
Virtual Public Meeting Summary

State Highway 116

**From approximately 2.0 miles east of US-59,
extending east approximately 2.2 miles
near Colcord in Delaware County**

Job Piece Number 31964(04)

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Held August 3, 2020 through 17, 2020

www.odot.org/SH116 - Publicinput.com

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1.0 EXECUTIVE SUMMARY

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing roadway improvements on State Highway 116 (SH-116) from approximately 2.0 miles east of US-59, extending east approximately 2.2 miles to Colcord in Delaware County. This segment of SH-116 has inadequate shoulders, sharp curves, and steep hills and valleys which result in limited sight distance. The purpose and need for this project is to correct substandard geometry, add shoulders and improve safety. Due to ongoing concerns about COVID-19, ODOT hosted a virtual public meeting from August 3 to August 17, 2020 to present the information on this project and receive input.

The existing SH-116 roadway is a two-lane facility with two-foot-wide sod shoulders on rolling terrain. The current (2017) traffic on this segment is 1,200 vehicles per day (vpd) with a 2037 projected traffic of 1,700 vpd. ODOT has tasked a consultant to determine the best alternative for correcting the roadway deficiencies while taking into consideration construction costs, right-of-way and utility costs, and environmental constraints. Now that the virtual public meeting has concluded, the meeting material can be found at: <http://www.odot.org/publicmeetings>.

The purpose of the Public Meeting was to present the proposed design alternatives and the preferred alignment for this highway segment to receive public comment.

General Summary:

From the virtual public meeting comments, Alternatives A, B, E were liked three times or a variation of the alternatives. Alternative C was liked once. The Colcord Ranch property was reported to have cabins, graves and caves located on this land that would be impacted by the preferred alternative in the first curve correction.

The results of the question concerning realigning Linam Road intersection to provide better sight lines for turning traffic: Yes 71% / No 29%

Highlights from the written comments received include:

- One commentator did not like Alternative B (new alignment), while another commenter liked Alternative B.
- A property owner who would be impacted by the preferred alternative and offset alignment in the second curve correction called and provided written comments. He was contacted by the environmental consultant and designer and provided further information.
- Two commentators prefer Alternative A (resurface existing) to reduce impacts and save money.
- There were several comments regarding the Colcord Ranch property and reports of cabins, graves and caves located on this land that would be impacted by the preferred alternative

in the first curve correction. The owners of Colcord Ranch have been contacted by the design team and these issues will be verified during the field studies.

- Four commentators like Alternative E (a variation of Alternatives B and D).

There was no significant objection to the preferred alternative (Alternative C) based on the public comments.

Eight (8) agency letters with comments were received and are summarized below:

- 1) The Board of Commissioners for Delaware County reviewed the project and provided approval of the project as proposed with three yes votes.
- 2) The Oklahoma Conservation Commission has reviewed the project and they do not favor any particular route. All routes have the potential to pass over streams and associated riparian areas. OCC provided general comments in the response letter.
- 3) The Oklahoma Department of Environmental Quality stated no adverse environmental impacts under DEQ jurisdiction are anticipated.
- 4) The Oklahoma Tourism and Recreation stated the project proposal will have no significant adverse impact on any federally funded park or recreation area or state park.
- 5) The Oklahoma Water Resources Board stated it looks like there will be work done in the floodplain and a floodplain development permit from the OWRB is needed from the local jurisdiction.
- 6) The State Historic Preservation Office provided a list of additional information they would need.
- 7) The Osage Nation requests that a cultural resources survey be conducted for this project no matter which alternative is considered.
- 8) The Oklahoma Aeronautics Commission stated that based on the limited information provided and our cursory review, the potential project does not appear to pose a hazard to the safe and efficient use of navigable airspace.

There was no significant objection to the preferred alternative (Alternative C) based on the agency comments.

