 5.** View looking east along typical project ROW at the Preston Rd intersection.

**Photograph 6.** View looking west toward US-75 along Stream 3, Flat Rock Creek. No wetlands were observed on this side of the highway.

**Photograph 7.** View looking east along Flat Rock Creek. This concrete dam is associated with the NWI-mapped pond in this location. The pond was determined to be located entirely outside of the NEPA study area.

**Photograph 8.** View looking east along Wetland A towards US-75. Only a wetland was observed within the NEPA study area on this side of the highway, no OHWM.

**Photograph 9.** View of Wetland Determination Point (WP) 1. This sampled location did meet the three necessary criteria to be considered a wetland.

**Photograph 10.** View of WP 2. This sampled location did not meet the three necessary criteria to be considered a wetland.

**Photograph 11.** View looking east at Stream 4, an unnamed, unmapped tributary to Flat Rock Creek.

**Photograph 12.** View looking west from the project limits along Pierce Avenue.

**Photograph 13.** View looking south from the northern project limits along a lined drainage ditch. No OHWM was observed where the concrete lining of this ditch ended.

## WETLAND DETERMINATION DATA FORM – Eastern Mountains and Piedmont Region

Project/Site: US-75 at Preston Rd City/County: Preston, Okmulgee Sampling Date: 07/23/2020

Applicant/Owner: ODOT State: OK Sampling Point: 1

Investigator(s): M . Cross (CP&Y, Inc.), K. Strickland (CP&Y, Inc.) Section, Township, Range: S1 T14N R12E

Landform (hillslope, terrace, etc.): None Local relief (concave, convex, none): Concave Slope (%): 0

Subregion (LRR or MLRA): N Lat: 35.714613 Long: -95.990132 Datum: NAD 1983

Soil Map Unit Name: HtE - Hector-Endsaw complex, 5-30%slopes, stony NWI classification: R4SBC

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes X No _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

### SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

| | | | |
|---|---|---|---|
| Hydrophytic Vegetation Present? | Yes X | No _____ | **Is the Sampled Area within a Wetland?** **Yes** X **No** _____ |
| Hydric Soil Present? | Yes X | No _____ | |
| Wetland Hydrology Present? | Yes X | No _____ | |

Remarks:

Hydrophytic vegetation, hydric soil, and wetland hydrology were all observed. Therefore, the sampled area is within a wetland.

### HYDROLOGY

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one is required; check all that apply)

- ☑ Surface Water (A1)
- ☑ High Water Table (A2)
- ☑ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☑ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ True Aquatic Plants (B14)
- ☑ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres on Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ☐ Surface Soil Cracks (B6)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Drainage Patterns (B10)
- ☐ Moss Trim Lines (B16)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☑ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ Microtopographic Relief (D4)
- ☑ FAC-Neutral Test (D5)

**Field Observations:**

| | | | |
|---|---|---|---|
| Surface Water Present? | Yes X | No _____ | Depth (inches): 9 |
| Water Table Present? | Yes X | No _____ | Depth (inches): 0 |
| Saturation Present? (includes capillary fringe) | Yes X | No _____ | Depth (inches): 0 |

**Wetland Hydrology Present?** **Yes** X **No** _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Wetland hydrology was observed.

**VEGETATION (Four Strata) – Use scientific names of plants.** Sampling Point: 1

| Tree Stratum (Plot size: 15ft x 15ft) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| | 0 = Total Cover | | |

50% of total cover: 0 20% of total cover: 0

| Sapling/Shrub Stratum (Plot size: 15ft x 15ft) | | | |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| | 0 = Total Cover | | |

50% of total cover: 0 20% of total cover: 0

| Herb Stratum (Plot size: 15ft x 15ft) | | | |
|---|---|---|---|
| 1. Typha latifolia | 10 | N | OBL |
| 2. Carex gigantea | 5 | N | OBL |
| 3. Polygonum pensylvanicum | 75 | Y | FACW |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 10. | | | |
| 11. | | | |
| | 90 = Total Cover | | |

50% of total cover: 45 20% of total cover: 18

| Woody Vine Stratum (Plot size: 15ft x 15ft) | | | |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 0 = Total Cover | | |

50% of total cover: 0 20% of total cover: 0

**Dominance Test worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

**Prevalence Index worksheet:**

| Total % Cover of: | Multiply by: |
|---|---|
| OBL species | x 1 = |
| FACW species | x 2 = |
| FAC species | x 3 = |
| FACU species | x 4 = |
| UPL species | x 5 = |
| Column Totals: (A) | (B) |

Prevalence Index = B/A =

**Hydrophytic Vegetation Indicators:**

- ___ 1 - Rapid Test for Hydrophytic Vegetation
- X 2 - Dominance Test is >50%
- ___ 3 - Prevalence Index is ≤3.0[1]
- ___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Definitions of Four Vegetation Strata:**

**Tree** – Woody plants, excluding vines, 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

**Sapling/Shrub** – Woody plants, excluding vines, less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.

**Herb** – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

**Woody vine** – All woody vines greater than 3.28 ft in height.

**Hydrophytic Vegetation Present?** Yes X No ___

Remarks: (Include photo numbers here or on a separate sheet.)

Hydrophytic vegetation was observed at the sampled location.

**SOIL** Sampling Point: 1

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

| Depth (inches) | Matrix Color (moist) | % | Redox Features Color (moist) | % | Type[1] | Loc[2] | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| 0-4 | 7.5 YR 3/2 | 100 | | | | | Silt loam | Profile was falling apart. |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators:**

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☑ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ 2 cm Muck (A10) **(LRR N)**
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1) **(LRR N, MLRA 147, 148)**
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Dark Surface (S7)
- ☐ Polyvalue Below Surface (S8) **(MLRA 147, 148)**
- ☐ Thin Dark Surface (S9) **(MLRA 147, 148)**
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Iron-Manganese Masses (F12) **(LRR N, MLRA 136)**
- ☐ Umbric Surface (F13) **(MLRA 136, 122)**
- ☐ Piedmont Floodplain Soils (F19) **(MLRA 148)**
- ☐ Red Parent Material (F21) **(MLRA 127, 147)**

**Indicators for Problematic Hydric Soils[3]:**

- ☐ 2 cm Muck (A10) **(MLRA 147)**
- ☐ Coast Prairie Redox (A16) **(MLRA 147, 148)**
- ☐ Piedmont Floodplain Soils (F19) **(MLRA 136, 147)**
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if observed):**

Type: None

Depth (inches): N/A

**Hydric Soil Present?** **Yes** X **No** ____

Remarks:

A full soil profile could not be pulled due to the depth of the water and super saturation of the soil. Regardless, hydric soil was observed due the presence of hydrogen sulfide.

## WETLAND DETERMINATION DATA FORM – Eastern Mountains and Piedmont Region

Project/Site: US-75 at Preston Rd City/County: Preston, Okmulgee Sampling Date: 07/23/2020

Applicant/Owner: ODOT State: OK Sampling Point: 2

Investigator(s): M . Cross (CP&Y, Inc.), K. Strickland (CP&Y, Inc.) Section, Township, Range: S1 T14N R12E

Landform (hillslope, terrace, etc.): None Local relief (concave, convex, none): Concave Slope (%): 0

Subregion (LRR or MLRA): N Lat: 35.714659 Long: -95.990144 Datum: NAD 1983

Soil Map Unit Name: HtE - Hector-Endsaw complex, 5-30%slopes, stony NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes X No _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

### SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

| | | | |
|---|---|---|---|
| Hydrophytic Vegetation Present? | Yes _____ | No X | **Is the Sampled Area within a Wetland?** Yes _____ No X |
| Hydric Soil Present? | Yes _____ | No X | |
| Wetland Hydrology Present? | Yes _____ | No X | |

Remarks:

Hydrophytic vegetation, hydric soil, and wetland hydrology were not observed. Therefore, the sampled area is not within a wetland.

### HYDROLOGY

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one is required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ True Aquatic Plants (B14)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres on Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ☐ Surface Soil Cracks (B6)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Drainage Patterns (B10)
- ☐ Moss Trim Lines (B16)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ Microtopographic Relief (D4)
- ☐ FAC-Neutral Test (D5)

**Field Observations:**

| | | | |
|---|---|---|---|
| Surface Water Present? | Yes _____ | No X | Depth (inches): _____ |
| Water Table Present? | Yes _____ | No X | Depth (inches): _____ |
| Saturation Present? (includes capillary fringe) | Yes _____ | No X | Depth (inches): _____ |

**Wetland Hydrology Present?** Yes _____ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Wetland hydrology was not observed.

**VEGETATION (Four Strata) – Use scientific names of plants.** Sampling Point: 2

| Tree Stratum (Plot size: 15ft x 15ft) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. Ulmus americana | 15 | Y | FACW |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| | 15 = Total Cover | | |
| 50% of total cover: 7.5 | 20% of total cover: 3 | | |
| **Sapling/Shrub Stratum** (Plot size: 15ft x 15ft) | | | |
| 1. Ulmus americana | 15 | Y | FACW |
| 2. Morus alba | 5 | Y | UPL |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| | 20 = Total Cover | | |
| 50% of total cover: 10 | 20% of total cover: 5 | | |
| **Herb Stratum** (Plot size: 15ft x 15ft) | | | |
| 1. Solidago canadensis | 10 | N | FACU |
| 2. Chasmanthium latifolium | 20 | Y | FACU |
| 3. Sorghum halepense | 60 | Y | FACU |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 10. | | | |
| 11. | | | |
| | 90 = Total Cover | | |
| 50% of total cover: 45 | 20% of total cover: 18 | | |
| **Woody Vine Stratum** (Plot size: 15ft x 15ft) | | | |
| 1. Smilax rotundifolia | 10 | Y | FAC |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 10 = Total Cover | | |
| 50% of total cover: 5 | 20% of total cover: 2 | | |

**Dominance Test worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 3 (A)

Total Number of Dominant Species Across All Strata: 6 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50 (A/B)

**Prevalence Index worksheet:**

| Total % Cover of: | | Multiply by: | |
|---|---|---|---|
| OBL species | 0 | x 1 = | 0 |
| FACW species | 30 | x 2 = | 60 |
| FAC species | 10 | x 3 = | 30 |
| FACU species | 90 | x 4 = | 360 |
| UPL species | 5 | x 5 = | 25 |
| Column Totals: | 135 (A) | | 475 (B) |

Prevalence Index = B/A = 3.5

**Hydrophytic Vegetation Indicators:**

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Definitions of Four Vegetation Strata:**

**Tree** – Woody plants, excluding vines, 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

**Sapling/Shrub** – Woody plants, excluding vines, less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.

**Herb** – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

**Woody vine** – All woody vines greater than 3.28 ft in height.

**Hydrophytic Vegetation Present?** Yes ____ No X

Remarks: (Include photo numbers here or on a separate sheet.)

Hydrophytic vegetation was not observed at the sampled location.

**SOIL** Sampling Point: 2

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

| Depth (inches) | Matrix Color (moist) | % | Redox Features Color (moist) | % | Type[1] | Loc[2] | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| 0-3 | 7.5 YR 3/2 | 100 | | | | | Silt loam | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators:**

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ 2 cm Muck (A10) **(LRR N)**
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1) **(LRR N, MLRA 147, 148)**
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Dark Surface (S7)
- ☐ Polyvalue Below Surface (S8) **(MLRA 147, 148)**
- ☐ Thin Dark Surface (S9) **(MLRA 147, 148)**
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Iron-Manganese Masses (F12) **(LRR N, MLRA 136)**
- ☐ Umbric Surface (F13) **(MLRA 136, 122)**
- ☐ Piedmont Floodplain Soils (F19) **(MLRA 148)**
- ☐ Red Parent Material (F21) **(MLRA 127, 147)**

**Indicators for Problematic Hydric Soils[3]:**

- ☐ 2 cm Muck (A10) **(MLRA 147)**
- ☐ Coast Prairie Redox (A16) **(MLRA 147, 148)**
- ☐ Piedmont Floodplain Soils (F19) **(MLRA 136, 147)**
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if observed):**

Type: Large Rocks

Depth (inches): 3

**Hydric Soil Present?** **Yes** _____ **No** X

Remarks:

A full soil profile could not be pulled due to the presence of large rocks, potentially roadway fill, at approximately 3 inches below the soil surface. Hydric soil was not observed.

# APPENDIX I

# TRAFFIC NOISE ASSESSMENT

# TRAFFIC NOISE ASSESSMENT

**US-75 AT PRESTON ROAD INTERSECTION, 7.00 MILES NORTH OF US-62 EAST JCT.**
**(NEW INTERCHANGE)**

**OKMULGEE COUNTY**
**STATE JOB NO. 30571(04)**


**Oklahoma Department of Transportation**
**Environmental Programs Division**
**200 NE 21st Street**
**Oklahoma City, Oklahoma 73105**
**Main Number: (405) 521-3050**
**Fax Number: (405) 522-5193**

**Prepared By:**

Alexander Peta

**Alex Peta, E.I.**
**Noise Specialist**

**Reviewed By:**

Kevin M Larios

**Kevin Larios, P.E.**
**Senior Noise Specialist**


**August 5, 2020**

# EXECUTIVE SUMMARY

This Traffic Noise Assessment examines the potential noise impacts associated with the interchange modification project on US-75 in Okmulgee County. The project begins seven miles north of the US-62 junction in Okmulgee County, and extends north approximately one mile along US-75 in Preston, Oklahoma. Proposed improvements consist of a new interchange by constructing a 2-lane bridge with 40-ft clear roadway on E0900 Road (Preston Road) over US-75, adding on/off ramps to all four quadrants of the interchange, and re-aligning Pierce Ave to connect with E0900 Rd to the south.

As a result of this project, a noise analysis was completed using the Federal Highway Administration's (FHWA) Traffic Noise Model version 2.5 in accordance with the FHWA 23 CFR 772, *Procedures for Noise Abatement of Highway Traffic Noise and Construction Noise* and complies with the Oklahoma Department of Transportation (ODOT) Policy Directive *Highway Noise Abatement* C-201-3 dated July 13, 2011. Twenty (20) model receivers were analyzed consisting of nineteen (19) single-family-residential dwellings, analyzed as NAC Activity Category B and one (1) place-of-worship, analyzed as NAC Activity Category D. Based on the proposed project and future traffic volumes, one receiver (*Residential 1*) will approach the 67 dB(A) $L_{EQ}$ (h) criteria for NAC Activity Category B. No receivers will experience a substantial increase (15 dB) in future levels over the existing levels, with highest increase being 3.3 dB.

Abatement in the form of a free-standing noise wall was considered for the impacted residential receiver. The analysis determined a noise wall approximately 600-ft in length at a constant height of 22-ft was able to achieve a 6.9 dB noise reduction to the impacted receiver and a 6.2 dB noise reduction to the non-impacted neighboring receiver. In order to meet the ODOT noise reduction design goal, a 7.0 dB reduction must be achieved in which the analysis determined to be slightly below the desired reduction. However, even if both considered as benefitted receivers since obtaining in excess of a 5-dB reduction, a cost of $328,770 per benefitted receiver substantially exceeds the reasonableness cost criteria being $30,000 or less. In summary, mitigation does not fully meet the acoustic feasible requirements, nor would it prove reasonable.

To aid in noise compatible land use planning purposes, the future impact zone (66 dB(A)) was determined to be approximately 240 feet from the centerline of roadway. Development within these respective zones on either side of the new roadway facility should be compatible with elevated traffic noise levels. Residential (NAC Activity Category B) and all NAC Activity Category C uses are discouraged within this impact zone due to anticipated future noise levels.

The field measurement data, sound meter calibration certification, and the FHWA TNM 2.5 results used in this analysis are on file with the ODOT Environmental Programs Division and are available upon request.

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# TRAFFIC NOISE ASSESSMENT REPORT

**US-75 at Preston Road Intersection, 7 Miles North of US-62 East Junction**
**Okmulgee County, State Job No. 30571(04)**

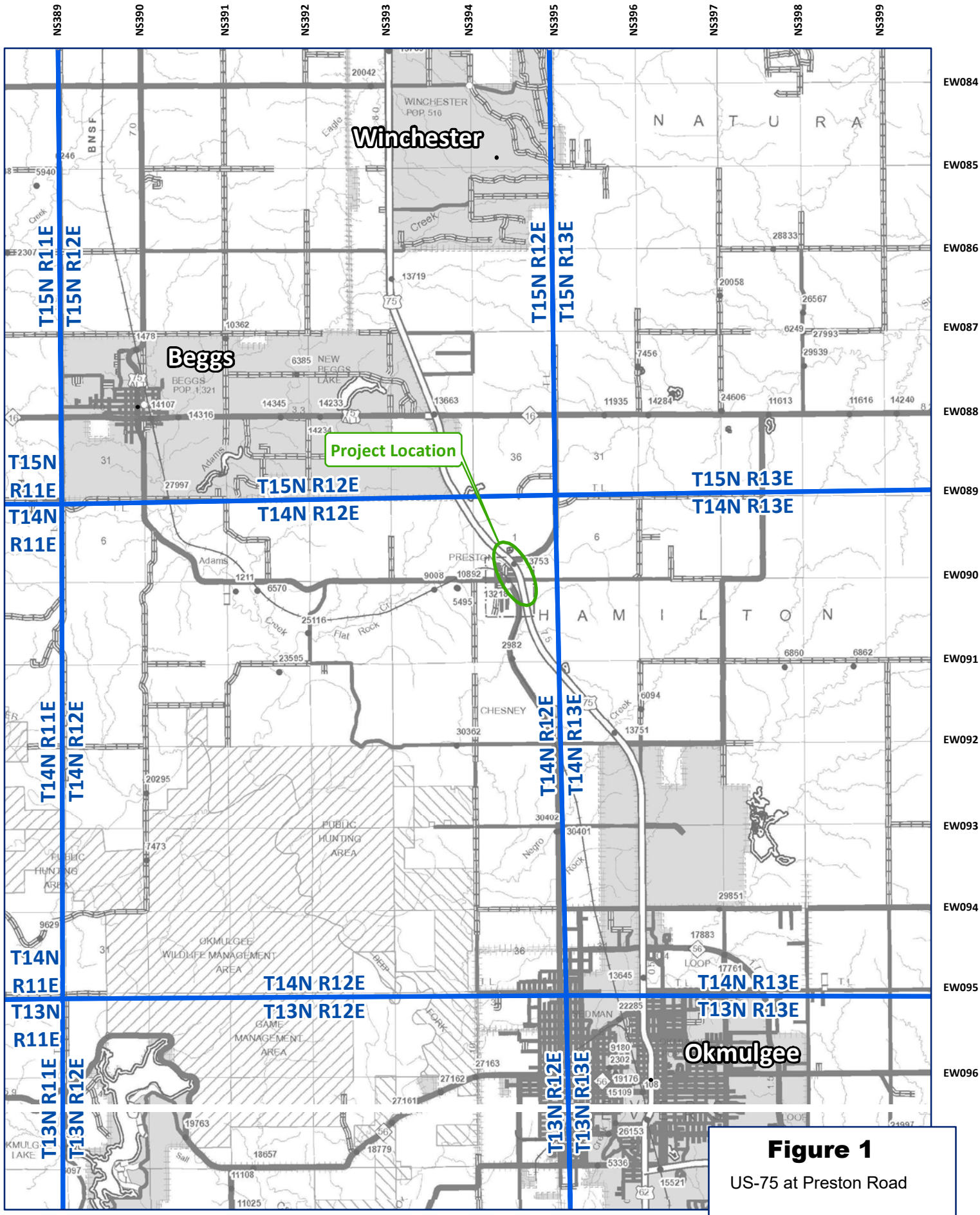
## 1.0 INTRODUCTION

This Traffic Noise Assessment examines the potential noise impacts associated with the interchange modification project on US-75 at Preston Road in Okmulgee County. The project begins seven miles north of the US-62 junction Okmulgee County, and extends north approximately one mile along US-75 in Preston, Oklahoma. . Proposed improvements consist of a new interchange by constructing a 2-lane bridge with 40-ft clear roadway on E0900 Road (Preston Road) over US-75, adding on/off ramps to all four quadrants of the interchange, and re-aligning Pierce Ave to connect with E0900 Rd to the south. The project location is depicted on **Figure 1**.

This report identifies locations where noise impacts are predicted to occur and then examines and evaluates abatement measures for reducing the noise impacts. This analysis utilized Google Earth imagery, preliminary design plans dated 07/08/2020, and a field survey which included noise reading measurements. The noise analysis was completed using the Federal Highway Administration's (FHWA) Traffic Noise Model (TNM) 2.5 computer program in accordance with the FHWA 23 CFR 772, *Procedures for Noise Abatement of Highway Traffic Noise and Construction Noise* and complies with the ODOT Policy Directive *Highway Noise Abatement* C-201-3 (ODOT Noise Policy) dated July 13, 2011.

## 2.0 FUNDAMENTALS OF NOISE AND SOUND THEORY

Noise, defined as unwanted or excessive sound, is an undesirable by-product of our modern way of life. From these known effects of noise, criteria have been established to help protect the public health and safety and prevent disruption of certain human activities. These criteria are based on such known impacts of noise on people as speech interference, sleep interference, physiological responses, hearing loss and annoyance. Highway traffic noise is a major contributor to overall transportation noise and is considered to be a line source of energy from which the energy levels dissipate vertically and laterally from the roadway. Traffic noise is not constant. It varies as each vehicle passes a point. The time-varying characteristics of environmental noise are analyzed statistically to determine the duration and intensity of noise exposure. In an urban environment, noise is made up of two distinct parts. One is ambient or background noise. Wind noise and distant traffic noise make up the acoustical environment surrounding the project. These sounds are not readily recognized, but combine to produce a nonirritating ambient sound level. This background sound level varies throughout the day, being lowest at night and highest during the day. The other component of urban noise is intermittent and louder than the background noise. Transportation




# Figure 1

US-75 at Preston Road

Okmulgee County
JP 30571(04)

Project Location Map

noise and local industrial noise are examples of this type of noise. It is for these reasons that environmental noise is analyzed statistically.

Sound from highway traffic is generated primarily from a vehicle's tires, engine and exhaust. It is commonly measured in decibels (dB) being logarithmic units, as opposed to the more common linear units such as that of temperature. Sound is composed of many frequencies measured in Hertz (Hz). The healthy young adult ear generally responds to sound in the range of 20 to 20,000 Hz. For highway traffic noise, since humans are not equally sensitive to all frequencies, noise is adjusted or weighted using an A-weighted scale. The A weighting scale is widely used in environmental analysis because it closely resembles the nonlinearity of human hearing. The unit of A-weighted noise is dB(A). Because highway traffic sounds fluctuate over time, an equivalent sound level is used to represent a single number to describe varying traffic sound levels. The term $L_{EQ}$ (h) refers to the steady-state sound level which in a stated period of time contains the same acoustic energy as the time-varying sound level during the same period. All traffic noise levels in this analysis will be expressed in dB (A) $L_{EQ}$ (h).

## 3.0 ANALYSIS METHODS

Traffic noise analysis consists of a comparison of physically measured or modeled noise levels for existing conditions with projected noise levels for future conditions. The analysis was performed using the FHWA's TNM 2.5 in modeling existing and future noise levels based on traffic data, roadway geometry, terrain lines and receiver site locations. A receiver typically represents a dwelling unit where frequent exterior human activity occurs in evaluating noise levels. For this analysis, the peak hour volumes and corresponding speeds for automobiles, medium trucks and heavy trucks result in the noisiest conditions. During all other periods, the noise levels are expected to be less than indicated in this report. As already mentioned, traffic noise is considered to be a line source from which the energy levels dissipate vertically and laterally from the roadway. The rate at which the sound energy degrades is dependent upon several factors that include distance, buildings, solid fences/walls, topography, ground surfaces, and atmospheric conditions.

The FHWA has seven noise activity categories based on land use and sound levels, each of which has its own Noise Abatement Criteria (NAC). The NAC categories are listed in Table 1 below. If a project would result in higher $L_{EQ}$ (h) values than the NAC values for a given location, then noise abatement or mitigation measures must be evaluated. And for noise sensitive receivers where no frequent exterior human activity area is identifiable, then interior noise levels can be determined using adjustment factors and compared to the NAC in determining impacts in accordance with the ODOT Noise Policy. An impact occurs when, at a given receiver, future noise levels approach by one dB(A), meet or exceed the FHWA NAC for its activity category. An impact also occurs when the future noise levels exceed existing noise levels by 15 dB at a given receiver. Once an impact is identified, then noise abatement is considered for the impacted area. Only those areas for which mitigation is determined to be feasible and reasonable as defined by ODOT Noise Policy will be recommended.

This noise study does include an interior analysis of one place-of-worship where no frequent outside activity area exists. This building is described as Light Frame with ordinary sash windows. No interior sound level meter measurements were conducted; however, in accordance with the ODOT Noise Policy, the interior sound level predictions were computed by subtracting a 20-dB noise reduction factor from the predicted exterior levels.

**Table 1: Federal Highway Administration Noise Abatement Criteria (NAC)**

| Activity Category (1) | Noise Level ($L_{EQ}$) (2) | Description of Activity |
|---|---|---|
| A | 57 (Exterior) | Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. |
| B(3) | 67 (Exterior) | Residential |
| C(3) | 67 (Exterior) | Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreational areas, Section 4(f) sites, schools, television studios, trails, and trail crossings. |
| D | 52 (Interior) | Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios. |
| E(3) | 72 (Exterior) | Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F |
| F | - | Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing |
| G | - | Undeveloped lands that are not permitted |

(1) The $L_{EQ}$(h) Activity Criteria values are for impact determination only, and are not design standards for noise abatement measures.
(2) The equivalent steady-state sound level which in a stated period of time contains the same acoustic energy as the time-varying sound level during the same time period, with $L_{EQ}$(h) being the hourly value of $L_{EQ}$.
(3) Includes undeveloped lands permitted for this activity category.

## 4.0 TRAFFIC DATA

The traffic data used to model noise levels in this analysis is based on traffic data and projections provided by the ODOT Strategic Asset & Performance Management Division's Traffic Management Branch. Traffic noise levels for the existing year 2019 and future design year 2039 were calculated using the FHWA TNM 2.5 model. The unit of measure for roadway traffic is the average annual daily traffic (AADT), which is defined as the estimate of traffic volumes in vehicles per day on a roadway,

averaged from the seven annual average days of the week, for a calendar year. TNM utilizes the design hourly traffic volume (DHV) to determine the existing traffic noise levels and calculates the predicted noise levels which occur when the highest volume for an hour is combined with the highest speeds and considered as the "worst hour for noise." DHV data is based on the percentage of hourly vehicular traffic present on the facility at the design capacity consisting of cars, medium trucks and heavy trucks. **Table 2** depicts the DHV values of the US-75 mainline and side roads, utilized in the modeling. For the existing condition, traffic on US-75 was assumed to be traveling at 55 mph within the town of Preston and 65 mph outside of town. For the future condition, traffic on US-75 was assumed to be traveling at 65 mph throughout the entire project extent. Traffic on all side roads was assumed to be traveling at 25 mph for both existing and future conditions. The design traffic data is on file with the ODOT Environmental Programs Division and available upon request.

**Table 2: Noise Model Traffic Volumes**

| **US-75 north of Pierce Ave** | **AADT** | **DHV** | **Cars** | **Medium Trucks** | **Heavy Trucks** |
|---|---|---|---|---|---|
| Existing (2019) | 21,530 | 2,154 | 1,895 | 40 | 219 |
| **US-75 north between Preston Rd & Pierce Ave** | **AADT** | **DHV** | **Cars** | **Medium Trucks** | **Heavy Trucks** |
| Existing (2019) | 21,600 | 2,160 | 1,901 | 40 | 219 |
| **US-75 south of Preston Rd** | **AADT** | **DHV** | **Cars** | **Medium Trucks** | **Heavy Trucks** |
| Existing (2019) | 21,980 | 2,198 | 1,934 | 41 | 223 |
| **US-75 north of interchange** | **AADT** | **DHV** | **Cars** | **Medium Trucks** | **Heavy Trucks** |
| Future (2039) | 30,142 | 3,014 | 2,652 | 56 | 306 |
| **US-75 within interchange** | **AADT** | **DHV** | **Cars** | **Medium Trucks** | **Heavy Trucks** |
| Future (2039) | 29,058 | 2,906 | 2,557 | 54 | 295 |
| **US-75 south of interchange** | **AADT** | **DHV** | **Cars** | **Medium Trucks** | **Heavy Trucks** |
| Future (2039) | 30,772 | 3,077 | 2,708 | 57 | 312 |
| **Preston Rd west of intersection** | **AADT** | **DHV** | **Cars** | **Medium Trucks** | **Heavy Trucks** |
| Existing (2019) | 1,620 | 276 | 267 | 7 | 2 |
| Future (2039) | 2,268 | 385 | 374 | 9 | 2 |

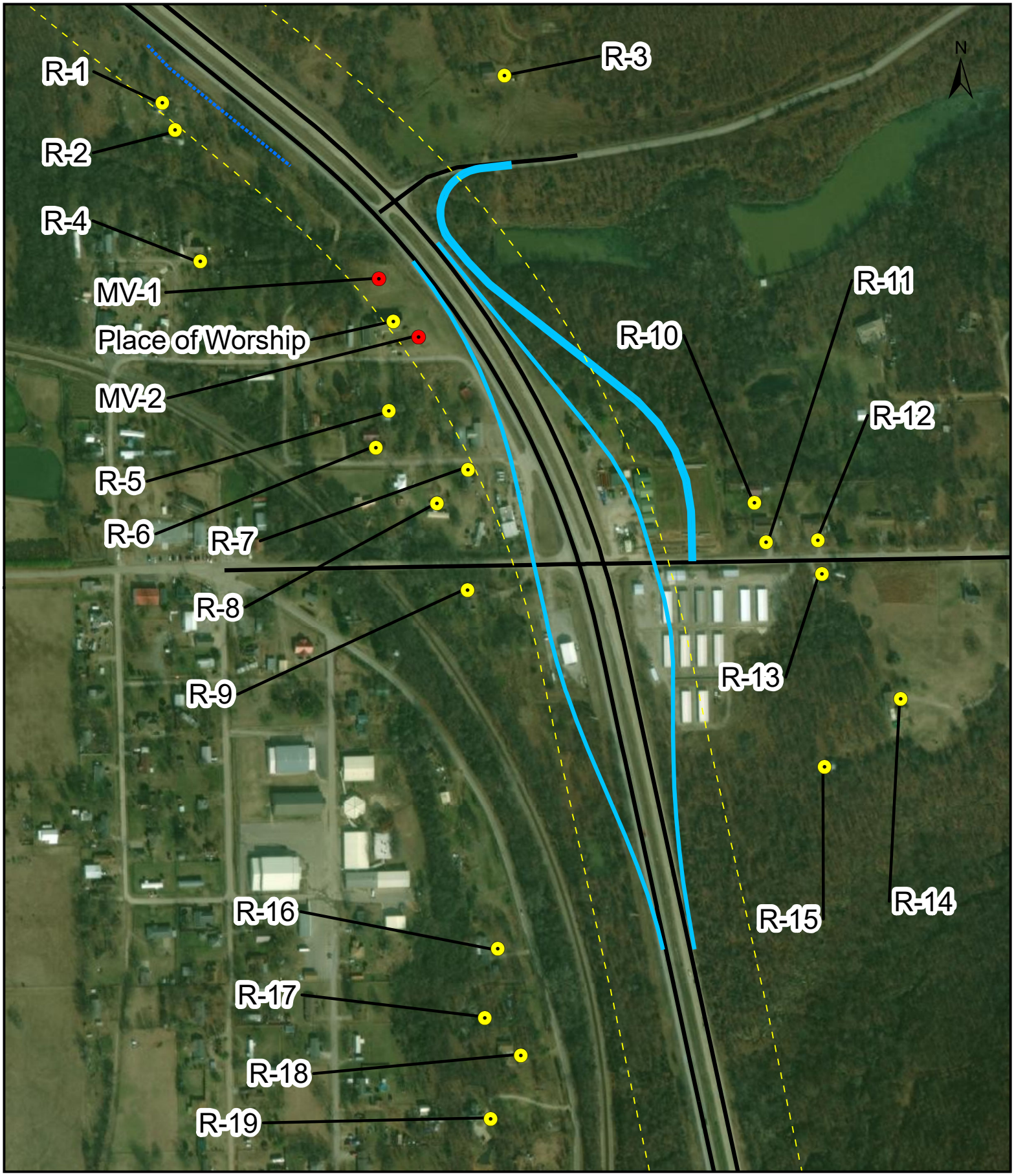
| **Preston Rd within intersection** | **AADT** | **DHV** | **Cars** | **Medium Trucks** | **Heavy Trucks** |
|---|---|---|---|---|---|
| Future (2039) | 1,757 | 299 | 290 | 7 | 2 |
| **Preston Rd east of intersection** | **AADT** | **DHV** | **Cars** | **Medium Trucks** | **Heavy Trucks** |
| Existing (2019) | 800 | 136 | 132 | 3 | 1 |
| Future (2039) | 1,246 | 211 | 205 | 5 | 1 |
| **Preston Rd east of Pierce Ave** | **AADT** | **DHV** | **Cars** | **Medium Trucks** | **Heavy Trucks** |
| Future (2039) | 1,120 | 191 | 185 | 5 | 1 |
| **Pierce Ave** | **AADT** | **DHV** | **Cars** | **Medium Trucks** | **Heavy Trucks** |
| Existing (2019) | 130 | 22 | 21 | 1 | 0 |
| Future (2039) | 182 | 32 | 31 | 1 | 0 |
| **Ramp A** | **AADT** | **DHV** | **Cars** | **Medium Trucks** | **Heavy Trucks** |
| Future (2039) | 857 | 86 | 75 | 2 | 9 |
| **Ramp B** | **AADT** | **DHV** | **Cars** | **Medium Trucks** | **Heavy Trucks** |
| Future (2039) | 542 | 55 | 48 | 1 | 6 |
| **Ramp C** | **AADT** | **DHV** | **Cars** | **Medium Trucks** | **Heavy Trucks** |
| Future (2039) | 857 | 86 | 75 | 2 | 9 |
| **Ramp D** | **AADT** | **DHV** | **Cars** | **Medium Trucks** | **Heavy Trucks** |
| Future (2039) | 542 | 55 | 48 | 1 | 6 |

## 5.0 IDENTIFICATION OF RECEIVERS

A total of twenty (20) receivers were modeled. These receivers included nineteen (19) single-family-residential dwellings, analyzed as NAC Activity Category B and a place-of-worship analyzed as NAC Activity Category D. NAC Activity Categories A, C and E were not required, modeled, or applied. Each modeled receiver is depicted on the aerial map as **Figures 2.**

## 6.0 MODEL VALIDATION

All noise studies require validation to verify the accuracy of noise models used to predict existing or future noise levels. On July 22, 2020, noise measurements were performed using a Larson-Davis Model LxT2 Sound Level Meter (*S/N 0004412, Calibration Certificate dated 01/14/2020*). Three noise readings were recorded for a 15-minute duration at two locations (see **Figure 2**). A traffic




OKLAHOMA Transportation

**Figure 2**
Receiver Location Map

JP 30571(04)
Okmulgee County
US-75 in Preston

- MV- # (Model Validation Site)
- Place of Worship
- R -# (Residential)
- 66 dB Contour-Line
- Barrier Analysis Location
- Proposed Alignment
- Existing Alignment

count, by vehicle type, was collected simultaneously. The existing roadway and collected traffic data were inputted into TNM 2.5. The modeled noise levels were then compared with the field recorded noise levels to determine the accuracy of the model (**Table 3**). The model is considered validated when the difference between the field-measured and model-predicted noise levels are within +/- 3.0 dB of each other. Based on the field measurements all three readings were within +/-3.0 dB of the predicted noise levels and, therefore, the TNM 2.5 model is considered validated

**Table 3: Noise Model Validation**

| | Field Recorded Noise Level, dB(A) $L_{EQ}$ (h) | TNM Predicted Noise Level dB(A) $L_{EQ}$ (h) | Difference |
|---|---|---|---|
| MV-1C<br>STA 407+00, 165' West | 66.3 | 63.6 | -2.7 dB |
| MV-2A<br>STA 405+00, 175' West | 63.7 | 63.3 | -0.4 dB |
| MV-2B<br>STA 405+00, 175' West | 65.7 | 63.6 | -2.1 dB |

## 7.0 NOISE ANALYSIS RESULTS

Existing Noise Levels: Using the 2019 traffic data and existing roadway features, the existing noise levels were modeled for each receiver. **Table 4** summarizes the existing noise levels.

Future Noise Levels: Using the 2039 predicted traffic data and the proposed interchange modifications, future noise levels were modeled for the same selected receivers. **Table 4** summarizes the future sound noise levels. The same impacted receiver, *Residential 1,* is predicted to approach the 67 dB(A) $L_{EQ}$ (h) criteria for NAC Category B.

**Table 4: Traffic Noise Levels (dB(A) $L_{EQ}$)**

| Modeled Receiver | Receiver Type | Existing (2019) | Future (2039) | Change (+/-) | Noise Impact |
|---|---|---|---|---|---|
| **Residential 1** | **NAC B** | **64.9** | **66.8** | **1.9** | **Yes** |
| Residential 2 | NAC B | 63.0 | 64.7 | 1.7 | No |
| Residential 3 | NAC B | 55.7 | 57.7 | 2.0 | No |
| Residential 4 | NAC B | 59.6 | 61.9 | 2.3 | No |
| Place-of-worship 1* | NAC D | 44.6 | 47.9 | 3.3 | No |
| Residential 5 | NAC B | 59.7 | 62.6 | 2.9 | No |
| Residential 6 | NAC B | 56.3 | 58.7 | 2.4 | No |
| Residential 7 | NAC B | 61.8 | 63.4 | 1.6 | No |
| Residential 8 | NAC B | 57.9 | 59.7 | 1.8 | No |
| Residential 9 | NAC B | 56.5 | 54.4 | -2.1 | No |
| Residential 10 | NAC B | 54.5 | 56.3 | 1.8 | No |
| Residential 11 | NAC B | 55.8 | 56.5 | 0.7 | No |

| Table 4: Traffic Noise Levels (dB(A) $L_{EQ}$) | | | | | |
|---|---|---|---|---|---|
| **Modeled Receiver** | **Receiver Type** | **Existing (2019)** | **Future (2039)** | **Change (+/-)** | **Noise Impact** |
| Residential 12 | NAC B | 54.7 | 56.3 | 1.6 | No |
| Residential 13 | NAC B | 55.9 | 57.0 | 1.1 | No |
| Residential 14 | NAC B | 50.0 | 52.2 | 2.2 | No |
| Residential 15 | NAC B | 53.6 | 56.6 | 3.0 | No |
| Residential 16 | NAC B | 59.0 | 60.7 | 1.7 | No |
| Residential 17 | NAC B | 60.0 | 62.3 | 2.3 | No |
| Residential 18 | NAC B | 60.6 | 62.9 | 2.3 | No |
| Residential 19 | NAC B | 60.8 | 62.9 | 2.1 | No |

*Interior analysis

## 8.0 CONSIDERATION OF ABATEMENT

The ODOT Noise Policy was used as the traffic-noise impact guideline for this study. This policy states that predicted noise levels attributed to roadway modifications resulting in increased traffic levels require an evaluation of measured noise impact and possible mitigation measures. Results of the future condition analysis indicated that one receiver (*Residential 1*) will be impacted, and thus, a free-standing noise wall being the most appropriate form of noise abatement measure was considered. Noise mitigation must meet two requirements to be recommended for design and construction: one is "feasibility" and the other is "reasonableness." "Feasibility" refers to the combination of acoustical and engineering factors considered in the evaluation of a noise abatement measure. The engineering considerations include whether it is possible to build an abatement measure given site constraints (drainage, safety, utilities) and acoustical considerations include whether the abatement measure provides an acceptable reduction in noise levels. "Reasonableness" refers to the many factors to be considered to determine if mitigation is fair and affordable. The following are the reasonableness criteria that are specified in the ODOT Noise Policy:

1. The property owners' and residents' desire for mitigation.
2. The ODOT noise reduction design goal of 7.0 dB must be achieved for at least 75 percent of the benefitted receptors identified within the first row of receptors.
3. The cost not to exceed $30,000.00 per benefitted residential receptor. A benefitted residential receptor receives at least a five (5) decibel reduction when compared to no mitigation and includes all residential receptors (not only first row receptors).

