

OPEN HOUSE EXECUTIVE SUMMARY REPORT

**Meeting Held On:
May 16, 2019**

**BRIDGE & APPROACHES SH-101: BRIDGE OVER BIG SKIN BAYOU,
7.52 MILES EAST OF SH-59 JCT.**

**SEQUOYAH COUNTY
J/P No. 29780(04); Project No. J2-9780(004)**

Prepared for:



**OKLAHOMA DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**

Prepared by:



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JULY 2019

1.0 PUBLIC OPEN HOUSE OVERVIEW

As part of the Oklahoma Department of Transportation's (ODOT) efforts to keep the public informed and involved in the decision-making process, a public open house was held. The following is an executive summary of the information provided and the comments received. ODOT responses to comments are also presented in this document.

1.1 MEETING DATE & TIME

Thursday, May 16, 2019
5:00 pm to 7:00 pm

1.2 MEETING LOCATION

Central High Fire Association
107011 S. 4670 Rd.
Sallisaw, OK 74955

1.3 PURPOSE OF MEETING

To inform the public and solicit input regarding the ODOT proposed safety improvements to SH-101 over Big Skin Bayou in Sequoyah County, Oklahoma.

1.4 PROJECT BACKGROUND

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is planning safety improvements to this portion of SH-101 which includes a curve correction and bridge replacement. The existing bridge is a 22-foot wide span bridge that is narrow and is at risk for becoming structurally deficient. The existing segment of SH-101 is a two-lane, open section roadway with 11-foot wide driving lanes and no shoulders. Current traffic volumes are estimated at 760 vehicles per day (VPD) and are projected to increase to 1,100 VPD by 2041. Due to an elevated accident history, caused in part by sharp curves, limited sight distances, and lack of shoulders, ODOT proposes to replace the existing bridge, reconfigure intersections, and widen and add shoulders to the approach roadways. The purpose of the proposed improvements is to correct deficiencies, enhance safety, and efficiently accommodate traffic to better serve the next generation of Sequoyah County residents.

ODOT tasked a consultant to develop design plans for improving this segment of highway while taking into consideration the cost of construction, right-of-way, and utilities, as well as the identified environmental impacts.

1.5 PROJECT DESCRIPTION

The proposed improvements include widening the approaches to create two, 12-foot wide paved driving lanes with 8-foot wide shoulders, replacing the existing bridge over Big Skin Bayou with a 40-foot wide clear roadway span bridge on north offset alignment; and reconfiguring driveways and intersections to provide better sight distances. The proposed design would meet current standards. The highway would remain open during construction, and access to residences and businesses would be maintained during and after construction.

1.6 PUBLIC NOTICES

- ODOT mailed open house invitations to property owners on April 19, 2019.
- Letters to various agencies, regulators, and potentially interested parties were mailed on April 19, 2019 in an effort to solicit their input.

- Public meeting invitation letters were mailed to various political entities, interested parties and public on April 19, 2019.
- ODOT sent posted a Facebook announcement on April 17, 2019.
- ODOT distributed flyers to interested parties near the project area on April 25, 2019.

1.7 MEETING FORMAT

At the public open house, attendees were asked to add their name and contact information to a sign-in sheet. A handout was available to everyone, which described the project and illustrated the proposed project alignment. Presentation boards were set up, and a station was set up to allow guests to participate in the public survey online through MetroQuest. Personnel from ODOT including the engineering design team, Division 1, Right-of-Way Division, Environmental Programs Division, and cultural resources were available to answer questions and take comments from the public. Attendees were encouraged to write their specific questions or concerns related to the project on the available Comment Form. (Refer to Appendix E for the materials presented and the meeting sign-in sheets.)¹

(Presentation and meeting materials are available at https://www.ok.gov/odot/Programs_and_Projects/Public_Meetings_and_Hearings/20190516.html)

2.0 SUMMARY OF COMMENTS & RESPONSES

2.1 PUBLIC COMMENTS

2.1.1 Public Written Comments

One property owner responded in writing with strong opposition to the project. The comments are summarized in Table 1.

Table 1: Property owners, local residents and citizens written comments (refer to Appendix F)

PUBLIC WRITTEN COMMENTS	
INDIVIDUAL	INPUT
The written responses were summarized and generically grouped into general categories; each of which are presented below. Next to each item is ODOT's response.	
ISSUE/COMMENT/CONCERN	RESPONSE
Residential Property Impacts	<ul style="list-style-type: none"> • Adverse effects to property owners are weighed heavily by ODOT during the roadway design process. The designers looked at options to minimize impacts and balanced that with the primary purpose of improving highway safety. • Any properties being impacted by the proposed right-of-way of this project may be eligible for compensation benefits. The eligibility of each property impacted will be determined through the right-of-way process. Any displaced residential occupants or personal property relocations identified will be given all applicable benefits according to the 49 CFR Part 24 Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs as required by the Uniform Relocation Act of 1970

2.2 BUSINESS COMMENTS

No responses were received from the businesses potentially affected by the project not previously addressed above.