2.0 INTRODUCTION

This document summarizes a virtual public meeting conducted for SH-116 from approximately 2.0 miles east of US-59, extending east approximately 2.2 miles to Colcord in Delaware County. The existing SH-116 roadway is a two-lane facility with two-foot-wide sod shoulders on rolling terrain. The current (2017) traffic on this segment is 1,200 vehicles per day (vpd) with a 2037 projected traffic of 1,700 vpd.

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing roadway improvements on SH-116 from approximately 2.0 miles east of US-59, extending east approximately 2.2 miles to Colcord in Delaware County. This segment of SH-116 has inadequate shoulders, sharp curves, and steep hills and valleys which result in limited sight distance. The purpose and need for this project is to correct substandard geometry, add shoulders and improve safety.

ODOT has tasked a Consultant to determine the best alternative for correcting the roadway deficiencies while taking into consideration construction costs, right-of-way and utility costs, and environmental constraints. The following alternatives were evaluated.

Alternative A: Resurfacing the existing alignment of two 12-foot-wide driving lanes, adding 2- to 4-foot-wide shoulders where feasible and lowering the design speed to 35 mph. The roadway will be closed during construction. Existing Cloud Creek bridge will not be replaced.

Alternative B: This option utilizes new alignment to provide two 12-foot-wide driving lanes with 8-foot-wide shoulders. The design speed for this alignment is 45 mph. The existing alignment will be used during construction for through traffic. The existing Cloud Creek bridge will be replaced on an offset alignment to the north. A curb & gutter section with no shoulders would be provided for the easternmost 0.4 miles.

Alternative C: (Preferred Alternative) Provide two 12-foot-wide driving lanes with 8-foot-wide shoulders and replace sharp curves with a new alignment to the north, west of the Cloud Creek bridge (0.85 miles, 55 mph design speed). Existing Cloud Creek bridge will not be replaced. Resurface the existing alignment of two 12-foot-wide driving lanes and add 8-foot-wide shoulders and replace sharp curves with a new alignment crossing the existing road extending to the town limits (0.65 miles, 45 mph design speed). Mill & overlay the existing alignment of two 12-foot-wide driving lanes from town limits to Linam Road (0.6 miles, 35 mph design speed). Phased construction will be required to provide for through traffic during construction.

Alternative D: Provide two 12-foot-wide driving lanes with 8-foot-wide shoulders and replace sharp curves with a new alignment to the north, west of the Cloud Creek bridge (0.85 miles, 55 mph design speed). Existing Cloud Creek bridge will not be replaced. Resurface the existing alignment of two 12-foot-wide driving lanes and add 8-foot-wide shoulders and replace sharp curves with a new alignment crossing the existing road extending to the town limits (0.65 miles,

55 mph design speed). Mill & overlay existing alignment of two 12-foot-wide driving lanes from town limits to Linam Road (0.6 miles, 35 mph design speed). Phased construction will be required to provide for through traffic during construction.

Alternative E: This option is a variation of Alternatives B and D. The first curve correction would be closer to the existing alignment (0.85 miles, 55 mph). Multiple horizontal curves would be required. Existing Cloud Creek bridge will not be replaced. The second curve correction crosses the existing road (0.65 miles, 45 mph design speed) and extends to town limits. Mill & overlay existing alignment of two 12-foot-wide driving lanes from town limits to Linam Road (0.6 miles, 35 mph design speed). Phased construction will be required to provide for through traffic during construction.

Alternative F: No Build, maintain existing conditions.

The purpose of the Virtual Public Meeting was to present the proposed design alternatives and the preferred alignment for this highway segment to receive public comment.