**Figure 2** depicts the location of the barrier analysis. The analysis determined a noise wall approximately 600-ft in length at a constant height of 22-ft was able to achieve a 6.9 dB noise reduction to the impacted receiver and a 6.2 dB noise reduction to the non-impacted neighboring receiver (*Residential 2*). In order to meet the ODOT noise reduction design goal, a 7.0 dB reduction must be achieved in which the analysis determined to be slightly below the desired reduction. However, even if both considered as benefitted receivers since obtaining in excess of a 5-dB

reduction, a cost of $328,770 per benefitted receiver substantially exceeds the reasonableness cost criteria being $30,000 or less. In summary, mitigation does not fully meet the acoustic feasible requirements, nor would it prove reasonable.

## 9.0 CONSTRUCTION NOISE

In general, construction noise related to highway projects does not pose a major issue. Sources of noise include heavy machinery (like backhoes and scrapers), cranes, pile drivers, and trucks transporting materials. Typically, construction noise can be minimized by implementing time of day restrictions for construction operations adjacent to noise sensitive areas. ODOT is particularly concerned with any noise-sensitive land uses or activities that may be affected by construction noise from the proposed project; feasible and reasonable special measures will be added to the project plans and specifications, if applicable. No special noise sensitive land uses or activities that may be affected by construction noise are in proximity to the project.

## 10.0 COORDINATION WITH LOCAL OFFICIALS

Traffic noise approaching or exceeding the sound levels specified in the ODOT Noise Policy resulting from the proposed project have not been identified. To aid in noise compatible land use planning, using the TNM 2.5 model, the distance from the center of the proposed roadway was used to determine the future 66 dB(A) $L_{EQ}$ (h) impact zone. The impact zone was determined to be approximately 240 feet from the centerline of the US-75 mainline. Development within the impact zone on either side of the proposed project should be compatible with elevated traffic noise levels. Due to anticipated future noise levels, residential (NAC Activity Category B) and all NAC Activity Category C land uses are discouraged within this impact zone.

# APPENDIX J

# INITIAL SITE ASSESSMENT

# OKLAHOMA DEPARTMENT OF TRANSPORTATION
# CONSULTANT REPORT REVIEW – HAZARDOUS WASTE

| | | | |
|---|---|---|---|
| **Reviewed By:** | David Edwards | **County:** | Okmulgee |
| **Review Date:** | 10/14/2020 | **Project No.:** | J3-0571(004)PM |
| **Consultant:** | CP&Y/Enercon | **J/P Number:** | 30571(04) |

**1. PROJECT DESCRIPTION:** INTERCHANGE: US-75: US-75 AT PRESTON RD. INTERSECTION, 7.00 MILES NORTH OF US-62 EAST JCT.

**2. LEVEL OF INVESTIGATION:** ☒ Assessment ☐ Sampling

**3. SUMMARY OF INVESTIGATION**

| | | | |
|---|---|---|---|
| A. Relative risk of contamination in study footprint: | ☐ Low | ☒ Moderate | ☐ High |
| B. Potential for contamination, if present, to affect project: | ☐ Low | ☐ Moderate | ☒ High |
| C. Did Consultant recommend additional work? | ☐ No | ☒ Yes (describe below): | |

Consultant recommended additional investigation at the EZ-Stop service station.

**4. RECOMMENDATIONS*:**

- ☐ Approval to Proceed (No Further Action)
- ☒ Approval to Proceed, Pending:
  - ☐ Avoidance of described site(s)
  - ☒ Plan Notes regarding described site(s) (See Section 5)
  - ☐ Additional investigation by ODOT
- ☐ Approval NOT Recommended

* - If different from Consultant, explain in Section 6 General Comments

**5. PLAN NOTES:** A cautionary AST plan note is included to address the environmental concerns noted at the EZ Stop AST site identified in the ISA.

**6. GENERAL COMMENTS**: The EZ Stop has three above ground storage tanks (ASTs) currently in use onsite. This facility had a suspicion of release (SOR) investigated in 2006 with a water well installed and soil and groundwater samples collected. These samples were below action levels and no release case was activated. The facility is currently in use and in compliance with OCC AST regulations as of the most recent inspection report dated August 2020.

This site may be an encroachment upon the proposed Right-of-Way and, as such, may require additional investigations that will follow the standard ODOT RW procedures for RW encroachments.

**ATTACH EXCERPTS FROM REPORT, AS APPROPRIATE.***

*The full document is on file with ODOT's Environmental Programs Division. Please contact David Edwards at (405) 521-2673 or daedwards@odot.org for more information.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

**DATE:** **October 2, 2020**

TO: NEPA Project Manager

FROM: Hazardous Waste Coordinator

**SUBJECT:** **INTERCHANGE: US-75: US-75 AT PRESTON RD. INTERSECTION, 7.00 MILES NORTH OF US-62 EAST JCT; Okmulgee County. Project No. J3-0571(004)PM; JP No. 30571(04).**

One (1) above ground storage (AST) site is located along the length of this project. Please have the AST site location added to the plan and profile sheets by placing a box in the appropriate location with the Oklahoma Corporation Commission (OCC) facility number, case number, and denoting it as a LUST site.

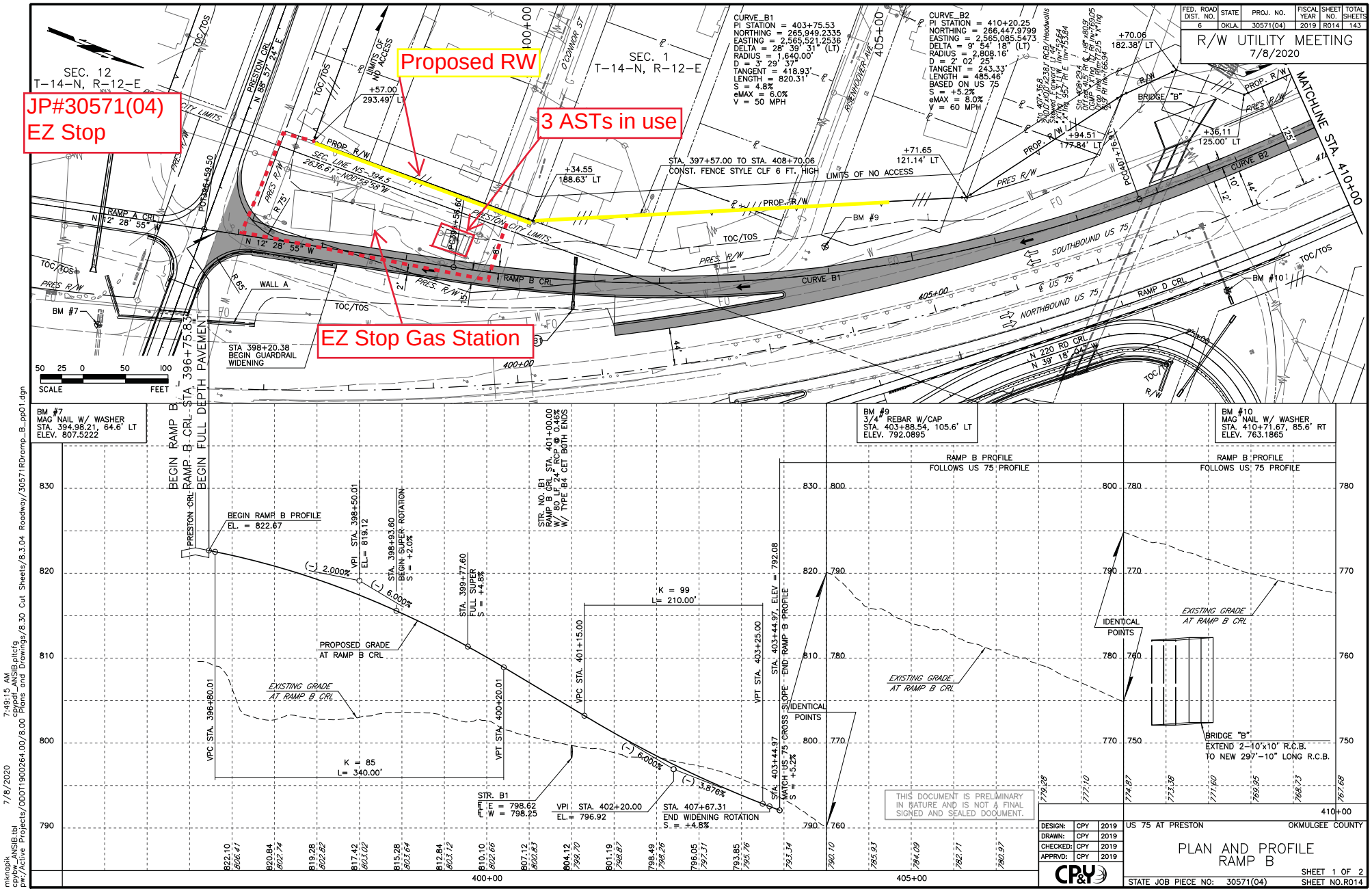
Please have the following added to the "Environmental Mitigation Notes" of the project plans per Policy Directive C-201-2D(2):

| **"Stations** | **OCC Facility No.** | **Facility Name** |
|---|---|---|
| **300+00 to 400+00 Rt 25 ft.** | **5614374** | **EZ Stop** |

**Petroleum contamination may exist at or near the referenced Above Ground Storage Tank (AST) site. Based on the available information, contamination is not expected to affect construction activities, but is still possible. In the event contaminated soil or groundwater is encountered, the contractor shall adhere to ODOT's Hazardous Materials Specification 107.15 and notify the Resident Engineer, who may then contact the Environmental Programs Division at (405)521-3050 for assistance."**

This mitigation measure should be discussed at all pre-work conferences per Policy Directive C-201-2-E(1). If you have any questions, please contact David Edwards at (405)521-2673.

DAE




| FED. ROAD DIST. NO. | STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 6 | OKLA. | 30571(04) | 2019 | R014 | 143 |

R/W UTILITY MEETING
7/8/2020

| | | |
|---|---|---|
| DESIGN: | CPY | 2019 |
| DRAWN: | CPY | 2019 |
| CHECKED: | CPY | 2019 |
| APPRVD: | CPY | 2019 |

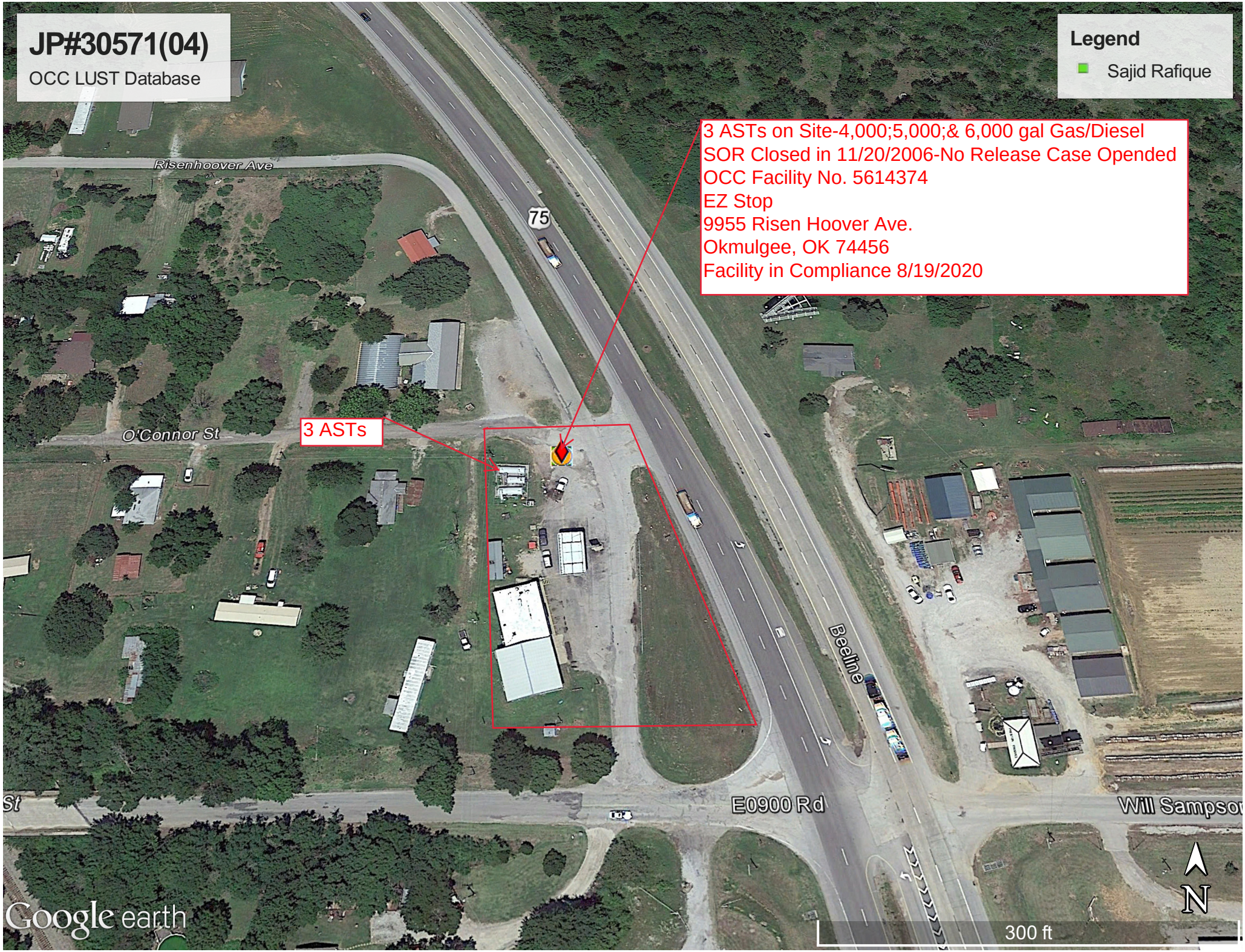
US 75 AT PRESTON — OKMULGEE COUNTY

PLAN AND PROFILE
RAMP B

SHEET 1 OF 2

STATE JOB PIECE NO: 30571(04) — SHEET NO.R014

mknapik 7/8/2020 7:49:15 AM
cpybw_ANSIB.tbl cpypdf_ANSIB.pltcfg
pw:/Active Projects/ODOT1900264.00/8.00 Plans and Drawings/8.30 Cut Sheets/8.3.04 Roadway/30571RDramp_B_pp01.dgn


JP#30571(04)
OCC LUST Database
Legend
Sajid Rafique
3 ASTs on Site-4,000;5,000;& 6,000 gal Gas/Diesel
SOR Closed in 11/20/2006-No Release Case Opended
OCC Facility No. 5614374
EZ Stop
9955 Risen Hoover Ave.
Okmulgee, OK 74456
Facility in Compliance 8/19/2020
3 ASTs
Risenhoover Ave
O'Connor St
75
Beeline
E0900 Rd
Will Sampso
N
300 ft
Google earth

# INITIAL SITE ASSESSMENT

**U.S. HIGHWAY 75 AT PRESTON**
**PRESTON ROAD INTERSECTION, 7 MILES NORTH of US-62 EAST JUNCTION**
**ODOT JP 30571(04)**
**OKMULGEE COUNTY, OKLAHOMA**

**ENERCON PROJECT NO. CPYI~00008**

**Prepared For:**

**Oklahoma Department of Transportation**
**Environmental Programs Division**
**Oklahoma City, OK**

Prepared By:

ENERCON
An Employee Owned Company

1601 NW Expressway, Suite 1000
Oklahoma City, OK 73118
(405) 722-7693
Fax: (405) 722-7694

Lauran Drummond
Environmental Specialist

Reviewed by:

Bradley Brittain
Senior Project Manager
Environmental Consultant License #1582

**INITIAL SITE ASSESSMENT**

**U.S. HIGHWAY 75 AT PRESTON**
**PRESTON ROAD INTERSECTION, 7 MILES NORTH of US-62 EAST JUNCTION**
**ODOT JP 30571(04)**
**OKMULGEE COUNTY, OKLAHOMA**

**ENERCON PROJECT NO. CPYI~00008**

## 1.0 EXECUTIVE SUMMARY

The Oklahoma Department of Transportation (ODOT) requested an Initial Site Assessment (ISA) of a segment of U.S. Highway 75 (US-75) in Okmulgee County, Oklahoma. The US-75 segment is located at the Preston Road intersection, approximately seven miles north of the U.S. Highway 62 (US-62) East Junction. The Area of Investigation (AOI) is generally characterized by US-75 and associated shoulder/right-of-way (ROW), intersecting east-west roads (beginning with Pierce Road at the northern portion and terminating just south of Will Sampson Road), residential properties, commercial properties, a storage facility, a fueling station, and undeveloped land. ODOT requested the ISA realizing the potential for presence of hazardous waste or soil/groundwater pollution within or adjoining the proposed project area could lead to project delays and escalated construction costs.

The purpose of this assessment was to identify potential environmental concerns by reviewing historical data, regulatory information, performing interviews and a visual inspection of the site and surrounding area.

The potential environmental concerns were developed from the available historical information and site work. A list of contacts (**Table 1**) and a summary of potential environmental hazards (**Table 2**) are provided in **Exhibit A**. Topographic, geologic, and site maps are provided in **Exhibit B**. Site photographs are available in **Exhibit C**.

Sites with Recognized Environmental Conditions (RECs) determined by this ISA to present a low, moderate, or high environmental risk to the AOI are listed below.

- Suspicion of release Leaking Aboveground Storage Tank (LAST) located within the AOI.
- Auto Repair Shop located within the AOI.
- ASTs located within the AOI.
- Historic Underground Storage Tanks (HUSTs) located adjoining the AOI.
- Overhead utility lines and underground cables located within the AOI.

## 5.0 FINDINGS AND RECOMMENDATIONS

Summarized below are the major findings from this Initial Site Assessment and appropriate recommendations.

**EZ Stop/EZee Plus** (9955 Risenhoover Ave) – This facility (#56-14374) is located within the ISA corridor on the northwest corner of Will Sampson Road and Risenhoover Avenue. The facility is listed on the AST and LAST regulatory databases and currently maintains three ASTs. Violations were reported for the facility. Violations included general compliance and a LAST. According to LAST files on record with the OCC, a suspicion of release (#SOR-3167) was reported in 2006 when the diesel AST line failed OCC testing. Soil and groundwater were sampled for BTEX, TPH (GRO), (DRO), naphthalene, and MTBE (water only). Laboratory analysis of soil and groundwater samples did not report chemicals of concern above state action levels. Two monitoring wells were installed in 2006 as part of the site assessment. The monitoring wells were plugged in 2007. The SOR final closure report was approved by the OCC PSTD on February 8, 2007. At the time of reconnaissance, ENERCON observed a Tire and Auto Repair Shop adjoining this facility. The Shop was unnamed and did not appear on any regulatory databases.

> ***Recommendation*** *- Based on the location of this site within the AOI and the operations of three ASTs for over 35 years, ENERCON considers this AST listing a moderate to high environmental concern for potential on-site impact to the corridor. ENERCON also considers the observed on-site auto repair activities a moderate to high environmental concern for potential on-site impact to the corridor. Further investigation is warranted prior to the taking of this property.*

**Phillips 66** (Main Street and ALT. SH-75) – This facility is located approximately 540 feet west of the AOI and previously maintained three USTs. According to the OCC PSTD, the tanks were located at an unregistered facility owned by Ms. Linda Osburn. The facility is an old service station. The last use date of the three tanks is unknown. The USTs were excavated, and the tank pits were sampled in 1997. Contamination found was below OCC action levels. No violations were reported during operations. According to the closure report, groundwater gradient on-site is to the north

> ***Recommendation*** *- Based on removed status of the USTs and distance from the AOI, ENERCON considers this UST listing a low environmental concern for potential on-site impact to the corridor. If ODOT would prefer the collection of additional data to verify current conditions prior to construction, ENERCON could conduct limited subsurface investigation to increase the level of confidence at this site.*

**Preston Public School** (201 S. Washington) – This facility (#56-02712) is located approximately 650 feet west of the AOI, on the corner of Phillips Street and Washington Street. The facility is listed on the HUST regulatory database and previously maintained two USTs. According to the OCC PSTD, Tank 2 was excavated, and the tank pit was sampled in 1997. Contamination found was below OCC action levels. Although the EDR database report indicated Tank 1 was removed in 1987, closure records for Tank 1 were not on file with the OCC PSTD. After 1986, no records referring to a 500-gallon tank (Tank 1) were found. No violations were reported during the facility's operations. According to the closure report, groundwater gradient on-site is to the north.

**TABLE 2**
***POTENTIAL ENVIRONMENTAL HAZARDS***
***US-75 ISA***
***OKMULGEE COUNTY, OK***
***ENERCON PROJECT No. CPYI~00008***

| *Map I.D.* | *BUSINESS* | *ADDRESS* | *TYPE OF OPERATION* | *ACTIVE/ CLOSED* | *ENVIRONMENTAL CONCERN* | *POTENTIAL CONSTITUENTS/ CONTAMINANTS* | *COMMENTS* | *POSITION RELATIVE TO ROW* | *RELATIVE ELEVATION* | *EXPECTED GW FLOW DIR.* | *LEVEL OF CONCERN* |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | EZ Stop/Ezee Plus | 9955 Risenhoover Ave | Gasoline Service Station | Active | On the Aboveground Storage Tank (AST) and Leaking AST (LAST) regulatory databases. An unregistered auto repair shop was observed adjoining this facility. | Petroleum hydrocarbons | SOR was reported in 2006 after a diesel line failed OCC testing. | Within AOI | Crossgradient | General north | Moderate to high |
| 2 | Phillips 66 | Main Street & ALT SH-75 | Gasoline Service Station | Closed | On the Underground Storage Tank (UST) and Historic UST (HUST) regulatory databases. | Petroleum hydrocarbons | Unregistered facility with HUST listing. Three 500-gallon USTs were removed from the site in 1997. No USTs remain on the site. Operational violations are possible without record. | Approximately 540 feet west of the AOI | Crossgradient | General north | Low |
| 3 | Preston Public School | 201 S. Washington | Educational | Closed | On the UST and HUST regulatory databases. | Petroleum hydrocarbons | No violations reported. OCC documentation of UST closure is inconsistant. Data appears to be missing regarding a potential second UST. | Approximately 650 feet west of the AOI | Crossgradient | General north | Moderate |

Enercon Services, Inc.
1601 NW Expressway, Ste. 1000
Oklahoma City, OK 73118
www.enercon.com
405.722.7693 405.722.7694 (fax)


**Prepared for:** CP&Y
**Project:** CPYI~00008

**Figure 1A: Site Map**
Okmulgee County ISA
US-75 AT PRESTON
JP 30571(04)

Preston Rd. Intersection
7 miles north of US-62 East Junction

Okmulgee County, Oklahoma

Enercon Services, Inc.
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405.722.7693 405.722.7694 (fax)

**Prepared for:** CP&Y
**Project:** CPYI~00008

## Figure 1B: Site Map

Okmulgee County ISA
US-75 AT PRESTON
JP 30571(04)

Preston Rd. Intersection
7 miles north of US-62 East Junction

Okmulgee County, Oklahoma

# APPENDIX K

# PUBLIC HEARING DOCUMENTATION

# Public Hearing Summary

## Oklahoma Department of Transportation

## US-75 at Preston Road

## Okmulgee County, ODOT JP 30571(04)

Prepared by:

2000 N. Classen Blvd., Suite 1410
Oklahoma City, OK 73106

February 2022

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Executive Summary ..... ES-1
Introduction ..... 1
Public Hearing Notification ..... 1
Hearing Information and Format ..... 1
Agency Solicitation ..... 2
Summary of Comments and Responses ..... 2
Agency Comments ..... 2
Public Comments ..... 3

# Executive Summary

This document summarizes the public hearing that was conducted for the US-75 at Preston Road Intersection Improvements project in Preston, Okmulgee County, Oklahoma. The purpose of public hearing was to present the Environmental Assessment (EA) findings, including the purpose and need, alternatives considered, agency coordination and public involvement, and the social, economic and environmental impacts of the build alternative (proposed project). The public was also provided an opportunity to record verbal statements and provide written comments.

The public hearing was held in person on November 9, 2021 from 5:00 p.m. to 7:30 p.m. on Tuesday, November 9, 2021, at the Preston School Cafeteria at 10061 Old Highway 75, Preston, Oklahoma, 74456. The first hour of the meeting was an open house format, with exhibits available to view. A brief presentation was made followed by an opportunity for public comment. Following the presentation and public comment period, the open house format continued until 7:30 p.m. Handouts with information on the purpose and overview of the project were made available to meeting attendees at the sign-in table. Project team members were stationed at several tables and boards with the Environmental Assessment, design plans and constraints mapping for the project to allow for review and facilitate any questions and comments from meeting attendees. A conceptual 3D animation of the proposed improvements was playing on a laptop in the cafeteria and ran on a continuous loop for the duration of the meeting. Comment cards for written comments were available for attendees. In addition, all meeting materials presented at the open house were made available for public viewing on the ODOT website.

Written comments were accepted for 15 days before and after the date of the public hearing. Fifty-three members of the public and ten staff signed in for the public hearing. Of the 53 attendees, six attendees (or approximately 11%) checked the voluntary box on the sign-in sheet as Native American. All others either identified as white or left that portion of the sign-in sheet blank. Two comment forms, one mailed letter and a voice mail were received during the comment period. Additionally, eight verbal comments were recorded during the hearing. These comments have been summarized by issue in **Table E-1**, but general feedback is provided below.

Notification letters to stakeholders were mailed on October 25, 2021. Postcard invitations to the public hearing were sent to area residences through Every Door Direct Mail (EDDM) on October 25th, 2021. Notices of availability of the draft Environmental Assessment and the Public Hearing were published in the Okmulgee Times on October 20, 2021 and November 5, 2021. Solicitation letters including notification of the availability of the Draft Environmental Assessment (EA) were mailed to the appropriate local, state, and federal resource agencies on October 25, 2021. Two agency comments were received and included the following:

- The Oklahoma Aeronautics Commission (OAC) indicated that the project does not appear to pose a hazard to safe and efficient use of navigable airspace.
- The Oklahoma Conservation Commission (OCC) indicated that following review of the project Environmental Assessment and with the understanding that potentially impacted streams have already been identified, the Oklahoma Conservation Commission (OCC) provided general comments about the project. The organization expressed concerns about disturbance to riparian

areas and siltation problems, as well as stream disturbances/redesign and drainage. The OCC also offered suggestions to minimize potential impacts.

Of the 12 public comments received, the majority pertained to property acquisition/ displacements, safety concerns and other roadways. Additionally, two of the comments raised during the hearing pertain to access across the Burlington North Santa Fe (BNSF) railroad in the event of an emergency. It was noted that track maintenance and emergency situations have resulted in temporary loss of access at this location in the past. Under existing conditions, in the event of a closure, residents on Nixon Street, and those to the north, have alternative access to Preston Road and direct access to US-75 via Risenhoover Ave to the south. Under the Build Alternative, both access points would be eliminated.

**Table E-1** summarizes the comments received. Please note that the number of concerns identified is greater than actual number of comments, because, in a few cases, more than one concern was included in a single comment.

**Table E-1: Major Issues of Concern**

| **Issue** | **# of Comments** |
|---|---|
| Access | 2 |
| Safety | 3 |
| Safety (off-site) | 1 |
| Property Concerns & Relocations | 5 |
| Detour | 3 |
| ODOT Coordination | 1 |

***Responses to Comments***

Access

Thank you for your comment. It was noted that track maintenance and emergency situations have resulted in temporary loss of access at this location in the past. Under existing conditions, in the event of a closure, residents on Nixon Street, and those to the north, have alternative access to Preston Road and direct access to US-75 via Risenhoover Ave to the south. Under the Build Alternative, both access points would be eliminated.

As mitigation for this access consideration, ODOT will be adding a north-south connection (Nixon Street) east of the railroad between Nixon Street and Preston Road. This connection has been incorporated into the design plans and has been documented in a mitigation memo.

Safety

Thank you for your comment. ODOT had preliminarily evaluated stop light and profile changes at this location and reached the conclusion that constructing a grade separated interchange would be the best option.

Off-site Safety

It is possible motorists traveling beyond Preston may choose to use alternate routes during construction; however, access will be maintained for this project via the on-site detour and a signed off-site detour is not proposed. Comments and concerns regarding stop signs, repairs to curves and speed limits on local roads beyond the limits of this project will be referred to the County Commissioner for their consideration.

Property Concerns and Relocations

Proposed right-of-way (ROW) as currently shown depicts the ROW limits currently anticipated for the project. Details about property impacts will not be fully known until design plans have been finalized, which should be later this month (February 2022). Once plans are finalized, if your existing property is required, ODOT will obtain an independent appraisal and present a fair market value offer for your property. Right-of-way acquisition for this project is anticipated to start in 2022.

Detour

Preston Road is anticipated to be closed to traffic for approximately nine to 12 months. While Preston Road is closed to traffic, detours will be used to maintain access. From areas west of Preston, motorists would be able to access US-75 in one of two ways. Motorists could access Nixon Street to cross the railroad tracks and use the temporary detour onto US-75 to proceed north or south on US-75. This route will be two-way and therefore, also provide motorists travelling northbound and southbound on US-75 access to Preston. Alternatively, motorists could utilize Old Highway 75, which runs generally parallel to US-75, to access US-75 via Celia Barryhill Road approximately 2.25 miles south of Preston. Similarly, US-75 NB traffic could access Preston via this route. Motorists from the east would be detoured onto the newly constructed NS-220 Road. Access to northbound and southbound US75 will be maintained using the existing tie-in or NS-220 Road and US-75.

ODOT Coordination

Thank you for your comment. ODOT appreciates public feedback on this project.

# Introduction

This document summarizes the public hearing conducted for the US-75 at Preston Road Intersection Improvements project in Preston, Okmulgee County, Oklahoma. The purpose of the public hearing was to present the Environmental Assessment (EA) findings, including the purpose and need, alternatives considered, agency coordination and public involvement, and the social, economic and environmental impacts of the build alternative. The public was also provided an opportunity to record verbal statements and provide written comments.

## *Public Hearing Notification*

Notice of the draft EA and public hearing was published in the Okmulgee Times on Wednesday October 20, 2021 and Friday, November 5, 2021. Notice was also sent by USPS mail to elected officials (federal, state, and local), property owners, and utility owners in the study area. The mailing included a project pamphlet with information regarding the public hearing logistics. The pamphlet also included information about the project, the purpose and need, and a graphic showing the proposed project alignment. A comment form and self-addressed stamped envelope were included. The pamphlet also included a letter from ODOT. Opportunity for translation or other accommodations was provided. No translation or special accommodations were requested. Postcards with information pertaining to the EA and public hearing were also delivered using the USPS Every Door Direct Mail service to 394 addresses in and around Preston, Oklahoma. A copy of the mailing lists, outreach letters, and direct mail information is included in **Appendix A**. A copy of the pamphlet and public notices is included in **Appendix B**.

## *Hearing Information and Format*

The public hearing was held in person on Tuesday November 9, 2021 from 5:00 p.m. to 7:30 p.m. The draft Environmental Assessment and informational boards and displays were available for the public to review and provide input. Copies of the draft Environmental Assessment were made available for public review leading up to the public hearing at ODOT in Oklahoma City, ODOT District 1 Field Office in Muskogee, and the Preston Post Office in Preston, from October 25, 2021 through the end of the public hearing comment period on November 24, 2021. Project team members were present to assist and answer questions from the public. The first hour of the meeting was structured in an open house format, followed by a formal presentation at 6:00 p.m. with an opportunity for verbal comments to be recorded by a court reporter. Upon conclusion of the formal hearing component, the open house format continued until 7:30 p.m.

Written comments were accepted for 15 days before and 15 days after the date of public hearing. A total of fifty-three members of the public signed in. The draft Environmental Assessment was also available for review at three locations during the comment period: ODOT Oklahoma City, ODOT District 1 Field office and the Preston Post Office. Fifty-three members of the public and ten staff signed in for the public hearing. Of the 53 attendees, six attendees (or approximately 11%) checked the voluntary box on the sign-in sheet as Native American. All others either identified as white or left that portion of the sign-in sheet blank. Two comment forms, one mailed letter and a voice mail were received during the comment period. Additionally, eight verbal comments were recorded during the hearing. These comments have been documented in the public hearing transcript and summarized by comment type in

**Table E-1**. Materials provided at the hearing are included in **Appendix C**. The hearing included the following materials:

- Sign-in – a form for signing in
- Handout – A copy of the notification pamphlet.
- Right-of-Way Information – information about right-of-way and the ODOT Property Rights Brochure.
- 3D Rendering of the proposed improvements
- Draft EA
- Project Plans
- Comment forms/self-addressed stamped envelopes
- Project Presentation
- Exhibit Boards

## Agency Solicitation

Agency solicitation letters were mailed on October 25, 2021. These letters provided a short project description and included information about the project, the draft Environmental Assessment and Public Hearing, and requested that recipients provide input by November 24, 2021. Enclosed with the letter was a copy of the project location map. The letter was sent to state and federal resource agencies and Indian Tribes. A copy of the agency solicitation letter and the mailing list is included in **Appendix B**.

## Summary of Comments and Responses

A total of twelve comments were received from the public and two comments were received from agencies. Copies of the verbal comments (as transcribed by the court reporter) are included in **Appendix D**, and written comments are included in **Appendix E**.

### *Agency Comments*

The Oklahoma Aeronautics Commission (OAC) indicated that project does not appear to pose a hazard to safe and efficient use of navigable airspace.
*Response: ODOT thanks you for your comment.*

The Oklahoma Conservation Commission (OCC) indicated that following review of the project Environmental Assessment and with the understanding that potentially impacted streams have already been identified, the Oklahoma Conservation Commission (OCC) provided general comments about the project.

- One concern is that riparian areas will be disturbed and siltation problems may arise during this process. OCC is also concerned about mechanical disturbance within the streams, whether it is simply for construction or that it involves the redirecting or "redesigning" of the channels.
- Additionally, OCC is concerned that the cross-sectional area may be reduced and not allow for needed drainage. OCC recommends plans that reduce disturbance, and thus siltation, in the creeks and erosion control plans sufficient to minimize sedimentation impacts from construction activities outside the stream channel.

- OCC also recommends minimizing changes in the stream configuration (slope, width, depth and path) or if the streams must be manipulated, natural designs be used as practicable to reshape and stabilize the stream. Natural stabilization methods can be more economical and beneficial to the environment than historical stabilization techniques. Restoring riparian corridors using natural design can produce stream systems that are more stable and efficient in transporting bed load and flood flows while providing habitat for riparian/wetland wildlife. If this method cannot be used, OCC recommends that permanently protected riparian mitigation be implemented possibly through a conservation easement. Tying to this recommendation, OCC suggests that sufficient cross-sectional drainage area through the bridge crossings be incorporated in the plan to allow for maximum periodic flood drainage so that the bridges do not function as dams, constricting flow, creating stress on banks and structures, and effectively reducing the natural positive effects of the flood plain. OCC requests that following completion of this project, the streams remain free flowing (stream slope unaffected by construction) with naturally vegetated stable banks and with stream substrate free of excess sedimentation from project activities.

*Response: ODOT thanks you for your comment. ODOT will minimize changes to stream configuration and will take measures to minimize erosion and sedimentation throughout construction.*

## *Public Comments*

Of the twelve (12) public comments received, the majority pertained to property acquisition/ displacements, safety concerns and the detour. Additionally, two of the comments raised (by one commentor) during the hearing pertain to access across the Burlington North Santa Fe (BNSF) railroad in the event of an emergency. It was noted that track maintenance and emergency situations have resulted in temporary loss of access at this location in the past. Under existing conditions, in the event of a closure, residents on Nixon Street, and those to the north, have alternative access to Preston Road and direct access to US-75 via Risenhoover Ave to the south. Under the Build Alternative, both access points would be eliminated.

**Table E-1** summarizes the comments received. Please note that the number of concerns identified is greater than actual number of comments, because, in a few cases, more than one concern was included in a single comment.

**Table E-1: Major Issues of Concern**

| **Issue** | **# of Comments** |
|---|---|
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| Safety | 3 |
| Safety (off-site) | 1 |
| Property Concerns & Relocations | 5 |
| Detour | 3 |
| ODOT Coordination | 1 |

***Responses to Comments***

Access

Thank you for your comment. It was noted that track maintenance and emergency situations have resulted in temporary loss of access at this location in the past. Under existing conditions, in the event of a closure, residents on Nixon Street, and those to the north, have alternative access to Preston Road and direct access to US-75 via Risenhoover Ave to the south. Under the Build Alternative, both access points would be eliminated.

As mitigation for this access consideration, ODOT has proposed a north-south connection (Nixon Street) east of the railroad between Nixon Street and Preston Road. This connection has been incorporated into the design plans and has been documented in a mitigation memo.

Safety

Thank you for your comment. ODOT had preliminarily evaluated stop light and profile changes at this location and come to the conclusion that constructing a grade separated interchange would be the best option.

Off-site Safety

It is possible motorists traveling beyond Preston may choose to use alternate routes during construction; however, access will be maintained for this project via the on-site detour and a signed off-site detour is not proposed. Comments and concerns regarding stop signs, repairs to curves and speed limits on local roads beyond the limits of this project will be referred to the County Commissioner for their consideration.

Property Concerns and Relocations

Proposed ROW as currently shown depicts the right-of-way (ROW) limits currently anticipated for the project. Details about property impacts will not be fully known until design plans have been finalized. Once plans are finalized, if your existing property is required, ODOT will obtain an independent appraisal and present a fair market value offer for your property. Right-of-way acquisition for this project is anticipated to start in 2022.

Detour

Preston Road is anticipated to be closed to traffic for approximately nine to 12 months. While Preston Road is closed to traffic, detours will be used to maintain access. From areas west of Preston, motorists would be able to access US-75 in one of two ways. Motorists could access Nixon Street to cross the railroad tracks and use the temporary detour onto US-75 to proceed north or south on US-75. This route will be two-way and therefore, also provide motorists travelling northbound and southbound on US-75 access to Preston. Alternatively, motorists could utilize Old Highway 75, which runs generally parallel to US-75, to access US-75 via Celia Barryhill Road approximately 2.25 miles south of Preston. Similarly, US-75 NB traffic could access Preston via this route. Motorists from the east would be detoured onto the newly constructed NS-220 Road. Access to northbound and southbound US75 will be maintained using the existing tie-in or NS-220 Road and US-75.