2.3 AGENCY COMMENTS

Five agency comments were received. Individual comments are summarized in Table 2.

Table 2: Federal, state, & local agency written responses to the solicitation letter (refer to Appendix G)

AGENCY COMMENTS	
AGENCY	INPUT
Bureau of Land Management (BLM) Realty Specialist	<ul style="list-style-type: none"> The BLM reviewed the project information and has no concerns or objections to the proposal. File searches show no impact to federal minerals or federal lands managed by the BLM. There are BLM administered mineral interests near and within the project area, but the project, as proposed, would not impact them.
	ODOT RESPONSE
	<ul style="list-style-type: none"> Comments noted
Bureau of Indian Affairs (BIA) Acting Regional Director	<ul style="list-style-type: none"> The BIA reviewed the project information and has no concerns or objections to the proposal. Five Federally recognized Tribes have been provided the notice. As Tribes may have environmental and/or cultural resources concerns relating to this action, ODOT should coordinate directly with the Tribes on any of their concerns.
	ODOT RESPONSE
	<ul style="list-style-type: none"> ODOT coordinated with the following tribes: Caddo Nation, Cherokee Nation, Osage Nation, United Keetoowah Band of Cherokee, and Wichita & Affiliated Tribes. ODOT contacted the tribes on August 8, 2018 as part of the initial NEPA process to inform and solicit input. After the cultural resources study was completed, ODOT provided the final report. In addition, the Cherokee Tribe was directly contacted to discuss potential impacts on Sequoyah's Cabin.

<p>Oklahoma Aeronautics Commission (OAC) Aviation Program Manager</p>	<ul style="list-style-type: none"> • There does not appear to be any potential hazards to the safe and efficient use of airspace. • Recommends using FAA’s notice criteria tool to determine if a 7460-1 form needs to be completed with the FAA. • If form 7460-1 is required, the Commission requests to be notified, as a tall structure permit may be required. • Would like to remind ODOT of the need to comply with CFR Title 14 Part 77.13, which states that certain projects are required to notify the Administrator of the FAA. <p style="text-align: center;">ODOT RESPONSE</p> <ul style="list-style-type: none"> • ODOT will contact the FAA during the design phase to determine if Form 7460-1 needs to be completed.
<p>Oklahoma Department of Environmental Quality (DEQ) General Counsel</p>	<ul style="list-style-type: none"> • No environmental concerns under DEQ jurisdiction are anticipated. • DEQ Recommended ODOT obtain a construction storm water permit (OKR10). • Any burning associated with land clearing operations must be conducted in accordance with OAC 252:100, Subchapter 13. <p style="text-align: center;">ODOT RESPONSE</p> <ul style="list-style-type: none"> • The DEQ stated that ODOT should obtain a construction storm water permit authorization under OKR10. ODOT is aware of the permitting requirements and the process involved. ODOT requires construction contractors to obtain an OKR10 permit authorization (when applicable) prior to starting any construction activities.
<p>Oklahoma Conservation Commission (OCC) Wetlands Program Coordinator</p>	<ul style="list-style-type: none"> • The review was completed using the Soil Survey of the Oklahoma County Fish and Wildlife Service NWI maps. • OCC is concerned that siltation problems may arise during construction. • OCC is concerned about mechanical disturbance of Big Skin Bayou. • OCC recommends plans that reduce disturbance, and thus siltation, in the waterbodies and erosion control plans sufficient to minimize sedimentation impacts from construction activities outside the stream channel. • Recommends minimizing changes in the stream configuration, or if the stream must be manipulated, natural designs be used to re-shape and stabilize the stream. If this method cannot be used, OCC recommends that permanently protected riparian mitigation be implemented possibly through a conservation easement. • OCC suggests that sufficient cross-sectional drainage area through the bridge crossings be incorporated in the plan to allow for maximum periodic flood drainage. • OCC requests that following the completion of the project, the streams remain free flowing with naturally vegetated stable banks and with stream substrate free of excess sedimentation from project activities.

ODOT RESPONSE	
	<ul style="list-style-type: none">• Oklahoma Conservation Commission (OCC): The OCC's concerns were summarized into three general areas as outlined below.<ol style="list-style-type: none">1. The concerns regarding siltation will be addressed as part of the storm water permitting process. The construction contractor is required to obtain a Department of Environmental Quality (DEQ) OKR10 construction storm water permit and maintain a storm water pollution prevention plan. The plan specifically requires erosion and sediment controls that will address in-stream siltation. Post construction vegetation and stabilization are also required as part of permit compliance.2. The concerns regarding channel disturbance will be addressed as part of the Clean Water Act Section 404 permitting process currently underway. There is no intent to modify, redesign or significantly alter the stream bed.3. The concerns regarding adequate cross-sectional drainage area and flood flow capacity were assumed to be generic in nature. However, the designer ran hydraulic and hydrology (H&H) models for the stream system and designed the bridge to meet modern standards and criteria. The bridge is designed to convey anticipated flows.