3.0 PUBLIC MEETING

3.1 MEETING NOTIFICATION

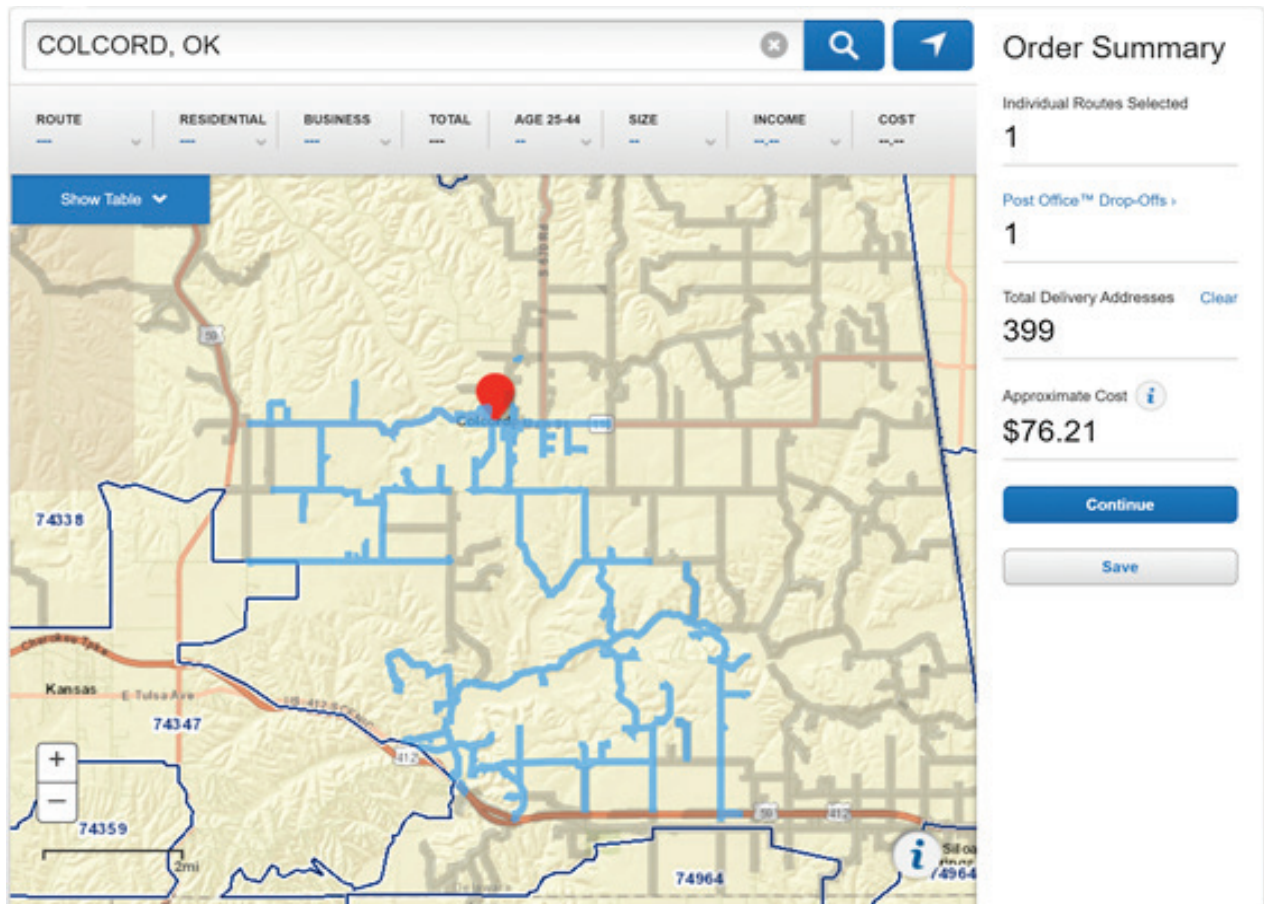
In addition to the notification provided via the agency solicitation letters (see Section 4.0), notice of the public meeting was sent by pamphlet to the Governor's office, elected officials (federal and state), Federal Highway Administration, Oklahoma Transportation Commissioner, Delaware County Commissioner, the Grand Gateway Economic Development Association, Town of Colcord, Colcord Public Schools, emergency service providers medical facilities and six Tribal Nations in the project area. The pamphlet provided a brief description of the purpose and need for the project, development of alternatives, and an invitation to the virtual public meeting. The pamphlet was accompanied by a alternatives map and comment form. Twenty-seven (27) letters were mailed on August 3, 2020. A copy of the pamphlet and the mailing list is included in **Appendix A**.