ODOT Coordination

Thank you for your comment. ODOT appreciates public feedback on this project.

# Appendix A

## Handouts and Public Notices

# ODOT PUBLIC HEARING

## *US-75 at Preston Road • Okmulgee County, OK • J/P: 30571(04)*

The Oklahoma Department of Transportation (ODOT) will host a public hearing to present an overview of the US-75 at Preston Road project and the findings of the Environmental Assessment (EA). The hearing will also provide an opportunity for the public to comment on the proposed improvements and EA findings. The meeting will include an open house component for material review as well as a formal hearing and presentation.

## PUBLIC HEARING

***WHEN:***

**November 9, 2021**
**5:00 p.m. to 7:30 p.m.**

***WHERE:***

**Preston High School**
**Cafeteria**
**10061 Old Highway 75**
**Preston, OK 74456**

## ENVIRONMENTAL ASSESMENT AVAILABLE TO VIEW

The EA document describes the project's purpose and need, the range of alternatives considered, the social, economic and environmental effect of the alternatives and the Agency coordination and Public Involvement activities conducted as part of the Assessment. Copies of the EA are available for public inspection at the following locations and online at the ODOT website at www.odot.org/US75PrestonRoad through Wednesday, November 24, 2021.

**Preston Post Office**
10040 Polk Avenue
Preston, OK 74456
Hours: Monday through Friday, 7:30 a.m. to 11:30 a.m., Saturday, 8:30 a.m. to 10 a.m.

**ODOT District 1 Field Office**
2800 S. 32nd Street
Muskogee, OK 74401
918-687-5407
Hours: Monday through Friday, 7:30 a.m. to 4:30 p.m.

**ODOT**
200 N.E. 21st Street
Oklahoma City, OK, 73015
Hours: Monday through Friday, 7:30 a.m. to 4:30 p.m.

## PUBLIC COMMENT PERIOD

If any person wishes to submit a written statement concerning this project or the Environmental Assessment, they may submit their comments to the Environmental Programs Division, Oklahoma Department of Transportation, 200 N.E. 21st St., Oklahoma City, OK, 73105, or email environment@odot.org. **All comments must be received or postmarked by no later than November 24, 2021.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION
Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105

Presorted
First-Class Mail
U.S. Postage Paid

## US-75 AT PRESTON ROAD

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

OKLAHOMA
Transportation

***To view and download the US-75 at Preston Road Environmental Assessment and Comment Forms, visit www.odot.org/US75PrestonRoad.***

## NOTES

## PROJECT INFORMATON SUMMARY

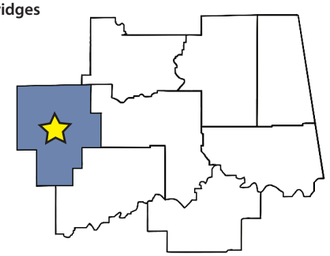
- **Right-of-Way & Utility Location Start:** 2021
- **Construction Start:** 2024
- **Annual Average Daily Traffic (AADT) in year 2021:** 22,860 vehicles per day
- **Future Estimated AADT by year 2051:** 36,600 vehicles per day

## DISTRICT 1 ENGINEER: CHRIS WALLACE, P.E.

*Totals DO NOT include Toll Roads

**Totals DO NOT include County Bridges

| *Total Road Miles | *Total Interstate Miles | **Total Bridges |
|---|---|---|
| 1,109.50 | 97.27 | 706 |



**COUNTIES**

Adair, Cherokee, Haskell, McIntosh, Muskogee, **Okmulgee**, Sequoyah, Wagoner

## PLEASE PROVIDE YOUR COMMENTS BY NOVEMBER 24, 2021

**For more information about the project:**

(405) 325-3269
environment@odot.org

***http://www.odot.org/PublicMeetings***

# ODOT PUBLIC HEARING

**Tuesday, November 9, 2021, at 5:00 p.m**
**Preston High School Cafeteria, 10061 Old Highway 75, Preston, Oklahoma, 74456**

**US-75 at Preston Road • Okmulgee County, OK • J/P: 30571(04)**
**Presentation of Proposed Improvements, Environmental Assessment, and Solicitation of Public Input**

## *Purpose of Public Hearing*

The purpose of the public hearing is to present the findings of the Environmental Assessment (EA) for the US-75 at Preston Road project and to provide an opportunity for the public to comment on the proposed improvements and EA findings. The EA document is available for public review.

## *Project Background*

US-75 is a four-lane divided highway with four 12-foot-wide driving lanes with 10-foot-wide outside shoulders and 4-foot-wide inside shoulders. 2021 traffic volumes are estimated at 22,860 vehicles per day (VPD) and are projected to increase to 36,600 VPD by 2051. US-75 at Preston Road is currently an at-grade intersection. There is a history of severe accidents at the US-75 and Preston Road intersection area, including 30 injury accidents and 2 fatalities in the ten-year period between 2011 and 2021. The purpose of the project is to improve the safety and accessibility of US-75 and Preston Road. A public meeting was held for the project in January 2020.

## *Project Location*

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Stakeholders, Property Owners and Utility Owners:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

A Public Hearing has been scheduled from **5:00 p.m. to 7:30 p.m. on Tuesday, November 9, 2021, at the Preston High School Cafeteria, 10061 Old Highway 75, Preston, Oklahoma, 74456**, to provide the public with an opportunity to comment on the proposed action and the findings of an Environmental Assessment (EA) for this undertaking. The first hour of the meeting will be an open house format, with exhibits available to view. A brief presentation will be made at 6:00 p.m. followed by an opportunity for public comment. Individuals should be signed up to speak by 6:15 p.m. and will have a maximum of three minutes to speak. Following the presentation and public comment period, the open house format will continue until 7:30 p.m. Comment forms will be provided, and a court reporter will be available to record verbal comments.

The EA Document describes the project's purpose and need, the range of alternatives considered including the Preferred Alternative, the social, economic and environmental effect of the alternatives, the Agency coordination and Public Involvement activities conducted as part of the Assessment. Copies of the EA are available for public inspection at the following locations and online at the ODOT website, www.odot.org/US75PrestonRoad, from **Monday, October 25, 2021,** to **Wednesday, November 24, 2021**.

| | | |
|---|---|---|
| Oklahoma Department of Transportation<br>200 N.E. 21st Street<br>Oklahoma City, OK, 73015<br>Hours: Monday through Friday,<br>7:30 a.m. to 4:30 p.m. | ODOT District 1 Field Office<br>2800 S. 32nd Street<br>Muskogee, OK 74401<br>Hours: Monday through Friday,<br>7:30 a.m. to 4:30 p.m. | Preston Post Office<br>10040 Polk Avenue<br>Preston, OK 74456<br>Hours: Monday through Friday,<br>7:30 a.m. to 11:30 a.m., Saturday,<br>8:30 a.m. to 10 a.m. |

Comments on this project or the Environmental Assessment are welcome and must be received or postmarked by **Wednesday, November 24, 2021**. Comments can be mailed to Environmental Programs Division, Oklahoma Department of Transportation, 200 N.E. 21st St., Oklahoma City, OK, 73105, or emailed to environment@odot.org.

After the public hearing, 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 Interim 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

## PROPOSED TYPICAL SECTION

** image not to scale*

## Project Overview

The proposed improvements include construction of a grade separated interchange, including a new 32-foot-wide, 182-foot-long bridge on Preston Road/Will Sampson Road over US-75, adding on/off ramps, a new bridge, and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect to Preston Road to the south, east of the Preston Road/US-75 intersection. The intersection of County Road N 220 and US-75 will be removed to eliminate the direct access to US-75. The typical section of the reconstructed portion of Preston Road will carry two, 12-foot travel lanes with 4-foot outside shoulders. The on and off ramps would have 15-foot lanes with 10-foot asphalt shoulders. The project will require new location right-of-way.

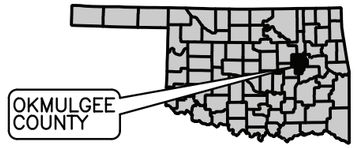
## Project History

ODOT has recognized a need for improved safety at the US-75 and Preston Road intersection for several years. One of the first options considered to improve safety at the intersection was a project to close the US-75 median opening at Preston Road and add a "J-turn" several hundred feet south and north of the existing intersection. With the eliminated median opening, this would require traffic on Preston Road/Will Sampson Road to travel north or south on US-75 and turn around at the J-turn to cross US-75. Due to the rolling terrain on US-75, school buses turning on to US-75 would be required to travel immediately uphill on a high-speed facility, which was not determined to be safe. Therefore, the J-turn proposal was dismissed as a viable option.

Another option considered was adding traffic signals to the existing intersection. This option was not carried forward due to sight distance concerns and inadequate safe stopping distance. Closing the US-75 center median and requiring traffic to travel north or south to a median opening was also considered but determined to have substantial negative impact on emergency vehicle response times and would adversely affect school bus routes. These options were therefore dismissed from further consideration.

# ROADWAY SCHEMATIC

J/P Number: 30571(04),
US 75 INTERCHANGE AT PRESTON




0 100 200 400
FEET

- US 75 CENTER LINE
- PRESTON ROAD
- N220 RD
- RAMPS
- BRIDGE
- REMOVAL
- EXISTING ROW
- PROPOSED ROW

PRESTON RD
OLD US HWY 75
UPRR
O'CONNOR ST
NIXON ST
EXIST ROW
PROP ROW
EXIST ROW
PROP ROW
RAILROAD ROW
PROP ROW
EXIST DAM
N220 RD
EXIST ROW
FLAT ROCK CREEK
EXIST ROW
PROP ROW
PROP ROW

Lake Eufaula CLIPPER
SEQUOYAH COUNTY TIMES
The Eufaula Indian Journal

COOKSON HILLS PUBLISHERS, INC.
111 N. Oak Street • Sallisaw, OK 74955
918-775-4433

Eastern Times Register
Pawnee Free-Lance
Okmulgee TIMES
McIntosh County Democrat

| Invoice Number | Invoice Date |
|---|---|
| 291382 | 11/5/2021 |

| Advertiser No. | Amount Due | Due Date |
|---|---|---|
| 13982 | $43.63 | 11/15/2021 |

CP&Y
1820 Regal Row
Suite 200
Dallas TX 75235

A finance fee of 1.5% per month is applied to balances more than 30 days old.

**Amount Enclosed**

Please detach top portion and return with your payment.

## INVOICE

**Okmulgee Times/Henryetta Free-Lance** **CP&Y** **Invoice No. 291382** **11/5/2021**

| Date | Order | Description | Ad Size | SubTotal | Sales Tax | Amount |
|---|---|---|---|---|---|---|
| 11/5/2021 | 136270 OT | Legals: Legal Notices: 11,927 Notice of Public Hearing | 569 Words | | | $43.63 |
| | | | | | Sub Total: | $43.63 |
| | | | **Total Transactions: 1** | | **Total:** | **$43.63** |

**SUMMARY** **Advertiser No.** 13982 **Invoice No.** 291382 **Invoice Amount** $43.63

A finance fee of 1.5% per month is applied to balances more than 30 days old.

THANK YOU! :)

We appreciate your business!! Please call Beth at 918-775-4433 Ext.124 or email beth@cookson.news with billing questions.

See Attached.

# AFFIDAVIT OF PUBLICATION

County of Okmulgee, State of Oklahoma

**Okmulgee Times**
320 W 6th St
Okmulgee, OK 74447
918-756-3600

Notice of Public Hearing
Legal# 11,976

I, **Connie Harjo**, of lawful age, being duly sworn upon oath, depose and say that I am the administrative assistant of Okmulgee Times, a bi-weekly publication that is a "legal newspaper" as that phrase is defined in 25 O.S. § 106, as amended to date, for the City of Okmulgee, for the County of Okmulgee, in the State of Oklahoma. The attachment hereto contains a true and correct copy of what was published in the regular edition of said newspaper, and not in a supplement, in consecutive issues on the following dates:

**PUBLICATION DATES:**
November 5, 2021

Connie Harjo, Administrative Assistant

Signed and sworn to before me
on this 5th day of November, 2021.

Katina Holland, Notary Public

My Commission expires: March 19, 2023.
Commission # 15002794.

PUBLICATION FEE: $43.63

KATINA HOLLAND
Notary Public
State of Oklahoma
Commission #15002794 Exp: 03/19/23

*Published in the Okmulgee Times*
*11-5-2021*

## NOTICE OF PUBLIC HEARING

All interested persons are hereby given notice that The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A Public Hearing has been scheduled to provide the public with an opportunity to comment on the proposed action and the findings of an Environmental Assessment (EA) for this undertaking.

**The Hearing will begin at 5:00 p.m. on Tuesday, November 9, 2021, at the Preston High School Cafeteria, 10061 Old Highway 75, Preston, Oklahoma, 74456.** The first hour of the meeting will be an open house format, with exhibits available to view. A brief presentation will be made at 6:00 p.m. followed by an opportunity for public comment. Individuals should be signed up to speak by 6:15 p.m. and will have a maximum of three minutes to speak. Following the presentation and public comment period, the open house format will continue until 7:30 p.m. Comment forms will be provided, and a court reporter will be available to record verbal comments.

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Muskogee, OK 74401
Hours: Monday through Friday, 7:30 a.m. to 4:30 p.m.

Preston Post Office
10040 Polk Avenue
Preston, OK 74456
Hours: Monday through Friday, 7:30 a.m. to 11:30 a.m., Saturday, 8:30 a.m. to 10 a.m.

If any person wishes to submit a written statement concerning this project or the Environmental Assessment, they may submit their comments to the Environmental Programs Division, Oklahoma Department of Transportation, 200 N.E. 21st St., Oklahoma City, OK, 73105, or email environment@odot.org. **All comments must be received or postmarked by no later than Wednesday, November 24, 2021.**

Additional information about the project and the upcoming meeting can be obtained from Kelly Saladis, CP&Y at 214.276.5420 or ksaladis@cpyi.com, or Andrew Ward, ODOT Environmental Programs, at (405) 521-2325 or wward@odot.org.

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.

**ANNOUNCEMENTS**

**Legal Notices**

*Published in the Okmulgee Times 10-20-2021, 10-27-2021*

**NOTICE OF SALE OF BONDS**

In accordance with 62 O.S. 2011, § 354, notice is hereby given that the Board of Education of Independent School District Number 4 of Okmulgee County, Oklahoma will receive bids by; sealed bid, facsimile bid, electronic (Parity®) bid or similar secure electronic bid on the 9th day of November 2021, at 12:00 o'clock noon, at the Board Room, Administrative Building, Beggs Public Schools, 1201 West 9th Street, Beggs, Oklahoma, for the sale of $810,000 of General Obligation Combined Purpose Bonds of said School District, which Bonds will mature $160,000 annually in two (2) years from their date and $160,000 annually each year thereafter until paid, except that the last installment shall be for $170,000.

Said Bonds shall be sold to the bidder bidding the lowest rate of interest the Bonds shall bear and agreeing to pay par and accrued interest for the Bonds. Each bidder shall submit with his bid a sum in cash, cashier's or certified check, electronic (wire) transfer or surety bond payable to the Treasurer of the District, equal to two (2%) percent of the amount of his bid. The Board reserves the right to reject all bids.

WITNESS my official hand and seal this 11th day of October, 2021.

(SEAL)

/s/ MICHAEL SIEGENTHALER

Clerk, Board of Education

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*Published in the Okmulgee Times 10-20-2021, 10-27-2021*

**REQUEST FOR QUALIFICATIONS FOR PROFESSIONAL ENGINEERING SERVICES FOR: PROFESSIONAL CONSULTING SERVICES FOR FEMA HAZARD MITIGATION GRANT MANAGEMENT AND ENGINEERING DESIGN SERVICE FOR HIGH HAZARD POTENTIAL DAMS (HHPD) GRANT PROGRAM – LAKE OKMULGEE**

The City of Okmulgee/Okmulgee Municipal Authority (City/OMA) is hereby soliciting statements of qualifications and experience from engineering firms for grant management and engineering design services for high hazard potential dams. The firm selected will provide consulting services as needed for projects associated with FEMA grant programs.

A qualification based selection process will be used to select a well-qualified firm. Fee information will not be considered in the selection process and must not be submitted with the request for qualifications.

The Selection Committee will score each Statement using the following criteria. Each Statement should specifically address each criterion and any other information the engineer wishes to provide. Primary emphasis will be placed upon:

1. Capability to perform all aspects of the grant management/application process as well as projects as demonstrated by recent similar experience.

2. Key personnel's proposed roles and individual experience in similar capacities. Who will be working on the projects? What experience do they have? Availability of staff?

**Additionally, firms will be evaluated on:**

3. Record of schedule and budget for last 5 FEMA projects* including grant management accomplished by proposed key personnel. (*Minimum contract/task value: $30,000) Include name, title, and phone number for contracting agent (Owner or prime consultant).

4. Understanding of the projects' potential challenges and the Sponsor's special concerns.

5. Provide verifiable references with current contact information.

It is important to be specific in your written Statement of Qualifications. Projects that are referred to as having been accomplished by your firm shall be projects that were accomplished by personnel still on the firm's staff that are expected to work on this project.

The Selection Committee will make its selection based on the information provided in the RFQ and background/reference checks made by City staff. The Selection Committee may conduct interviews with each consultant on a pre-selection short-list; however, at its discretion, choose to bypass the interview process, ranking the pre-selection short-listed consultants based on submitted material.

Interested firms should deliver 5 copies of their statement of qualifications and experience to Ronnia Andrews, City Clerk, City of Okmulgee, 111 E 4th St, Okmulgee, OK 74447 no later than 4 p.m. local time on Tuesday, November 9, 2021.

The qualification statement is limited to seven 8 1/2" x 11" pages of content. Any cover page, transmittal letter, table of contents, or divider pages that do not contain content are not included in the maximum number of pages. A Certificate of Insurance shall be included in the Statement but is not counted toward the maximum number of pages.

**The City/OMA reserves the right to:**

1. Cancel this solicitation at any time.

2. Reject any and all submittals.

3. Request an oral interview or additional information from individuals or firms prior to final selection.

4. Select for contract negotiations the firm's submittal that in the judgment of the City/OMA best meets its needs.

Dated at Okmulgee, Oklahoma, this 19th day of October, 2021.

Tom Giulioli, Okmulgee City Manager

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*Published in the Okmulgee Times 10-13-2021, 10-20-2021*

**IN THE DISTRICT COURT WITHIN AND FOR OKMULGEE COUNTY STATE OF OKLAHOMA**

Vanderbilt Mortgage and Finance, Inc.,

Plaintiff

vs.

The unknown heirs, executors, administrators,
devisees, trustees, and assigns, immediate and
remote of Daniel S. Ashley, deceased, et al.,

Defendants.

Case No. CJ-2021-55

**NOTICE OF SHERIFF'S SALE**

NOTICE IS GIVEN that on the 9 day of November, 2021 at 10 o'clock a.m., of that day at the County Courthouse in the City of Okmulgee, Okmulgee County, Oklahoma, the undersigned Sheriff of Okmulgee County will offer for sale and sell, with appraisement, for cash at public auction to the highest and best bidder, all that certain real estate situated in Okmulgee County, Oklahoma, described as follows, to-wit:

A tract of land being a part of the Northeast Quarter (NE/4) of Section 31, Township 14 North (T14N), Range 14 East (R14E) of the Indian Meridian, Okmulgee County, Oklahoma being described as follows: Commencing from the Northeast Corner of the Northeast Quarter (NE/4) of Section 31; thence South along the East boundary of Section 31 a distance of 1956.62 feet; thence West a distance of 567.86 feet to the Point of Beginning; thence continuing West a distance of 208.71 feet; thence North a distance of 208.71 feet; thence East a distance of 208.71 feet; thence South a distance of 208.71 feet to the Point of Beginning, containing 1.00 acre more or less and subject to all Easements and Right-of-Way records; and 2008 Southern MH, VIN: DSETX11117AB

a/k/a

14411 Hwy 52

Okmulgee, OK 74447

subject to unpaid taxes and special assessments, if any.

Sale will be made pursuant to Special Execution and Order of Sale issued in accordance with judgment and decree entered in the District Court of Okmulgee County, Oklahoma, in Case No. CJ-202l-55 styled:

Vanderbilt Mortgage and Finance, Inc.,

Plaintiff,

vs.

The unknown heirs, executors, administrators, devisees, trustees, and assigns, immediate and remote of Daniel S. Ashley, deceased, Dick L. Ashley, a single person, The Unknown Trustees and Beneficiaries of The Ashley Family Living Trust, D. Sue Ashley and Unknown Spouse, if any, Janice E. Ashley and Unknown Spouse, if any, Unknown Occupants, State of Oklahoma, ex rel. Oklahoma Tax Commission,

Defendants.

to satisfy the judgment and lien in the sum of $75,242.47, and the costs of this action accrued and accruing, the total of the sums to bear interest at the legally allowed rate per annum until paid, whereof all of the sums remain unpaid. Appraised at $85,000.

WITNESS MY HAND this 1 day of October, 2021.

SHERIFF OF OKMULGEE COUNTY
STATE OF OKLAHOMA
BY: /s/Eddy Rice
Sherriff

Collin M. Hinds, OBA# 17391
Hinds Law Firm, PC
115 W. 3rd St., Ste. 410
Tulsa, OK 74103
(918) 514-3203
collin@hindslawfirm.com
Attorney for Plaintiff

---

*Published in the Okmulgee Times 10-13-2021, 10-20-2021, 10-27-2021*

**IN THE DISTRICT COURT OF OKMULGEE COUNTY, STATE OF OKLAHOMA**

DISCOVER BANK

Plaintiff,

vs.

JESS DANIEL JONES

Defendant

CASE NO.CJ-2021-69

**NOTICE BY PUBLICATION**

THE STATE OF OKLAHOMA

TO: JESS DANIEL JONES

The Sheriff of OKMULGEE County, Oklahoma, Greetings:

You will take notice that the Plaintiff, DISCOVER BANK, filed its petition in the District Court of OKMULGEE County, Oklahoma, against the above-captioned Defendant, JESS DANIEL JONES, seeking a money judgment against Defendant, JESS DANIEL JONES in the amount of $16978.71, with post-judgment interest at the statutory rate, and costs of this action, and unless Defendant answers said petition on or before the 13 day of December, 2021, said petition will be taken as true and judgment will be rendered for Plaintiff for $16978.71, with post-judgment interest at the statutory rate, and costs of this action.

Dated this 1 day of October, 2021.

COURT CLERK
BY: /s/D. Underwood
Court Clerk or Deputy Clerk

Stephen L. Bruce, OBA #1241
Everette C. Altdoerffer, OBA #30006
Nicholas L. Massey, OBA #30399
Leah K. Clark, OBA #31819
Kyle W. Riddel, OBA #30418
Attorneys for Plaintiff
P.O. Box 808
Edmond, Oklahoma
73083-0808
(405) 330-4110

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*Published in the Okmulgee Times 10-20-2021*

**IN THE DISTRICT COURT OF OKLAHOMA COUNTY STATE OF OKLAHOMA**

IN THE MATTER OF THE ESTATE OF
JOHNNY ALLEN MANOS, SR.,

Deceased.

NO. PB-2020-1078

**NOTICE OF HEARING RETURN OF SALE OF PROPERTY**

Nicholas P. Carey, Personal Representative of the Estate Johnny A. Manos, Sr., deceased, have made return to this Court of, and presented for confirmation, sale made by him as Personal Representative for the cumulative sum of $150,000.00, cash, pursuant to a power of sale given to him in the Last Will and Testament, of the following described property situate in the State of Oklahoma, to-wit:

Sundowner West Club in Henryetta, Oklahoma, more particularly described as follows:

$150,000.00

**29180 186 Rd. Henryetta OK 74437**

A TRACT OF LAND LOCATED IN PART OF LOT TWO (2) AND LOT THREE (3) OF DRIPPING SPRINGS ACRES, A SUBDIVISION OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER (NW/4 NE/4) OF SECTION SIXTEEN (16), TOWNSHIP ELEVEN (11) NORTH, RANGE TWELVE (12) EAST, OF THE INDIAN BASE AND MERIDIAN, OKMULGEE COUNTY, OKLAHOMA, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 3; THENCE NORTH 89°01'18" EAST A DISTANCE OF 52.97 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SOUTH 186 ROAD; THENCE CONTINUING NORTH 89°01'18" EAST ALONG THE SOUTH LINE OF SAID LOT 3 A DISTANCE OF 40.51 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF I-40; THENCE NORTH 75°43'17" EAST ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 187.16 FEET; THENCE NORTH 13°18'15" WEST ALONG AN EXISTING FENCE LINE A DISTANCE OF 307.32 FEET; THENCE CONTINUING ALONG SAID FENCE LINE NORTH 10°09'22" WEST A DISTANCE OF 9.27 FEET; THENCE SOUTH 83°11'19" WEST ALONG AN EXISTING FENCE LINE A DISTANCE OF 170.94 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SAID SOUTH 186 ROAD; THENCE SOUTH 03°27'12" EAST ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 335.39 FEET TO THE POINT OF BEGINNING. SUBJECT TO A 25 FOOT WIDE ACCESS EASEMENT, 12.5 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE: COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 3; THENCE NORTH 89°01'18" EAST A DISTANCE OF 52.97 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SOUTH 186 ROAD; THENCE NORTH 03°27'12" WEST ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 294.64 FEET TO THE POINT OF BEGINNING OF SAID CENTERLINE; THENCE SOUTH 70°17'34" EAST A DISTANCE OF 210.25 FEET TO THE POINT OF TERMINUS.

which Return of Sale of Property is on file herein, and that the 8th day of November, 2021, at 9:00 a.m. of said day, at the District Court in Oklahoma City, Oklahoma County, Oklahoma, has been appointed for hearing such Return of Sale of Property, at which time any person interested in said estate may appear and contest the same. Reference is hereby made to said Return of Sale of Property for further particulars.

I have hereunto set my hand and affixed the seal of said Court this 1st day of October, 2021.

/s/K.Nikki Kirkpatrick

JUDGE OF THE DISTRICT COURT

Stephen R. Pitcock, OBA # 10439

**HALL, ESTILL, HARDWICK, GABLE, GOLDEN & NELSON, P.C.**

100 North Broadway, Suite 2900

Oklahoma City, OK 73102-8865

Telephone (405) 553-2828;

Facsimile (405) 553-2855

srpitcock@hallestill.com

**ATTORNEYS FOR PERSONAL REPRESENTATIVE**

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*Published in the Okmulgee Times 10-20-2021*

**NOTICE OF PUBLIC HEARING**

All interested persons are hereby given notice that The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A Public Hearing has been scheduled to provide the public with an opportunity to comment on the proposed action and the findings of an Environmental Assessment (EA) for this undertaking.

**The Hearing will begin at 5:00 p.m. on Tuesday, November 9, 2021, at the Preston High School Cafeteria, 10061 Old Highway 75, Preston, Oklahoma, 74456.** The first hour of the meeting will be an open house format, with exhibits available to view. A brief presentation will be made at 6:00 p.m. followed by an opportunity for public comment. Individuals should be signed up to speak by 6:15 p.m. and will have a maximum of three minutes to speak. Following the presentation and public comment period, the open house format will continue until 7:30 p.m. Comment forms will be provided, and a court reporter will be available to record verbal comments.

The EA Document describes the project's purpose and need, the range of alternatives considered, the social, economic and environmental effect of the alternatives, and the Agency coordination and Public Involvement activities conducted as part of the Assessment. Copies of the EA will be available for public inspection at the following locations and online at the ODOT website www.odot.org/US75PrestonRoad from **Monday, October 25, 2021, to Wednesday, November 24, 2021.**

Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK, 73015
Hours: Monday through Friday, 7:30 a.m. to 4:30 p.m.

ODOT District 1 Field Office
2800 S. 32nd Street
Muskogee, OK 74401
Hours: Monday through Friday, 7:30 a.m. to 4:30 p.m.

Preston Post Office
10040 Polk Avenue
Preston, OK 74456
Hours: Monday through Friday, 7:30 a.m. to 11:30 a.m., Saturday, 8:30 a.m. to 10 a.m.

If any person wishes to submit a written statement concerning this project or the Environmental Assessment, they may submit their comments to the Environmental Programs Division, Oklahoma Department of Transportation, 200 N.E. 21st St., Oklahoma City, OK, 73105, or email environment@odot.org. **All comments must be received or postmarked by no later than Wednesday, November 24, 2021.**

Additional information about the project and the upcoming meeting can be obtained from Kelly Saladis, CP&Y at 214.276.5420 or ksaladis@cpyi.com, or Andrew Ward, ODOT Environmental Programs, at (405) 521-2325 or wward@odot.org.

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.

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*Published in the Okmulgee Times 10-20-2021*

**OCTOBER 12, 2021**

Pursuant to the Notice of Regular Meeting properly filed and posted as required by law, a regular meeting of the Board of County Commissioners of Okmulgee County was held October 12, 2021 at 9:00 a.m. in the County Commissioners Office at the Okmulgee County Courthouse. Present were Ron Ballard, Chairman; R. David Walker, Vice-Chairman. Carol Iski, District Attorney; Patrick Moore, Attorney; Tim Craighton, Emergency Management Director; Cathi Murphy, County Clerk, was present to take minutes.

The Board approved the minutes of October 4, 2021. Motion, Walker; Second, Ballard. Vote: Walker, yes; Ballard, yes.

Input by Public on non-agenda items:

The Board voted and approved the Election Board Secretaries salary reimbursement OSF Form 3 in the amount of $4,032.68. Motion, Walker; Second, Ballard. Vote: Walker, yes; Ballard, yes.

The Board voted and approved the District Attorney's Office reimbursement OSF Form 3 in the amount of $821.63. Motion, Walker; Second, Ballard. Vote: Walker, yes; Ballard, yes.

The Board discussed and took action to renew the original Okmulgee County Emergency Operations Plan, by signing the approval along with the District Attorney and the County Clerk. Motion, Ballard; Second, Walker. Vote: Walker, yes; Ballard, yes.

Emergency Management Director Tim Craighton reported that we were very fortunate that during the storms we sustained no loss of life during the confirmed EFO tornado that hit Beggs with sustained winds of 80MPH. The tornado tore a path from just South of Beggs, North of E. 890 Road and moved Northeast across Hwy 16 the path was 300ft wide and went approx. 2 miles where it dissipated. The storm tore off roofs of several homes, large trees were snapped; no fatalities and no injuries.

Under New Business:

Continued with signing of documents.

The meeting adjourned at 9:13 a.m. with a motion by Walker and a second by Ballard. Vote: Walker, yes; Ballard, yes.

/s/Cathi Murphy

CATHI MURPHY, COUNTY CLERK

RON BALLARD, CHAIRMAN
BOARD OF COUNTY COMMISSIONERS

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*Published in the Okmulgee Times 10-20-2021*

**ORDINANCE NO. 325-21**

AN ORDINANCE AMENDING § 17-108 OF THE MORRIS MUNICIPAL CODE PROCEDURE FOR ESTABLISHING UTILITY RATES AND CHARGES; PROVIDING FOR EFFECTIVE DATES; REPEALING ALL ORDINANCES TO THE CONTRARY; AND DECLARING AN EMERGENCY.

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*Published in the Okmulgee Times 10-20-2021, 10-27-2021*

**IN THE DISTRICT COURT OF OKMULGEE COUNTY STATE OF OKLAHOMA**

IN THE MATTER OF THE ESTATE OF
FLORENE CHANCEY,

Deceased.

CASE NO. PB 2021-38

Judge Cynthia Pickering

NOTICE OF HEARING FINAL REPORT AND PETITION FOR ORDER ALLOWING FINAL REPORT, FIXING AND ALLOWING FEES, RATIFICATION AND CONFIRMATION OF HEIRSHIP, DISTRIBUTION OF ESTATE AND DISCHARGE

LPXLP

**It is important citizens have access to information regarding government activities and civil proceedings. It's your right to know.**

**Public notices in your Times provide that valuable data.** Newspapers function as a neutral third party and are objective in their publishing of public notices which become a permanent record that can be referred back to.

**Newspapers serve both the public** - giving them easy, affordable, permanent and one-stop access to government reports - **and the government**, providing a third-party check, thereby protecting them from accusations of not releasing proper information or having their systems hacked and their information changed.

**Citizen participation notices** allow you, the public, time and opportunity to research and respond to proposed government action. The notice fulfills the requirement of prior notice for due process of law required by both federal and state constitutions.

**Business and commerce notices** are related to government contracts and purchases. These notices verify the government is following the principles of equal opportunity and allows you, the public, to verify the government is not misusing taxpayers money.

**Court notices** are prepared by non-governmental bodies. Notice to creditors, notice by publication, and claims on probated estates serve as notification to the public and allow time for a response or objection to the claim.

ADVERTISE!

GET NOTICED IN THE CLASSIFIEDS

CALL 918-756-3600 OR 918-652-3311 TO SCHEDULE AN AD TODAY!

**November 5**

**VFW Indian Taco & Bean Dinner |** VFW Post 1189's next Indian Taco & Bean Dinner will be held Friday, Nov. 5, at 11 a.m.

**November 6**

**Dodge Brawl Tournament |** The annual Dodge Brawl Tournament, sponsored by Neal's Furniture, returns Saturday, Nov. 6, from 6 to 8 p.m. at Okmulgee High School's Brock Gymnasium. Sign up deadline is Saturday, Oct. 31. Visit https://bit.ly/dodgebrawl2021 for more information.

**County Sharks Cornhole Tournament and Arts & Crafts Contest |** The Okmulgee County Sharks Special Activities Association will hold a Cornhole Tournament and Arts & Crafts Contest Saturday, Nov. 6, from 10 a.m. to 1 p.m. at Trinity Baptist Church in Morris.

**The Gospel Music Show |** Okmulgee Community Playhouse will present The Gospel Music Show Saturday, Nov. 6, at 2 and 7:30 p.m. You do not have to attend a meeting to participate in the show. Call 918-237-9885 for more information.

**November 8**

**OCHS Spaghetti Dinner Fundraiser |** A Spaghetti Dinner Fundraiser for the Okmulgee County Homeless Shelter will be held Monday, Nov. 8, from 5 to 7 p.m. at the Okmulgee Elks Lodge, 701 S. Mission. Meals will cost $10 per person or $5 for children ages 3-12 and will include spaghetti, salad, French bread, a drink and dessert. To-go plates are also available. For more information, contact the shelter at 918-756-9098.

**November 9**

**Okmulgee County Republicans |** The Okmulgee County Republicans will hold their monthly meeting Tuesday, Nov. 9, from 6:30 to 7:30 p.m. at the American Legion, 730 W 6th St. in Okmulgee. If you are a conservative who is tired of the status quo and interested in making a difference for freedom in your community, please join them for this meeting. The business meeting will begin at 6 p.m.

*Published in the Okmulgee Times 11-5-2021*

**NOTICE OF PUBLIC HEARING**

All interested persons are hereby given notice that The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A Public Hearing has been scheduled to provide the public with an opportunity to comment on the proposed action and the findings of an Environmental Assessment (EA) for this undertaking.

The Hearing will begin at 5:00 p.m. on Tuesday, November 9, 2021, at the Preston High School Cafeteria, 10061 Old Highway 75, Preston, Oklahoma, 74456. The first hour of the meeting will be an open house format, with exhibits available to view. A brief presentation will be made at 6:00 p.m. followed by an opportunity for public comment. Individuals should be signed up to speak by 6:15 p.m. and will have a maximum of three minutes to speak. Following the presentation and public comment period, the open house format will continue until 7:30 p.m. Comment forms will be provided, and a court reporter will be available to record verbal comments.

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Oklahoma City, OK, 73015
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Muskogee, OK 74401
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Okmulgee Times

Cookson Hills Publishers, Inc.
USPS 407-280

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The Okmulgee Times is published every Wednesday and Friday by Cookson Hills Publishers, Inc.
**MEMBER OF**
Oklahoma Press Association
National Newspaper Association
**320 West 6th Street**
**Okmulgee, Oklahoma 74447**
**918-756-3600 • Fax: 918-756-8197**
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Okmulgee County:
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*The Okmulgee Times welcomes letters to the editor on any subject of public interest. We do not publish letters concerning commercial disputes or personal attacks. Because of limitations, we ask that you limit your letters to 500 words. Letters exceeding this word count will be edited; this is done so we can publish the maximum number of letters and ensure equal access to the letters column. Always be sure to include your daytime phone number and mailing address so we can verify authorship. Anonymous letters are not printed and space limitations allow only one letter per writer per month.*

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Send address changes to the Okmulgee Times, 320 W. 6th Street, Okmulgee, OK 74447

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# Okmulgee County Community Garden membership drive meeting set

A membership drive to recruit new members to the Okmulgee County Community Garden is approaching. If you are interested in sharing your love of gardening with your community, come to the membership meeting on Monday, Nov. 15 at the County Fairgrounds at 7 p.m.

The garden membership has been inactive during COVID-19, but we are ready to revitalize this group and move into 2022 with a new beginning. Come and hear about the new beginning. There is no cost for joining the Community Garden. For any questions, contact June Marshall at 918-759-7814.

# Prairie Bell OHCE ready for Morris Christmas Bazaar & Craft Show

Valerie Naumann has been busy sewing for the Prairie Bell OHCE Christmas Craft Show. She will be selling beautiful baby blankets, cloth baby books, quilts and many other handmade items.

The craft show will be held Saturday, Nov. 20, from 9 a.m. to 4 p.m. at the Morris High School gym. Everyone is invited to come and shop as there will be many booths full of unique items for sale. The show is sponsored by the Prairie Bell Home and Community Education club.

COURTESY PHOTO

Valerie Naumann is prepared for this year's Prairie Bell OHCE Christmas Craft Show, which will take place Saturday, Nov. 20, at the Morris High School gym from 9 a.m. to 4 p.m.

A beautiful quilt, handmade by Prairie Bell OHCE member Muriel Siegenthaler, will be raffled off at the conclusion of the show. Proceeds from the raffle are used to support the Morris School Backpack Program and the Okmulgee County Sharks Special Olympics. The lucky ticket holder does not need to be present to win.

For more information concerning raffle tickets or vendor booths, contact Valerie Naumann at 918-472-7249.

East Central Oklahoma Family Health Center, Inc.
104 E. Shurden
Industrial Blvd.
Henryetta, OK 74437
918-652-9614
Behavioral Henryetta
918-652-9615

# Appendix B

## Mailing Lists and Outreach Letters

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Stakeholders, Property Owners and Utility Owners:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

A Public Hearing has been scheduled from **5:00 p.m. to 7:30 p.m. on Tuesday, November 9, 2021, at the Preston High School Cafeteria, 10061 Old Highway 75, Preston, Oklahoma, 74456**, to provide the public with an opportunity to comment on the proposed action and the findings of an Environmental Assessment (EA) for this undertaking. The first hour of the meeting will be an open house format, with exhibits available to view. A brief presentation will be made at 6:00 p.m. followed by an opportunity for public comment. Individuals should be signed up to speak by 6:15 p.m. and will have a maximum of three minutes to speak. Following the presentation and public comment period, the open house format will continue until 7:30 p.m. Comment forms will be provided, and a court reporter will be available to record verbal comments.