Notice of the virtual public meeting was also sent by pamphlet to all property owners in the study area and utilities owners. Forty-nine (49) property owners and three (3) utility owners were mailed the pamphlet on August 3, 2020. A copy of the mailing list is included in **Appendix A**.

3.2 OUTREACH

Outreach was provided by a direct mailing by the post office to one (1) route along the project area as noted in blue in Figure 1.

Figure1: Direct Mail Route



Pamphlets were provided to the Colcord U.S. Postal Service July 31, 2020 called Every Door Direct Mail (Order #6756012). Figure 1 shows the mailing route in blue. Direct mailing resulting in the delivery of 399 pamphlets helped to ensure that individuals who are leasing property within the study area will get the information, as well as the property owners receiving notification through the mail. As the postal route serves a larger area, more people who use the SH-116 roadway received the information as well increasing the opportunity for input.

3.3 MEETING INFORMATION AND FORMAT

The virtual public meeting was held from August 3 to August 17, 2020 to present the information on this project. PublicInput.com hosted the meeting that included a pamphlet, virtual public meeting slides, all alternatives map, alignment verification matrix, video drive through, ODOT relocation brochure, ODOT property rights brochure and comment form. Copies of the virtual public meeting slides, all alternatives map, and alignment verification matrix are provided in **Appendix C**. From the virtual public meeting, there were 15 participants, 22 responses and 13 comments.

3.4 PUBLICINPUT.COM – COMMENTS

The comments received from the virtual public meeting are listed below along with an ODOT response. From this information Alternatives A, B and E were all preferred two times while Alternative C was preferred one time. The Colcord Ranch area indicated there are graves/tombstones in the area of the ranch. Caves and historic cabins were mentioned as being in the Ranch area as well.

1. I am concerned with the thought of removing graves in the Colcord Ranch area. The wildlife habitat must also be considered.

ODOT Response:

A cultural resources investigation including identification, evaluation, and mitigation will be completed on the preferred alternative. The investigation will focus on identifying and evaluating historic properties for Federal Highway Administration undertakings conducted under Section 106 of the National Historic Preservation Act. Commonly called Phase I Cultural Resources Investigations, these investigations include archaeological pedestrian survey and architectural reconnaissance survey. If historical buildings (log cabins, rock pillar, foundations, etc.), graves or other significant cultural resources are identified, they will be fully investigated during this process. Mitigation, minimization or avoidance can result from this investigation.

Critical habitat is considered, and possible karst features are a concern if they are located in the project area that bats may use. A biological survey will be completed on the preferred alternative. Mitigation, minimization or avoidance can result from this investigation.

2. As a fourth generation and life-long resident of Colcord, it is upsetting to see the changes being considered for the area which will disturb the history of Colcord if the chosen route cuts through Colcord Ranch. Additionally, the tombstones that are currently located on the property of Colcord Ranch cannot and should not be relocated. The caves which serve as a natural habitat for bats should be left alone.

ODOT Response:

If tombstones are encountered, they will be fully investigated during the cultural resources field survey and further discussions with the designer would be required. A cultural resources investigation including identification, evaluation, and mitigation will be completed on the preferred alternative. The investigation will focus on identifying and evaluating historic properties for Federal Highway Administration undertakings conducted under Section 106 of the National Historic Preservation Act. Commonly called Phase I Cultural Resources Investigations, these investigations include archaeological pedestrian survey and architectural reconnaissance survey. If historical buildings (log cabins, rock pillar, foundations, etc.), graves or other significant cultural resources are identified, they

will be fully investigated during this process. Mitigation, minimization or avoidance can result from this investigation.

Critical habitat is considered, and possible karst features are a concern if they are located in the project area that bats may use. A biological survey will be completed on the preferred alternative. Mitigation, minimization or avoidance can result from this investigation.

3. Our choice, if it must be changed, is Alternative A or Alternative E.

ODOT Response:

Alternative A – resurfacing existing or Alternative E, which minimizes the impact to the Colcord Ranch are noted and appreciated. The preferred alternative C was selected as the best option while considering cost, right-of-way impacts, and environmental constraints. Alternative E was not selected as it requires additional horizontal curves and the construction would prove to be more difficult.