The EA Document describes the project's purpose and need, the range of alternatives considered including the Preferred Alternative, the social, economic and environmental effect of the alternatives, the Agency coordination and Public Involvement activities conducted as part of the Assessment. Copies of the EA are available for public inspection at the following locations and online at the ODOT website, www.odot.org/US75PrestonRoad, from **Monday, October 25, 2021,** to **Wednesday, November 24, 2021**.

| | | |
|---|---|---|
| Oklahoma Department of Transportation<br>200 N.E. 21st Street<br>Oklahoma City, OK, 73015<br>Hours: Monday through Friday,<br>7:30 a.m. to 4:30 p.m. | ODOT District 1 Field Office<br>2800 S. 32nd Street<br>Muskogee, OK 74401<br>Hours: Monday through Friday,<br>7:30 a.m. to 4:30 p.m. | Preston Post Office<br>10040 Polk Avenue<br>Preston, OK 74456<br>Hours: Monday through Friday,<br>7:30 a.m. to 11:30 a.m., Saturday,<br>8:30 a.m. to 10 a.m. |

Comments on this project or the Environmental Assessment are welcome and must be received or postmarked by **Wednesday, November 24, 2021**. Comments can be mailed to Environmental Programs Division, Oklahoma Department of Transportation, 200 N.E. 21st St., Oklahoma City, OK, 73105, or emailed to environment@odot.org.

After the public hearing, 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 Interim 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.

Property Owner List
US-75 at Preston Rd., Okmulgee Co.

| OWNER | ADDRESS | CITY | STATE | ZIP | parcelid |
|---|---|---|---|---|---|
| [redacted] | | | | | |

Public Officials List
US-75 at Preston Rd., Okmulgee Co.

| Title | First Name | Last Name | Salutation | Job Title | Agency | Street | City | State | Zip |
|---|---|---|---|---|---|---|---|---|---|
| Mr. | James | Allard | Mr. Allard | Field Office Manager | Bureau of Reclamation | 5924 NW 2nd Street, Suite 200 | Oklahoma City | Oklahoma | 73127 |
| Mr. | Michael J. | Ryan | Mr. Ryan | Regional Director | Bureau of Reclamation | P.O. Box 36900 | Billings | Montana | 59107 |
| Ms. | Carolyn | Russell | Ms. Russell | Realty Specialist - Oklahoma Field Office | Bureau of Land Management | 201 Stephenson Parkway, Suite 1200 | Norman | Oklahoma | 73072-2037 |
| Captain | Mehran | Massoudie | Captain | Regional Health Administrator | Region 6 | 1301 Young Street, Ste.124 | Dallas | Texas | 75202 |
| Mr. | Andrew | Commer | Mr. Commer | Regulatory Branch Chief | Tulsa District Corps of Engineers | 2488 E. 81st Street | Tulsa | Oklahoma | 74137-4290 |
| Colonel | Scott | Preston | Colonel Preston | Commander & District Engineer | Tulsa District Corps of Engineers | 2488 E. 81st Street | Tulsa | Oklahoma | 74137-4290 |
| Mr. | Steve | Nolen | Mr. Nolen | Planning & Environmental (PER) Division | Tulsa District Corps of Engineers | 2488 E. 81st Street | Tulsa | Oklahoma | 74137-4290 |
| Mr. | Greg | Estep | Mr. Estep | Chief - Hydraulics & Hydrology Branch | Tulsa District Corps of Engineers | 2488 E. 81st Street | Tulsa | Oklahoma | 74137-4290 |
| Mr. | Scott | Henderson | Mr. Henderson | Chief - Water Management | Tulsa District Corps of Engineers | 2488 E. 81st Street | Tulsa | Oklahoma | 74137-4290 |
| Ms. | Michelle | Lay | Ms. Lay | Chief - Civil Design Section | Tulsa District Corps of Engineers | 2488 E. 81st Street | Tulsa | Oklahoma | 74137-4290 |
| Mr. | David | Blackmore | Mr. Blackmore | Engineering Branch, Infrastructure Section | Tulsa District Corps of Engineers | 2488 E. 81st Street | Tulsa | Oklahoma | 74137-4290 |
| Mr. | Eddie | Streater | Mr. Streater | Regional Director, Eastern Oklahoma Region | Bureau of Indian Affairs | P.O. Box 8002 | Muskogee | Oklahoma | 74402-8002 |
| Ms. | Sharon | Gordon-Ribeiro | Ms. Gordon-Ribeiro | Field Office Director | U.S. Housing & Urban Development | 301 W. 6th Street, Suite 200 | Oklahoma City | Oklahoma | 73102 |
| Ms. | Sue E. | Masica | Ms. Masica | Regional Director - Intermountain Region Office, Planning & Environmental Quality | National Park Service | ~~12795 W. Alameda Parkway~~ | Denver | Colorado | 80225 |
| Mr. | Steve | Spencer | Mr. Spencer | Regional Environmental Officer | U.S. Department of the Interior | 1001 Indian School NW, Suite 348 | Albuquerque | New Mexico | 87104 |
| Mr. | Grayson | Ardies | Mr. Ardies | Director | Oklahoma Aeronautics Commission | 110 N. Robinson, Suite 200 | Oklahoma City | Oklahoma | 73102 |
| Mr. | Brad | Ice | Mr. Ice | Manager of Field Operations | Oklahoma Corporation Commission | ~~Jim Thorpe Building, 2101 North Lincoln Blvd.~~ | Oklahoma City | Oklahoma | 73105 |
| | | | To Whom it May Concern | Environmental Review Coordinator | DEQ Customer Assistance Program | P.O. Box 1677 | Oklahoma City | Oklahoma | 73101-1677 |
| Mr. | Scott (Sean) | Mueller (Kouplen) (Pending senate approval of Mueller) | Secretary Mueller (Kouplen) | Secretary of Commerce and Workforce Department, Cabinet Secretary | Oklahoma Department of Commerce | 900 North Stiles | Oklahoma City | Oklahoma | 73104 |
| Mr. | Matt | Pinnell | Secretary Pinnell | Secretary of Tourism and Branding | Oklahoma Department of Tourism and Recreation | 2300 N. Lincoln Blvd Suite 117 | Oklahoma City | Oklahoma | 73105 |
| Mr. | J.D. | Strong | Mr. Strong | Director | Oklahoma Department of Wildlife Conservation | P.O. Box 53465 | Oklahoma City | Oklahoma | 73152 |
| Mr. | Trey | Lam | Mr. Lam | Executive Director | Oklahoma Conservation Commission | 2800 North Lincoln Blvd., Ste. 160 | Oklahoma City | Oklahoma | 73105 |
| Commissioner | Blayne | Arthur | Commissioner Arthur | Commissioner of Agriculture | Oklahoma Department of Agriculture | 2800 N. Lincoln Blvd., P.O. Box 54298 | Oklahoma City | Oklahoma | 73105-4298 |

Public Officials List
US-75 at Preston Rd., Okmulgee Co.

| Title | First Name | Last Name | Salutation | Job Title | Agency | Street | City | State | Zip |
|---|---|---|---|---|---|---|---|---|---|
| Ms. | Julie | Cunningham | Ms. Cunningham | Executive Director | Oklahoma Water Resources Board | 3800 North Classen | Oklahoma City | Oklahoma | 73118 |
| Dr. | David | Brown | Dr. Brown | Director | Oklahoma Geological Survey | 100 East Boyd, Room N-131 | Norman | Oklahoma | 73019-0628 |
| Ms. | Joy | Hofmeister | Superintendent Hofmeister | State Superintendent | State Department of Education | 2500 North Lincoln Blvd., Rm. 121 | Oklahoma City | Oklahoma | 73105-4599 |
| Mr. | Ernie | Moore | Mr. Moore | Executive Director | Eastern Oklahoma Development District | 1012 North 38th Street, P.O. 1367 | Muskogee | Oklahoma | 74402 |
| Chief | Nelson | Harjo | Chief Harjo | | Alabama Quassarte Tribal Town | 101 E. Broadway, P.O Box 187 | Wetumka | Oklahoma | 74883 |
| Principal Chief | James | Floyd | Principal Chief Floyd | | Muscogee (Creek) Nation | P.O. Box 580 | Okmulgee | Oklahoma | 74447 |
| Principal Chief | Geoffrey | Standing Bear | Principal Chief Standing Bear | | Osage Nation | 627 Grandview | Pawhuska | Oklahoma | 74056 |
| Mekko | Ryan | Morrow | Mekko Morrow | | Thlopthlocco Tribal Town | P.O. Box 188 | Okemah | Oklahoma | 74859-0188 |
| Chief | Joe | Bunch | Chief Bunch | | United Keetoowah Band Of Cherokee Indians In Oklahoma | P.O. Box 746 | Tahlequah | Oklahoma | 74465 |
| President | Terri | Parton | President Parton | | Wichita And Affiliated Tribes | P.O. Box 729 | Anadarko | Oklahoma | 73005 |

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Mr. James Allard
Field Office Manager
Bureau of Reclamation
5924 NW 2nd Street, Suite 200
Oklahoma City, Oklahoma 73127

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Mr. Allard:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

A Public Hearing has been scheduled from **5:00 p.m. to 7:30 p.m. on Tuesday, November 9, 2021, at the Preston High School Cafeteria, 10061 Old Highway 75, Preston, Oklahoma, 74456**, to provide the public with an opportunity to comment on the proposed action and the findings of an Environmental Assessment (EA) for this undertaking. The first hour of the meeting will be an open house format, with exhibits available to view. A brief presentation will be made at 6:00 p.m. followed by an opportunity for public comment. Individuals should be signed up to speak by 6:15 p.m. and will have a maximum of three minutes to speak. Following the presentation and public comment period, the open house format will continue until 7:30 p.m. Comment forms will be provided, and a court reporter will be available to record verbal comments.

The EA Document describes the project's purpose and need, the range of alternatives considered, the social, economic and environmental effect of the alternatives, the Agency coordination and Public Involvement activities conducted as part of the Assessment. Copies of the EA are available for public inspection at the following locations and online at the ODOT website www.odot.org/US75PrestonRoad from **Monday, October 25, 2021,** to **Wednesday, November 24, 2021**.

| | | |
|---|---|---|
| Oklahoma Department of Transportation<br>200 N.E. 21st Street<br>Oklahoma City, OK, 73015<br>Hours: Monday through Friday, 7:30 a.m. to 4:30 p.m. | ODOT District 1 Field Office<br>2800 S. 32nd Street<br>Muskogee, OK 74401<br>Hours: Monday through Friday, 7:30 a.m. to 4:30 p.m. | Preston Post Office<br>10040 Polk Avenue<br>Preston, OK 74456<br>Hours: Monday through Friday, 7:30 a.m. to 11:30 a.m., Saturday, 8:30 a.m. to 10 a.m. |

After the public hearing, project information may be viewed at www.odot.org/PublicMeetings.

To allow adequate time for evaluation of your comments, and to be included in the public hearing meeting record, we would appreciate receiving your responses by **Wednesday, November 24, 2021**. Your written comments may be submitted in writing to the Environmental Programs Interim Division Manager, Oklahoma Department of Transportation, 200 NE 21st Street, Oklahoma City, OK 73105, or e-mail to environment@odot.org.

We sincerely appreciate your cooperation in this matter. Should you have any questions regarding the project, please

OKLAHOMA Transportation

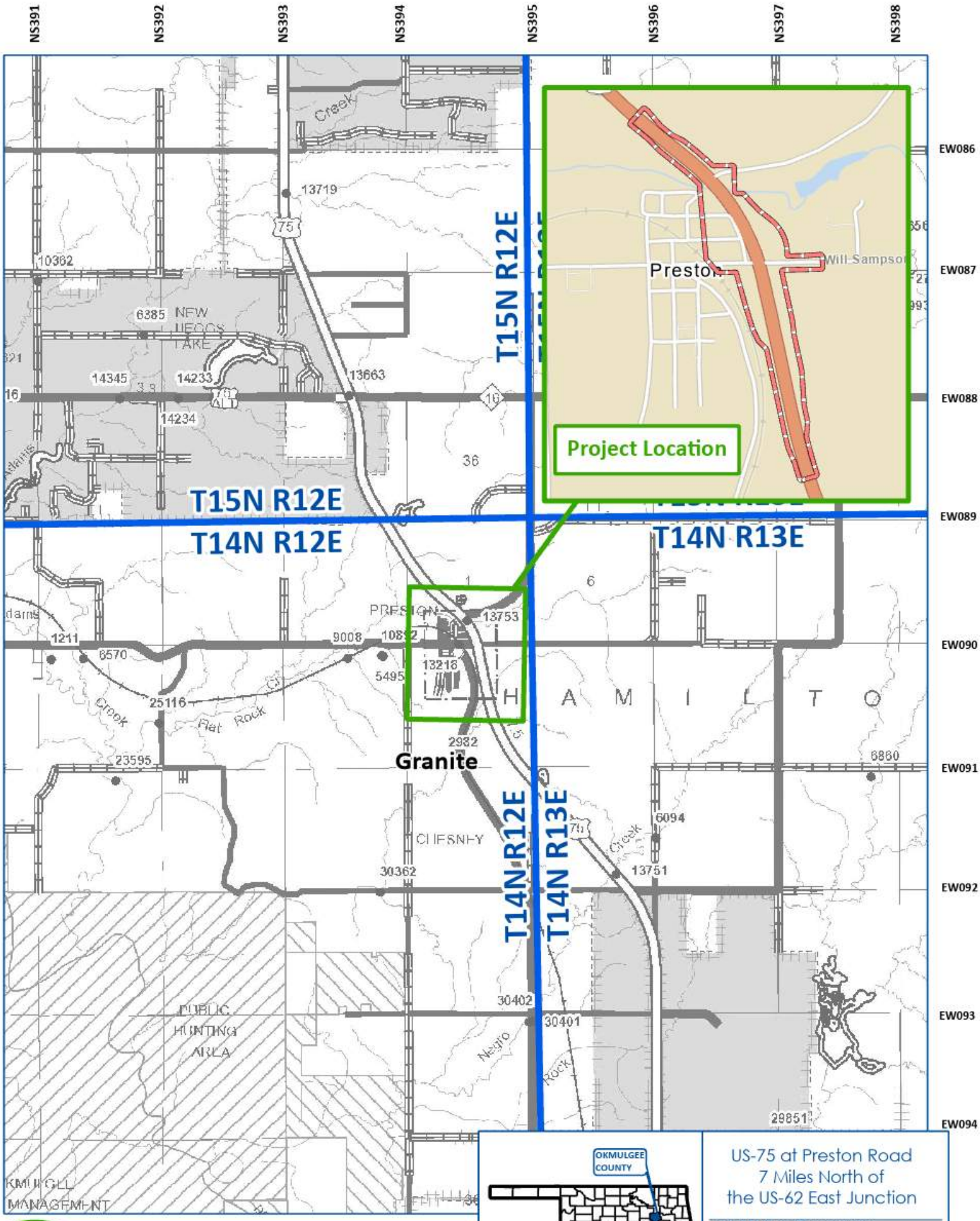
**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

contact our consultant Kelly Saladis, CP&Y, at (214) 276-5420 or ksaladis@cpyi.com or Andrew Ward, ODOT Environmental Programs, at (405) 521-2325 or wward@odot.org.

Respectfully,

Joe Brutsché
Environmental Programs Interim Division Manager

JB/AW/CP&Y
Enclosures: Location Map




Project Location

Township & Range Boundary

Environmental Study Area

Miles

0 0.25 0.5 1

1 inch = 1 miles

US-75 at Preston Road
7 Miles North of
the US-62 East Junction

**OKMULGEE COUNTY**

*JP No. 30571(04)*

OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Mr. Michael J. Ryan
Regional Director
Bureau of Reclamation
P.O. Box 36900
Billings, Montana 59107

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Mr. Ryan:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

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OKLAHOMA Transportation

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Oklahoma City, OK 73105-3204
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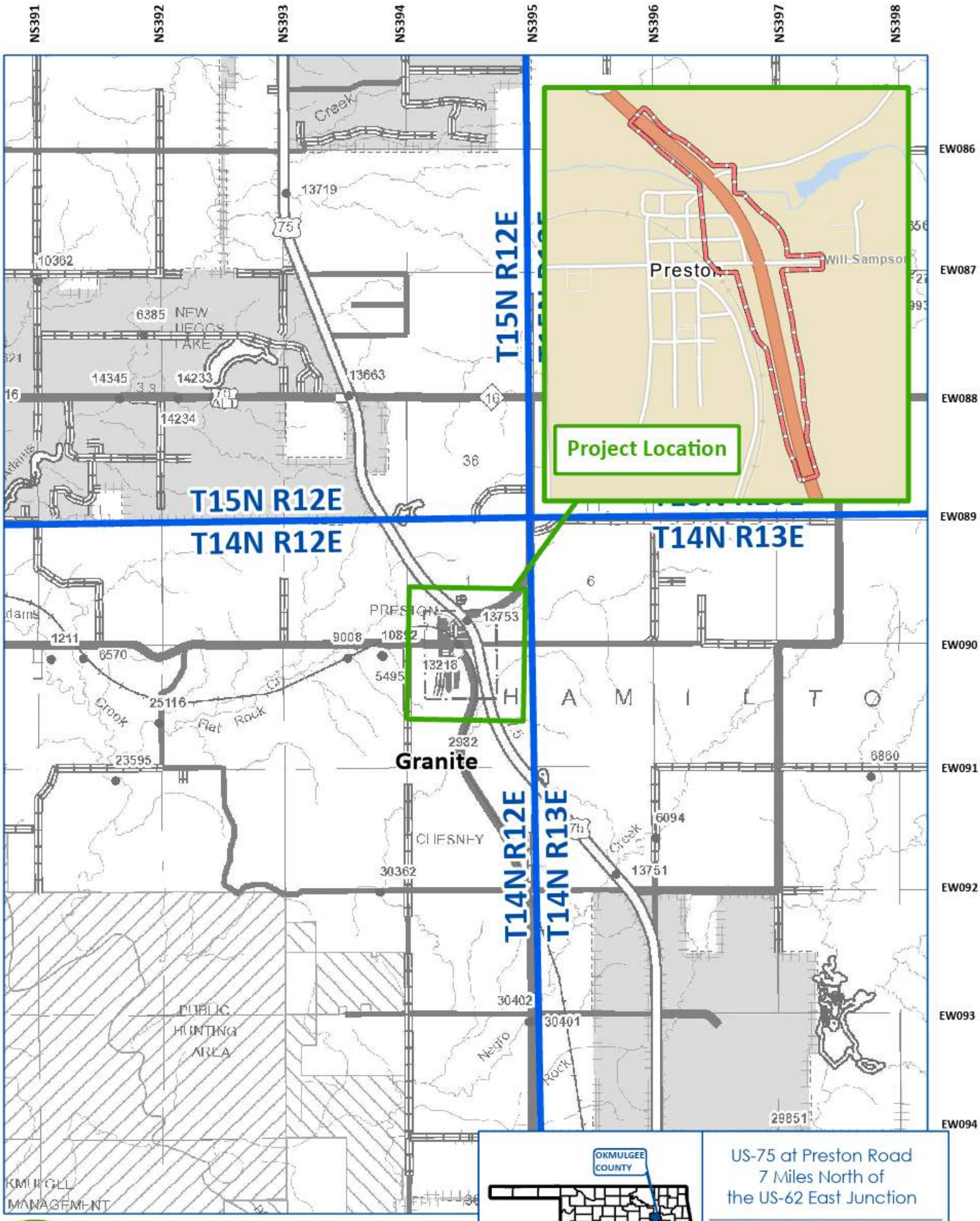
Respectfully,

Joe Brutsché
Environmental Programs Interim Division Manager

JB/AW/CP&Y
Enclosures: Location Map




Project Location

Township & Range Boundary

Environmental Study Area

Miles

0 0.25 0.5 1

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US-75 at Preston Road
7 Miles North of
the US-62 East Junction

**OKMULGEE COUNTY**

*JP No. 30571(04)*

OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Ms. Carolyn Russell
Realty Specialist - Oklahoma Field Office
Bureau of Land Management
201 Stephenson Parkway, Suite 1200
Norman, Oklahoma 73072-2037

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Ms. Russell:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

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OKLAHOMA Transportation

**Environmental Programs Division**
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Oklahoma City, OK 73105-3204
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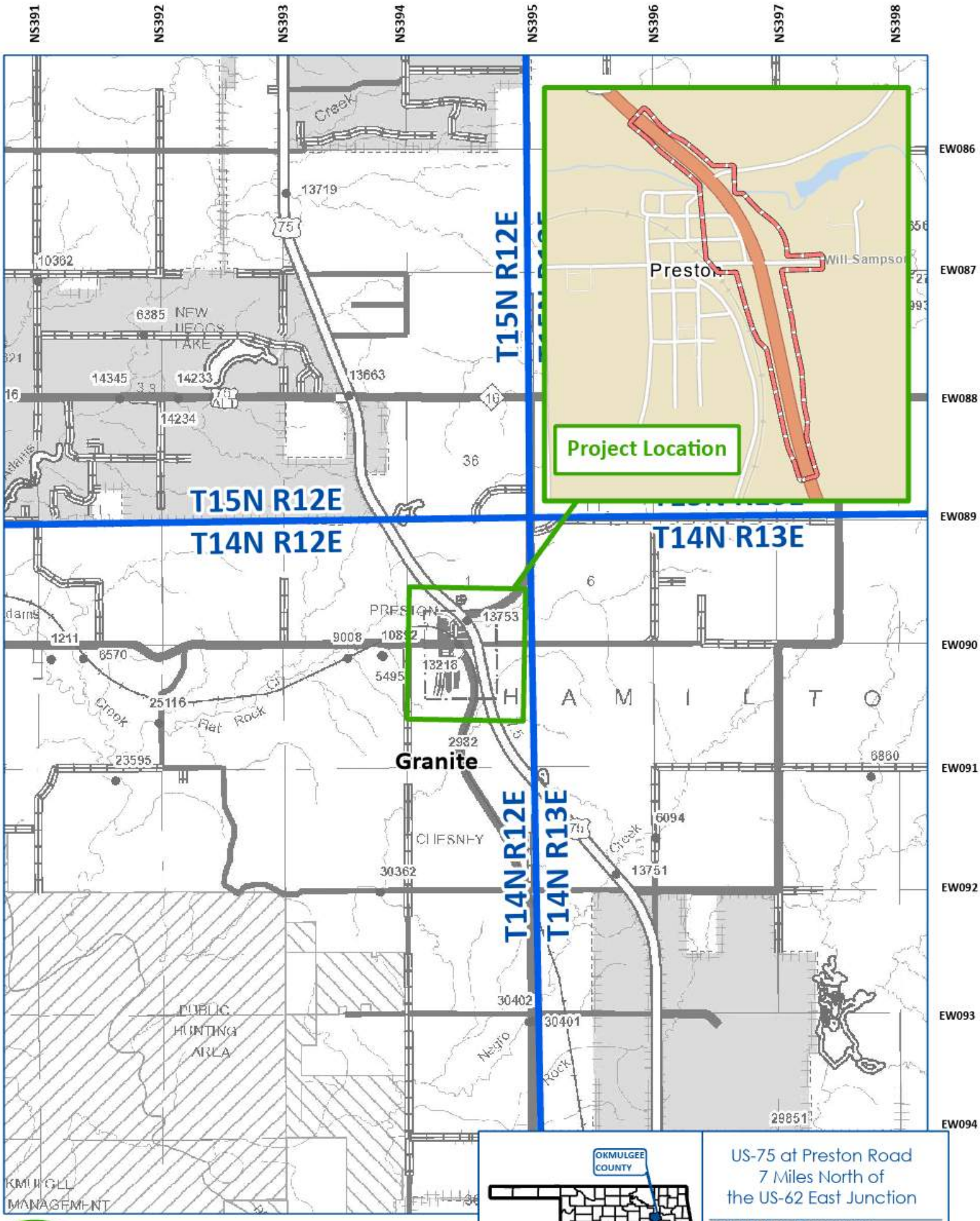
contact our consultant Kelly Saladis, CP&Y, at (214) 276-5420 or ksaladis@cpyi.com or Andrew Ward, ODOT Environmental Programs, at (405) 521-2325 or wward@odot.org.

Respectfully,

Joe Brutsché
Environmental Programs Interim Division Manager

JB/AW/CP&Y
Enclosures: Location Map




Project Location

Township & Range Boundary

Environmental Study Area

Miles

0 0.25 0.5 1

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US-75 at Preston Road
7 Miles North of
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**OKMULGEE COUNTY**

*JP No. 30571(04)*

OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Captain Mehran Massoudie
Regional Health Administrator
Health & Human Services Region 6
1301 Young Street, Ste.124
Dallas, Texas 75202

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Captain Massoudie:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

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OKLAHOMA Transportation

**Environmental Programs Division**
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Oklahoma City, OK 73105-3204
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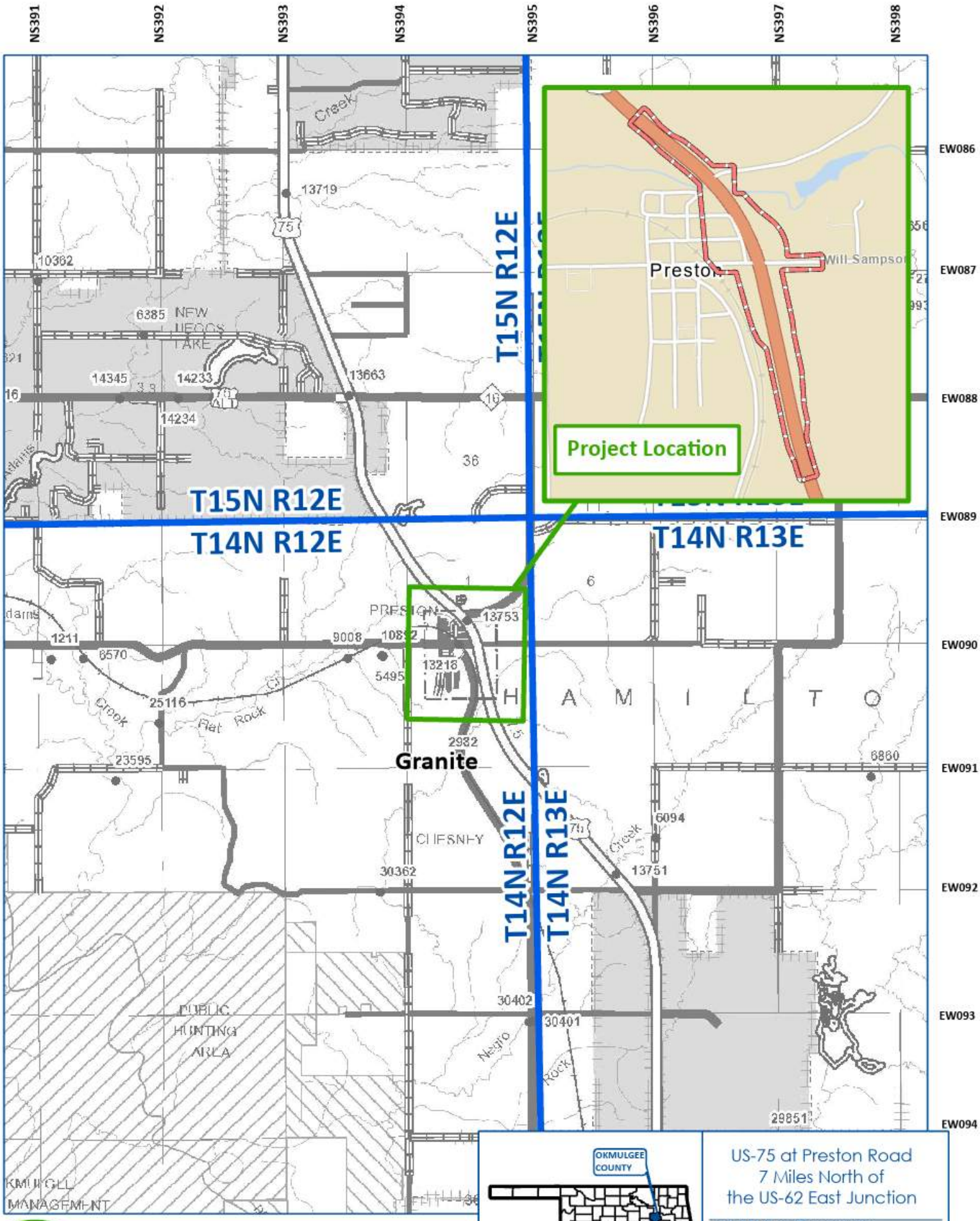
Respectfully,

Joe Brutsché
Environmental Programs Interim Division Manager

JB/AW/CP&Y
Enclosures: Location Map




Project Location

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Environmental Study Area

Miles

0 0.25 0.5 1

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US-75 at Preston Road
7 Miles North of
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**OKMULGEE COUNTY**

*JP No. 30571(04)*

OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Mr. Andrew Commer
Regulatory Branch Chief
Tulsa District Corps of Engineers
2488 E. 81st Street
Tulsa, Oklahoma 74137-4290

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Mr. Commer:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

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OKLAHOMA Transportation

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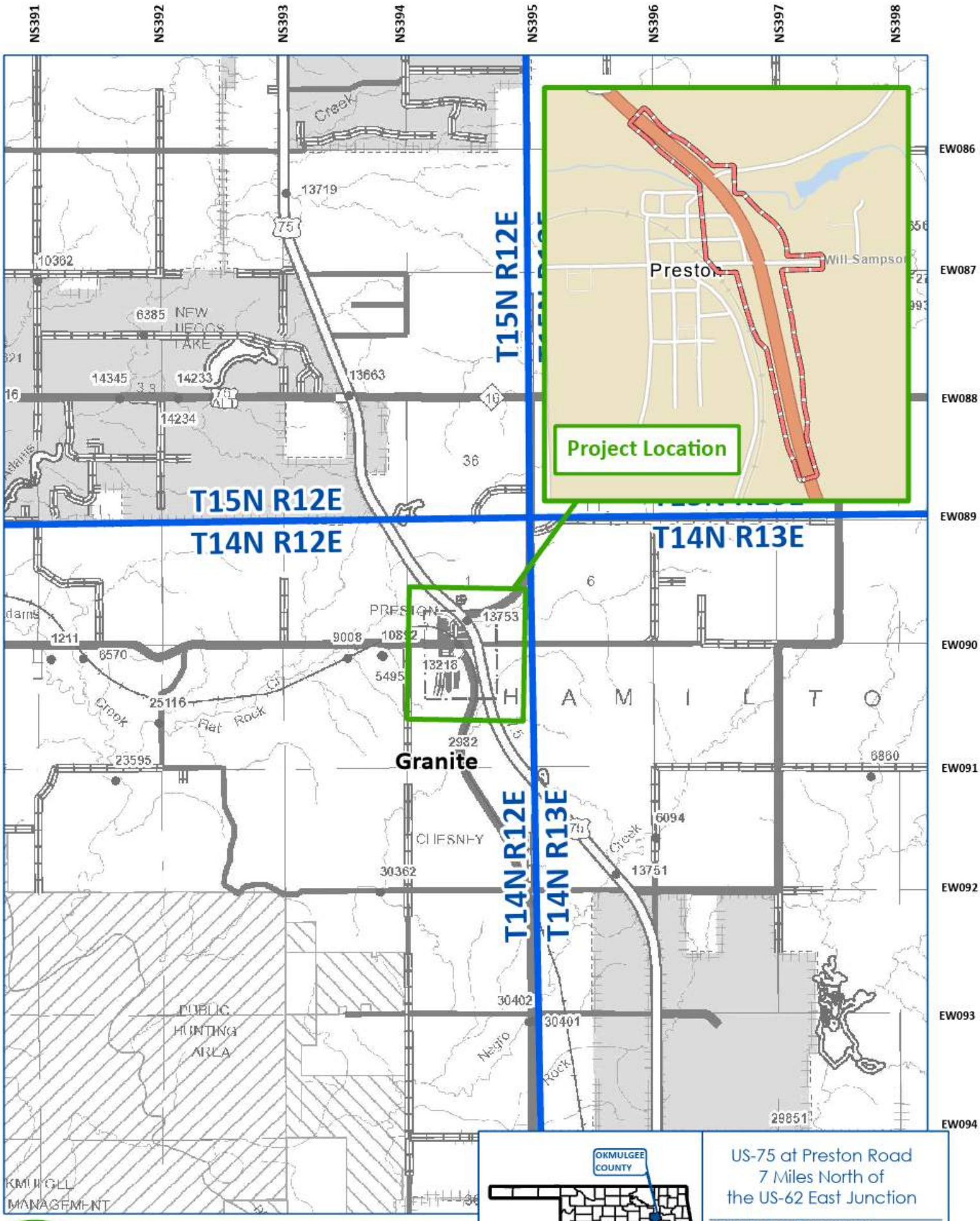
Respectfully,

Joe Brutsché
Environmental Programs Interim Division Manager

JB/AW/CP&Y
Enclosures: Location Map

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US-75 at Preston Road
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**OKMULGEE COUNTY**

*JP No. 30571(04)*

OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Colonel Scott Preston
Commander & District Engineer
Tulsa District Corps of Engineers
2488 E. 81st Street
Tulsa, Oklahoma 74137-4290

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Colonel Preston:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

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OKLAHOMA Transportation

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Joe Brutsché
Environmental Programs Interim Division Manager

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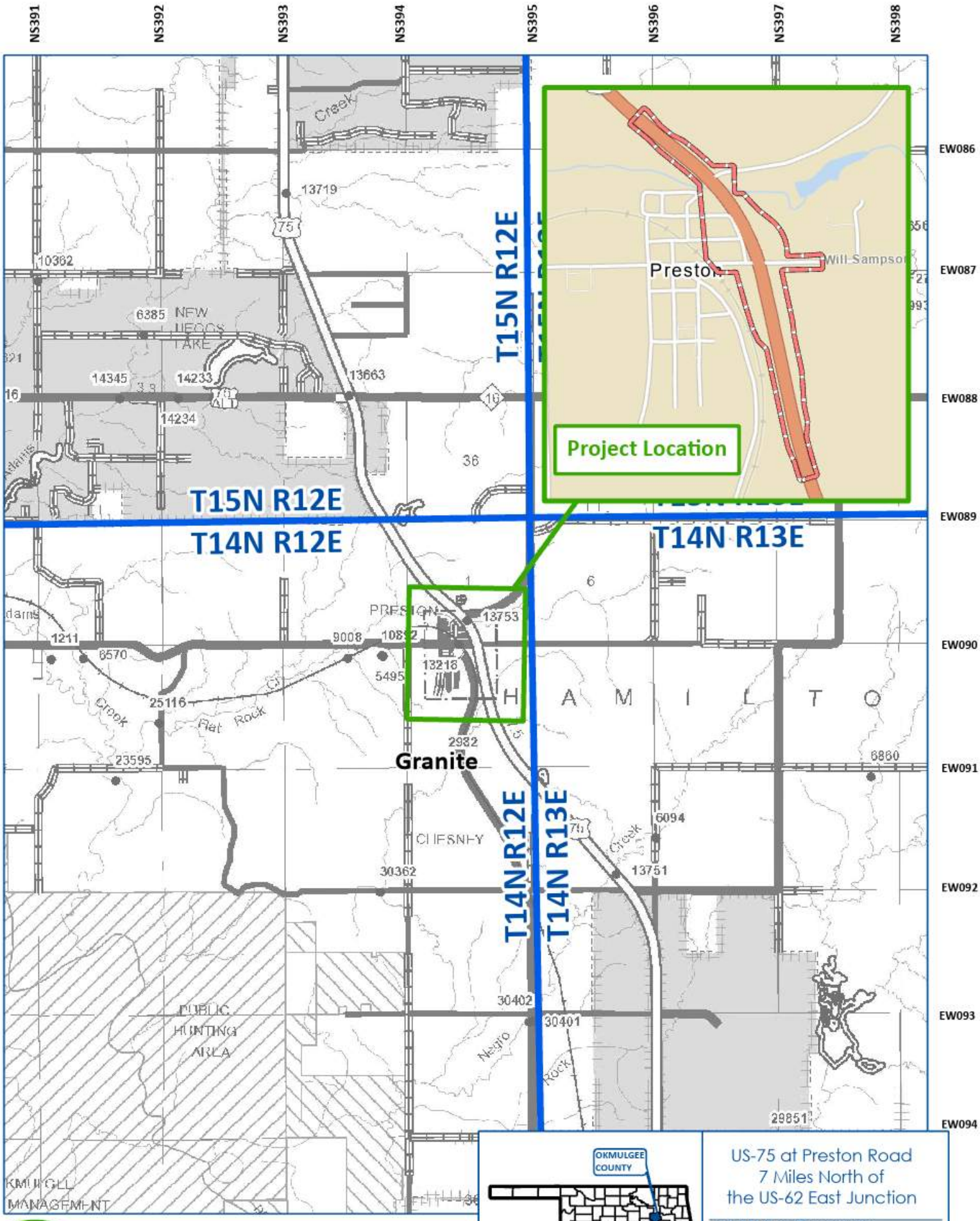
Enclosures: Location Map

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**OKMULGEE COUNTY**

*JP No. 30571(04)*

OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Mr. Steve Nolen
Planning & Environmental (PER) Division
Tulsa District Corps of Engineers
2488 E. 81st Street
Tulsa, Oklahoma 74137-4290

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Mr. Nolen:

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We sincerely appreciate your cooperation in this matter. Should you have any questions regarding the project, please

OKLAHOMA Transportation

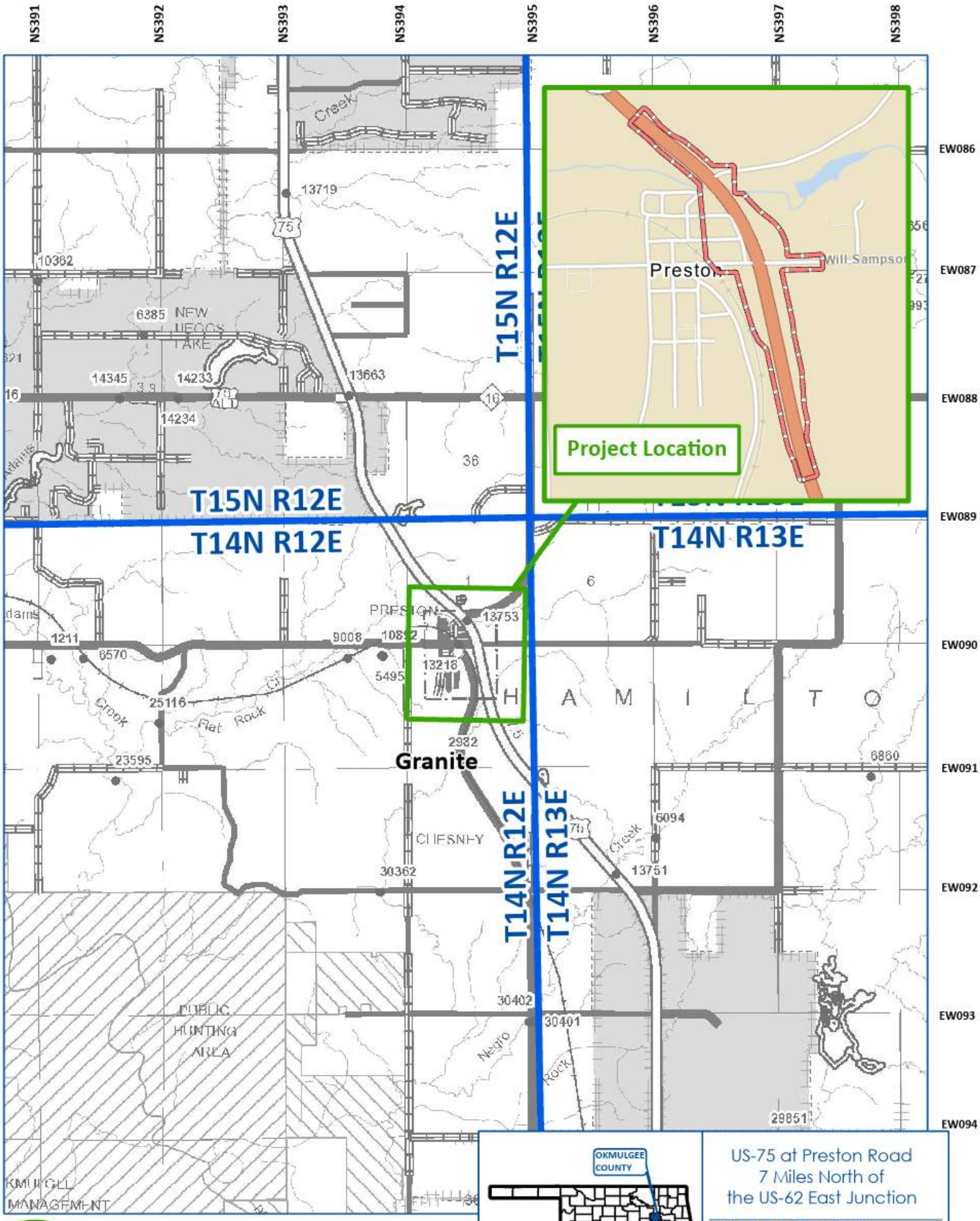
**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

contact our consultant Kelly Saladis, CP&Y, at (214) 276-5420 or ksaladis@cpyi.com or Andrew Ward, ODOT Environmental Programs, at (405) 521-2325 or wward@odot.org.

Respectfully,

Joe Brutsché
Environmental Programs Interim Division Manager

JB/AW/CP&Y
Enclosures: Location Map




Project Location

Township & Range Boundary

Environmental Study Area

Miles

0 0.25 0.5 1

1 inch = 1 miles

US-75 at Preston Road
7 Miles North of
the US-62 East Junction

**OKMULGEE COUNTY**

*JP No. 30571(04)*

OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Mr. Greg Estep
Chief - Hydraulics & Hydrology Branch
Tulsa District Corps of Engineers
2488 E. 81st Street
Tulsa, Oklahoma 74137-4290

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Mr. Estep:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

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OKLAHOMA Transportation

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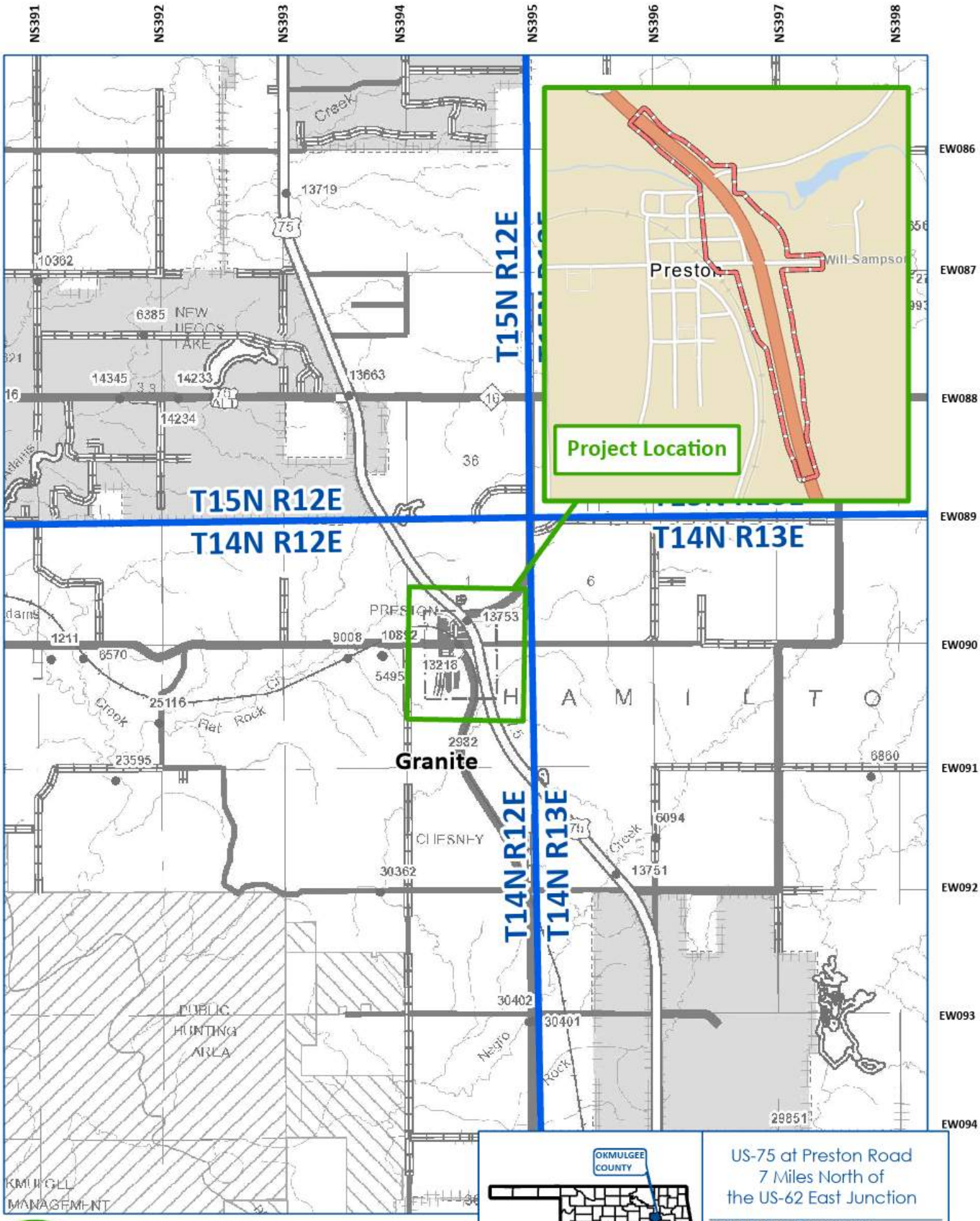
Respectfully,

Joe Brutsché
Environmental Programs Interim Division Manager

JB/AW/CP&Y
Enclosures: Location Map

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7 Miles North of
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**OKMULGEE COUNTY**

*JP No. 30571(04)*

OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Mr. Scott Henderson
Chief - Water Management
Tulsa District Corps of Engineers
2488 E. 81st Street
Tulsa, Oklahoma 74137-4290

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Mr. Henderson:

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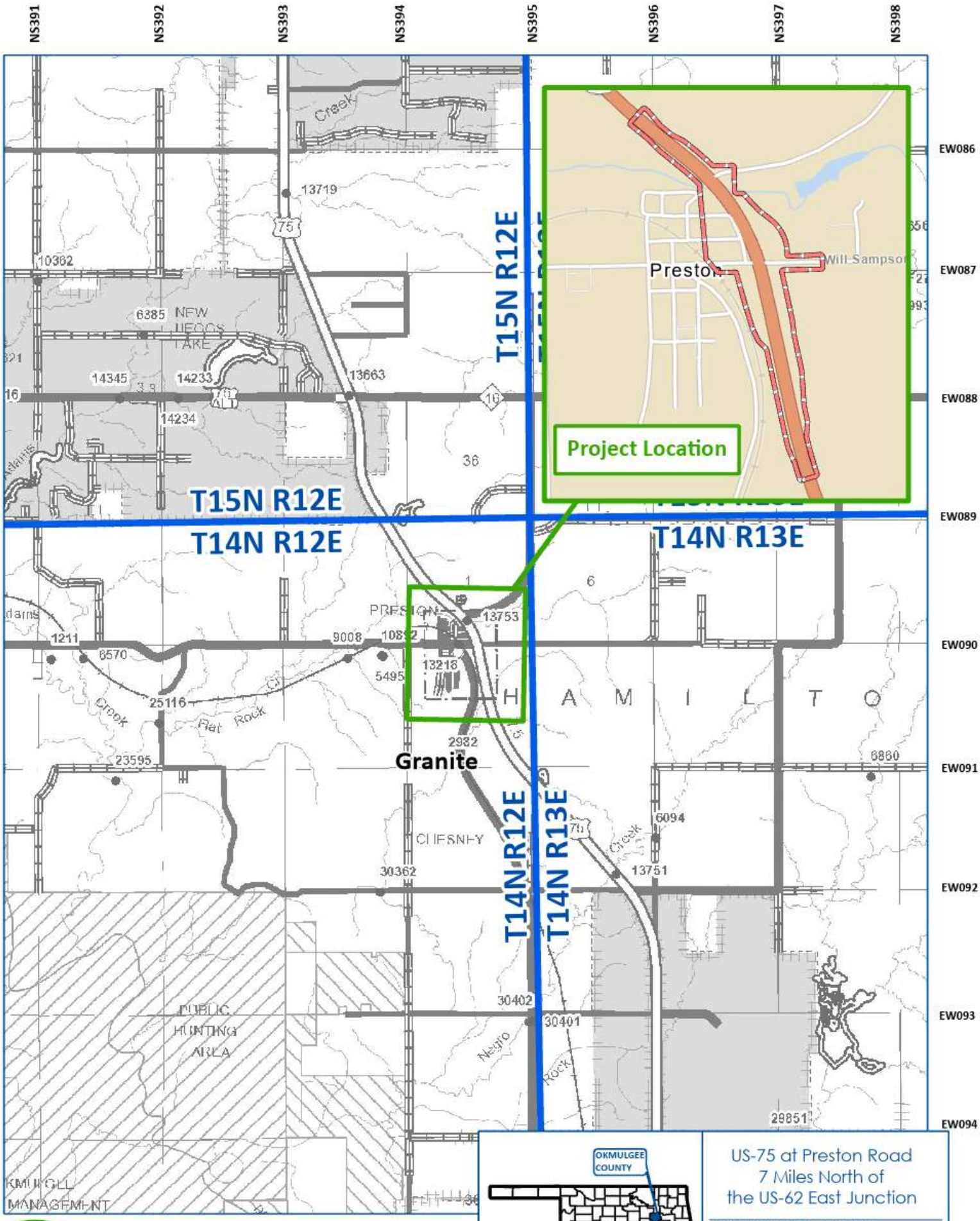
Joe Brutsché
Environmental Programs Interim Division Manager

JB/AW/CP&Y
Enclosures: Location Map

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Miles

0 0.25 0.5 1

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*JP No. 30571(04)*

OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Ms. Michelle Lay
Chief - Civil Design Section
Tulsa District Corps of Engineers
2488 E. 81st Street
Tulsa, Oklahoma 74137-4290

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Ms. Lay:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

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JB/AW/CP&Y
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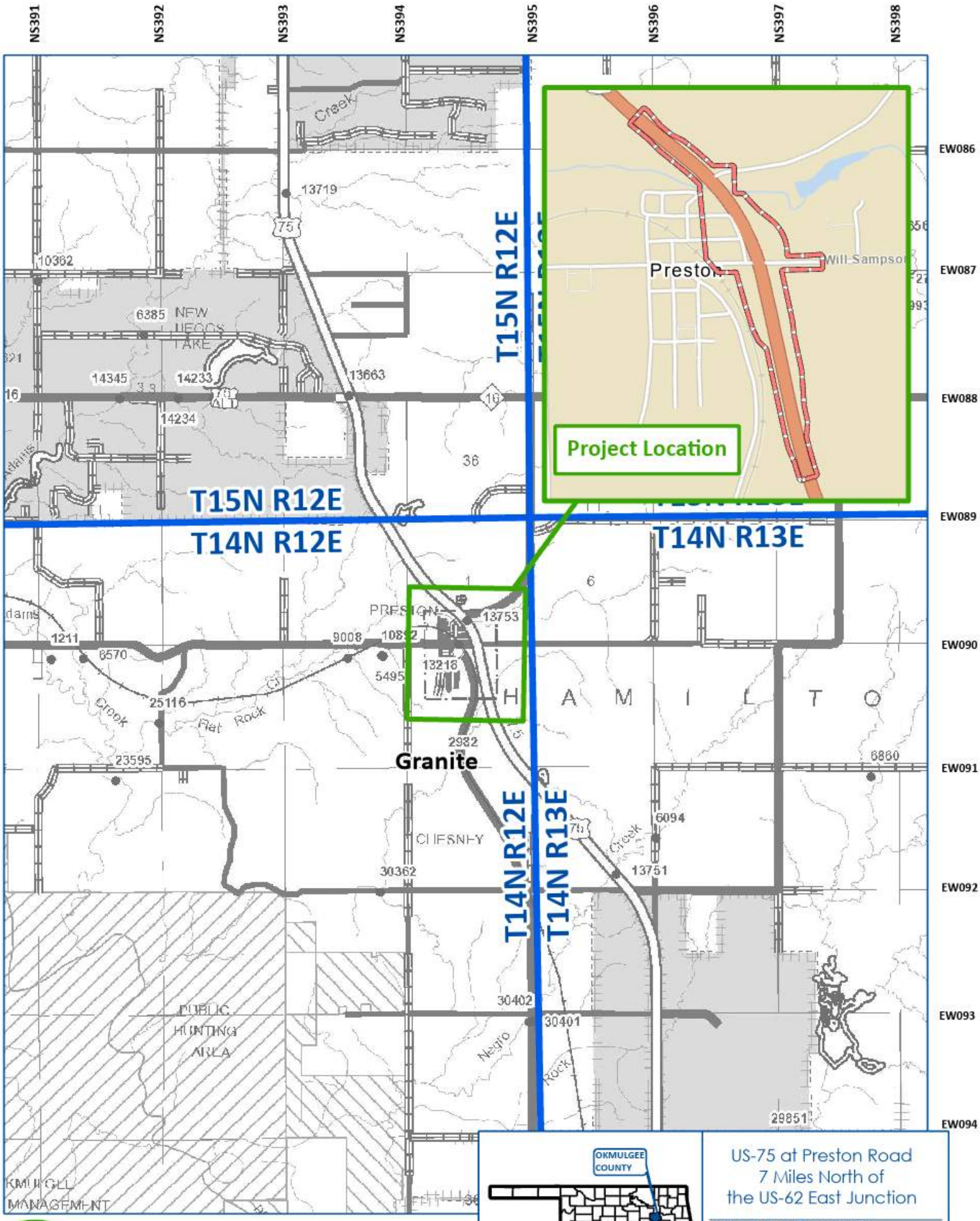


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*JP No. 30571(04)*

OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Mr. David Blackmore
Engineering Branch, Infrastructure Section
Tulsa District Corps of Engineers
2488 E. 81st Street
Tulsa, Oklahoma 74137-4290

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Mr. Blackmore:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

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OKLAHOMA Transportation

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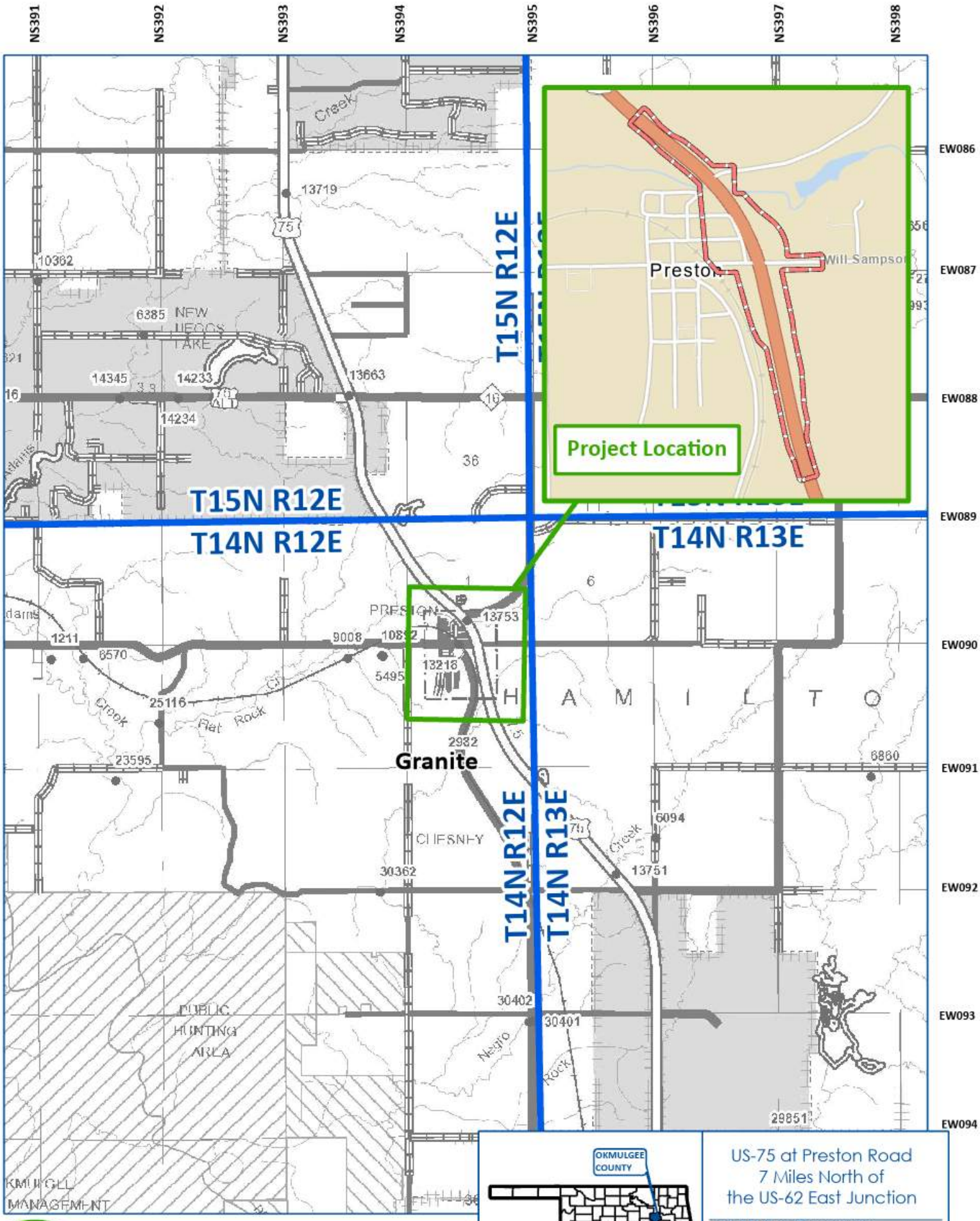
JB/AW/CP&Y
Enclosures: Location Map

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**OKMULGEE COUNTY**

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OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Mr. Eddie Streater
Regional Director, Eastern Oklahoma Region
Bureau of Indian Affairs
P.O. Box 8002
Muskogee, Oklahoma 74402-8002

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Mr. Streater:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

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OKLAHOMA Transportation

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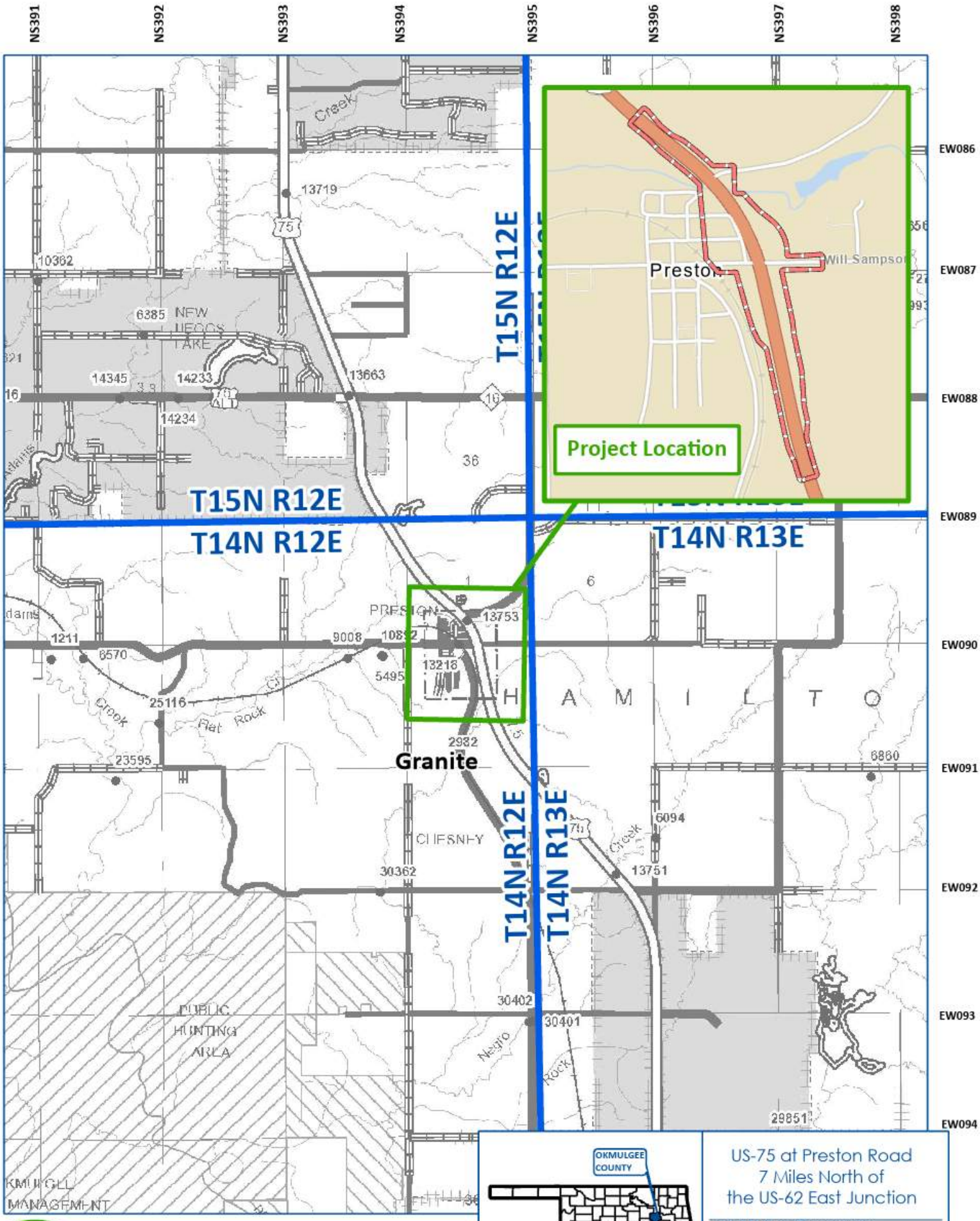


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**OKMULGEE COUNTY**

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OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Ms. Sharon Gordon-Ribeiro
Field Office Director
U.S. Housing & Urban Development
301 W. 6th Street, Suite 200
Oklahoma City, Oklahoma 73102

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Ms. Gordon-Ribeiro:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

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We sincerely appreciate your cooperation in this matter. Should you have any questions regarding the project, please

OKLAHOMA Transportation

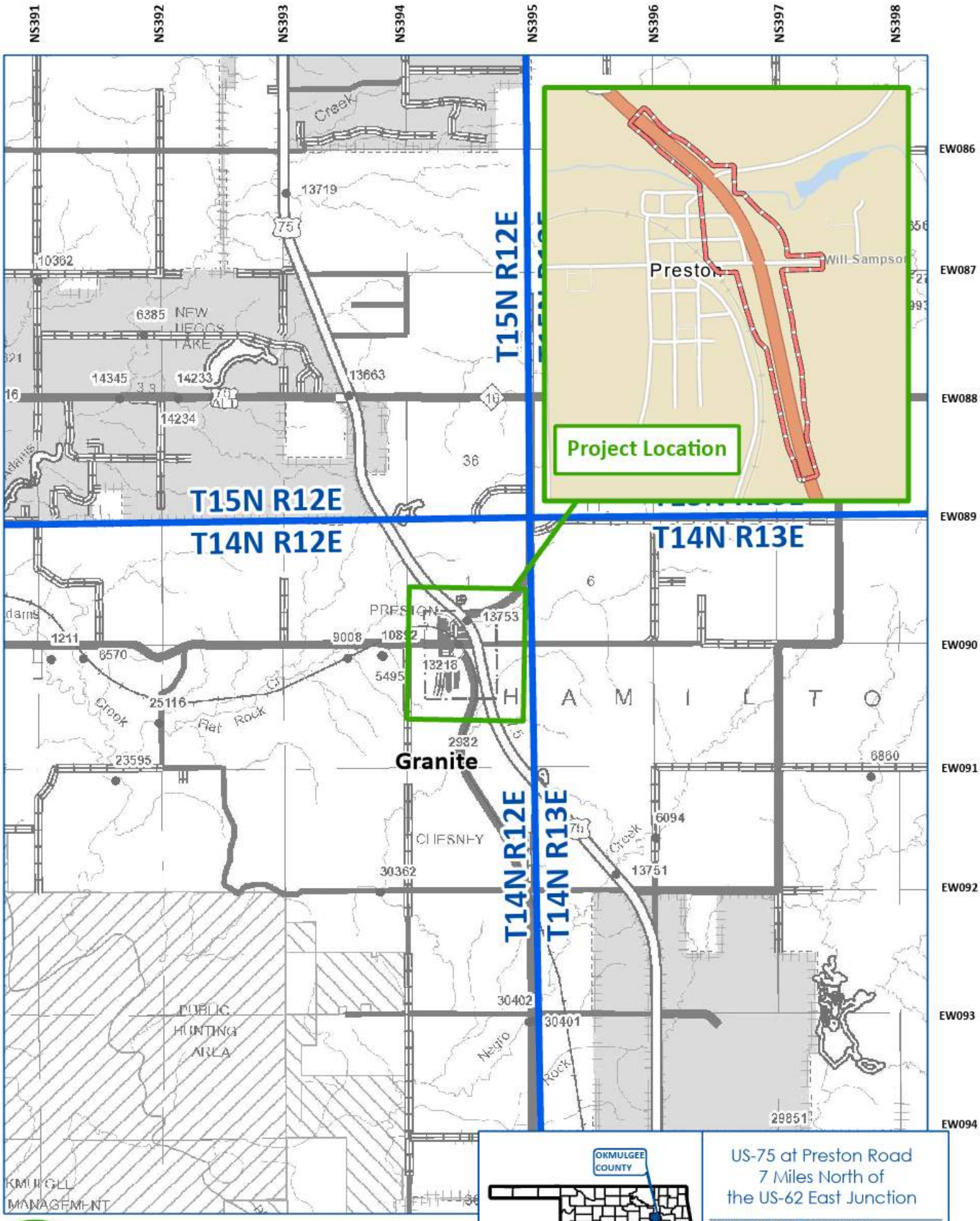
**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

contact our consultant Kelly Saladis, CP&Y, at (214) 276-5420 or ksaladis@cpyi.com or Andrew Ward, ODOT Environmental Programs, at (405) 521-2325 or wward@odot.org.

Respectfully,

Joe Brutsché
Environmental Programs Interim Division Manager

JB/AW/CP&Y
Enclosures: Location Map




Project Location

Township & Range Boundary

Environmental Study Area

Miles

0 0.25 0.5 1

1 inch = 1 miles

US-75 at Preston Road
7 Miles North of
the US-62 East Junction

**OKMULGEE COUNTY**

*JP No. 30571(04)*

OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Ms. Sue E. Masica
Regional Director - Intermountain Region Office, Planning & Environmental Quality
National Park Service
12795 W. Alameda Parkway
Denver, Colorado 80225
E-mail: IMRextrev@nps.gov

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Ms. Masica:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

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OKLAHOMA Transportation

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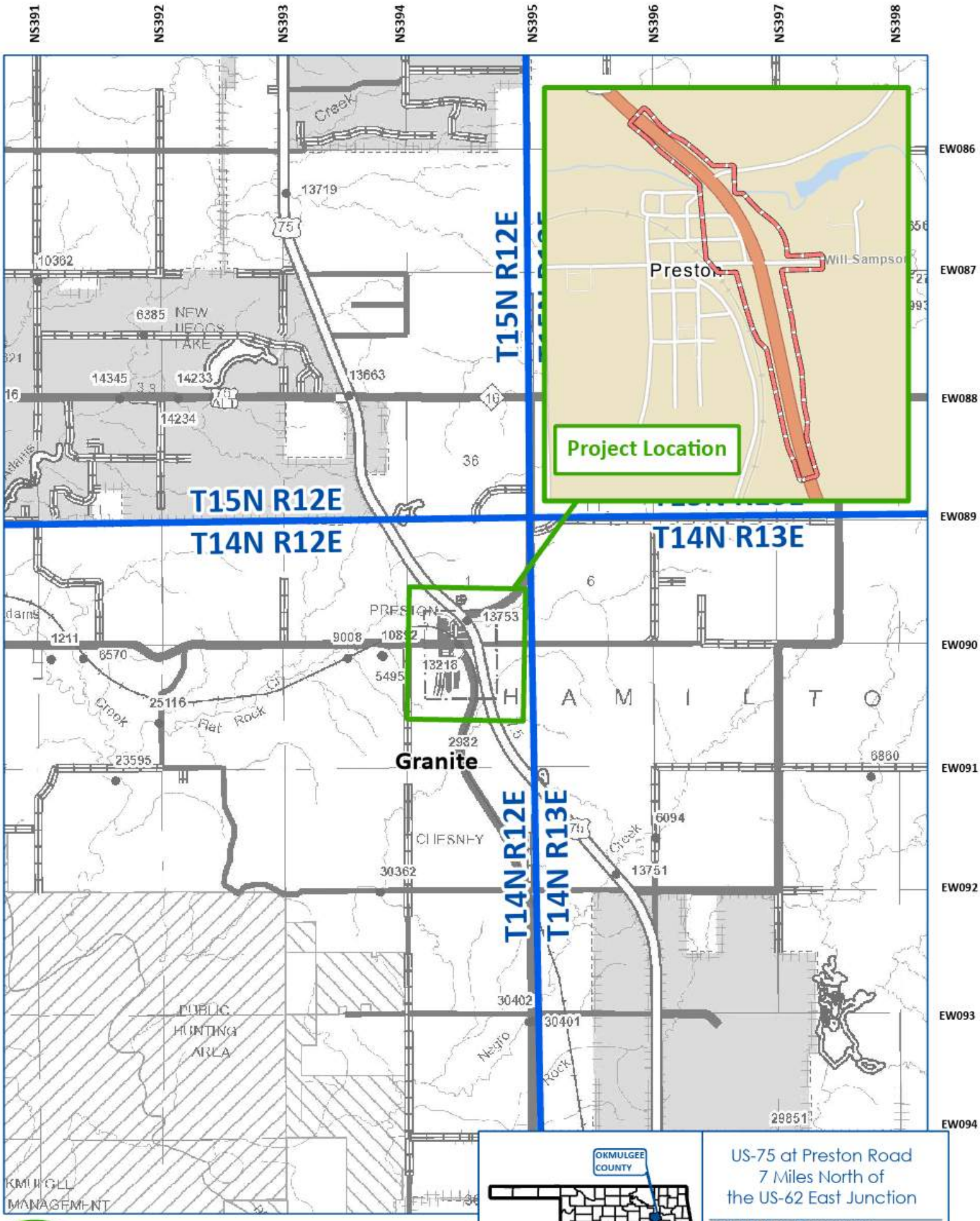
Respectfully,

Joe Brutsché
Environmental Programs Interim Division Manager

JB/AW/CP&Y
Enclosures: Location Map

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7 Miles North of
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**OKMULGEE COUNTY**

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OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Mr. Steve Spencer
Regional Environmental Officer
U.S. Department of the Interior
1001 Indian School NW, Suite 348
Albuquerque, New Mexico 87104

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Mr. Spencer:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

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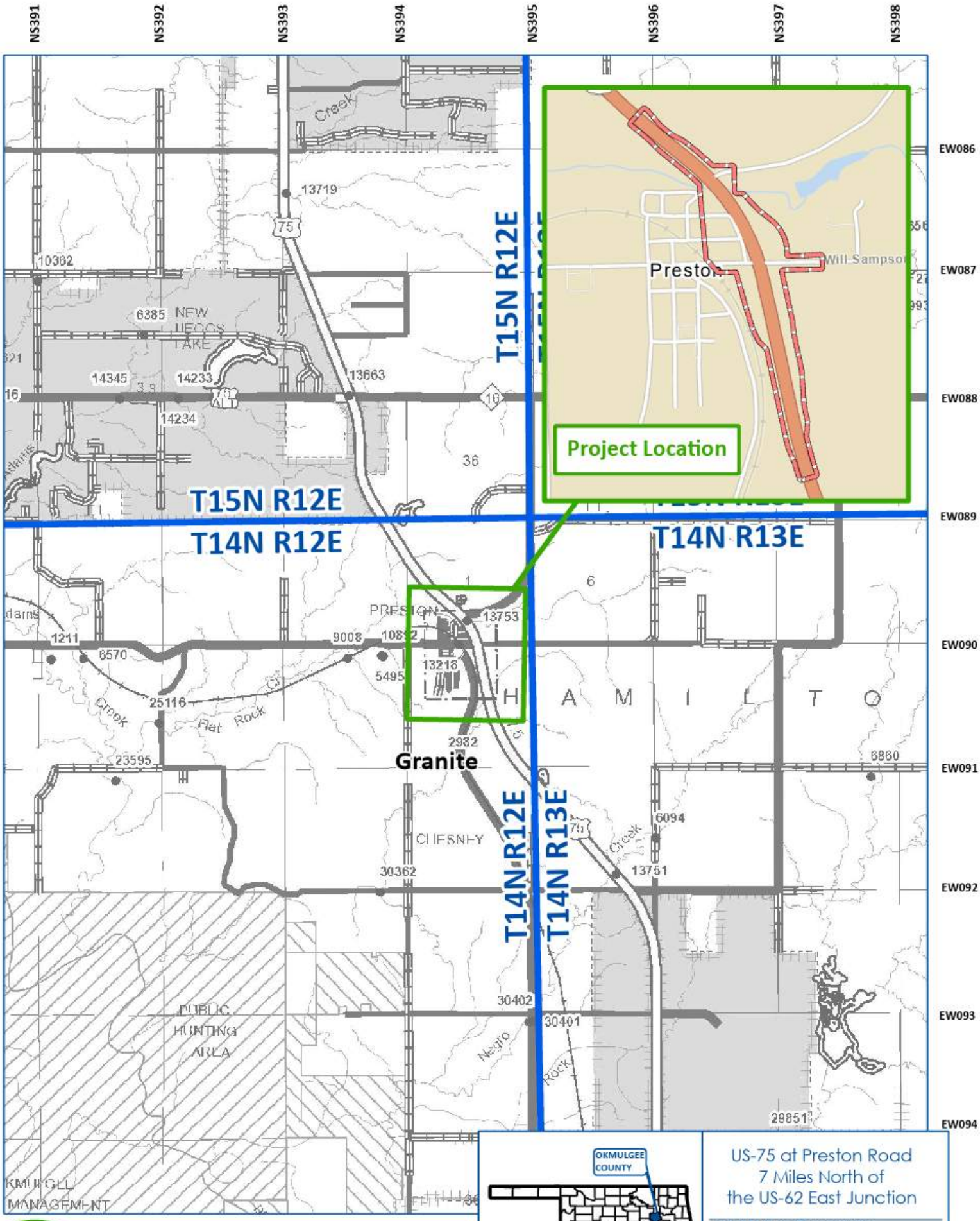
Joe Brutsché
Environmental Programs Interim Division Manager

JB/AW/CP&Y
Enclosures: Location Map

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OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Mr. Grayson Ardies
Director
Oklahoma Aeronautics Commission
110 N. Robinson, Suite 200
Oklahoma City, Oklahoma 73102

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Mr. Ardies:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

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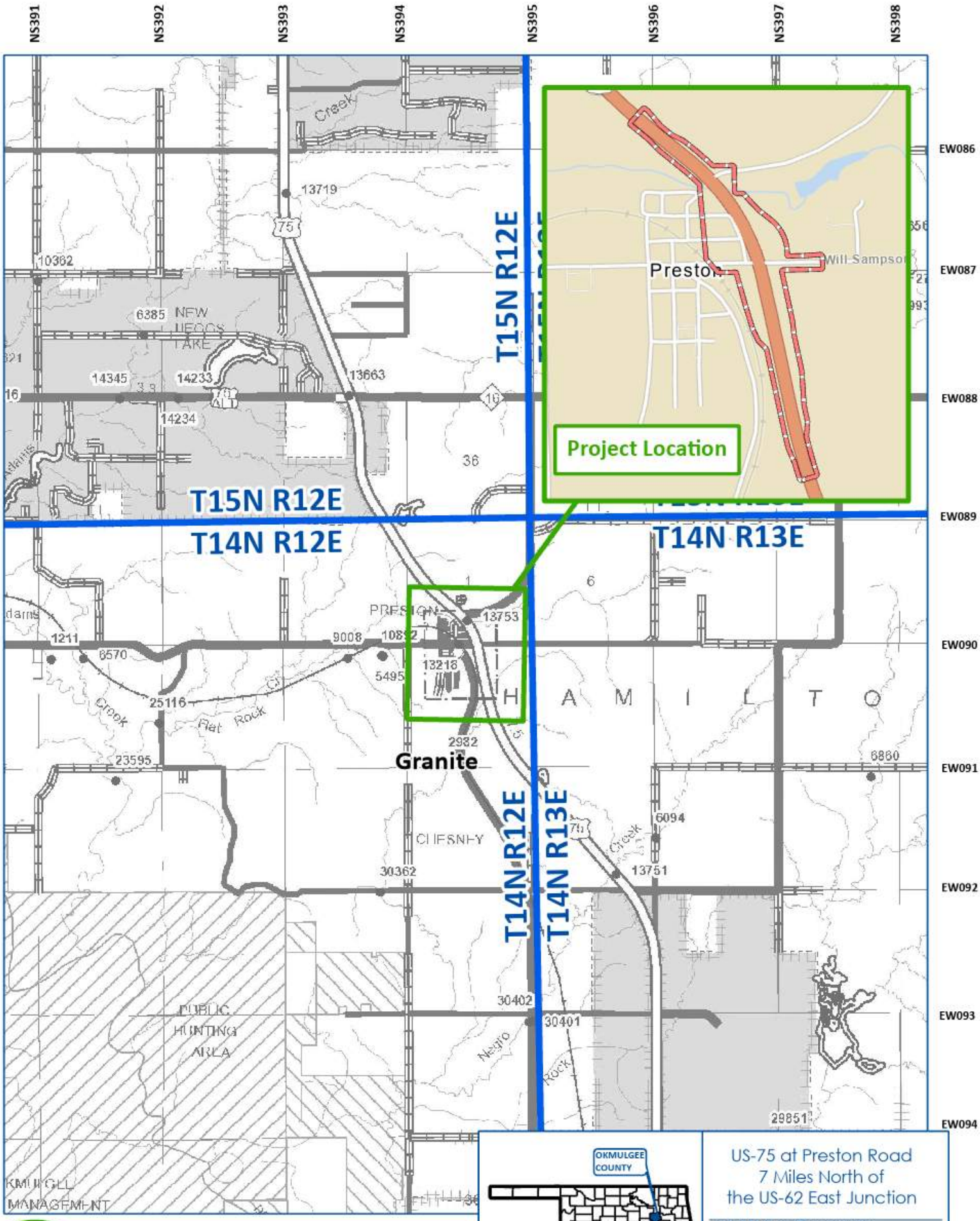
Joe Brutsché
Environmental Programs Interim Division Manager