4. As a commercial vehicle driver, I like B, but either one you decide, the hard turns closest to town need widened horribly.

ODOT Response:

Alternative B – which has a lot of new alignment to straighten the roadway would have the best driving experience but was not selected as the preferred alternative due to cost and relocations. The curves closest to Colcord may have 8-foot-wide shoulders added that will aid with turning and driver corrections.

5. I think the western half of D and the eastern half of B tied together would be the best route. This road is going to get a lot of heavy truck use from chicken trucks and Walmart trucks. This road, as is, is very bad in ice and snow. When fixed, the traffic will greatly increase.

ODOT Response:

In reviewing your option of part D and part B, that would provide a straighter roadway and would provide a good driving experience. The preferred alternative C to the east, near Colcord may have 8-foot-wide shoulders added that will aid with turning and driver corrections.

6. I'd like someone to show me how far up my front yard they are wanting to take

ODOT Response:

At this point in project development, we do not know details on property impacts. Once we have survey and preliminary design completed, we will be able to determine property impacts. That information will be available late 2022. Please contact Sara Downard,

ODOT Program Management Division @ 405-522-2301 for additional information at that time.

7. I believe Alternative E would be the best and safest route for traffic.

ODOT Response:

This option is a variable of Alternatives C and D. The first curve correction would be closer to the existing alignment (0.85 miles, 55 mph). Alternative E was not selected as it requires additional horizontal curves and the construction proved more difficult.

8. I think alternative A is the best choice.....less time to complete, will not cut through any one's property.

ODOT Response:

Alternative A – resurfacing existing would have the least impacts, but Alternative A does not meet the purpose and need of the project to correct substandard geometry and sight distance. The preferred alternative C was selected as the best option while considering cost, right-of-way impacts, and environmental constraints.

9. As mentioned in a previous comment, we feel as though Alternative A or E will be the best option to leave graves, history and natural habitats undisturbed. How do you propose to move the 100-year old graves and tombstones that are located in the path of the Preferred Alternative?

ODOT Response:

If graves are encountered, they will be fully investigated during the cultural resources field survey and further discussions with the designer would be required.

10. This looks good on west end, but I would prefer Alternative B on the east end. It's a great ideal to straighten this section of highway but would like some sort of ideal on how much yard I'll be losing.

ODOT Response:

At this point in project development, we do not know details on property impacts. Once we have survey and preliminary design completed, we will be able to determine property impacts. That information will be available late 2022. Please contact Sara Downard, ODOT Program Management Division @ 405-522-2301 for additional information at that time.

11. I approve of the preferred alignment for SH-116 because it will reduce the amount of sharp curves on the approach to Colcord.

ODOT Response:

The preferred alternative C was selected as the best option while considering cost, right-of-way impacts, and environmental constraints.

Questions

One question was asked about the Linam Road and SH-116 intersection.

Question (7 Respondents)

Would you like to see the Linam Road intersection realigned to provide better sight lines for turning traffic? 71% Yes / 29% No

One question was asked about race/ethnicity.

Question (7 Respondents)

What is your race/ethnicity?



3.5 WRITTEN PUBLIC COMMENTS

Written comments came in several types, the comment forms, e-mail, and phone calls. Copies of the written citizen comments (comment forms) are included in **Appendix C**. Twelve (12) written comments were received and two (2) comments by phone were recorded.

Public comments were made regarding a variety of issues. One commentator did not like Alternative B. A property owner who would be impacted by the preferred alternative and offset alignment for the second curve correction called and provided written comments. He was contacted by the designer and provided further information. Two commentators prefer Alternative A in order to reduce impacts and save money. There were several comments regarding the Colcord Ranch and reports of historic cabins, graves/tombstones and caves located on this land that would

be impacted by the preferred alternative in the first curve correction. The owners of Colcord Ranch have been contacted by the design team and these issues will be verified during the field studies. Four commentators prefer Alternative E. One commentator prefers Alternative B. A summary of the written comments is provided below along with a general ODOT response.