JB/AW/CP&Y
Enclosures: Location Map

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OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Mr. Brad Ice
Manager of Field Operations
Oklahoma Corporation Commission
Jim Thorpe Building, 2101 North Lincoln Blvd.
Oklahoma City, Oklahoma 73105
E-Mail: brad.ice@occ.ok.gov

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Mr. Ice:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

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OKLAHOMA Transportation

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Environmental Programs Interim Division Manager

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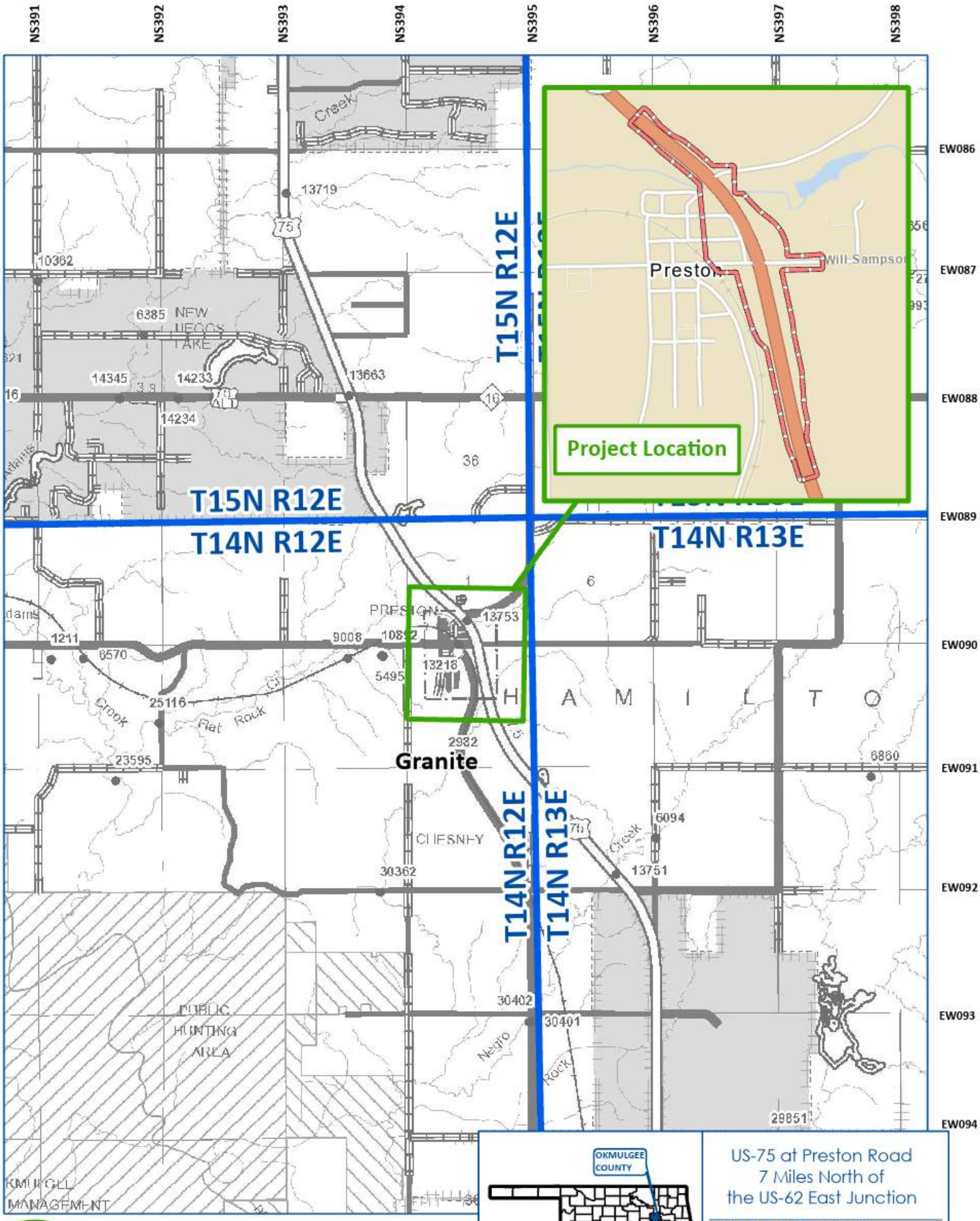


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**OKMULGEE COUNTY**

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OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Environmental Review Coordinator
DEQ Customer Assistance Program
P.O. Box 1677
Oklahoma City, Oklahoma 73101-1677

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear To Whom it May Concern:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

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OKLAHOMA Transportation

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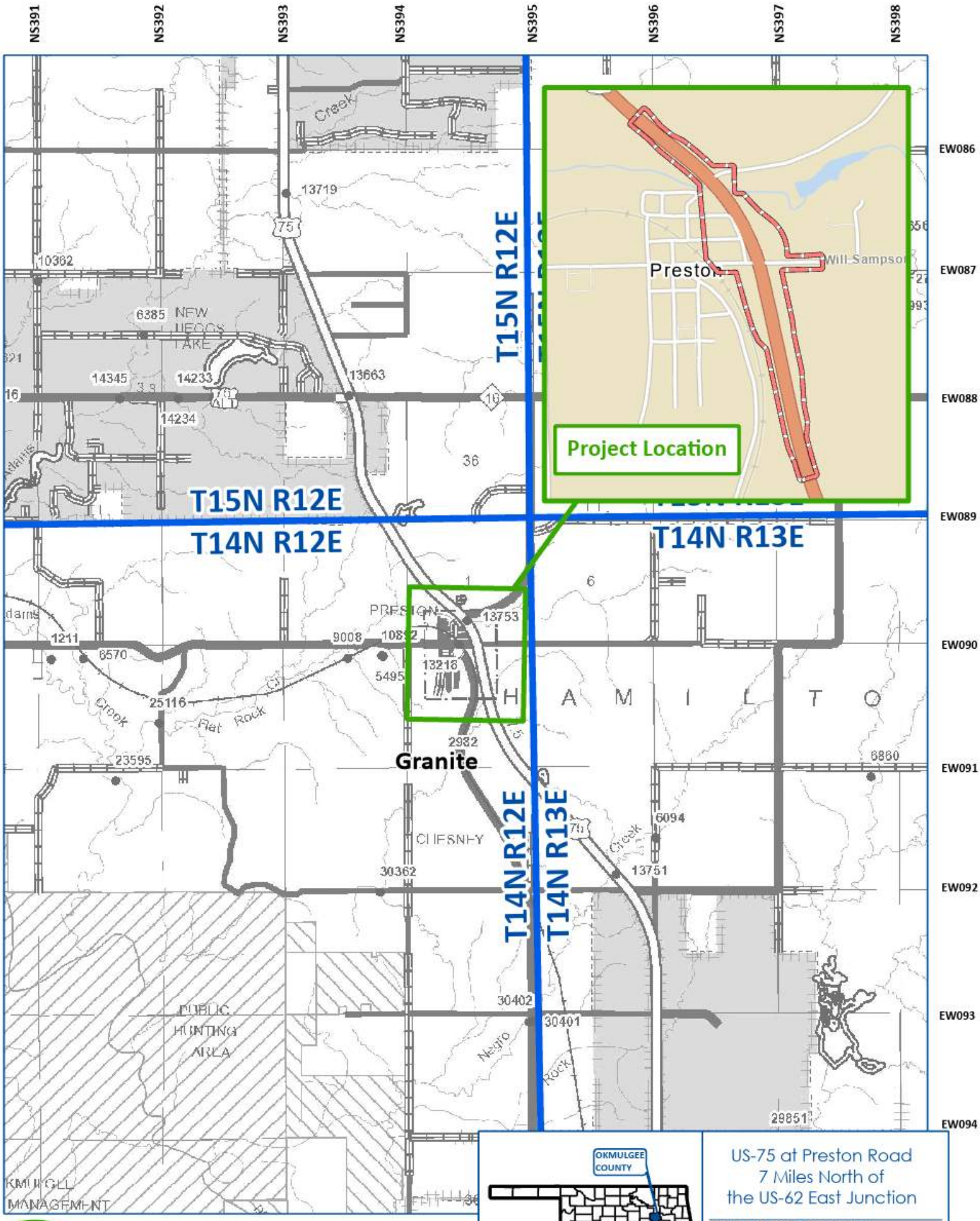


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OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Mr. Scott (Sean) Mueller (Kouplen) (Pending senate approval of Mueller)
Secretary of Commerce and Workforce Department, Cabinet Secretary
Oklahoma Department of Commerce
900 North Stiles
Oklahoma City, Oklahoma 73104

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Secretary Mueller (Kouplen):

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

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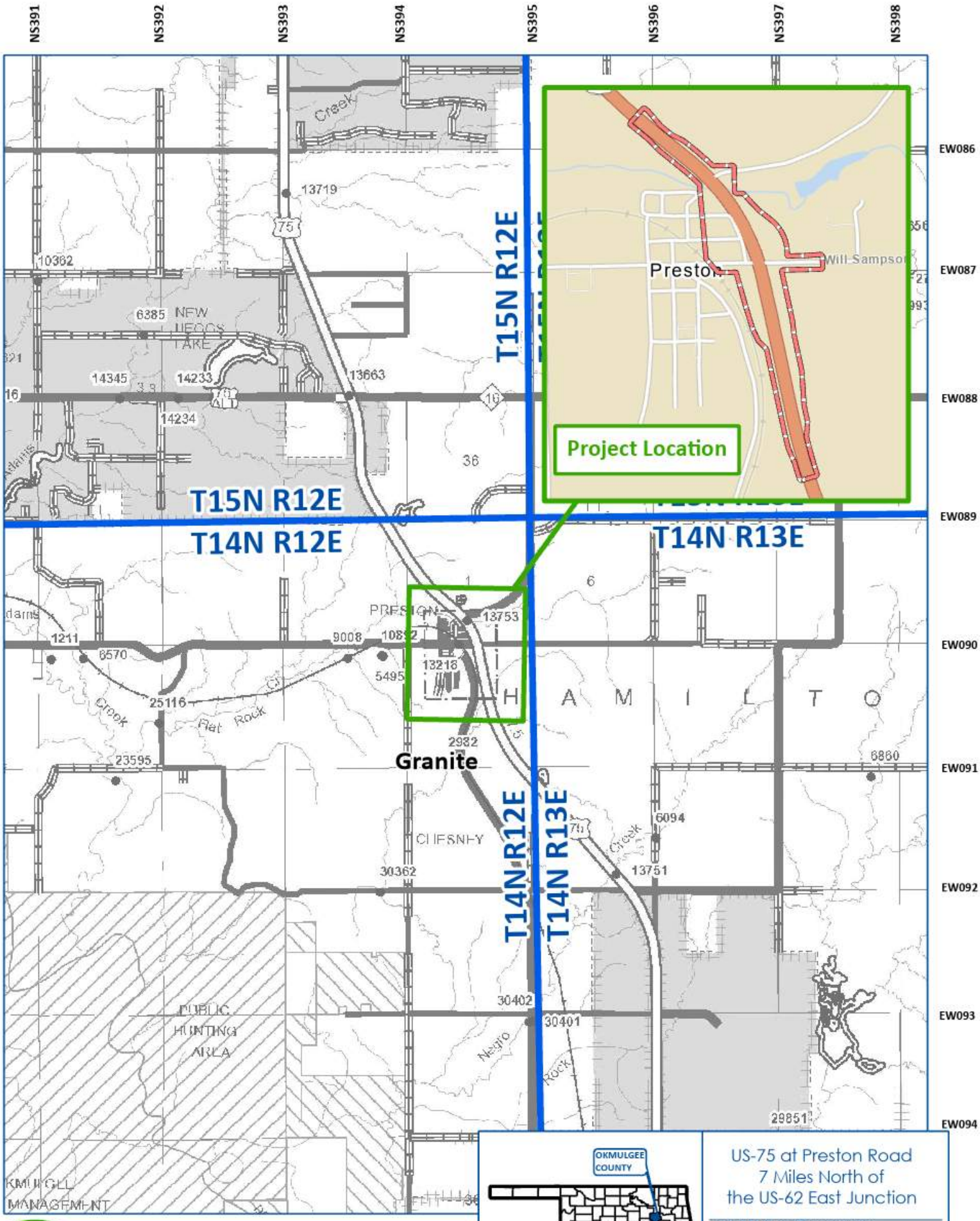


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US-75 at Preston Road
7 Miles North of
the US-62 East Junction

**OKMULGEE COUNTY**

*JP No. 30571(04)*

OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Mr. Matt Pinnell
Secretary of Tourism and Branding
Oklahoma Department of Tourism and Recreation
2300 N. Lincoln Blvd Suite 117
Oklahoma City, Oklahoma 73105

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Secretary Pinnell:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

A Public Hearing has been scheduled from **5:00 p.m. to 7:30 p.m. on Tuesday, November 9, 2021, at the Preston High School Cafeteria, 10061 Old Highway 75, Preston, Oklahoma, 74456**, to provide the public with an opportunity to comment on the proposed action and the findings of an Environmental Assessment (EA) for this undertaking. The first hour of the meeting will be an open house format, with exhibits available to view. A brief presentation will be made at 6:00 p.m. followed by an opportunity for public comment. Individuals should be signed up to speak by 6:15 p.m. and will have a maximum of three minutes to speak. Following the presentation and public comment period, the open house format will continue until 7:30 p.m. Comment forms will be provided, and a court reporter will be available to record verbal comments.

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|---|---|---|
| Oklahoma Department of Transportation<br>200 N.E. 21st Street<br>Oklahoma City, OK, 73015<br>Hours: Monday through Friday, 7:30 a.m. to 4:30 p.m. | ODOT District 1 Field Office<br>2800 S. 32nd Street<br>Muskogee, OK 74401<br>Hours: Monday through Friday, 7:30 a.m. to 4:30 p.m. | Preston Post Office<br>10040 Polk Avenue<br>Preston, OK 74456<br>Hours: Monday through Friday, 7:30 a.m. to 11:30 a.m., Saturday, 8:30 a.m. to 10 a.m. |

After the public hearing, project information may be viewed at www.odot.org/PublicMeetings.

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We sincerely appreciate your cooperation in this matter. Should you have any questions regarding the project, please

OKLAHOMA Transportation

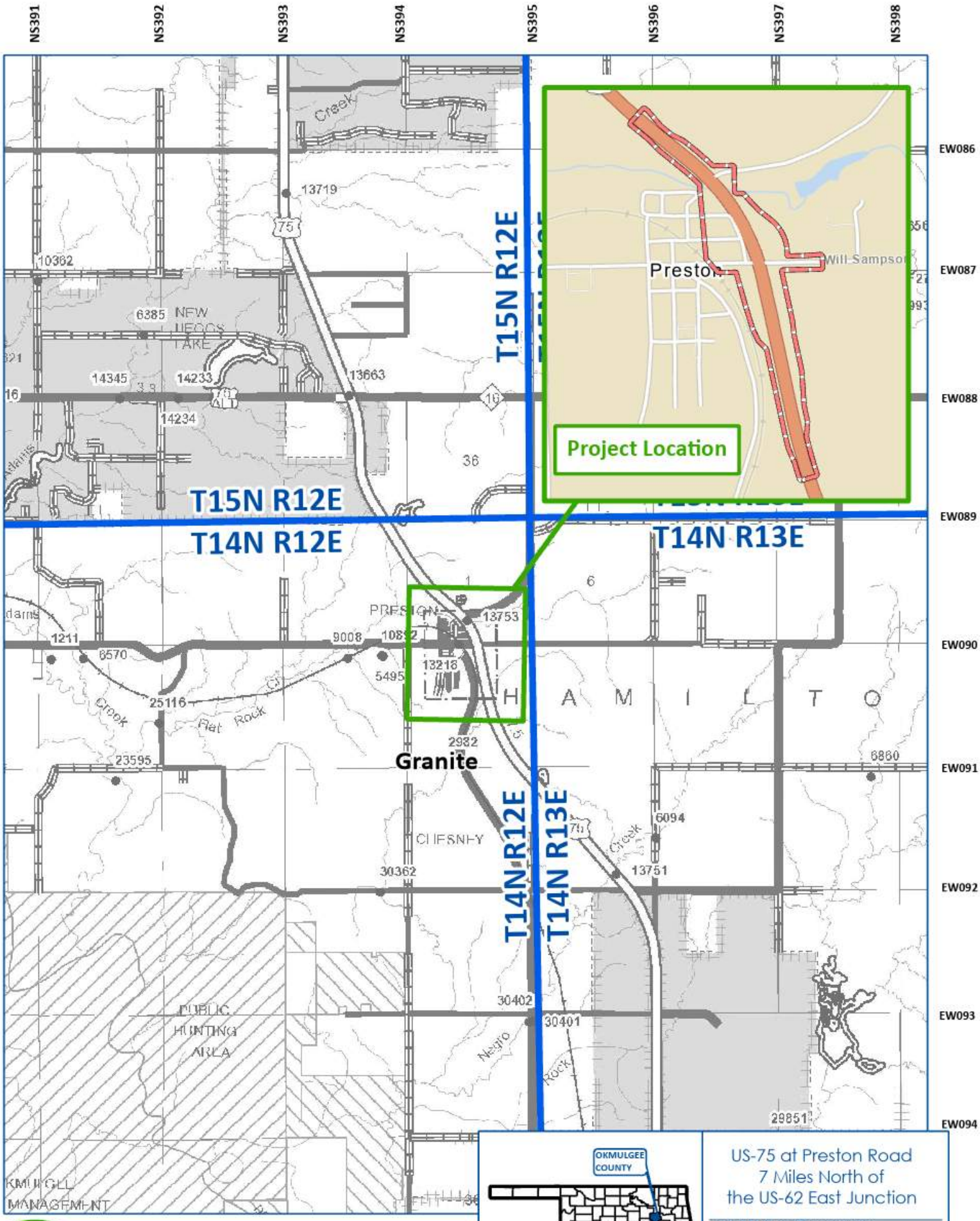
**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

contact our consultant Kelly Saladis, CP&Y, at (214) 276-5420 or ksaladis@cpyi.com or Andrew Ward, ODOT Environmental Programs, at (405) 521-2325 or wward@odot.org.

Respectfully,

Joe Brutsché
Environmental Programs Interim Division Manager

JB/AW/CP&Y
Enclosures: Location Map




Project Location

Township & Range Boundary

Environmental Study Area

Miles

0 0.25 0.5 1

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US-75 at Preston Road
7 Miles North of
the US-62 East Junction

**OKMULGEE COUNTY**

*JP No. 30571(04)*

OKLAHOMA Transportation

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OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Mr. J.D. Strong
Director
Oklahoma Department of Wildlife Conservation
P.O. Box 53465
Oklahoma City, Oklahoma 73152

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Mr. Strong:

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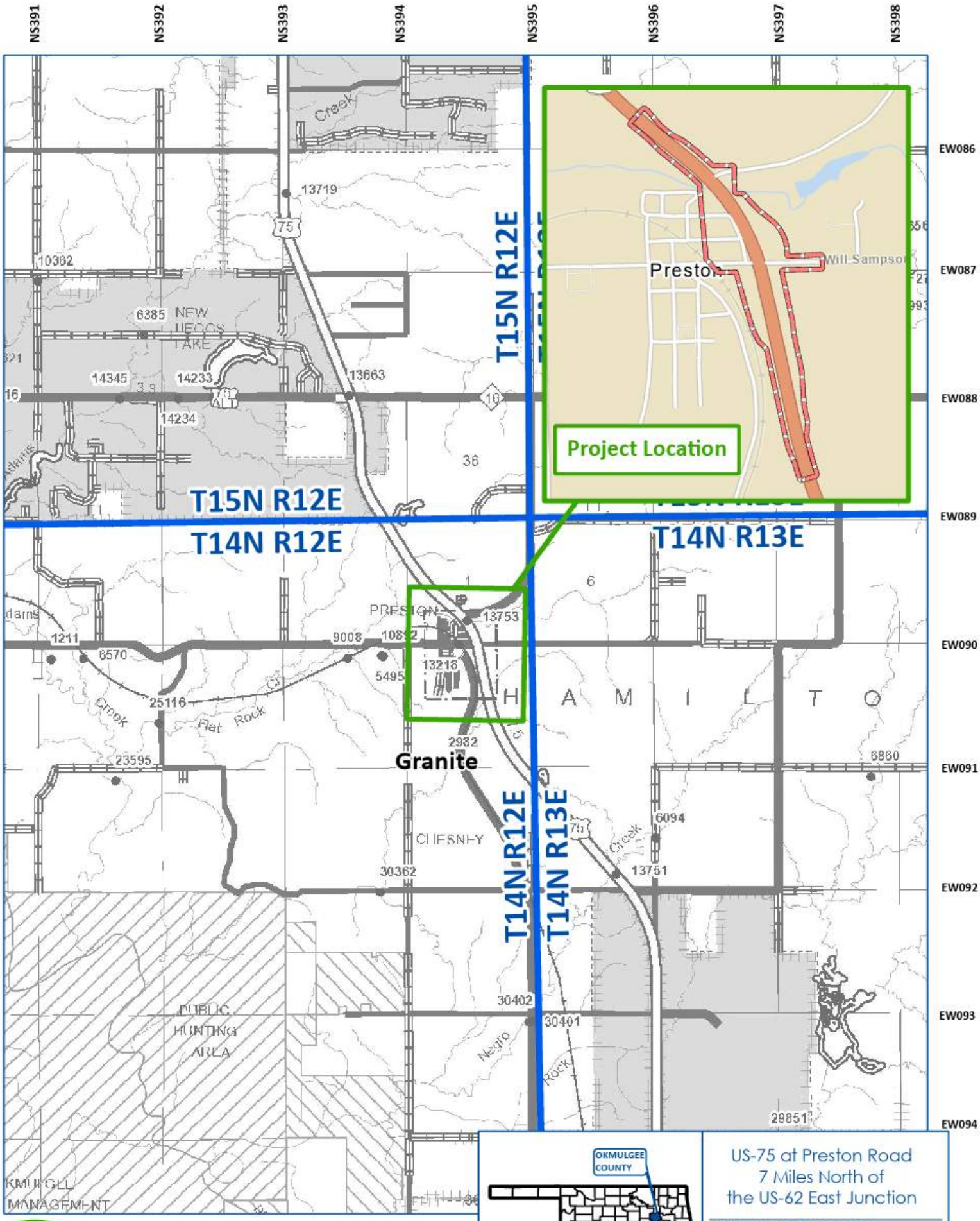
Respectfully,

Joe Brutsché
Environmental Programs Interim Division Manager

JB/AW/CP&Y
Enclosures: Location Map

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OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
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Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Mr. Trey Lam
Executive Director
Oklahoma Conservation Commission
2800 North Lincoln Blvd., Ste. 160
Oklahoma City, Oklahoma 73105

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Mr. Lam:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

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OKLAHOMA Transportation

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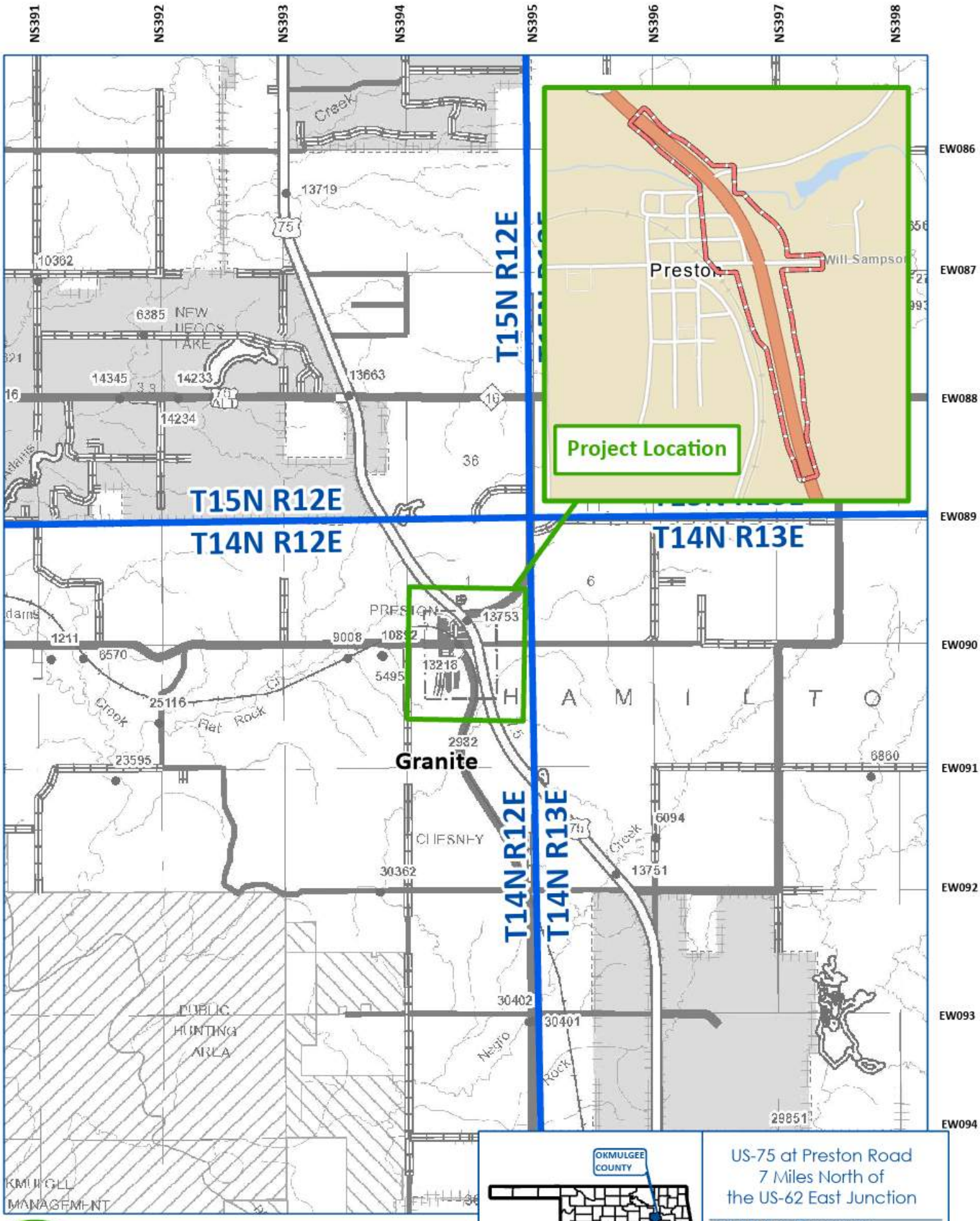
Respectfully,

Joe Brutsché
Environmental Programs Interim Division Manager

JB/AW/CP&Y
Enclosures: Location Map

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*JP No. 30571(04)*

OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Commissioner Blayne Arthur
Commissioner of Agriculture
Oklahoma Department of Agriculture
2800 N. Lincoln Blvd., P.O. Box 54298
Oklahoma City, Oklahoma 73105-4298

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Commissioner Arthur:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

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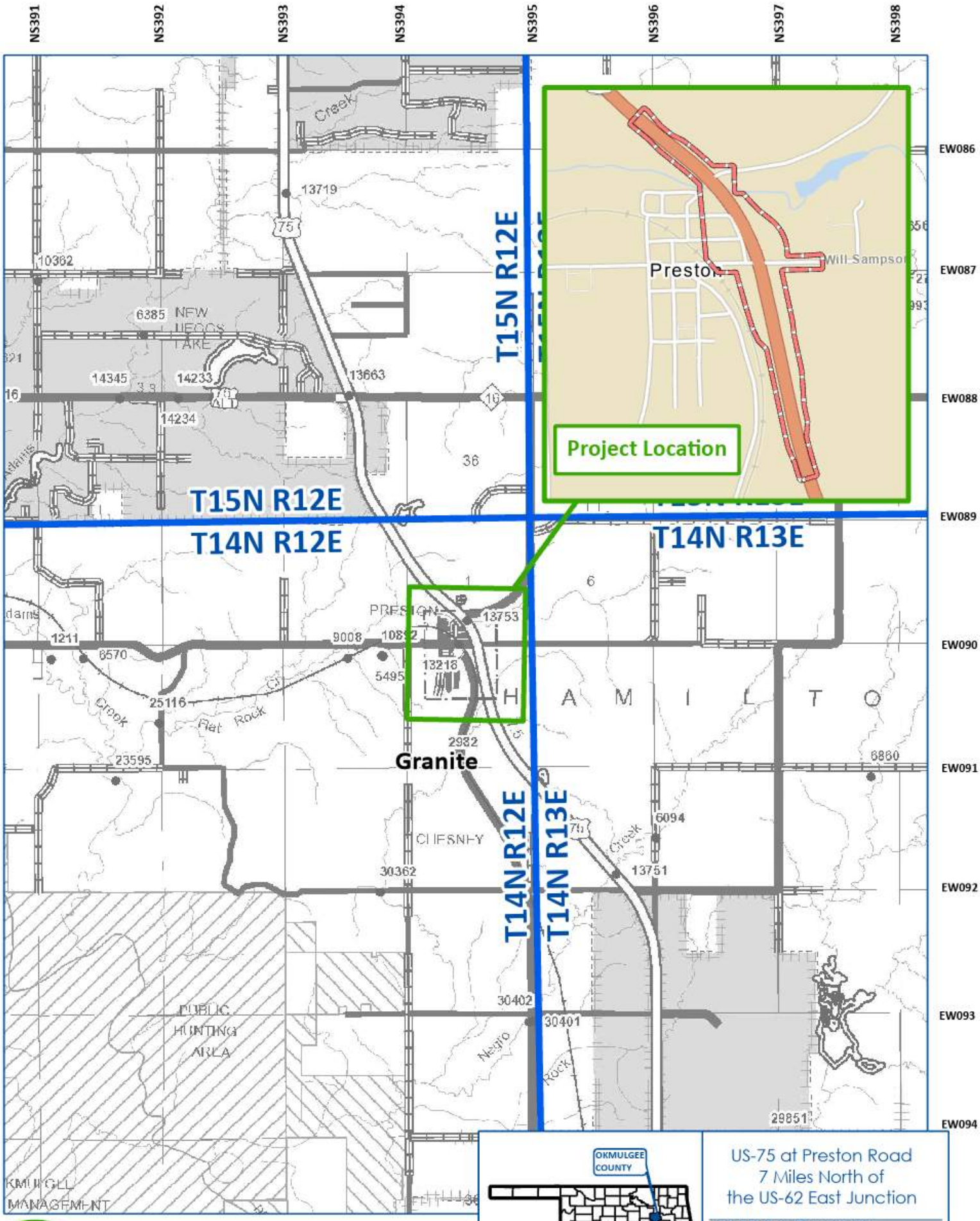


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OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Ms. Julie Cunningham
Executive Director
Oklahoma Water Resources Board
3800 North Classen
Oklahoma City, Oklahoma 73118

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Ms. Cunningham:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

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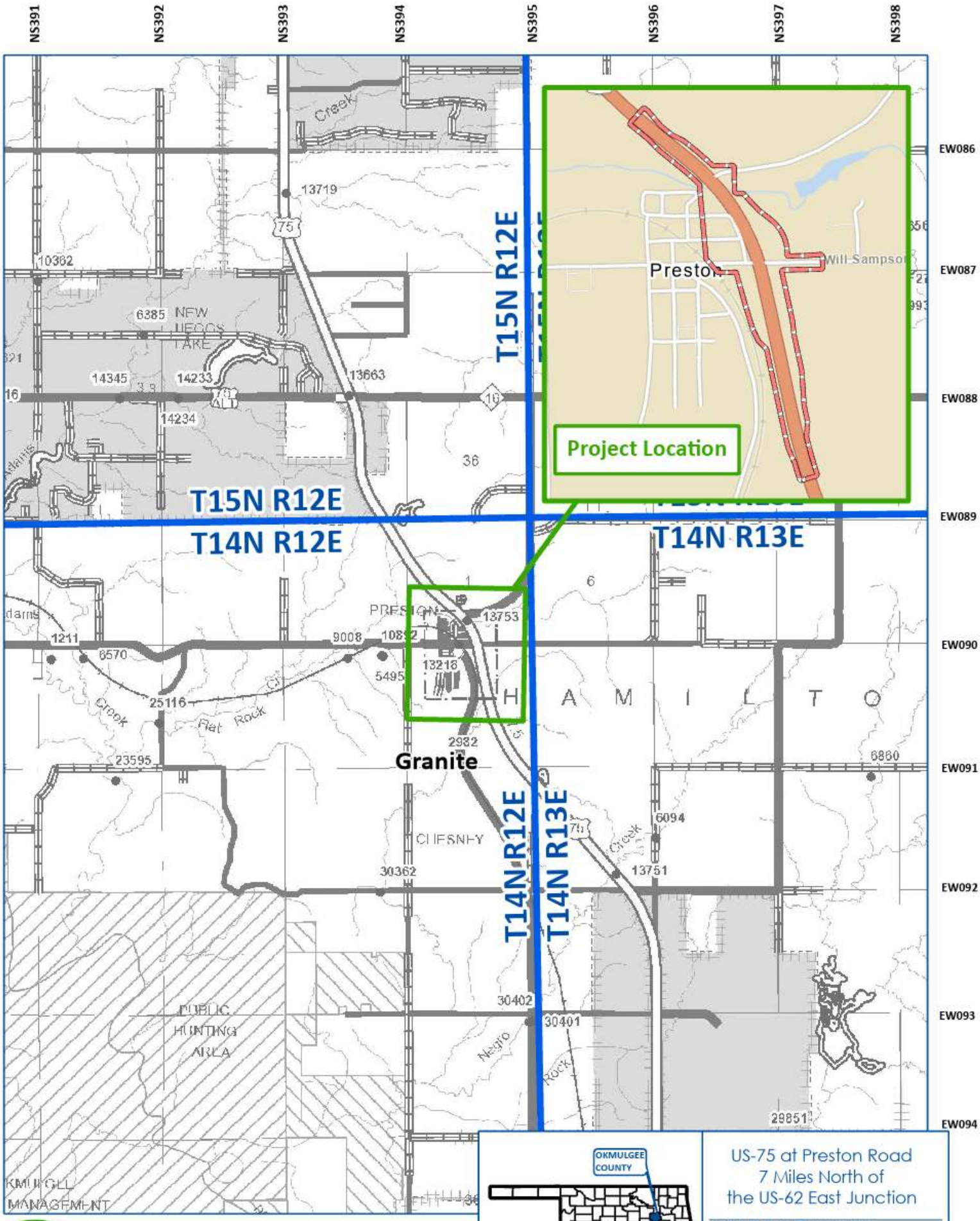


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October 25, 2021

Dr. David Brown
Director
Oklahoma Geological Survey
100 East Boyd, Room N-131
Norman, Oklahoma 73019-0628

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Dr. Brown:

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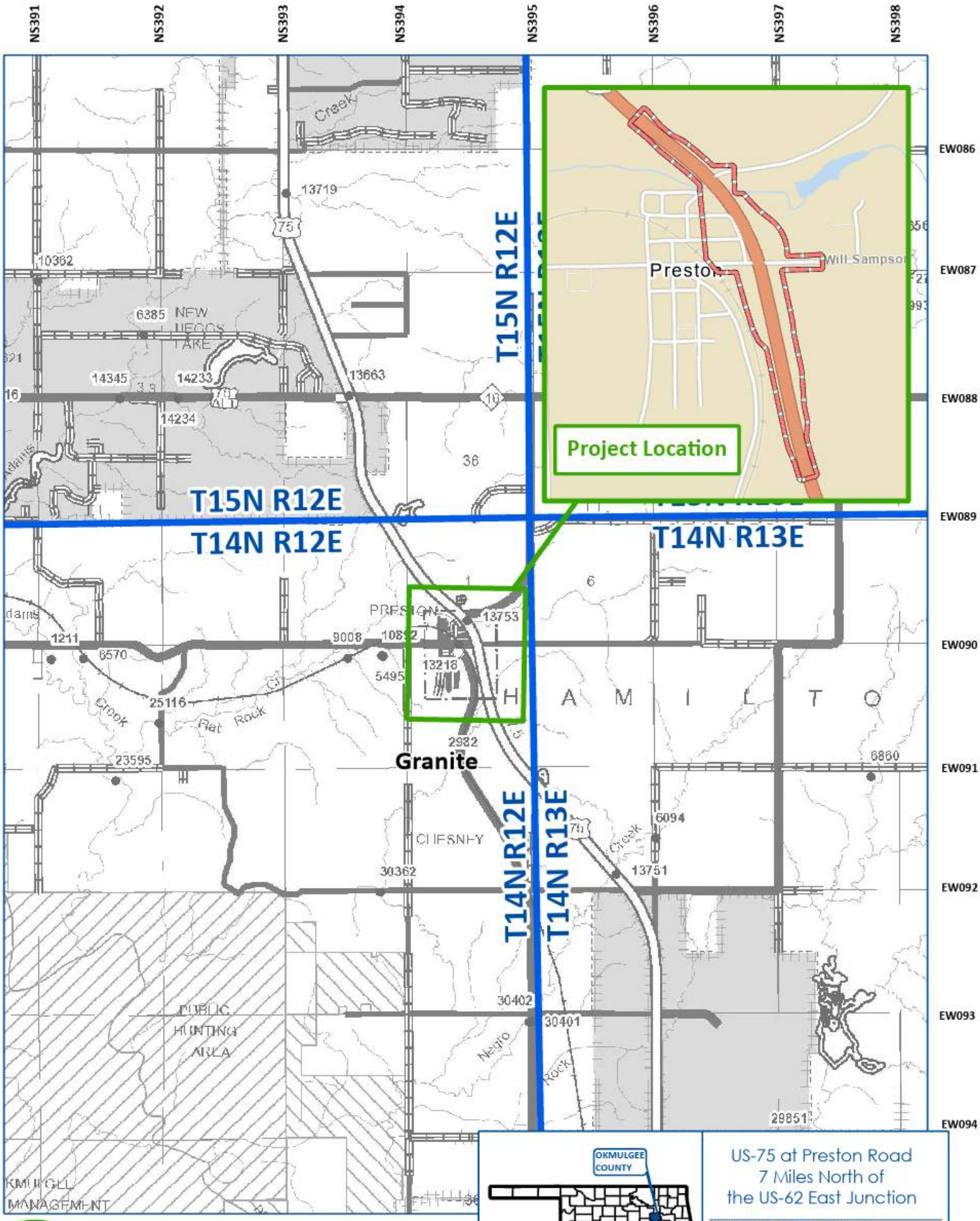


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www.odot.org

October 25, 2021

Ms. Joy Hofmeister
State Superintendent
State Department of Education
2500 North Lincoln Blvd., Rm. 121
Oklahoma City, Oklahoma 73105-4599

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Superintendent Hofmeister:

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We sincerely appreciate your cooperation in this matter. Should you have any questions regarding the project, please

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

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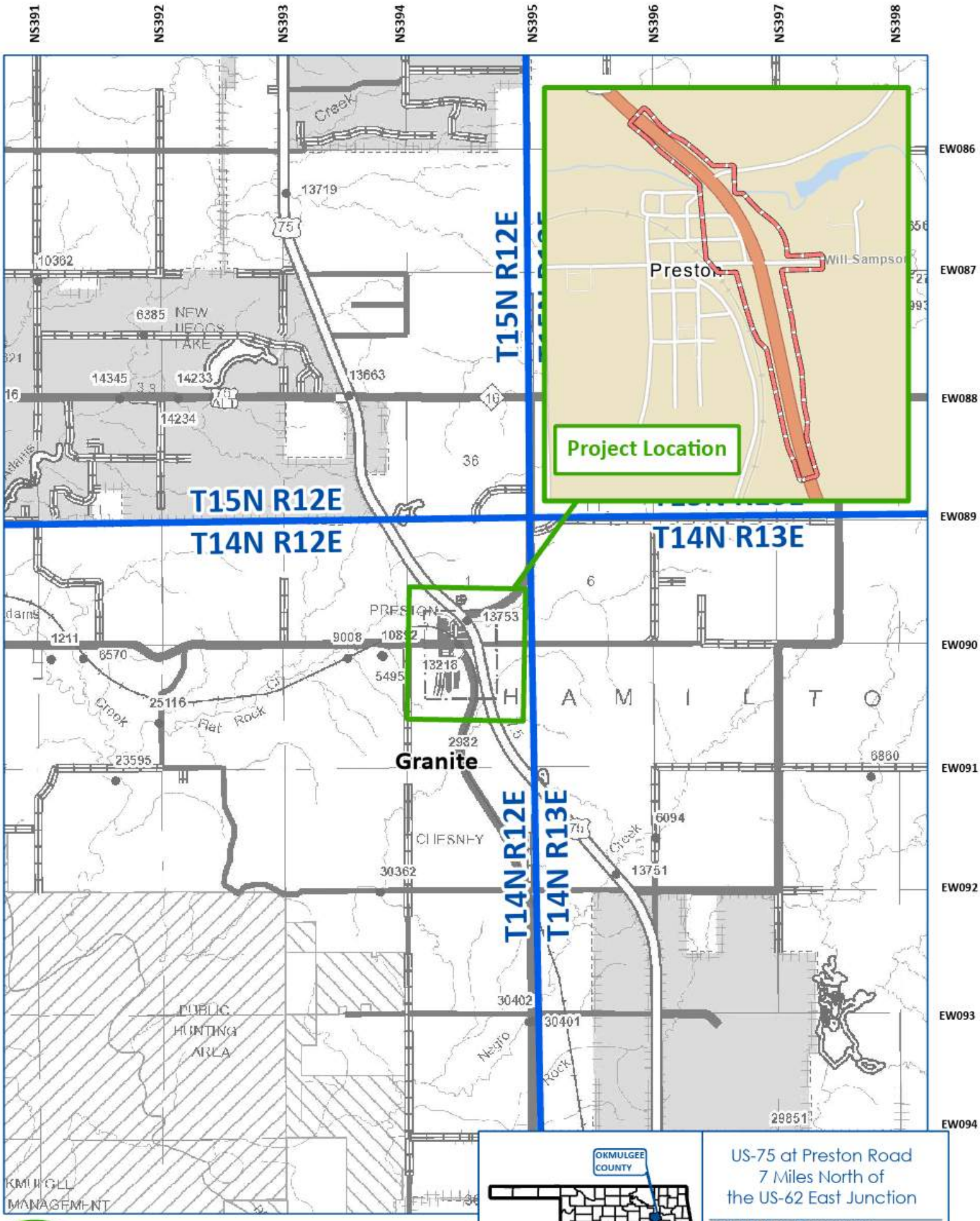
Respectfully,

Joe Brutsché
Environmental Programs Interim Division Manager

JB/AW/CP&Y
Enclosures: Location Map




Project Location

Township & Range Boundary

Environmental Study Area

Miles

0 0.25 0.5 1

1 inch = 1 miles

US-75 at Preston Road
7 Miles North of
the US-62 East Junction

**OKMULGEE COUNTY**

*JP No. 30571(04)*

OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Mr. Ernie Moore
Executive Director
Eastern Oklahoma Development District
1012 North 38th Street, P.O. 1367
Muskogee, Oklahoma 74402

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Mr. Moore:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

A Public Hearing has been scheduled from **5:00 p.m. to 7:30 p.m. on Tuesday, November 9, 2021, at the Preston High School Cafeteria, 10061 Old Highway 75, Preston, Oklahoma, 74456**, to provide the public with an opportunity to comment on the proposed action and the findings of an Environmental Assessment (EA) for this undertaking. The first hour of the meeting will be an open house format, with exhibits available to view. A brief presentation will be made at 6:00 p.m. followed by an opportunity for public comment. Individuals should be signed up to speak by 6:15 p.m. and will have a maximum of three minutes to speak. Following the presentation and public comment period, the open house format will continue until 7:30 p.m. Comment forms will be provided, and a court reporter will be available to record verbal comments.

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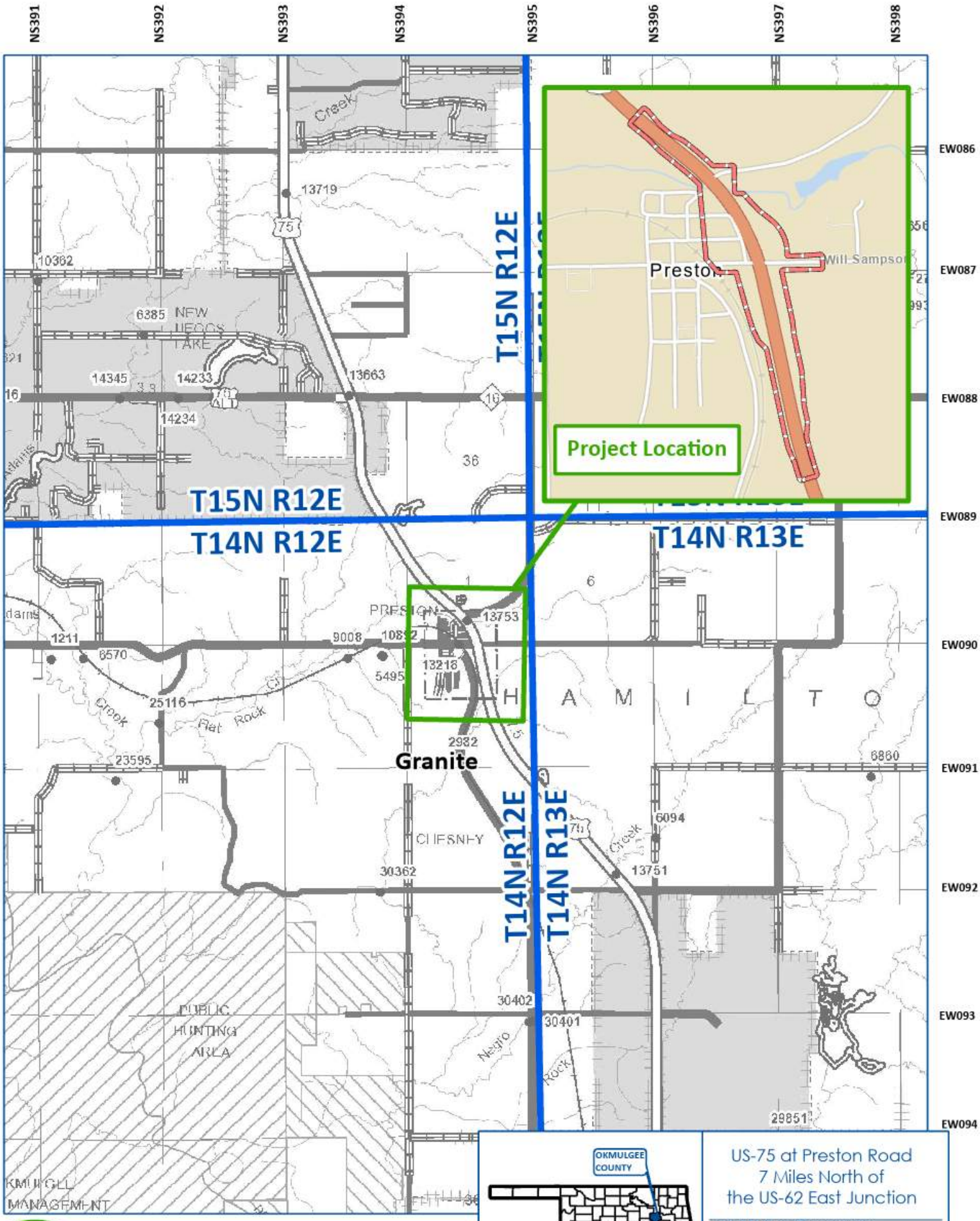
Respectfully,

Joe Brutsché
Environmental Programs Interim Division Manager

JB/AW/CP&Y
Enclosures: Location Map

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**OKMULGEE COUNTY**

*JP No. 30571(04)*

OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Chief Nelson Harjo
Alabama Quassarte Tribal Town
101 E. Broadway, P.O Box 187
Wetumka, Oklahoma 74883

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Chief Harjo:

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OKLAHOMA Transportation

**Environmental Programs Division**
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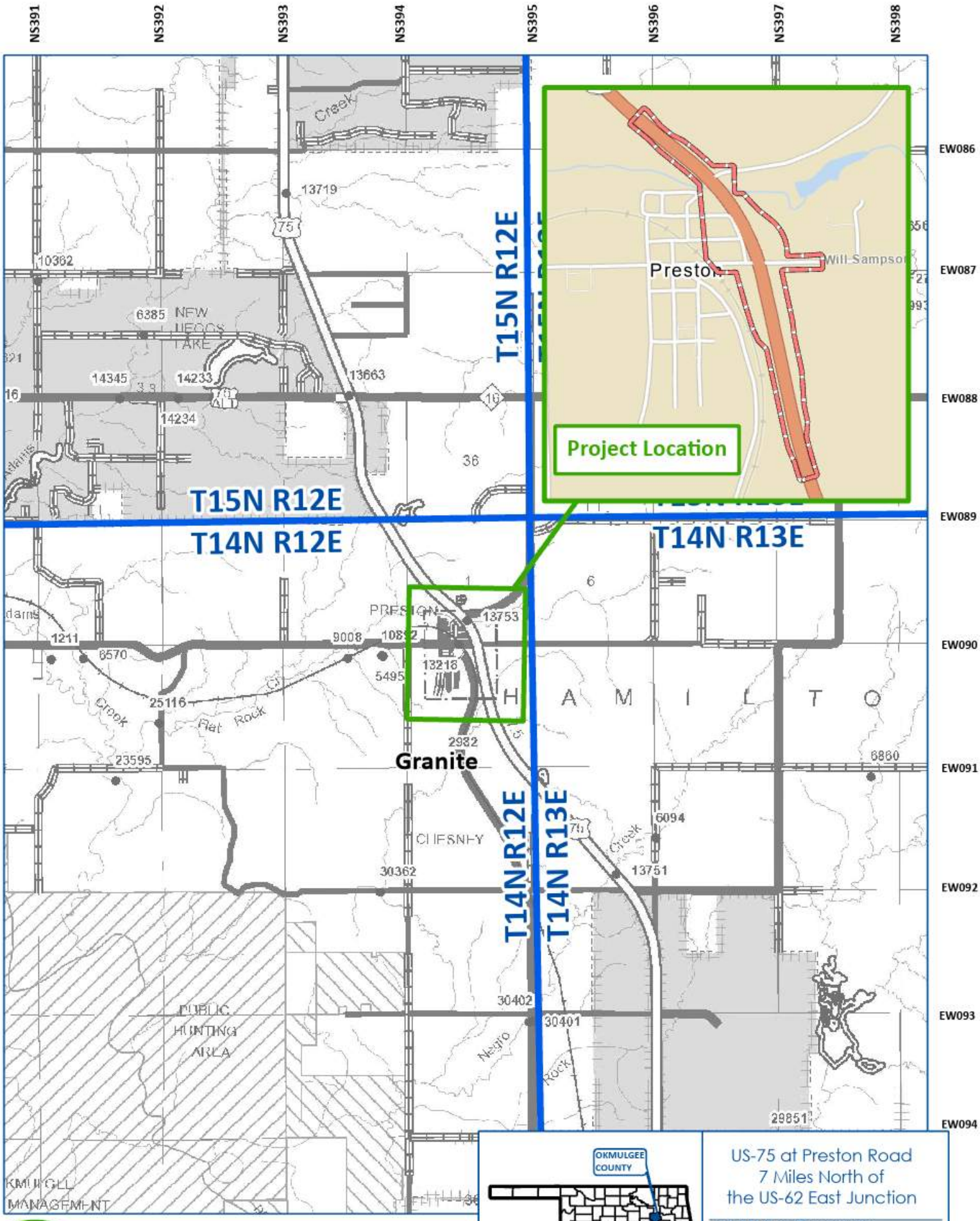
Oklahoma City, OK 73105-3204
www.odot.org

Environmental Programs, at (405) 521-2325 or wward@odot.org.

Respectfully,

Joe Brutsché
Environmental Programs Interim Division Manager

JB/AW/CP&Y
Enclosures: Location Map

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**OKMULGEE COUNTY**

*JP No. 30571(04)*

OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Principal Chief James Floyd
Muscogee (Creek) Nation
P.O. Box 580
Okmulgee, Oklahoma 74447

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Principal Chief Floyd:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

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OKLAHOMA Transportation

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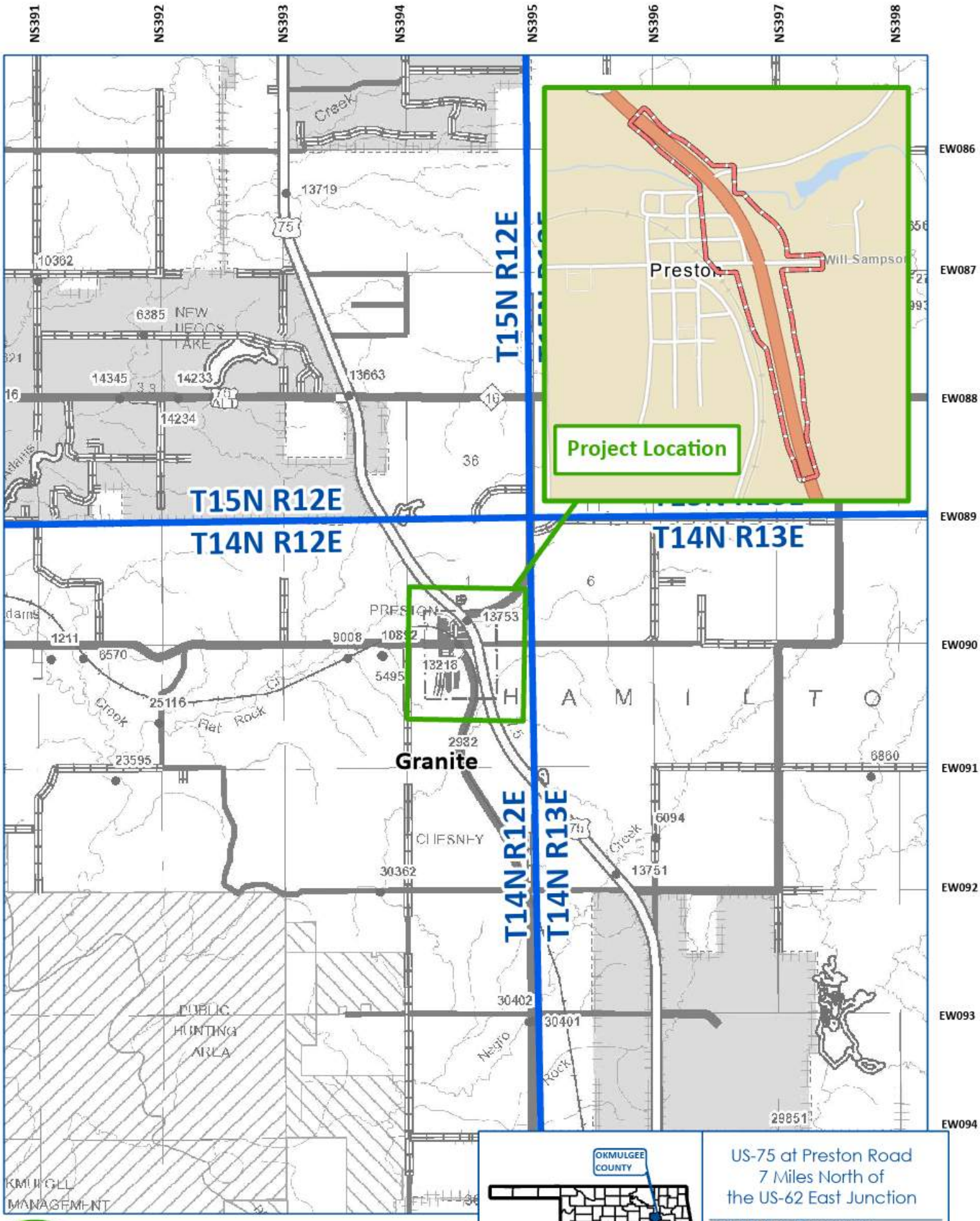
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

Environmental Programs, at (405) 521-2325 or wward@odot.org.

Respectfully,

Joe Brutsché
Environmental Programs Interim Division Manager

JB/AW/CP&Y
Enclosures: Location Map

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**OKMULGEE COUNTY**

*JP No. 30571(04)*

OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Principal Chief Geoffrey Standing Bear
Osage Nation
627 Grandview
Pawhuska, Oklahoma 74056

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Principal Chief Standing Bear:

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OKLAHOMA Transportation

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Joe Brutsché
Environmental Programs Interim Division Manager

JB/AW/CP&Y
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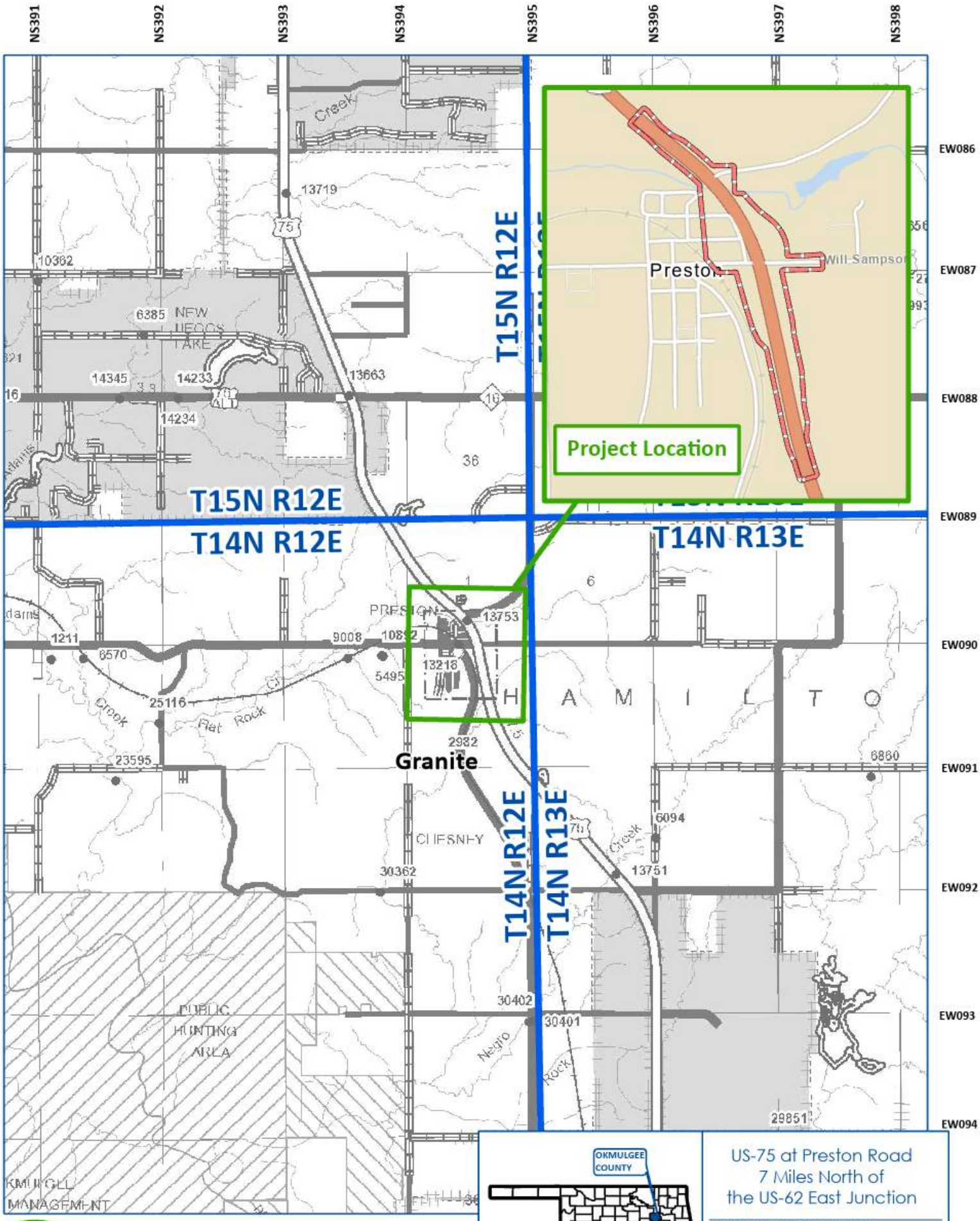


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**OKMULGEE COUNTY**

*JP No. 30571(04)*

OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Mekko Ryan Morrow
Thlopthlocco Tribal Town
P.O. Box 188
Okemah, Oklahoma 74859-0188

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Mekko Morrow:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

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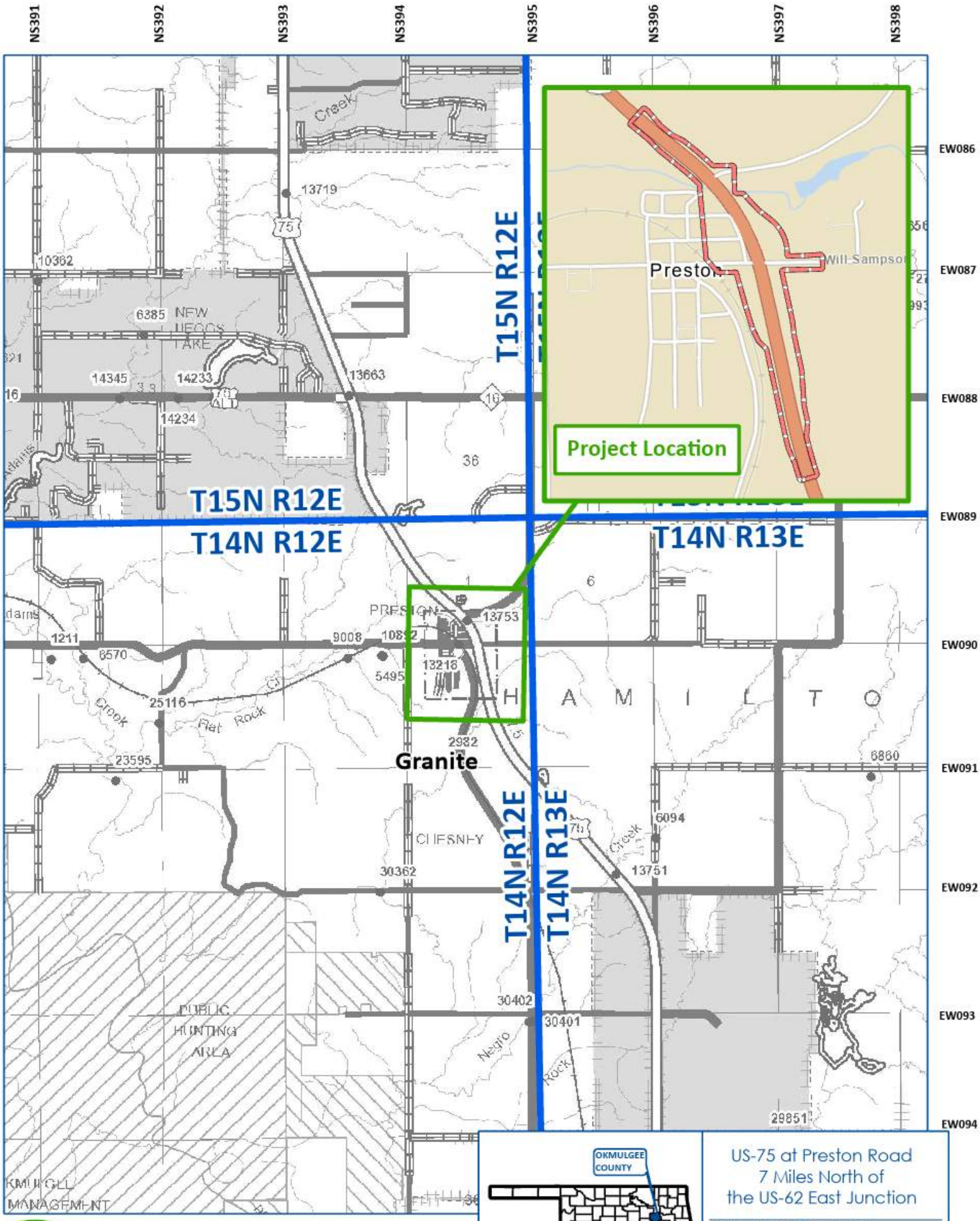


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**OKMULGEE COUNTY**

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OKLAHOMA Transportation

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OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

Chief Joe Bunch
United Keetoowah Band Of Cherokee Indians In Oklahoma
P.O. Box 746
Tahlequah, Oklahoma 74465

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Chief Bunch:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

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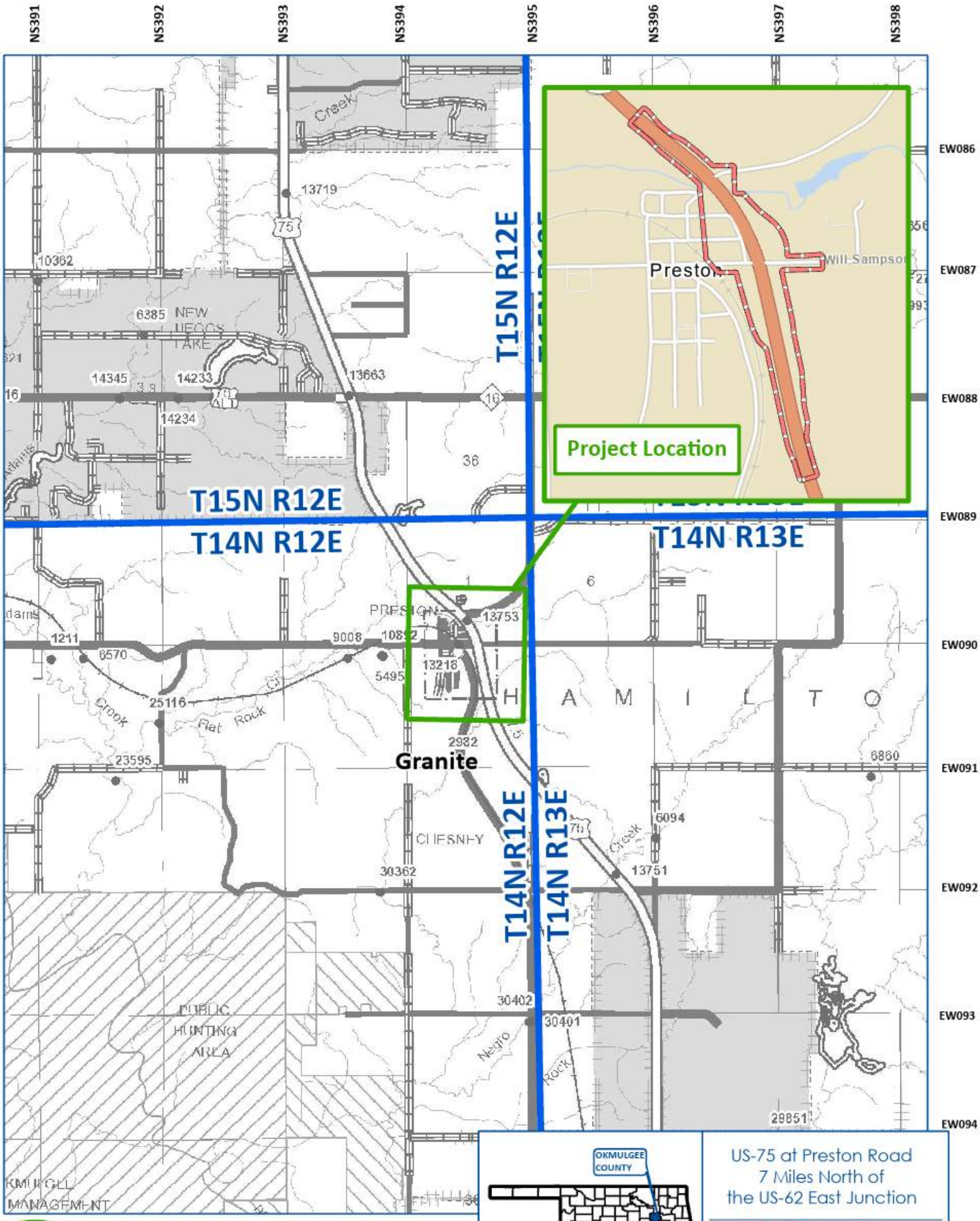


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OKLAHOMA Transportation

**Project Location Map**

OKLAHOMA Transportation

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

President Terri Parton
Wichita And Affiliated Tribes
P.O. Box 729
Anadarko, Oklahoma 73005

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear President Parton:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

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We sincerely appreciate your cooperation in this matter. Should you have any questions regarding the project, please contact our consultant Kelly Saladis, CP&Y, at (214) 276-5420 or ksaladis@cpyi.com or Andrew Ward, ODOT

OKLAHOMA Transportation

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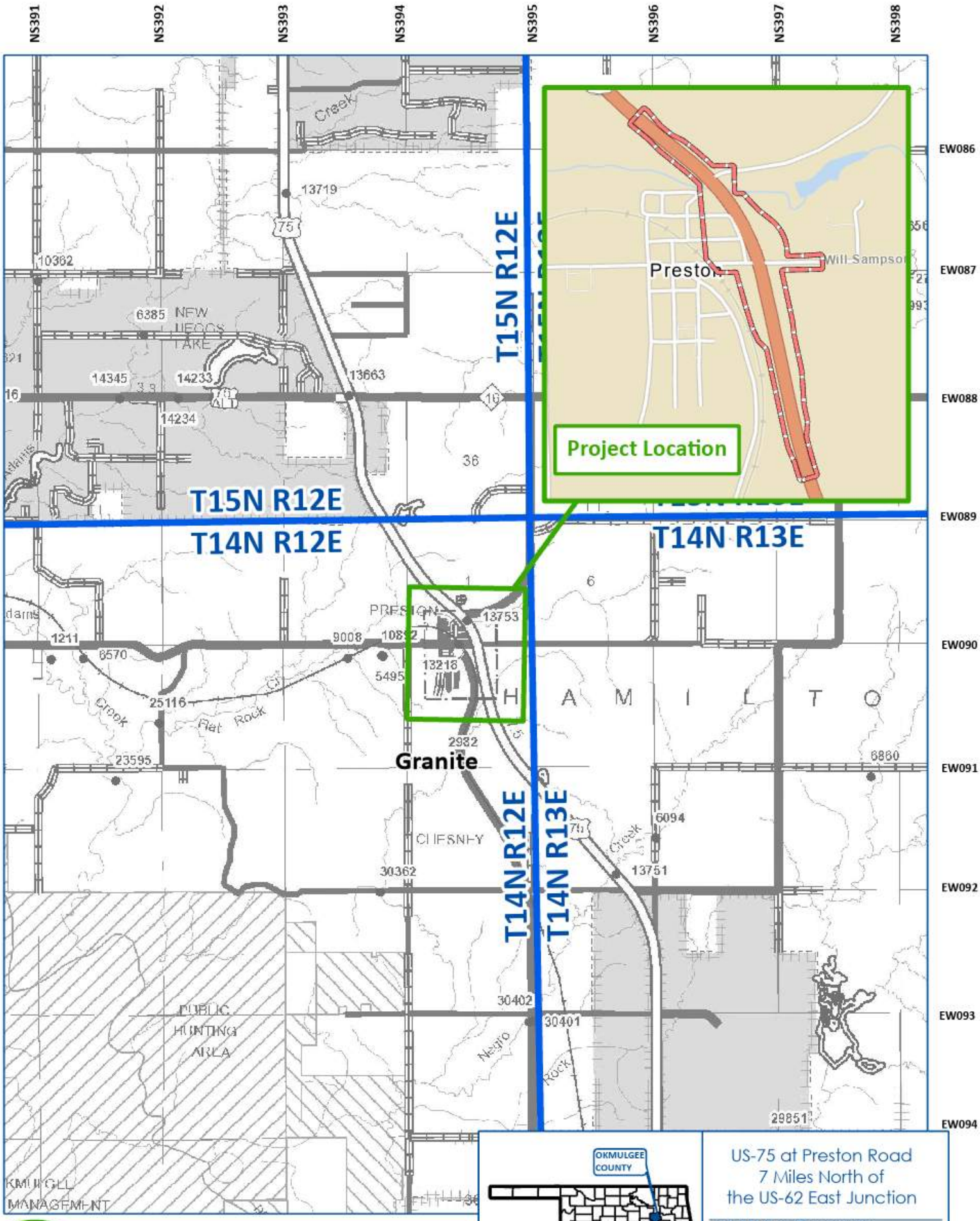
Environmental Programs, at (405) 521-2325 or wward@odot.org.

Respectfully,

Joe Brutsché
Environmental Programs Interim Division Manager

JB/AW/CP&Y
Enclosures: Location Map




Project Location

Township & Range Boundary

Environmental Study Area

Miles

0 0.25 0.5 1

1 inch = 1 miles

US-75 at Preston Road
7 Miles North of
the US-62 East Junction

**OKMULGEE COUNTY**

*JP No. 30571(04)*

OKLAHOMA Transportation

**Project Location Map**

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JB/AW/CP&Y
Enclosures: Location Map

Mercury Press plus
1910 S. Nicklas Ave.
Oklahoma City, OK 73128
**Phone:** (405) 655-8396
**Fax:** (405) 232-7553
**Email:** accounting@mercury.press

**Date:** 8/24/2021 **Account#** 2303 **Estimate #** 016344

**Contact:** Michelle Neeley
**Company:** CPYI
**Address:** 2000 N Classen Blvd, Suite 1410
Oklahoma City, OK 73106

**Phone:** (512) 340-9801
**Fax:**
**Email:** mneeley@cpyi.com
**By:** Amy Hall

# ESTIMATE

| Item | Description | Qty | Price |
|---|---|---|---|
| **1** | **Saturation List and Mail ODOT 4x6 Postcards** | **394** | **325.22** |
| | Postage Estimate | | |
| | 1 STD ECR Letter NDC 394 @ 0.180 | | 70.92 |
| | Total Postage This Item | | 70.92 |
| **2** | **Print 4x6 ODOT Postcards, 4/4, 100# Gloss Cover** | **394** | **73.19** |
| **TOTAL FOR ALL ITEMS (TAX NOT INCLUDED)** | | | **$469.33** |

Quote good for 30 Days

PAYMENT METHODS

Checks - Please make checks payable to Mercury Press Plus
Credit and/or Debit Cards - 3% processing and handling
Wire - There may be charges from your bank

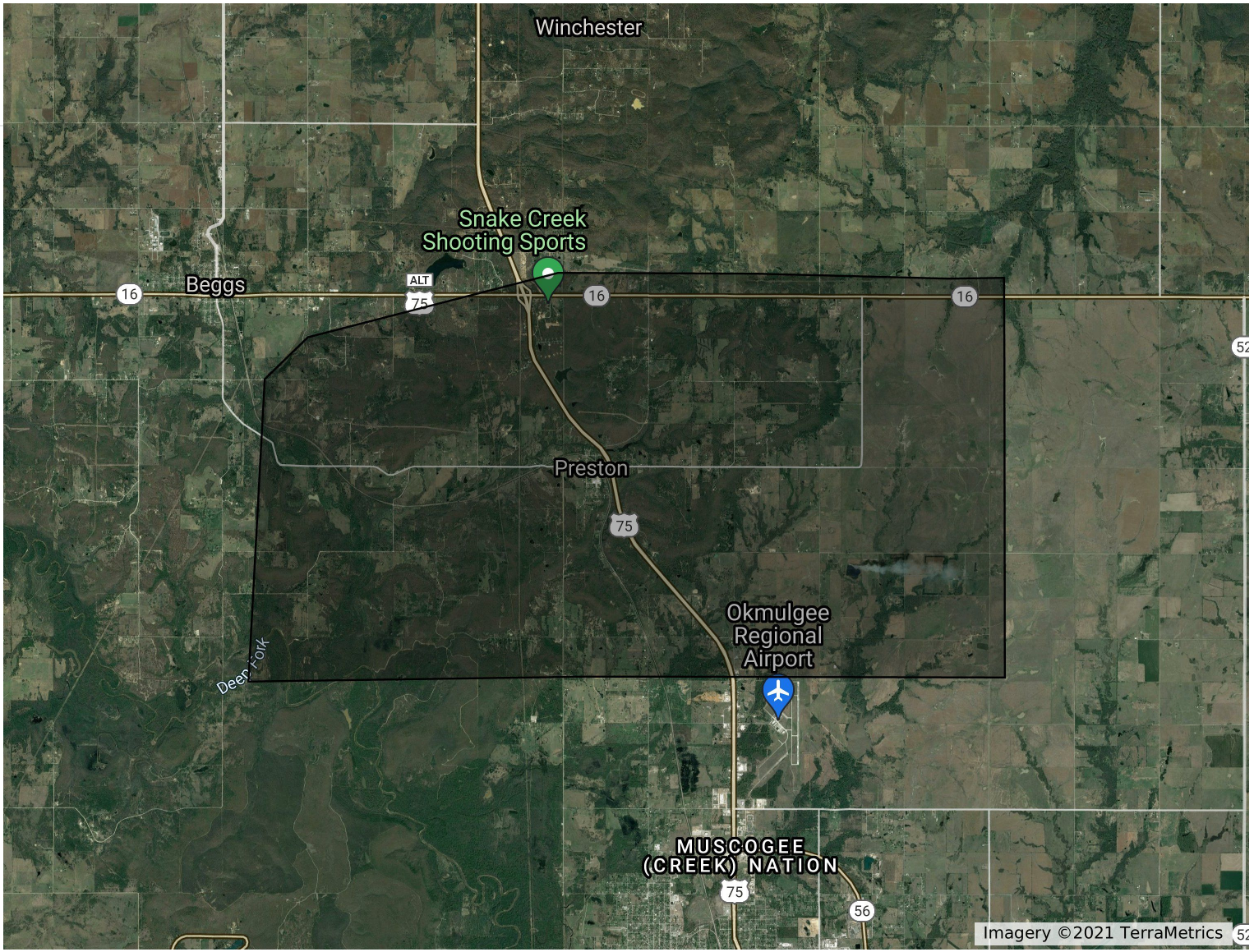
If postage is not paid on or before the mail date: 10% processing and handling of actual total postage

Thank you for choosing Mercury Press Plus

# US-75 EDDM Mailing

Untitled layer

EDDM Area



# Appendix C

## Sign-In Sheet and Public Hearing Materials

OKLAHOMA Transportation

*Date: November 9, 2021*
*Location: Preston High School Cafeteria*
US-75 at Preston Road in Okmulgee County (Preston)/JP:30571(04)

# *PUBLIC HEARING SIGN-IN SHEET*

WWW.ODOT.ORG/PUBLICMEETINGS

*(Please Print Clearly)*

| NAME & EMAIL | ADDRESS & PHONE NUMBER | BUSINESS/ORGANIZATION |
|---|---|---|
| ☐ Mr. ☐ Ms. ☐ Mrs. [redacted] | [redacted] | |
| How did you hear about this meeting? ☐ Mailing ☐ Friend/Neighbor ☐ Facebook ☐ Other: _____ | Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Black ☐ Asian ☐ Other | |
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OKLAHOMA Transportation

*Date: November 9, 2021*
*Location: Preston High School Cafeteria*
US-75 at Preston Road in Okmulgee County (Preston)/JP:30571(04)

# *PUBLIC HEARING SIGN-IN SHEET*

WWW.ODOT.ORG/PUBLICMEETINGS

*(Please Print Clearly)*

| NAME & EMAIL | ADDRESS & PHONE NUMBER | BUSINESS/ORGANIZATION |
|---|---|---|
| ☐ Mr. ☐ Ms. ☐ Mrs. [redacted] | [redacted] | [redacted] |
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OKLAHOMA Transportation

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US-75 at Preston Road in Okmulgee County (Preston)/JP:30571(04)

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OKLAHOMA Transportation

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OKLAHOMA Transportation

*Date: November 9, 2021*
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US-75 at Preston Road in Okmulgee County (Preston)/JP:30571(04)

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OKLAHOMA Transportation

Date: November 9, 2021
Location: Preston High School Cafeteria

# STAFF SIGN-IN SHEET

US-75 at Preston Road in Okmulgee County (Preston)/JP:30571(04)

WWW.ODOT.ORG/PUBLICMEETINGS

*(Please Print Clearly)*

| NAME | ORGANIZATION |
|---|---|
| Andrew Ward | ODOT |
| Leslie Novotny | ODOT |
| Jamie Malmstrom | ODOT |
| Chris Wallace | ODOT |
| Michele Neeley | CPEY |
| Kelly Saladis | CPEY |
| Tori Raines | CPEY |
| Brian Huckleberry | CPEY |
| Don Steel | CPEY |
| Mike Knapik | CPEY |
| | |

## NOTES

## PROJECT INFORMATON SUMMARY

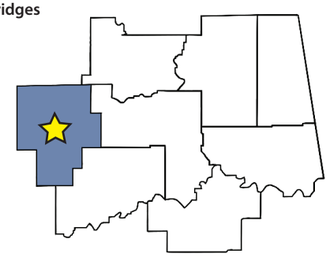
- **Right-of-Way & Utility Location Start:** 2021
- **Construction Start:** 2024
- **Annual Average Daily Traffic (AADT) in year 2021:** 22,860 vehicles per day
- **Future Estimated AADT by year 2051:** 36,600 vehicles per day

## DISTRICT 1 ENGINEER: CHRIS WALLACE, P.E.

*Totals DO NOT include Toll Roads

**Totals DO NOT include County Bridges

| *Total Road Miles | *Total Interstate Miles | **Total Bridges |
|---|---|---|
| 1,109.50 | 97.27 | 706 |



**COUNTIES**

Adair, Cherokee, Haskell, McIntosh, Muskogee, **Okmulgee**, Sequoyah, Wagoner

## PLEASE PROVIDE YOUR COMMENTS BY NOVEMBER 24, 2021

**For more information about the project:**

(405) 325-3269
environment@odot.org

***http://www.odot.org/PublicMeetings***

# ODOT PUBLIC HEARING

**Tuesday, November 9, 2021, at 5:00 p.m**

**Preston High School Cafeteria, 10061 Old Highway 75, Preston, Oklahoma, 74456**

**US-75 at Preston Road • Okmulgee County, OK • J/P: 30571(04)**

**Presentation of Proposed Improvements, Environmental Assessment, and Solicitation of Public Input**

## *Purpose of Public Hearing*

The purpose of the public hearing is to present the findings of the Environmental Assessment (EA) for the US-75 at Preston Road project and to provide an opportunity for the public to comment on the proposed improvements and EA findings. The EA document is available for public review.