Table 1: Written Public Comments Matrix

Comment	# of Comments
Does not like Alternative B	2
Please don't do this (Alt B). You will be taking away my front yard!	7a
The present road is outdated. The hills are too crooked for trucks. I am a landowner of the area.	10a
<p>ODOT Response:</p> <p>Alternative B was not selected. Alternative B provided new alignment and a minimum design speed of 45 mph. This alignment was rejected due to cost and number of relocations. The preferred alternative C was selected as the best option while considering cost, right-of-way impacts, and environmental constraints.</p>	
Impacts to Property with Alternative C – Preferred alternative	1
Looks like the preferred alternative will come across my property and take out my house. I have lived here about 30 years. I have lots of memories. There is a cave here. Consider my feeling and happiness if I will be relocated.	2a
Phone Call – comes through my land, located at 2nd curve. Wondering about alignment, will you take my house? Owns 22 acres has home and several building. Will my house be taken? Can I rebuild on my land?	Phone 14a
<p>ODOT Response:</p> <p>These two comments are from the same property owner. The preferred alternative will impact this property owner with the offset alignment for the second curve correction. Until design plans are available, we do not know how much of the property or buildings will be impacted by the new alignment to correct the curve. The property owner was provided the relocation and property right brochures by e-mail. ODOT will not be able to determine rebuilding options until the plans are available. ODOT Project Management contact information was provided to the landowner so they can keep up with project development. The property owner was provided the designer contact information as well.</p>	

Prefer Alternative F	2
I think it would be best to fix the existing road and to spend money on it than to take up more farm or pastureland and have to buy right of ways. Put in new culverts and fix ditches where they will drain better and fix shoulders on existing road.	5a
Prefer Alternative F - maintain what we have and resurface the roadway. Spending \$14 million dollars on a road that does not get that much use is not needed.	Phone 13a
ODOT Response.	
The purpose and need for the project is to correct substandard curves and add shoulders to the roadway. Resurfacing the roadway or Alternative A, that included adding 2- to 4-foot-wide shoulders where feasible and lowering the design speed to 35 mph, does not address the purpose and need of the project and was therefore not selected as the preferred alternative.	
Prefer Alternatives C, D, or E	2
I received information about the proposed changes to State Highway 116. Our household at 969 West Main Street in Colcord, OK, very much prefer Alternatives C, D or E. Saying that, I would like to suggest on the S curves at the east end of the construction. At the first curve past Harmon Street, continue east a little and gently curve to Main Street. This would eliminate the two sharp curves. You would be taking a small part of a hay field from David Ramsey. No homes, electrical or water lines would be affected. However, using Alternative B as it is shown would involve several properties, electric and water lines. Yes, my property would be involved. You would take my electric pole, water meter and most of my front yard. My neighbors and myself hope this is not going to happen. Thank you for asking for our comments. I am sure you have already thought about and for some sound reason discarded the route change I have recommended. It is obvious much thought and work has gone into this project. Thank you for your consideration.	6a
Having lived in the Colcord area most of my life, I am very familiar with driving Hwy 116. The correction of curves west of Cloud Creek Bridge is excellent. However, the curves east of Cloud Creek Bridge by the unnamed creek will continue to be a problem if Alternative C is used. Alternative D addresses this issue especially for truck travel. Therefore, Alternative D which is very similar to Alternative C would be feasible in order to prevent the accidents on these curves. Also, 55 mph is more desirable for tremendous truck traffic.	11a
ODOT Response:	

Alternative B provided new alignment and a minimum design speed of 45 mph. This alignment was rejected due to cost and number of relocations. New alignment was not considered on the curves close to town for the other alternatives considered (A, C, D, E) as the speed limit is posted at 30-35 mph in this area. With the current design speed, those curves do not need to be corrected. Alternative E was not selected as it requires additional horizontal curves and the construction would prove to be more difficult.