## *Project Background*

US-75 is a four-lane divided highway with four 12-foot-wide driving lanes with 10-foot-wide outside shoulders and 4-foot-wide inside shoulders. 2021 traffic volumes are estimated at 22,860 vehicles per day (VPD) and are projected to increase to 36,600 VPD by 2051. US-75 at Preston Road is currently an at-grade intersection. There is a history of severe accidents at the US-75 and Preston Road intersection area, including 30 injury accidents and 2 fatalities in the ten-year period between 2011 and 2021. The purpose of the project is to improve the safety and accessibility of US-75 and Preston Road. A public meeting was held for the project in January 2020.

## *Project Location*

**Environmental Programs Division**
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 25, 2021

RE: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Stakeholders, Property Owners and Utility Owners:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the US-75 at Preston Road intersection located seven miles north of the US-62 Junction in Okmulgee County, Oklahoma. The proposed project consists of the construction of a grade separated intersection at Preston Road/Will Sampson Road over US-75, adding on/off ramps and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect Preston Road to the south, east of the Preston Road/US-75 intersection in Preston, Oklahoma. A public meeting was conducted in January 2020.

A Public Hearing has been scheduled from **5:00 p.m. to 7:30 p.m. on Tuesday, November 9, 2021, at the Preston High School Cafeteria, 10061 Old Highway 75, Preston, Oklahoma, 74456**, to provide the public with an opportunity to comment on the proposed action and the findings of an Environmental Assessment (EA) for this undertaking. The first hour of the meeting will be an open house format, with exhibits available to view. A brief presentation will be made at 6:00 p.m. followed by an opportunity for public comment. Individuals should be signed up to speak by 6:15 p.m. and will have a maximum of three minutes to speak. Following the presentation and public comment period, the open house format will continue until 7:30 p.m. Comment forms will be provided, and a court reporter will be available to record verbal comments.

The EA Document describes the project's purpose and need, the range of alternatives considered including the Preferred Alternative, the social, economic and environmental effect of the alternatives, the Agency coordination and Public Involvement activities conducted as part of the Assessment. Copies of the EA are available for public inspection at the following locations and online at the ODOT website, www.odot.org/US75PrestonRoad, from **Monday, October 25, 2021,** to **Wednesday, November 24, 2021**.

| | | |
|---|---|---|
| Oklahoma Department of Transportation<br>200 N.E. 21st Street<br>Oklahoma City, OK, 73015<br>Hours: Monday through Friday,<br>7:30 a.m. to 4:30 p.m. | ODOT District 1 Field Office<br>2800 S. 32nd Street<br>Muskogee, OK 74401<br>Hours: Monday through Friday,<br>7:30 a.m. to 4:30 p.m. | Preston Post Office<br>10040 Polk Avenue<br>Preston, OK 74456<br>Hours: Monday through Friday,<br>7:30 a.m. to 11:30 a.m., Saturday,<br>8:30 a.m. to 10 a.m. |

Comments on this project or the Environmental Assessment are welcome and must be received or postmarked by **Wednesday, November 24, 2021**. Comments can be mailed to Environmental Programs Division, Oklahoma Department of Transportation, 200 N.E. 21st St., Oklahoma City, OK, 73105, or emailed to environment@odot.org.

After the public hearing, 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 Interim 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

## PROPOSED TYPICAL SECTION

** image not to scale*

## *Project Overview*

The proposed improvements include construction of a grade separated interchange, including a new 32-foot-wide, 182-foot-long bridge on Preston Road/Will Sampson Road over US-75, adding on/off ramps, a new bridge, and rerouting County Road N 220 (Pierce Avenue) along the east side of US-75 to connect to Preston Road to the south, east of the Preston Road/US-75 intersection. The intersection of County Road N 220 and US-75 will be removed to eliminate the direct access to US-75. The typical section of the reconstructed portion of Preston Road will carry two, 12-foot travel lanes with 4-foot outside shoulders. The on and off ramps would have 15-foot lanes with 10-foot asphalt shoulders. The project will require new location right-of-way.

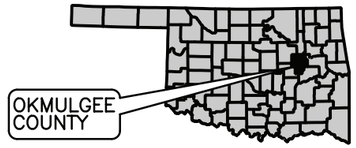
## *Project History*

ODOT has recognized a need for improved safety at the US-75 and Preston Road intersection for several years. One of the first options considered to improve safety at the intersection was a project to close the US-75 median opening at Preston Road and add a "J-turn" several hundred feet south and north of the existing intersection. With the eliminated median opening, this would require traffic on Preston Road/Will Sampson Road to travel north or south on US-75 and turn around at the J-turn to cross US-75. Due to the rolling terrain on US-75, school buses turning on to US-75 would be required to travel immediately uphill on a high-speed facility, which was not determined to be safe. Therefore, the J-turn proposal was dismissed as a viable option.

Another option considered was adding traffic signals to the existing intersection. This option was not carried forward due to sight distance concerns and inadequate safe stopping distance. Closing the US-75 center median and requiring traffic to travel north or south to a median opening was also considered but determined to have substantial negative impact on emergency vehicle response times and would adversely affect school bus routes. These options were therefore dismissed from further consideration.

# ROADWAY SCHEMATIC

J/P Number: 30571(04),
US 75 INTERCHANGE AT PRESTON

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FEET

- US 75 CENTER LINE
- PRESTON ROAD
- N220 RD
- RAMPS
- BRIDGE
- REMOVAL
- EXISTING ROW
- PROPOSED ROW

PRESTON RD
OLD US HWY 75
UPRR
O'CONNOR ST
NIXON ST
EXIST ROW
PROP ROW
EXIST ROW
PROP ROW
RAILROAD ROW
PROP ROW
EXIST DAM
N220 RD
EXIST ROW
FLAT ROCK CREEK
EXIST ROW
PROP ROW
PROP ROW

# Appendix D

## Court Reporter Documents

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**Oklahoma Department Of Transportation State Of Oklahoma**

**CASE**

**Public Hearing**

**Date**

**11-9-21**

**Witness**

**The Public**

**ORIGINAL TRANSCRIPT**

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

STATE OF OKLAHOMA

US-75 at Preston Road

Okmulgee County, JP: 30571(04)

PUBLIC HEARING

TUESDAY, NOVEMBER 9, 2021

PRESTON HIGH SCHOOL CAFETERIA

10061 OLD HIGHWAY 75, PRESTON, OKLAHOMA 74456

Prepared by: DEBORAH S. (DEBI) REINHARDT, CCR, CSR

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ATTACHMENTS

VERBAL COMMENT REGISTRATION FORM

STAFF SIGN-IN SHEET

KELLY SALADIS: Good evening.

Welcome to the public hearing for the U.S. 75 and Preston Road project. The Oklahoma Department of Transportation is proposing improvements to the intersection of U.S. 75 and Preston Road in Okmulgee County.

My name is Kelly Saladis. And I would like to welcome and thank you for attending this public hearing.

I would like to take a moment to introduce the elected and public officials in attendance. We have R. David Walker County Commissioner, Okmulgee County; Josh Owens, field representative for Congressman Mullin; and Mark Hudson Preston School Superintendent.

Thank you for joining us this evening.

I would also like to introduce the ODOT staff members in attendance this evening.

We have Andrew Ward, Leslie Novotny, Jamie Malmstrom, and Chris Wallace.

The ODOT consultant team members in attendance this evening are Mike Knapik, CP&Y project design manager; Don Steel and Brian Huckleberry, CP&Y design team; Victoria Raines, architectural historian; Michelle Neeley, public involvement

specialist; and myself Kelly Saladis, CP&Y environmental project manager.

In this presentation we'll be covering the following areas; a project overview, an environmental overview, project schedule, and how to comment.

Notices for this hearing were published on the ODOT website and in the Okmulgee Times. The purpose of this public hearing is to provide an overview of the project including existing conditions and proposed improvements; present the findings from the environmental assessment; and to provide the public the opportunity to comment.

At this time I'd like to turn it over to Mike Knapik to discuss the U.S. 75 project.

MIKE KNAPIK: Thank you, Kelly.

All right. The U.S. 75, um, at Preston Road project begins seven miles north of U.S. -- the U.S. 62 junction in Okmulgee County and extends north approximately one mile along U.S. 75 in Preston, Oklahoma.

The project study area's depicted in yellow on the screen. The purpose of this project is improve the safety and accessibility to U.S. 75 from Preston Road.

The project is needed because the at-grade intersection configuration at U.S. 75 results in back-ups along Preston Road and contributes to a history of major collisions at this intersection.

U.S. 75 within the project limits is a four-lane divided highway with four twelve-foot lanes, ten-foot outside shoulders, and four-foot inside shoulders. The existing U.S. 75 Preston Road intersection is at grade. And there are no bike lanes or sidewalks in the project limits.

The existing right-of-way of U.S. 75 is a hundred feet on each side of the road. The project includes the construction of a bridge on Preston Road over of U.S. 75, and adding on-off ramps to provide access from Preston Road to both directions of U.S. 75.

The reconstructed portion of Preston Road will consist of two twelve-foot travel lanes with four-foot outside shoulders.

The intersection of County Road North 220 and U.S. 75 will also be removed to eliminate direct access to U.S. 75. North 220 Road will be re-routed to connect into the newly-constructed Preston Road and have a safer access to both northbound and southbound U.S. 75 from the proposed on and off

ramps.

This slide shows an artistic rendering of the proposed roadway and interchange. This is a view from U.S. 75 to the north at the proposed Preston Road overpass.

This slide shows the planned view of the build alternative that ODOT was selected and was studied for the environmental assessment.

ODOT has considered several options to improve the safety of the Preston Road intersection. One of the options was to close the U.S. 75 median opening at Preston Road. And then J-turns several hundred feet north and south of the existing intersection.

The eliminated -- with the eliminated median opening this would require traffic accessing Preston Road to travel or south at -- on U.S. 75 and turn around at the J-turn.

Due to the rolling terrain on -- on U.S. 75 school busses turning at these J-turns will be required to travel immediately uphill on a high speed facility which would not be safe. Therefore the J-turn proposal was dismissed as a viable option.

Another option considered was adding traffic signals to an existing intersection. This option

was not carried forward due to sight distance concerns and inadequate safe stopping distance.

A third option of just eliminating the center median required traff -- traffic to travel north and south to another median opening was also considered but determined to have substantial negative impact with emergency vehicle response times and adversely affect school bus routes.

Therefore these three options were dismissed from further consideration.

Um, ODOT held a public meeting on the -- for the U.S. 75 Preston Road project on January 28, 2020. The purpose of this meeting was present information about the proposed project and request input from the public. 76 people signed-in for the meeting, and a total of 19 comments and suggested solutions were received within the two-week comment period.

Most of the comments indicated support for the project and its potential to increase safety and improve access at the interchange.

Few of the commentors expressed concern over the loss of local businesses and fair compensation.

With that, I'll hand it back over to Kelly to discuss the environmental assessment.

KELLY SALADIS: Thanks, Mike.

The technical documentation for this project addresses the potential environmental impact identified during this design phase of the proposed project.

These areas of potential impact included natural, social, and cultural resources as well as potential impact to adjacent and surrounding land --

(Audience member coughing.)

The environmental reports were approved by ODOT. And coordinated with other public agencies.

The environmental assessment and associated technical reports can be found on the ODOT public meetings and hearings website. And are available for review tonight.

This slide depicts all of the topics that were considered during the environmental phase of this project. The following slides include a summary of the findings.

The proposed project would require the acquisition of approximately 20 acres of additional right-of-way along U.S. 75. As a result, a total of six residential, nine commercial, and 185 personal-property-only displacements would occur.

ODOT provided early notification and solicited comments relative to the social, economic, or

environmental effects of the project from local, state, and federal agencies, organizations and Native American tribes.

Census data was used to evaluate the project's potential effect on Environment Justice or EJ populations.

Although there are readily-identifiable minority populations within the study area that would experience impact from displacement of residences and commercial properties, the impact would not be disproportionate to the impact on non-EJ populations.

Studies of farmland and cultural resources were completed. No significant impacts to any of these resources are expected.

Construction commitments will be made to avoid effects that threaten and endangered species that have habitat in the project area.

Studies of waters and wet lands, water quality, floodplains, visual, aesthetics, and construction impacts were completed. No significant impacts to any of those resources are expected.

A hazard materials assessment determined the need for additional investigations at one potential high-risk site.

A traffic noise analysis was conducted resulting in projected impacts to one residence.

A noise barrier analysis was conducted, and it was determined that a noise barrier would not be feasible and reasonable at the impacted residence.

Following this hearing, documentation of the hearing will be reviewed by ODOT for the final environmental decision and design approval.

If there are no major issues arising from the hearing that cannot be addressed in a reasonable time frame the final environmental decision is expected in early 2022.

Following the environmental decision, right-of-way acquisition will begin. Construction of the project is expected to begin in 2024.

The total estimated cost of the proposed project is approximately eleven million.

Copies of the environmental assessment and -- prepared for this project are available for public inspection at the location shown on this slide and during the hours identified.

The environmental assessment is also available this evening at the hearing and online at WWW dot ODOT dot org slash US75 Preston Road.

ODOT is committed to continuing our efforts to

gain public feedback about this project. ODOT is offering several methods for providing comments. Verbal comments will be accepted following a ten-minute recess this evening.

You can also submit written comments by email to environment at ODOT dot org, or by mailing your comments to the address shown on this slide.

All written comments must be received or postmarked by November 24th, 2021, to be included in the official public hearing record. The responses to all comments submitted during the comment period will be included in the public hearing summary report which will be posted on the ODOT meetings and hearings website once completed.

This concludes the public hearing presentation. We will now take a ten-minutes recess before the public comment period.

If you wish to make a public comment, please sign up to speak at the sign-up desk before the end of the recess period.

Thank you.

(A recess was had.)

KELLY SALADIS: We will now re-adjourn for the public comment opportunity.

If you have signed up to make a

comment, please wait until your name in called to go to the court reporter table to speak.

When making your comments, please state your full name and mailing address and limit your comments to three minutes.

The court reporter will record your comments. Please note that we will not attempt to respond to your comments at this time. Your comments will be fully considered and responded in the project record.

Our first speaker is [redacted].

[redacted] Folks, I'm [redacted]

I own piece of property here that's gonna be affected by this. And my sister owns property on both sides of the highway. And I -- I just want to make it known that I proposed a -- first of all, I love this community. And there's not gonna be a community left when they do this. And I know they're doing it for safety, and that -- that's great. But there'll be no business left in Preston.

And I've offered 'em an opportunity to put a service road on the west side of the highway down past my property, what's left of it, and through my sister's property. And we can put a turn-around

there on that service road. And we can relocate all these businesses that we're going to lose on that property.

So far I haven't heard anything that I want to hear from the highway department on the chances of that being done.

They said that if we're gonna do it, I would have to pay for the road down the side of the road. And I don't think I can afford that.

But keep in mind they're taking the business away from me that has access right now. And they're taking my sister's property from her that has access right now. But yet, they're not going to let me have access to the property that's left there. So I just want that to be known that there is a remedy here for these businesses to stay in this area if they'll do it for us.

That's -- I just want it to be known.

Thank you.

KELLY SALADIS: Thank you for your comment.

Our next speaker is [redacted].

[redacted]:

I'm [redacted] from Preston.

Can we get that chart up there that had the options

available to us.

KELLY SALADIS: The one that had the alternative --

[redacted]: Had the three alternative options.

(Pause on the record.)

Okay. As we can see option one is a no-go. Mainly because of the school buses and J-turns. Option 2 is adding street signals to the existing intersection is a good idea. For -- for example, Glenpool in the 70s and 80s had a fifty fatality rate at that stop light they put up.

When they went in and modified that, they didn't put any overpasses, on or off ramps, that's made a complete stop light intersection. That slows traffic down. Reducing speed coming down this hill here to 45 instead of 55 would slow traffic down and you do the same thing coming from the south. And then you trim them hills down so that you've got access to light. You -- gives you a safer stopping distance.

Next thing is to get off the three two.

Next thing I wanna say is where's this traffic gonna be alternated to during all this construction.

It's going to go right down Highway 75 going

south. And everybody knows that travels that road it's a -- it's a truck needle (phonetic). There's one-lane bridges down here. There's -- there's narrow areas in the road itself. The road's crumbling. If they're gonna do that they need to first fix Highway 75 alternate route. That -- that's my opinion.

Thank you.

KELLY SALADIS: Thank you.

Our next speaker is [redacted].

And if you wouldn't mind, wait to give your name and address until you get all the way out here -- up here just so we can make sure that the court reporter can get that information.

[redacted] My name is [redacted] [redacted] I live here in Preston. In fact, I live on Nixon Street. And that's my concern.

We have one area -- if they shut down or make that a cul de sac, we can only go across the track. Train comes through about approximately ten times a day. Any emergency or anything else, we just stuck.

If there's a life-threatening situation, anything like that, we're just stuck.

I don't think that's very feasible. It's not even humane.

And that's all I have to say.

KELLY SALADIS: Thank you for your comment.

Our next speaker is [redacted]

[redacted]

My name is [redacted], and I teach school here at Preston. I've lived here in the same place for 47 years. And I'm fixing to lose my home. So I've seen all these accidents and -- that's happened out through the years. I've seen people been killed right there at that intersection. And my heart goes out to those families.

And -- but still, you know, there's a feeling that you get when -- when you're going to lose your home. I raised my children there. I raised my grandchildren there. And it's just tough. It's tough. Just to think that -- it's just going to be gone. Gone.

But I can understand that maybe this needs to happen for safety issues. Now, I'm not the person to ask or to explain a -- a way to fix it where we won't all lose our property. But you know, some people that -- have already explained that.

But I just wanted to -- to tell you that the --

it broke my heart more when I saw those people lost -- lose their loved ones up there at that intersection. That just killed me.

And we can be in our house, and we can hear the bangs. And we'd say, oh, another wreck; another wreck up there. Sure enough. Somebody else was killed. And I -- I think we need an alternative. I don't know what it is. But you-guys figure it out. And if it's something to where we won't -- we don't have to lose our properties and our homes that -- that'd would be great. But if we have to give it up, I'm ready to give it up. I'm ready to give up my property. It's going to be sad. It's going to be hard. But if it's something that I need to do to save lives. So that's about all I've got to say about it.

Thank you for listening.

KELLY SALADIS: Thank you for your comments.

(Applause.)

KELLY SALADIS: Our next speaker is [redacted]

[redacted] My name's [redacted]. I live at [redacted]. I have compassion for the lady that's losing her

house.

I do understand the safety issue, and I would hate for the tragedy of a school bus getting hurt or loss of a lot of kids.

But at the same time, I think there are unintended consequences of this project that hasn't been addressed.

Namely, I live on 240 Road. My neighbors I don't -- just speak for myself. We have traffic that comes from the north, from the south. And many of those travelers are aware of the area. And they take a shortcut to go to Highway 16 and go to Muskogee. And from Highway 16 going to Henrietta or on to Texas, they'll take the shortcut. Instead of going to Highway 75.

When they do this project, they're gonna be others that take the shortcut. Regardless of the service road. And they've explained to me that they're gonna make it where they can get off without obstructing traffic, and that's fine.

But I think there needs to be some background work. Meaning they need to -- on 240 Road we need stop signs at Bald Hill Road and 240 Road. We need another stop sign at Cecilia Berryhill and the Preston Road. We have areas of

road that is washed out. And what's gonna happen is, if we don't fix the roads, they're going to -- gonna be people taking short cuts that aren't familiar. Especially right in front of my house is washed out where the mailman's come out and they stop. One side stops and the other side goes by.

But if you drive through there at night and you're not familiar with it, it's going to be an accident. And possibly a fatality.

So to build something in the name of safety but not to do the preparatory work we need to keep others safe in the community is I think going backward.

So I hope that ODOT can work together with this project and not just put it on the community because when we go to our county commissioner, we're gonna just -- we don't have the budget. That doesn't help.

So we have to fix the roads. We have to put up stop signs. We have to create a safe environment so that if we do this project everybody can stay safe.

Thank you.

KELLY SALADIS: Thank you.

Our next speaker is [redacted].

[redacted]: My name is [redacted] and I'm really not -- I'm not a speaker. I had a question, and I thought we were gonna be able to ask questions. But I don't think they -- I guess they're not gonna give answers; right? We can just make comments.

UNIDENTIFIED SPEAKER: That's correct.

[redacted]: Okay. So my concerns were just about the new right-of-way lines that weren't on the original map. And when home owners in that area will know about that. And are they purchasing the property or just right-of-way. And maybe that's in the 350-page document that I haven't read yet that you can download.

And then the other similar to the last gentlemen's on re-routing the traffic during construction and how the people to the east are going to get to the west, and how people from the west are going to get to the east.

So would there be another meeting like this where they talk about that. So.

My -- mine were all questions.

KELLY SALADIS: Thank you for your inputs.

That's all the speakers that I have signed up. Is there anyone else that wishes to speak this evening?

I understand that representative Fetgatter has a few words he'd like to say.

[redacted]): Good evening. My name is [redacted]

Press -- [redacted].

And I grew up in Preston. And there's been accidents -- I'm 66 years old. I used to get on my bike and ride up there to the street and -- you know accidents happened. Seen many, many man and woman get killed there. So myself I'm hoping that this is a great deal for our city besides destroying the store and the feed store. We just kind of got a thing or two.

But lives are more important. Like I say, I've watched that down through the years. And I don't know if you-all heard my brother-in-law or not, but we got to get it figured out that we'll have more than one way out of our -- we're across the tracks. And we've got to have more than one way out of our town. So hopefully that you-guys will hear us and come to decision. Because if the train stops and there's emergencies nobody can get out.

And I've seen the train stop over the years and get overloaded and run out of gasoline. And it sets there for hours and hours. So hopefully that you can get something figured out that we won't be trapped in our neighborhood in an emergency. Ambulance come through, they can't get out and see about it -- the people.

So keep it in mind, and I pray that you -- ODOT can get us straightened out in that area. I'm like the sister there, I'd rather see lives saved. It's more value than a store to us in our community if they could be a help.

But God bless you.

KELLY SALADIS: Thank you.

SCOTT FETGATTER: Thank you. I'm state representative Scott Fetgatter. Some of you know me. Some of you don't. But I, as of next week, will become your State Representative in the Oklahoma House. So I wanted to make sure I was here tonight to hear your concerns.

I appreciate ODOT having the meeting and -- and hearing your concerns. But I wanted you to know that I've also heard the concerns and had conversations. And -- and I -- I have a great relationship with ODOT. And we'll have those

conversations as well with them.

My phone number is (918)759-0178. If you happen to write that down, great. If you didn't, grab me afterwards. I'm happy to take -- take you calls. That's my cell phone number right there laying on the table. So I have a great relationship with ODOT. ODOT will listen. We just need to make sure that those concerns are addressed as best we can. There's no promises. I can't promise you we're not gonna do this or not -- they're not gonna do that.

But I can promise you this, they'll hear your concerns. And that -- I just wanted to introduce myself as your new representative and give you my contact information.

Thank you.

KELLY SALADIS: Thank you.

Additional information about the project can be obtained by contacting Kelly Saladis at CP&Y (214)276-5420. Or K Saladis at CPYI dot com.

Or Andrew Ward, ODOT environmental programs (405)521-2325 or W Ward at ODOT dot org.

Again, you can submit written comments at tonight's hearing. By email at

environment dot org. Or by mailing your comments to the address shown on this slide.

All written comments must be received or postmarked by November 24, 2021 to be included in the official public hearing record.

Thank you for your participation. This concludes the presentation. And this public hearing is adjourned.

Staff will be present until 7:30 to continue with the open house. If there are additional materials you wish to review.

(Hearing concluded.)

C E R T I F I C A T E

STATE OF OKLAHOMA )
)
COUNTY OF TULSA )

I, Deborah S. (Debi) Reinhardt, Certified Shorthand Reporter, for the State of Oklahoma, certify that the above and foregoing public hearing was by me taken in stenotype and thereafter transcribed and is a true and correct transcription of said hearing; that the hearing was taken on November 9th, 2021, in Preston, Oklahoma; that I am not an attorney for nor relative of any of said parties, nor otherwise interested in the event of said action.

IN WITNESS WHEREOF, I have hereunto set my hand and seal of office this 1st day of December, 2021.

_____
Deborah S. (Debi) Reinhardt, CSR #1807
For the State of Oklahoma

## Transcript Errata Sheet For

**Date:**

**Case Number:**

**Case Name:**

**Deponent:**

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**Signature of the Deponent:**

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# VERBAL COMMENT REGISTRATION FORM*

## US-75 at Preston Road Public Hearing

### Tuesday, November 9, 2021, at the Preston High School Cafeteria

☒ Yes I wish to make a statement during the "opportunity for public comment" portion of this hearing.

**[Please Print Clearly]**

Name: [redacted]

Address: [redacted]

City: [redacted]

**Please check and complete all applicable items:**

☐ I am an elected official: _____
*Entity and Title*

☐ I am a public official: _____
*Agency and Title*

☐ I am a media representative for: _____

☒ I am a property owner in the vicinity of the proposed project.

☐ I am a business operator in the vicinity of the proposed project.

☐ I am a commuter or an interested citizen.

*** Please return this form to the sign-in table. Do not place in comment box.**

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* **Please return this form to the sign-in table. Do not place in comment box.**

# NAMES FOR MODERATOR

## Public Hearing: Tuesday, November 9, 2021

## US-75

| ELECTED OFFICIALS | | |
|---|---|---|
| **Title & Name** | **Phonetic** | **Representing** |
| R David Walker, County Commissioner | | Okmulgee County |
| Josh Owen, field Rep | | Congressman Mullin |
| | | |
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| CITY/COUNTY STAFF | | |
|---|---|---|
| **Title & Name** | **Phonetic** | **Representing** |
| ~~R David Walker~~ | | ~~Okmulgee County Commissioner~~ |
| Mark Hudson, Preston School Superintendent | | |
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| PEOPLE SIGNED UP TO SPEAK | | |
|---|---|---|
| Title & Name | Phonetic | Representing |
| [redacted] | | |
| | | |
| | | |
|

OKLAHOMA Transportation

Date: November 9, 2021
Location: Preston High School Cafeteria

# STAFF SIGN-IN SHEET

US-75 at Preston Road in Okmulgee County (Preston)/JP:30571(04)

WWW.ODOT.ORG/PUBLICMEETINGS

*(Please Print Clearly)*

| NAME | ORGANIZATION |
|---|---|
| Andrew Ward | ODOT |
| Leslie Novotny | ODOT |
| Jamie Malmstrom | ODOT |
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C E R T I F I C A T E

STATE OF OKLAHOMA )
)
COUNTY OF TULSA )

I, Deborah S. (Debi) Reinhardt, Certified Shorthand Reporter, for the State of Oklahoma, certify that the above and foregoing public hearing was by me taken in stenotype and thereafter transcribed and is a true and correct transcription of said hearing; that the hearing was taken on November 9th, 2021, in Preston, Oklahoma; that I am not an attorney for nor relative of any of said parties, nor otherwise interested in the event of said action.

IN WITNESS WHEREOF, I have hereunto set my hand and seal of office this 1st day of December, 2021.

Deborah S. (Debi) Reinhardt, CSR #1807
For the State of Oklahoma

# Appendix E

## Written Comments

# PUBLIC HEARING
## COMMENT FORM

OKLAHOMA
Transportation

US-75 at Preston Road
Okmulgee County; JP 30571(04)

**NOVEMBER 9, 2021**

**Thank you for your interest in this study and taking the time to provide us with your written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.**

**PLEASE SUBMIT YOUR COMMENTS BY: NOVEMBER 24, 2021**

*Please print clearly. Personal Information Optional*

[redacted]

*"I have the following comment(s) and/or question(s) about the proposed improvements to US-75 at Preston Road"*

The proposed improvements will without doubt save life. There are however unentended consiceuses: Traffic traveling from Henrietta will at some or many times exit at Cecilia Berryhill road thru 240 Rd onto ~~Gov~~ Hyway 16. When traveling South Cars will exit at Natura Road & follow Road South to Hyway 75 rather than go to Hyway 16 then travel South. The community on 240 Rd will experience increased traffic and unsafe conditions including fatalities. ~~an~~ To avoid such tragedies the community Proposes the instalation of a 4 way Stop sign at 240 Rd & Bald hill road, repairs to the curve at Cecilia Berryhill Road & Posted Speed limits to slow down traffic and reduce the use of unecessary Short cuts.

**Comments on this study can be submitted in several ways, including but not limited to:**

**By U.S. Mail:**
OKLAHOMA DEPARTMENT OF TRANSPORTATION
Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105

**By Email:**
environment@odot.org

**On the Web:**
www.odot.org/PublicMeetings

**Please be aware that all information that you submit on this form is subject to public disclosure under the Oklahoma Open Records Act.**

**OKLAHOMA DEPARTMENT OF TRANSPORTATION**
COMMENT FORM

OKLAHOMA
Transportation

There is a new development of 10 homes in the area. The children will be at high risk of a tragic accident. Repairs to the road on 240 are critical to keep the community and travelers safe. Trees at the corner of 240 rd and will Sampson road needs to be removed so that traffic can see oncoming traffic in the curve. The repairs and tree removal will reduce the risk of a driver unfamiliar with the area from being involed with or causing an accident. There is uneven pavement and washed out portions of the road which will not allow people or cars to drive side by side or pass in oposite directions.

[redacted]

**9 November 2021**

ODOT Environmental Programs Division
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21stStreet
Oklahoma City, OK 73105-3204

The project at US 75 and Preston road, as I understand it, will not affect me very much. However, I recommend that a speed up lane be considered for US 75 where OK 16 enter US 75 heading south toward Preston. That angle of entry is difficult to see what traffic is coming south on US 75. Each year I find I have more concerns about entering US 75. Heading north on US 75 from OK 16; a speed up lane is available.

Please, consider a speed up lane.

Yours truly,

[redacted]

OKLAHOMA Transportation

# PUBLIC HEARING COMMENT FORM

US-75 at Preston Road
Okmulgee County; JP 30571(04)

**NOVEMBER 9, 2021**

**Thank you for your interest in this study and taking the time to provide us with your written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.**

**PLEASE SUBMIT YOUR COMMENTS BY: NOVEMBER 24, 2021**

*Please print clearly. Personal Information Optional*

| Name: [redacted] | Business / Organization: [redacted] |
|---|---|

*"I have the following comment(s) and/or question(s) about the proposed improvements to US-75 at Preston Road"*

I HAVE POWER OF ATTORNEY FOR [redacted] And we would like to know if we can keep the west strip of her property on the west side of 75 to relocate the businesses that will be lost in the way of this project. It would involve providing a service road along side the on ramp that will be built.

I would like to ask these questions at the public meeting.

**Comments on this study can be submitted in several ways, including but not limited to:**

**By U.S. Mail:**
OKLAHOMA DEPARTMENT OF TRANSPORTATION
Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105

**By Email:**
environment@odot.org

**On the Web:**
www.odot.org/PublicMeetings

**Please be aware that all information that you submit on this form is subject to public disclosure under the Oklahoma Open Records Act.**

J. KEVIN STITT
GOVERNOR

MATT PINNELL
LIEUTENANT GOVERNOR

OKLAHOMA CONSERVATION COMMISSION

Our Land • Our Heritage • Our Future

TREY LAM
EXECUTIVE DIRECTOR

LISA KNAUF OWEN
ASSISTANT DIRECTOR

November 1, 2021

Joe Brutsché
Environmental Programs Interim Division Manager
Oklahoma Dept. of Transportation
200 NE 21st Street
Oklahoma City, OK 73105-3204

***RE: Public hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.***

Dear Mr. Brutsché:

Thank you for the opportunity to review this ODOT proposal as described in your letter of October 25, 2021.

A review was completed using the U.S. Department of Agriculture Soil Survey of Okmulgee County and the U.S. Fish and Wildlife Service National Wetland Inventory maps. No wetlands were indicated within the study area. Following the review of the project Environmental Assessment and with the understanding that potentially impacted streams have already been identified, the Oklahoma Conservation Commission (OCC) has just general comments about the project.

The general concerns should be addressed throughout this project. One concern is that riparian areas will be disturbed and siltation problems may arise during this process. OCC is also concerned about mechanical disturbance within the streams, whether it is simply for construction or that it involve the redirecting or "redesigning" of the channels. Additionally, OCC is concerned that the cross-sectional area may be reduced and not allow for needed drainage. OCC recommends plans that reduce disturbance, and thus siltation, in the creeks and erosion control plans sufficient to minimize sedimentation impacts from construction activities outside the stream channel. OCC also recommends minimizing changes in the stream configuration (slope, width, depth and path) or if the streams must be manipulated, natural designs be used as practicable to reshape and stabilize the stream. Natural stabilization methods can be more economical and beneficial to the environment than historical stabilization techniques. Restoring riparian corridors using natural design can produce stream systems that are more stable and efficient in transporting bed load and flood flows while providing habitat for riparian/wetland wildlife. If this method cannot be used, OCC recommends that permanently protected riparian mitigation be implemented possibly through a conservation easement. Tying to this recommendation, OCC suggests that sufficient cross-sectional drainage area through the bridge crossings be incorporated in the plan to allow for maximum periodic flood drainage so that the bridges do not function as dams, constricting flow, creating stress on banks and structures, and effectively reducing the natural positive effects of the flood plain. OCC requests that following completion of this project, the streams remain free flowing (stream slope unaffected by construction) with naturally vegetated stable banks and with stream substrate free of excess sedimentation from project activities.

If you have any further questions or concerns, please contact me at 405/534-6997 or at brooks.tramell@conservation.ok.gov.

Sincerely,

Brooks Tramell
Director of Monitoring, Assessment and Wetlands Programs
Water Quality Division

cc: Wetlands file
Shanon Phillips, OCC Water Quality Division Director

# OKLAHOMA AERONAUTICS COMMISSION

November 2, 2021

Joe Brutsché
Environmental Programs Interim Division Manager
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City, OK 73105-3204

Re: Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County.

Dear Mr. Brutsché,

This is in reference to your October 25, 2021 letter concerning the Public Hearing for US-75 at Preston Road; State Job Piece Number JP 30571(04), Okmulgee County. The Commission would like to draw your attention to the CFR Title 14 Part 77.13, which states that any person/organization who intends to sponsor any of the following construction or alterations must notify the Administrator of the FAA:

- any construction or alteration exceeding 200 ft above ground level
- any construction or alteration:
    - within 20,000 ft of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with at least one runway more than 3,200 ft
    - within 10,000 ft of a public use or military airport which exceeds a 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 ft
    - within 5,000 ft of a public use heliport which exceeds a 25:1 surface
- any highway, railroad or other traverse way whose prescribed adjusted height would exceed the above noted standards
- when requested by the FAA
- any construction or alteration located on a public use airport or heliport regardless of height or location

Based on the limited information provided in your letter and our cursory review, the potential project **does not** appear to pose a hazard to the safe and efficient use of navigable airspace. However, sometimes the most critical items affecting navigable airspace can be construction equipment (cranes, etc.), light poles and fixtures. Because of this, the Commission recommends that you 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. .

Furthermore, the Commission recommends that you 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.

https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm

If a 7460-1 form is required for any permanent structure with this project please inform the Commission as soon as possible. You could be required to file a tall structure permit, under the rules of the Aircraft Pilot and Passenger Protection Act, with the Commission. Should you have any questions in the matter, please do not hesitate to contact me at tgalloway@oac.ok.gov or (405) 604-6904.

Sincerely,

Thomas Galloway, C.M., A.C.E.
Aviation Program Manager
Oklahoma Aeronautics Commission