Prefer Alternative E or A

5

E-mail Comment - My name is Sharron Simmons, my husband Floyd (Jack) Simmons and I live on and own the Colcord Ranch. This place is very special to us and also to our surrounding community members. I know improvements have to be made to keep up with the times, but on the other hand history shouldn't be disturbed when there are other alternatives. There are 2 original log cabins still existing on the ranch and the original Rock Pillars with the driveway are still intact from the original driveway. The original log cabin ranch house burned but the original fireplaces, foundation, cement patios, and original fountains are still there. We have cleaned all this area up so it can be used for family reunions and gatherings for people in the community to be a part of this history again. There is also 2 old head stones there. There are a lot of caves for the bats and wildlife to have to hibernate. This also should be taken into consideration. My husband and myself would like for the state to use either Alternative A or E for the improvement area. We feel like either one of these choices would not disturb any of the history that still exists. Please keep in mind when making your decision, when possible leave history intact. So much of the past does not exist anymore. Let this stay the way it is now so our small community can hold on to what was left from years ago.

1a

Alt E because Alt B would go through our water supply.

3a

Alternative E as long as it doesn't mess up our water supply and I think it would do the least harm to the people along SH-116.

4a

Alternative E is probably the best also probably the most costly, but whatever is used please do not disturb the historic home site of Col. Colcord or historic grave sites which are on the west part of Alternatives C & D.

9a

As a property owner & someone who drives this route daily & also a fireman for the town of Colcord, I have responded to many wrecks & been in a head on collision with a semi on the hill near no name creek. I personally am excited to see something done with this highway! I personally think that from the drawing the map shows Alternative E wouldn't effect as many other residents & serve the purpose. "Also does this construction affect my property all?"

12a

ODOT Response:

Alternative E was developed to shift south of the Colcord Ranch. A cultural resources investigation including identification, evaluation, and mitigation will be completed on the preferred alternative. The investigation will focus on identifying and evaluating historic properties for Federal Highway Administration undertakings conducted under Section 106 of the National Historic Preservation Act. Commonly called Phase I Cultural Resources Investigations, these investigations include archaeological pedestrian survey and architectural reconnaissance survey. If historical buildings (log cabins, rock pillar, foundations, etc.), graves or other significant cultural resources are identified, they will be fully investigated during this process. Mitigation, minimization or avoidance can result from this investigation.

Critical habitat is considered, and possible karst features are a concern if they are in the project area that bats may use. A biological survey will be completed on the preferred alternative. Mitigation, minimization or avoidance can result from this investigation.

The purpose and need for the project is to correct substandard curves and add shoulders to the roadway. Alternative A does not fully address the purpose and need of the project and was therefore not selected as the preferred alternative. Alternative E was not selected as the construction would prove to be more difficult.

Prefer Alternative B / Does not like Alternative A

1

I am a public-school teacher with an hour-long commute. I drive this route to and from work every day; there are no viable alternatives. I prefer Alternative B because it is straighter and has a higher speed limit. Other alternatives are acceptable as well, with the exception of Alternative A – it would increase commute times too dramatically to not be able to use this section of road at all. Please do not choose Alternative A. Thank you for working to make this dangerous section of highway safer for all those who use it.

8a

ODOT Response:

Alternative B provided new alignment and a minimum design speed of 45 mph. This alignment was rejected due to cost and number of relocations. The preferred alternative C was selected as the best option while considering cost, right-of-way impacts, and environmental constraints.

4.0 AGENCY SOLICITATION LETTERS

Agency solicitation letters were mailed July 30, 2020, during the virtual public meeting. These letters provided a short project description, website link, and enclosed project location and alternatives maps. The letter requested recipients provide input by August 17, 2020 and included a link to the project presentation information. This letter was sent to forty-one (41) State and Federal agencies including the US Army Corps of Engineers and numerous State agencies. A copy of the solicitation letter and the mailing list is included in **Appendix D**, while **Appendix E** contains the written agency comments received.

4.1 AGENCY COMMENTS AND ODOT RESPONSES

Eight (8) agency letters with comments were received and are summarized below along with an ODOT response.

- 9) The **Board of Commissioners for Delaware County** reviewed the project and provided approval of the project as proposed with three yes votes.

ODOT Response: This comment is noted and appreciated.

- 10) The **Oklahoma Conservation Commission (OCC)** has reviewed the project and they do not favor any particular route. All routes have the potential to pass over streams and associated riparian areas. OCC provided the following general comments. Although not able to discern all potential impacts, the OCC has several general concerns that 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 in the stream itself, whether it is simply for construction or that it involves the redirecting or “re-designing” 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 to reshape and stabilize the stream. This natural stabilization method is considerably more economical and beneficial to the environment than historical stabilization techniques. Restoring riparian corridors using natural design ultimately produces 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 if bridge crossings are modified, sufficient cross-sectional drainage area through the bridge crossings be incorporated in the plan to allow for maximum periodic flood drainage. Many older bridge designs do not account for all expected flood drainage and the bridge functions as a dam, 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.

ODOT Response:

These comments are noted and ODOT will minimize the impacts as much as possible. These comments will be forwarded to the designer for consideration.

- 11) The **Oklahoma Department of Environmental Quality (DEQ)** stated no adverse environmental impacts under DEQ jurisdiction are anticipated, but wanted ODOT to be aware of the following: A) Prior to beginning any construction activity disturbing more than one acre, you must submit an NOI and obtain authorization under OKR10, construction stormwater. B) Any burning associated with land clearing operations must be conducted in accordance with OAC 252:100, Subchapter 13. C) If any water or wastewater utilities need to be relocated as part of this project, please note that water and wastewater infrastructure projects that will require a construction permit from DEQ's Water Quality Division.

ODOT Response:

These comments are noted and ODOT will obtain authorization under OKR10, construction stormwater prior to construction. Burning will be completed within DEQ guidelines and the appropriate construction permit will be acquired by the contractor.

- 12) The **Oklahoma Tourism and Recreation** stated the project proposal will have no significant adverse impact on any federally funded park or recreation area or state park, regarding the LWCF Act 54 U.S.C. 200305(f)(3) no land may be permanently used for private or non-outdoor recreation purposes (defined by the program).

ODOT Response: This comment is noted and appreciated.

- 13) The **Oklahoma Water Resources Board (OWRB)** stated it looks like there will be work done in the floodplain and a floodplain development permit from the OWRB is needed from the local jurisdiction.

ODOT Response: The appropriate floodplain permit from the local jurisdiction will be completed and provided to the OWRB.

- 14) The **State Historic Preservation Office (SHPO)** public meetings for proposed federal undertakings are identified as consultation measures per 36 CFR Part 800.2(c)(5)(d)(1)(2). However, the public meeting in and of itself does not constitute consultation with the State Historic Preservation Office (SHPO) as outlined in 36 CFR Part 800.2(c)(1)(i) and 36 CFR Part 800.3(c). Therefore, based upon the limited information provided within the letter, we find that we are unable to complete the review of your project without the following additional information: (1) Provide the size in acres/miles/feet of the proposed area of potential effect (APE) and of the right of way, existing and new (ROW). (2) Provide hard copies of the engineering plans on size 11 x 17 paper for the proposed road improvement. (3) Provide color hard copy of the project area with the Township, Range, and Section location information on the 7.5-minute USGS topographic map.

ODOT Response: A complete cultural resources survey that complies with Section 106 will be completed. Your office will be provided a copy of the report once it is completed for concurrence with its findings.

- 15) The **Osage Nation** requests that a cultural resources survey be conducted for this project no matter which alternative is considered.

ODOT Response: A complete cultural resources survey that complies with Section 106 will be completed. Your office will be provided a copy of the report once it is completed as part of the Section 106 consultation process.

- 16) The **Oklahoma Aeronautics Commission** stated that based on the limited information provided and our cursory review, the potential project **does not** appear to pose a hazard to the safe and efficient use of navigable airspace.

ODOT Response: This comment is noted and appreciated.